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Staff Report

HEARING DATE: February 3, 2016

TO: Planning Commission

FROM: Scott Whyte, AICP Senior Planner *SW*

APPLICATIONS: **Russell Property Subdivision - land use case files LD2015-0021 and TP2015-0013**

LOCATION: The Russell properties are generally located north of SW Scholls Ferry Road, west of SW 155th Terrace and south of SW Snowy Owl Lane. The properties are identified as Tax lots 8900, 9000, 9100 and on Washington County's Tax Assessors Map 1S1-32CD and Tax Lot 11900 on Map 1S1-32CC.

ZONING: Urban Standard Density Residential (R5)

NAC: Neighbors Southwest

REQUEST: Preliminary Subdivision and Tree Plan 2 approval to create a 125-lot subdivision intended for single family detached dwellings. To accommodate the subdivision, the applicant proposes to demolish existing dwellings and remove several trees. The proposed subdivision does not include home designs. Access is proposed from SW 155th Terrace and includes the street connections and continuations of SW Eider Avenue, SW Finch Street, SW Turnstone Avenue, SW 156th Terrace and SW 158th Terrace.

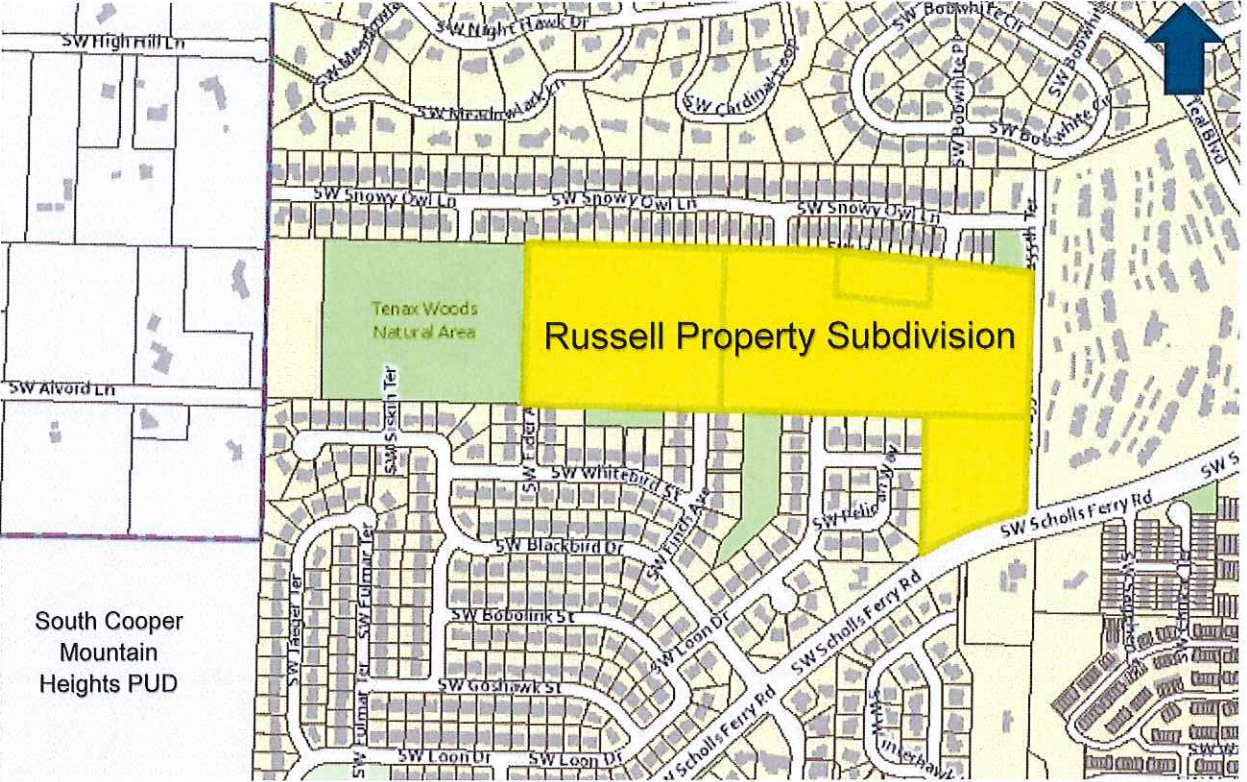
APPLICANT: West Hills Land Development Company, LLC
735 SW 158th Avenue
Beaverton, OR 97006

APPLICANT REPRESENTATIVE: Otak, Inc.
808 SW 3rd Avenue, Suite 468
Portland, OR 97204

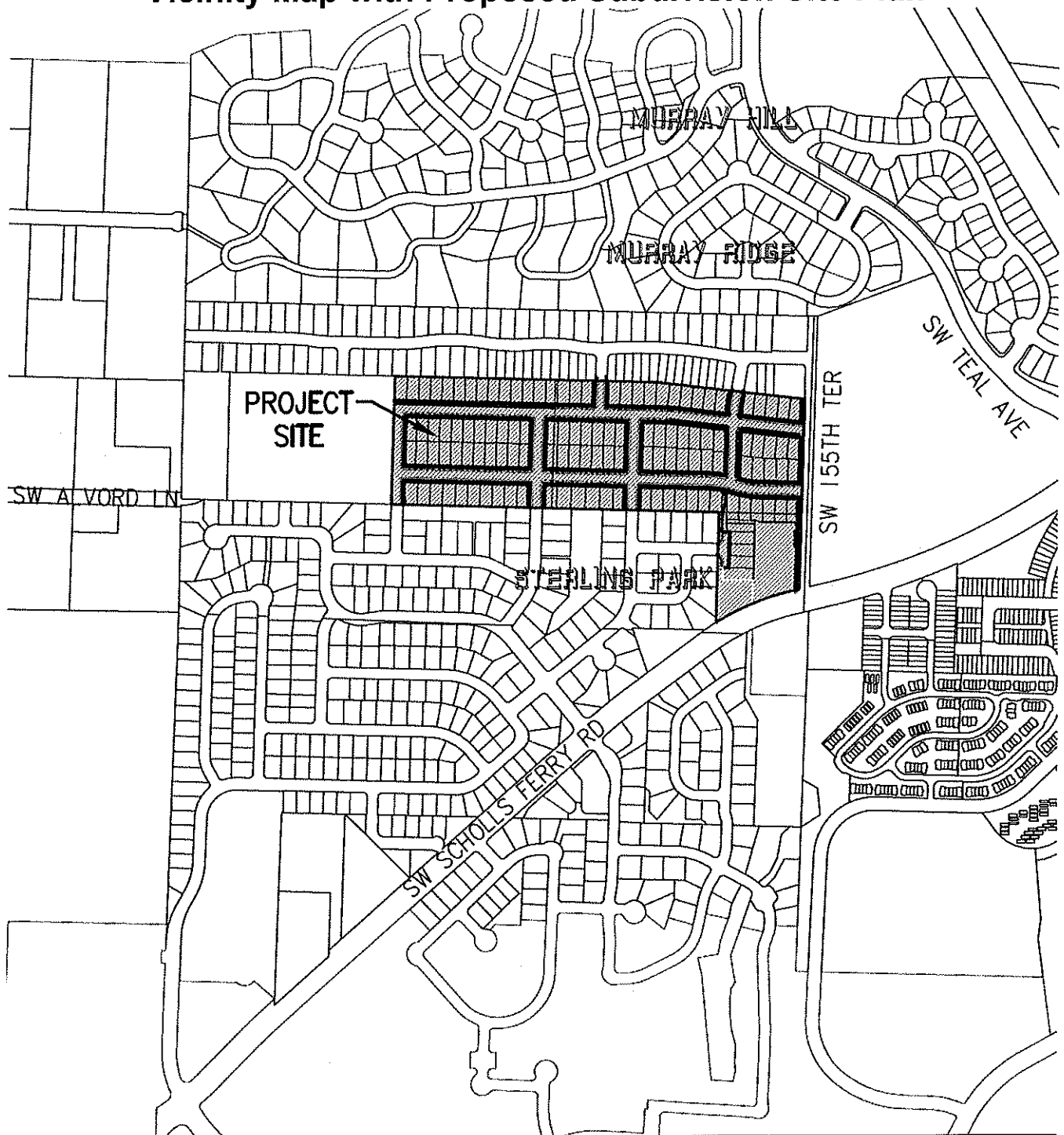
APPROVAL CRITERIA: Facilities Review (40.03.1), Preliminary Subdivision (40.45.15.5.C), and Tree Plan 2 (40.90.15.2.C), Ordinance 2050, Development Code effective through Ordinance 4662

RECOMMENDATION: **APPROVAL of Russell Property Subdivision, case files LD2015-0021 and TP2015-0013, subject to conditions.**

Aerial Photo and Vicinity Map



Vicinity Map with Proposed Subdivision Site Plan

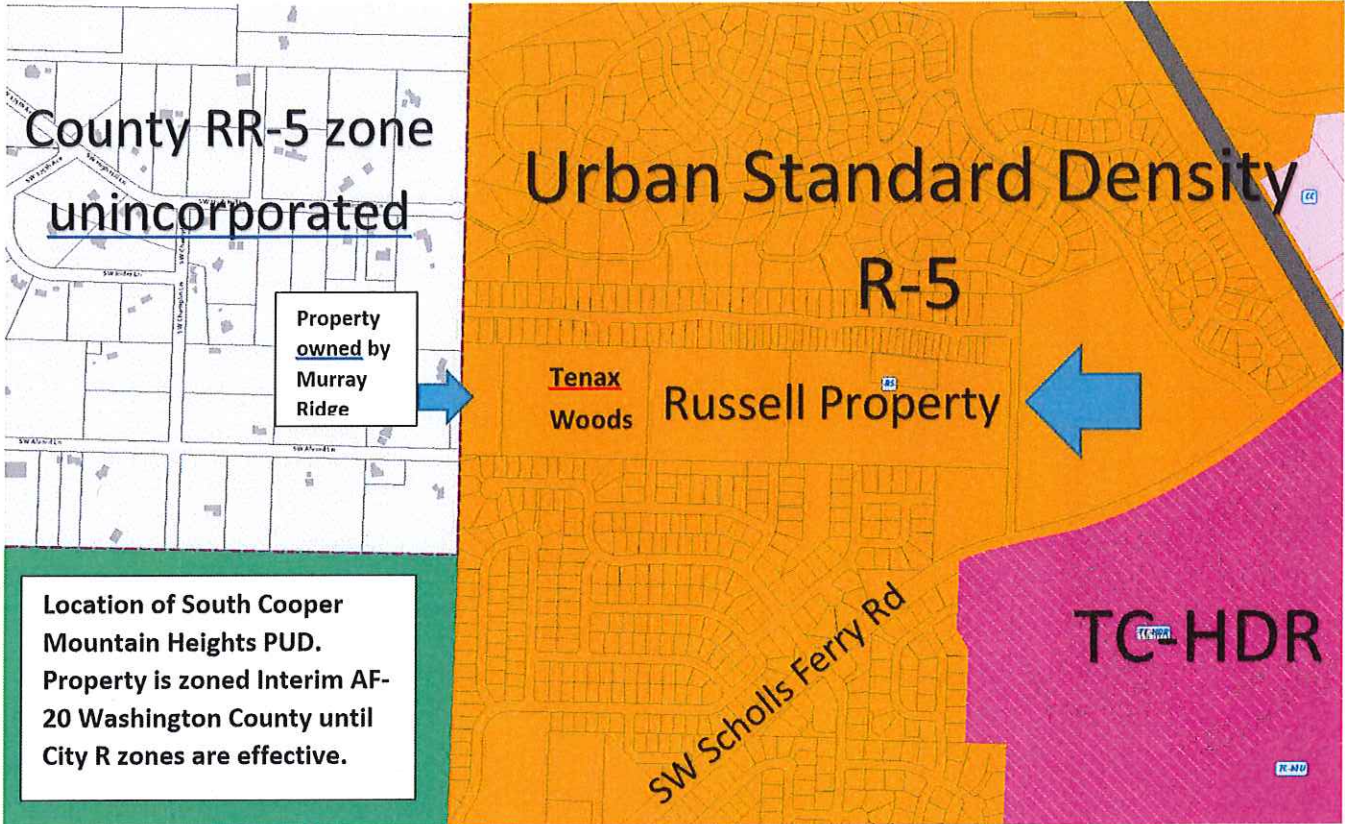


RUSSELL PROPERTY

VICINITY MAP



Zoning Map (portion near Russell Property)



BACKGROUND FACTS

Key Application Dates

<u>Applications</u>	<u>Submittal Date</u>	<u>Deemed Complete</u>	<u>Day 120 and 240</u>
LD2015-0021 TP2015-0013	Sept. 30, 2015	Dec. 15, 2015	April 13, 2016 / Aug. 11, 2016

Existing Conditions Table

Zoning	Urban Standard Density Residential (R-5) where lots intended for single-family residential are a permitted outright.	
Comprehensive Plan	Standard Density (NR-SD). The R-5 zone is an implementing zone of the NR-SD Comprehensive Plan designation.	
Existing Conditions	Large property consisting of four tax lots that is moderately sloped and contains two single-family dwellings with accessory structures. The property also contains several trees that have been planted for commercial timber harvest. The two existing dwellings have separate access points. Access to one dwelling is provided via a private driveway extending from SW Eider Avenue where presently stubbed within the Sterling Park subdivision. Access to the other dwelling is provided via private driveway extending from SW 155 th Terrace and currently crossing the rear yards of several lots within the Murray Ridge subdivision via recorded easement. No sensitive areas or significant groves are found within the project site.	
Site Size & Location	Located north of SW Scholls Ferry Road, west of SW 155 th Terrace and south of SW Snowy Owl Lane, the combined area of the four Tax Lots identified for Russell amounts to approximately 23 acres.	
Surrounding Uses	<u>Zoning:</u> North: <i>City R-5 Urban Standard</i> South: <i>City R-5 Urban Standard / Town Center – High Density</i> East: <i>City R-5 Urban Standard</i> West: <i>City R-5 Urban Standard</i>	<u>Uses:</u> North: Residential South: Residential East: Residential West: Vacant / future nature park

PROJECT SUMMARY

The applicant proposes to create 125 lots and three separate tracts of land. All 125 lots are intended for single-family detached dwellings. One proposed tract of land (Tract B) is intended for a water quality and detention facility that would be conveyed to the city. Two other proposed tracts (A and C) are intended as open space and would be privately owned and maintained by a Homeowners Association. Public roads that stub to the Russell property will be extended for street connectivity purposes. Most existing trees on-site will be removed in order to accommodate the development plan. The subject properties do not contain a Significant Grove or Significant Trees as identified in past city inventories. The subject properties also do not contain Sensitive Areas as defined by the Clean Water Services agency and do not contain Significant Natural Resources Areas identified in past city inventories. The private driveway extending from SW 155th Terrace (crossing rear yards of several lots within the Murray Ridge subdivision) will be removed.

RELATED LAND USE ACTIONS

On October 22, 2015, the city issued separate land use approval for the applicant's Commercial Timber Harvest proposal on the same properties (case file TP2015-0014). Section 40.90.15.4 of the Development Code identifies the Commercial Timber Harvest application and specifically identifies the Tax Lots associated with the Russell properties for eligibility. The Commercial Timber Harvest application is subject to administrative review (via the Type 1 procedure). The applicant decided to submit the Commercial Timber Harvest application separate from the two development related applications (Preliminary Subdivision and Tree Plan 2). To date, timber harvest has yet to occur.

The applicant's approved Commercial Timber Harvest plan also identifies 240 trees planted for commercial harvest that are shown to remain without Tree Plan 2 approval. These 240 harvest trees are located in the southeast corner of the project site, along the street frontage of SW Scholls Ferry Road (see Sheet LTP- 1.4 of the plan set for depiction). Staff notes that Criterion No. 4 of Commercial Timber Harvest approval requires the applicant to retain a certain number of trees planted for harvest on-site. The total number of trees required for retention is based on the ratio of ten trees per acre (equivalent to approximately 240 trees).

The applicant's development-related application for tree removal (Tree Plan 2) proposes to remove the remaining 240 trees planted for timber harvest purposes. As explained in this report, staff finds the harvest trees on-site to be eligible for removal through the Tree Plan 2 application which evaluates tree removal in response to development proposals. Additional facts and findings on this topic are addressed in Attachment B of this report (Analysis and Finding for Tree Plan 2 approval).

PROCEDURE FOR PRELIMINARY SUBDIVISION AND TREE PLAN 2

Preliminary Subdivision and Tree Plan 2 applications are typically subject to the Type 2 procedure identified in Section 50.40 of the Development Code. In this case, the applicant requested the Type 3 procedure (Section 50.45) upon submitting both applications. Staff refers to the applicant's letter dated October 1, 2015 (from Otak Inc. **Exhibit 7.3**) explaining the reasons for requesting the Type 3 procedure.

As described in Section 50.15.4 of the Development Code, notwithstanding the Planning Director's determination of procedure type, applicants may choose to have an application at the time of submittal be subject to a procedure type requiring broader notice and opportunity to participate. On request, staff initiated the Type 3 procedure. Notice has been mailed to all property owners in a 500-foot vicinity at least 20 days prior to the initial hearing date. Also, notice has been posted on-site and published in the Valley Times. Staff received written testimony in response to the proposal (see Table of Contents for list).

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Exhibit 5 Functional Classification of Streets (existing and future) from Comprehensive Plan & S. Cooper Mountain Community Plan	
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Exhibit 7 Materials Submitted by Applicant (separate from staff report)

- Exhibit 7.1 Narrative package by Otak Inc. dated September 30, 2015, resubmittal of November 4, with Appendixes (A through D) and Impact Studies (A through E) identified therein and referred to in this report.

- Exhibit 7.2 Applicant's plan set to the date revisions - December 30, 2015

- Exhibit 7.3 Applicant's Letter requesting Type 3 process dated October 1, 2015

- Exhibit 7.4 Applicant's Tree Plan 2 Supplement (Tree Plan modification after City Arborist site visit on January 13, 2016).

Summary of key issues identified in written public testimony received through January 20, 2016:

- Impact of road construction anticipated with SW 155th Terrace - if vehicles will need to be re-routed, precautions and public safety measures during construction.

- Construction-related noise, anticipated times during the day.

- Removal of non-harvest trees. Can certain native trees be saved?

- Plans for removing the private driveway (Deercrest Lane) accessed via SW 155th Terrace that crosses certain lots in the Murray Ridge Subdivision. Will there be a transition in grade? Will fences be extended?

- Tree protection for abutting properties.

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Russell Property Subdivision
LD2015-0021**

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.

Criteria contained in Section 40.03.1 are applicable to the submitted Preliminary Subdivision application, city case file No. LD2015-0021. These criteria are not applicable to the applicant's associated Tree Plan 2 proposal, city case file No. TP2015-0013.

The applicant's response to the Facilities Review criteria are found in the narrative prepared by Otak, Inc. dated September 30 2015, pages 3 through 8. The Committee incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein. The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria and may choose to adopt, not adopt, or modify the Committee's findings, below.

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

Facts and Findings: 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 applicant provides a summary description of all proposed utility connections on page 4 of the narrative response to Facilities Review approval criteria (document prepared by Otak). Proposed connections to water, sanitary sewer, storm water drainage and retention, transportation, and fire protection are summarized below.

Public Water System: According to the applicant, water will be provided through extension of a 12-inch water main that passes through the subject property. Water pipe connections are possible through the stubbed streets of SW Eider Avenue, SW Finch Avenue and SW 158th Terrace. Sheets P5.0 through P5.3 of the applicant's plan set identify the location of proposed water pipes serving all 125 lots to be created as part of the subdivision. Pipe size and required connections are shown. The City Site Development Engineer has reviewed the proposal and finds that proposed water facilities and connections are of adequate capacity to serve the proposal at the time of its completion. The size of certain water lines internal to the subdivision may need to be adjusted but there is adequate capacity of the existing water system to serve the development proposal.

Public Sanitary Sewer: According to the applicant, the anticipated sanitary sewer infrastructure will include a network of 8-inch diameter gravity sewers located within all proposed roadways and easements. The applicant describes connections to be made with the sewer pipes located within existing right-of-ways of SW Turnstone Avenue and SW Redbird Street where currently stubbed. Sheets P5.0 through P5.3 of the applicant's plan set identify the location of all proposed sanitary sewer pipes in addition to the proposed size and required connections. The City Site Development Engineer has reviewed the proposal and finds that proposed sanitary pipes and connections are of adequate capacity to serve the proposal at the time of its completion.

Storm Water Drainage, Treatment and Detention: Proposed storm water drainage is identified and described in the applicant's narrative and plans. Sheets P5.0 through P5.3 identify the proposed storm water detention pond located in the southeast portion of the property (identified as Tract A on the preliminary subdivision plan). The applicant's submittal package includes preliminary storm water analysis (Impact Study D of the materials package). The Committee finds the report and associated utility plans to be adequate in addressing the site's on-site surface water management needs in response to drainage patterns, treatment and quantity control. The applicant's system is designed to convey storm water collected from the site to the proposed detention facility/pond. In part, the applicant's system is also designed to convey storm water collected from an eastern portion of the Sterling Park subdivision located to the south and west. The City Site Development Engineer has reviewed the proposal and finds that proposed storm water facilities and connections can be improved to have adequate capacity to serve the proposal at the time of its completion. The City Site Development Engineer proposes conditions of approval specific to this system to ensure adequate capacity.

To ensure appropriate design and construction of the essential facilities including but not limited to utility connections, access to manholes and structures, maintenance requirements and associated construction, the Committee recommends conditions of approval through this Preliminary Subdivision application. In order to comply with the Oregon Revised Statutes for subdivision platting, the Committee recommends a condition of approval requiring the applicant to substantially complete critical facility improvements prior to the final plat approval and as determined by the City Engineer to ensure services are provided to each lot. The Committee also recommends a condition of approval requiring the verification of location and width of proposed right-of-ways and easements for adequacy and assurance that the completed infrastructure is designed per adopted City standards.

Transportation: The applicant describes the proposed street system within the subdivision which will consist of public streets. The applicant also states that the proposed street system has been design for consistency with Beaverton's Transportation System Plan. Staff concurs with this statement. The applicant's materials also include Traffic Impact Analysis (TIA) prepared by Kittelson and Associates (identified as Impact Study A, dated December 2, 2015). Key findings in response to the applicant's TIA are summarized below:

Impact of additional vehicle trips (five intersections in the vicinity): The TIA prepared by Kittelson and Associates responds to the applicant's street connection proposal and identifies trips associated with 130 single-family residential units. Staff notes that proposal is for slightly less than this number at 125 single-family lots. Staff also notes

that there is no proposal to phase the subdivision or retain large vacant area that could create additional dwelling units in the future. Staff refer to the findings prepared in response to Criterion D (below) for additional findings in response to the applicant's TIA. As Table 3 of the applicant's TIA shows, the addition of 130 single-family dwelling units is anticipated to generate a total of 1,240 daily trips. Table 3 of the TIA also breaks down the total trips anticipated during the AM and PM peak hours of vehicle traffic volume. Figure 6 of the TIA identifies the trip number and distribution patterns anticipated at five study intersections. These intersections include: 1) the new proposed site entrance from SW 155th Terrace, 2) SW Loon Drive and SW Scholls Ferry Road, 3) SW Blackbird Drive and SW Scholls Ferry Road, 4) SW 155th Terrace and SW Scholls Ferry Road and 5) SW Teal/SW Horizon Boulevard and SW Scholls Ferry Road. According to the Kittelson TIA, the study intersections were found to operate acceptably during the weekday AM and PM peak hours under existing and future conditions (without and with site development).

Impact of additional vehicle trips on SW Blackbird Drive: Page 18 of the Kittelson TIA accounts for vehicle trips anticipated through the Sterling Park neighborhood to the south. As proposed, the Russell subdivision will provide two north-south local streets for connection to the existing Murray Ridge subdivision abutting to the north. These two street connections include: 1) SW 158th Terrace and 2) SW 156th Terrace which are currently stubbed at the Russell property. As the TIA report explains, these proposed street connections will provide the residents of Murray Ridge (most lots addressed off SW Snowy Owl Lane) with access through the proposed subdivision and to the Sterling Park subdivision via street connections to be constructed by the applicant. Figure 7 of the Kittelson TIA provides a trip impact estimate for the intersection of SW Blackbird Drive and SW Scholls Ferry Road that is based on an assumption which takes one-half of the existing southbound left-turns from the SW 155th Terrace / SW Scholls Ferry Road intersection. According to the Kittelson TIA, if one-half of the existing southbound left-turns from SW 155th Terrace onto SW Scholls Ferry Road were routed from SW Snowy Owl Lane through Sterling Park to the SW Blackbird/SW Scholls Ferry Road intersection, this would result in 15 outbound trips during the weekday AM peak hour and eight outbound trips during the PM peak hour (diverting from SW 155th Terrace today through SW Sterling Park). The Kittelson TIA also explains how the SW Blackbird/SW Scholls Ferry Road intersection operates acceptably at this time and that the estimated increase in trips associated with the proposed Russell subdivision (at full build-out) are expected to cause minimal impact.

Page 19 of the Kittelson TIA provides additional numbers assuming the Murray Ridge subdivision outbound trips were to use both SW Finch Street and SW Turnstone (through Sterling Park) in addition to the Russell project-related trips. According to the applicant, when combined, the Murray Ridge and Russell neighborhoods could increase the traffic on both SW Finch Street and SW Turnstone Avenue by more than 20 vehicle trips in the weekday AM and PM peak hours. The TIA also describes how both streets are currently stubbed to the Russell property along the south property boundary and signed for future street extension. The TIA also explains how these stubbed streets serve less than 40 homes each and that total volumes on each street will still be consistent with those (volume) expected of a local street. For this reason the TIA concludes that no traffic calming mitigations are recommended. The City

Traffic Engineer has reviewed this analysis and concurs. Therefore, traffic management strategies, including but not limited to speed humps, curb extensions, intersection treatments, and traffic control devices are not warranted.

If all of the Russell subdivision trips were to utilize SW Blackbird Drive. Page 19 of the Kittelson TIA explains how they also performed sensitivity analysis of the projected operations at SW Blackbird Drive and SW Scholls Ferry Road. The analysis was based on a worst-case approach which assumes all of the Russell project-related traffic would use SW Blackbird Drive rather than SW 155th Terrace for access to SW Scholls Ferry Road. In this assumption, the Kittelson TIA explains that the intersection would still operate acceptably. Specially, in this scenario the TIA identifies the industry recognized Level of Service (LOS) standard of B during weekday AM peak hours (or 10.9 seconds of delay per vehicle) and the LOS standard of A during weekday PM peak hours (or 9.3 seconds of delay per vehicle). The City Transportation Engineer has reviewed this worst-case scenario and concurs with the applicant's LOS analysis to conclude that the intersection of SW Blackbird Drive and SW Scholls Ferry Road will continue to operate acceptably.

Vision clearance at the un-signalized intersection of SW 155th Terrace and SW Scholls Ferry Road. Page 20 of the Kittelson TIA explains how the SW 155th Terrace / SW Scholls Ferry Road intersection was recently improved by Washington County as part of a capital improvement project. The Committee notes that Washington County is the jurisdiction responsible for maintaining SW Scholls Ferry Road. Accordingly, for this proposal, Washington County standards for vision clearance apply at the intersection of SW 155th Terrace / SW Scholls Ferry Road. The applicant's TIA correctly refers to the sight distance standard applicable for an Arterial class street, being 400-feet and measured both in both directions.

According to the Kittelson TIA, based on conversations with County traffic engineering staff, the sight distance at SW 155th Terrace / SW Scholls Ferry Road exceeds 400 feet measured in both directions and therefore meets the County and *American Association of State Highway and Transportation Officials* (AASHTO) guidelines. On November 16, 2015, Washington County traffic engineering staff verified the adequacy of sight distance upon visiting the intersection of SW 155th Terrace / SW Scholls Ferry Road by taking appropriate measurements. The applicant's TIA refers to e-mail correspondence received from Washington County Traffic Engineer (John Fasana, dated November 16, 2015). The Committee acknowledges this correspondence and refers to the photographs taken at the time (see Exhibit 4 to this report where measurements were taken 15 feet behind edge of traveled way). Staff notes that the edge of traveled way does not include the existing bike lane or sidewalk along this section of SW Scholls Ferry Road.

The Kittelson TIA acknowledges no proposed physical changes to the SW 155th Terrace / SW Scholls Ferry Road intersection (with regard to dedication and improvements). The TIA also recommends that future landscaping, above-ground utilities, and site signage to be located and maintained as such that they provide minimum required sight lines at this intersection. City staff have observed an existing above-ground utility box located at this intersection, on the northeast corner that appears to obscure some vision of on-coming vehicles traveling west-bound on SW

Scholls Ferry Road (refer to photo Exhibit 4). While this utility box is shown located outside the sight distance line applied by the County, the box could obscure views if/when motorist stop at the stop bar which is located at a distance greater than 15 feet from the edge of traveled way. For this reason, staff proposes a condition of approval, requiring this utility box to be located north of the existing fence (if space provides) or on the opposite side of SW 155th Terrace away from the intersection.

No traffic signal warrants in place for SW 155th Terrace and SW Scholls Ferry Road. Page 19 and 20 of the Kittelson TIA explain how they performed signal warrant analysis of the SW 155th Terrace / SW Scholls Ferry Road intersection. According to the analysis, full build-out of the Russell subdivision does not warrant a new traffic signal at this intersection. The Kittelson TIA identifies the industry standard for determining a new traffic signal through warrants as described in the *Manual of Uniform Traffic Control Devices* (MUTCD). The Kittelson TIA refers to worksheets prepared on this topic and describes another worst-case scenario with regard to trip generation (p. 20) stating: *“Even if one were to assume that all of the Russell neighborhood traffic to/from the east and 50 percent of the traffic to/from the west used SW 155th Terrace, the intersection would still not warrant signalization.”*

The City Traffic Engineer has reviewed the traffic signal warrant analysis and concurs with the conclusion, thereby determining insufficient warrants to support a new signal at the intersection of SW 155th Terrace and SW Scholls Ferry Road. The same analysis was reviewed by Washington County’s Traffic Engineer and the conclusion is the same.

Street frontage dedications and improvements: That portion of the project site that has frontage along SW Scholls Ferry Road will not require a dedication of right-of-way or improvement as it has been recently widened and improved by Washington County as mentioned above. However, the western portion SW 155th Terrace extending from SW Scholls Ferry Road, situated along the eastern boundary of the project site, will need to be improved consistent with city standards as established in the Engineering Design Manual. Sheet P2.1 of the applicant’s plan set illustrates a proposed half-street improvement (cross-sectionals) for the western street frontage of SW 155th Terrace, extending north to the existing improved portion of this street situated along the Murray Ridge subdivision frontage. Staff refer to the street cross-sectionals F-F and G-G as shown on Sheet P2.1. The City Traffic Engineer has reviewed the applicant’s improvement proposal and finds it to be in compliance with Engineering Design Manual standards.

Conditions of street dedication and improvement to SW 155th Terrace are identified herein and are found to be consistent with the Engineering Design Manual. For SW 155th Terrace, the Committee further finds the dedication and improvement to be limited to the project frontage as shown and in rough proportionality to the impact created by the subdivision. At some future date (undetermined) the City will install a sidewalk and planter strip along the east side of the existing right-of-way (SW 155th Terrace).

In summary of the above traffic analysis, the City Traffic Engineer concurs with the findings and recommendations of the Kittelson TIA as contained therein. Street improvements along the project site frontage of SW 155th Terrace are determined necessary to provide additional vehicle space for adequate circulation and for demonstrating compliance with city standards. The same improvement to SW 155th Terrace will provide the necessary pedestrian connection to SW Scholls Ferry Road to ensure public safety. The City Traffic Engineer also concludes that the project does not warrant a traffic signal at the intersection of SW 155th Terrace and SW Scholls Ferry Road and that no mitigation measures are necessary for the existing streets internal to the Sterling Park subdivision.

Fire Protection: According to the applicant, fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). The Committee acknowledges no concerns from TVF&R in response to the subdivision plan layout. TVF&R staff conveys support of the project for providing street connectivity as shown. In general, the street connectivity proposal will provide alternative access options when responding to emergencies. The street connections also enhance the ability for providing quicker response time to future and existing neighborhoods. Staff also refers to and incorporates the findings in response to Criterion H hereto regarding fire prevention.

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

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

Facts and Findings: 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 the Beaverton School District (BSD), City Transportation, City Police Department, TVF&R and the Tualatin Hills Park and Recreation District (THPRD).

The Committee observes how the THPRD Comprehensive Plan identifies a future park abutting the Russell property to the west. This future park is identified in the applicant’s materials package as the “Tenax Woods” property. The subject property is under ownership of THPRD. Staff refer to the letter dated October 30, 2015 prepared by Jeannie Rustad, Superintendent of Planning for THPRD found in Appendix D of the applicant’s materials package. In her letter of October 30, 2015, Ms. Rustad acknowledges a shadow plan prepared by the applicant which illustrates a conceptual street connection through the Tenax Woods property. Also provided under Appendix D of the applicant’s materials package is a copy of the current Functional Classification map of City Comprehensive Plan identifying the classification of existing and future streets. The Functional Classification plan is found in Chapter 6 of the City Comprehensive Plan (a.k.a. Transportation Systems

Plan or TSP). That portion of the TSP that applies to southwest Beaverton, in proximity to the Russell property is also an exhibit to this report (Exhibit 5).

In the vicinity of the Russell property, the Functional Classification map shows dashed blue lines running through the Russell property indicating future Neighborhood Route connections. West of the Russell property, the dashed line continues into the Tenax Woods property indicating a potential future connection with SW Alvord Lane (further to the west and outside city limits). In her letter of October 30, Ms. Rustad acknowledges the Functional Classification Map and states that there is no master plan for Tenax Woods at this time. Ms. Rustad also describes the intent of Tenax Woods to be maintained as a natural area with minimal improvements (specifically mentioned: soft-surface trails, natural play area, benches and/or interpretive signs). In response the applicant's concept plan for road continuation to the west, Ms. Rustad also indicates concerns for a future road that would bisect the Tenax Wood property (mid portion) as this road may hinder the intent of maintaining a natural area. Ms. Rustad also suggests possible connection to SW Siskin Terrace. Staff notes that SW Siskin Terrace is another stubbed street in the Sterling Park Subdivision that abuts the Tenax Woods property but not the Russell property.

In review of the applicant's conceptual plan for future streets west of the Russell property, the City Traffic Engineer observes the potential of "Street B" where shown to the Russell development plan to provide future street connectivity to the west. At such time when THPRD decides to develop the park as a natural area, a road for connectivity potential will be given further consideration. For the purpose of satisfying the approval criteria, staff acknowledges the applicant's conceptual plan to be primarily intended for showing how proposed vehicular and pedestrian circulation systems within the subdivision proposal can make feasible connections in the future with surrounding systems in addition to planned future connections as identified in the City TSP and planned future connections identified in the South Cooper Mountain Community Plan (also Exhibit 5).

As stated above, the applicant's plans and materials were also forwarded to the Beaverton Police Department. To the date of this report, Beaverton Police have not provided comments or recommendations to the Facilities Review Committee. Beaverton Police will serve the development site and any comments will be forwarded to the applicant. In review of most subdivision proposals, Beaverton Police have expressed the need for providing street lights. This topic is further addressed in response to Criterion I herein.

To date, Beaverton School District (BSD) has not provided comments in response to the development proposal. BSD has been sent a copy of the applicant's plan set. City of Beaverton staff will convey the District's comments if/when received. Staff notes that a new high school is currently under construction in the vicinity of this property, approximately one mile to the west. Also, Scholls Heights Elementary school is located one half mile to the south. According to the applicant, the BSD has been aware of the residential development potential of this site and has considered that in its planning for school facilities in the area.

To date, Tri-Met has not provided comments in response to the development proposal. The subject property does not abut streets where Tri-Met bus service is provided. The closest local bus line is located further to the east (line 62) and nearest stop is located at SW Scholls Ferry Road and SW Murray Boulevard. The Portland Express (line 92) stops at Teal Boulevard which is approximately 500 feet to east.

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

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 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 provisions of Chapter 20 (Land Uses).***

Facts and Findings: Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the *Standard Urban Residential (R-5)* zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards of the R-5 zone. No Variance or Adjustment applications were submitted with this proposal. The applicant's Tree Plan 2 application (for removal of Community Trees within the project boundary) is the only other land use application considered concurrently with the subdivision proposal. As previously stated, Tree Plan 2 applications are not subject to Facilities Review approval.

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

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

Facts and Findings: The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria.

As stated in response to Criterion A, transportation staff have reviewed proposed street improvements associated with the development plan for compliance with the Beaverton Engineering Design Manual which identifies street standards by planned classification. Staff also refer to the thresholds and scope required for a Traffic Impact Analysis (TIA) as contained in Section 60.55.20. The City Traffic Engineer has reviewed the applicant's TIA to find that it satisfies required content while adequately assessing impacts to the existing transportation system. The City Traffic Engineer also agrees with the applicant's statement that responds to the Traffic Management Plan threshold as described in Section 60.55.15 of the Development Code. In this case, existing local streets within the Sterling Park subdivision to the south are stubbed to the Russell property and have been planned for eventual street continuation. This planned continuation is explained in the signage

attached to existing fences located at the terminus of each affected street. The City Traffic Engineer therefore determines that a Traffic Management Plan is not necessary.

As previously described in response to Criterion A, a half-street improvement is to be provided (curb, sidewalk, landscaping) along the property frontage of SW 155th Terrace. This half-street improvement is to be constructed to Engineering Design Manual Standards, as modified and approved by the City Engineer and City Traffic Engineer.

In response to the off-street parking standard of Section 60.30., the applicant explains how all lots include sufficient space to accommodate the minimum ratio for single-family residential at one space per dwelling unit. Staff anticipates required parking to be provided within the garage space of each unit with future construction. As the applicant's plans demonstrate, parking will also be provided in the public streets to be constructed. In that portion of the project where the applicant proposes a hammerhead turn-around (at the end of SW Redbird) staff recommends a condition of approval that requires "No Parking" signs posted to deter parking and thereby ensuring adequate maneuverability for fire trucks if necessary.

In response to Section 60.65 (Utility Undergrounding) staff recommends a standard condition of approval requiring all utility lines to be placed underground. The applicant intends to meet the requirements of this section. Existing above-ground service lines that serve the two existing dwellings are to be removed.

In response to Section 60.15.10 (Grade Differential Standards where abutting existing residential properties) staff concurs with the applicant's statement provided on page 17 of the Otak response for Russell subdivision. Staff also reviewed the applicant's preliminary grading plans as provided to find that proposed grade contours will not exceed maximum grade differential standards identified therein.

As previously stated, Facilities Review criteria do not apply to Tree Plan 2 applications. Associated with the applicant's Preliminary Subdivision application is the application for Tree Plan 2 (Case File No. TP2015-0013). Provisions in Section 60.60.20 (tree protection during development) are addressed by the applicant in pages 29 through 34 of the Otak narrative. Staff addresses findings for removal and protection of trees in the staff report prepared for Tree Plan 2.

In summary of the above, the Committee finds that the proposed development is consistent with all applicable provisions of Chapter 60 (Special Regulations), as conditioned.

Therefore, the Committee finds that by meeting the conditions of approval, 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.**

Facts and Findings: The applicant's narrative response to Criterion E identifies commonly owned tracts of land (Tracts A and C) and how these tracts are intended to be owned and maintained by a Homeowner's Association. The applicant also states that there are no other privately-owned common facilities as part of this subdivision proposal.

Staff observes the landscape plan shown for Tracts A and C (Sheet L1.4) in addition to a private pedestrian access / connection between streets (between Lots 6 and 7). Future maintenance of trees and shrubs as planned for Tracts A and C, in addition to the trail improvement therein, should be maintained by a Homeowner's Association (HOA). Staff recommends a condition that would require the HOA Covenants, Conditions and Restrictions to be reviewed by the City Attorney for approval, prior to recording with the final plat. Also, staff recommends a condition that would require the HOA to be responsible for maintaining a fence (as described under item J herein) along the rear property lines of certain lots (#s 122 to 125) shown to abut the proposed water quality / detention pond. Staff notes that the city will not accept maintenance responsibilities for any structures, including retaining walls and site furnishings such as landscaping, benches, and trash cans that are located within the public right-of-way.

Staff does not foresee conflict with garbage services to lots as proposed. However, in review of the four lots that abut the proposed hammerhead turn-around (Lots 122 through 125) the hauler may prefer cans/recycling containers to be placed closer to the terminus of SW Redbird Street for efficient pick-up service. Staff recommends a condition of approval requiring the applicant to identify service needs with the hauler and resolve any conflicts prior to Site Development Permit issuance. Also, if the hammerhead turn-around is to be privately maintained, staff foresees the need for recording a maintenance agreement between owners of four lots for these purposes. This document may also be incorporated in the HOA Covenants, Conditions and Restrictions.

In summary of the above, the Committee finds that adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of private common facilities.

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.*

Facts and Findings: Staff cites the findings prepared in response to A, B and D above, as they relate to Criterion F. According to the applicant, all streets are designed in accordance with the City of Beaverton's Engineering Design Manual and this includes sidewalks provided on both sides of all streets internal to the subdivision. The City Engineer and City Traffic Engineer have reviewed the applicant's plans and agree with the applicant's statement as to proposed streets internal to the subdivision being designed in conformance with the City's Engineering Design Manual for public streets.

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

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

Facts and Findings: According to the applicant, the on-site circulation system provides efficient access within the site and beyond. The applicant identifies proposed street connections to six streets, five of which are stubbed to the Russell property. The plan also provides a pedestrian pathway between two lots (Lots 6 and 7) with eventual connection to a common open space area (identified as Tract A). The same pedestrian pathway is also shown to connect with the proposed hammerhead turn-around located at the street stub of SW Redbird Street. At a future date when the Park District decides to improve the park property to the west (Tenax Woods) staff foresees the development's on-site pedestrian circulation system to provide safe and efficient access for the surrounding neighborhoods (Sterling Park and Murray Ridge). Staff also incorporates the findings as stated in response to Criterion B herein.

Certain conditions of approval are proposed to ensure vehicular and pedestrian circulation system connections to the surrounding vehicular circulation system in conformance with Development Code Sections 60.55.25 (*Street and Bicycle and Pedestrian Connection Requirements*), 60.55.30 (*Minimum Street Widths*) and 60.55.35 (*Access Standards*).

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.*

Facts and Findings: Tualatin Valley Fire and Rescue District (TVF&R) has reviewed the subdivision proposal and endorses support of the subdivision plan as stated in their letter dated December 23, 2015. Sheets P5.0 through P5.3 of the applicant's plans identify the location of proposed fire hydrants. Fire flow calculations and hydrant locations will be subject to further review during Site Development and Building Permit stages. In their letter

dated December 23, 2015 TVF&R notes that the length of the proposed hammerhead turn-around (as shown for the terminus of SW Redbird Street) must be at least 70 feet in length on each side of the centerline. The applicant's plan show the hammerhead length roughly to match this requirement. Staff observes that the length of the hammer-head can be increased slightly to meet this standard. A condition of approval reflects the comment received from TVF&R.

Beaverton's Chief Building Official has reviewed the plan and finds in support of Criterion H. Staff notes that the scope of this development proposal is limited to a subdivision. Home designs have not been submitted as part of the plans and materials submittal, and thus are not required. Future home construction will require Building Permits issued through the City Building Division of the Community Development Department. Removing existing dwellings and structures from the premises will require a Demolition Permit. If a septic tank exists, it is to be pumped out and filled in with sand or gravel or completely removed. The Committee conditions accordingly.

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.***

Facts and Findings: According to the applicant, all street and public facilities are designed in accordance with the City of Beaverton's Engineering Design Manual and thus should provide reasonable protection from crime, accident and hazardous conditions. The applicant also explains how future homes in this subdivision will be reviewed by the city for determining conformance with the Building Code. Staff concurs with the applicant's statement. Staff also notes that the applicant will be required to provide street lights (pole-mounted luminaires) along all public streets. A condition requiring a plan for street lights associated with the Site Development Permit is proposed. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that development of the site will provide adequate protection from hazardous conditions.

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

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

Facts and Findings: The applicant's response to Criterion J refers to the preliminary grading plan as illustrated on sheets P4.0 through P4.5. The applicant also explains how grading has been designed to accommodate the needs of current styles of detached single-family homes. The applicant also refers to the grade differential standards identified in Section 60.15.10 and notes how the grading plan has been designed for compliance with these standards. Staff concurs with the applicant's statement. Staff also incorporates the findings as stated in response to Criterion D that refer to the preliminary grading plan for compliance with grade differential standards identified in Section 60.15.10.

Engineering staff have expressed particular interest in the applicant's proposal to grade along the south perimeter of the Russell property. Staff observes the grade terracing applied to Lots 1 through 13 as proposed. These lots are graded in a way that will require some customized home construction along with engineered foundations. In particular, Lot 12 has an unconventional terraced grade that could pose certain challenges for future home construction. Staff also notes that the rear yards shown for Lots 1 through 13 will be sloped downward to abutting properties located in abutting Sterling Park subdivision. While the proposal meets the grade differential standards identified in Section 60.15.10.3, staff is aware of certain cases where the grade is subsequently changed by a future resident of the subdivision. Specifically, the grade is changed by introducing individual retaining walls on a lot-by-lot bases for creating a level surface intended to increase function/use of the rear yard. In these cases, it has been difficult to require compliance with the grade standard as provisions under 60.15.10.1 (Applicability) refer to land use proposals. To minimize potential of this occurrence in the future, staff recommends a condition of approval that identifies the maximum grade differential standard in the CC&Rs document that is to be recorded with the Final Plat. Provisions in the CC&Rs document would explain how homeowner grade changes (lot by lot) are to be consistent with the maximum grade differential standard.

Staff also proposes conditions that require grading and erosion control methods to be employed where necessary. To minimize the potential for adverse effects on neighboring properties and future lot to lot conflicts, the City Engineer recommends a condition of approval that will require special accommodations be provided with Building Permit applications for Lots 1 through 13, 30 through 45, and 78 through 84. Specifically, engineered foundation walls will need to be constructed for the homes on those lots and that independent retaining walls, not constructed with the overall subdivision grading, which are greater than 2 feet tall, or produce/hold surcharge loading are to be prohibited. In addition, certain long term erosion control methods will be needed on the steeper slopes proposed until the homes are built and fully landscaped.

The proposed change in grade is less significant along the north property boundary next to the existing developed lots are part of the Murray Ridge subdivision. To this portion of the Russell property, staff foresees no challenges for home construction. However, within this portion of the subdivision staff observes one existing vehicle access that crosses the rear yards of several lots in Murray Ridge. Staff also observes how certain lots in Murray Ridge have fencing in place along the boundary of the easement. Sheet P2.7 of the applicant's plan set identifies the location of this easement. Specifically, the easement is shown crossing the rear yards of Lots 61 through 83 of the Murray Ridge subdivision. While the easement currently provides access to SW 155th Terrace for the existing on-site dwelling,

this access will no longer be necessary for serving lots created by the new subdivision. Staff therefore proposes a condition of approval requiring removal of all existing paving and gravel associated with this access. This condition is to be accomplished prior to the city signing the Final Plat.

Staff understands the access easement will be vacated upon recording the subdivision plat for Russell and that a plan for extending fences within Murray Ridge is not proposed. Accordingly, it will be up to homeowners of Murray Ridge to extend fences into the easement area after vacation, if desired. Staff notes that fencing is not proposed as part of the subdivision plan. For safety reasons and findings in support of Criterion J, staff recommends a fence at minimum height of four feet to surround the water detention pond as proposed. If fencing is to be applied along the site perimeter, staff recommends a good-neighbor style design that has the same appearance on both sides.

In the southeastern portion of the site, the applicant proposes to grade the property as necessary to accommodate the proposed water quality detention pond. Staff refers to Sheet P4.3 of the plan set identifying the grading plan associated with this pond. To this portion of the site, staff finds that a fence is appropriate along the rear property lines of Lots 1 through 4 and Lots 122 through 125 to minimize potential encroachment (human and otherwise). Accordingly, staff proposes a condition for a vinyl-coated chain-link fence, at a minimum height of four feet to find in support of J above.

In summary of the above, the Committee finds that grading and contouring of the development site has been designed to accommodate the proposed use and is designed to mitigate adverse effects on neighboring properties, public right-of-ways, surface drainage, water storage facilities, and the public storm drainage system. However, the Committee also finds in support of conditions of approval intended to minimize potential adverse effects on neighboring properties as explained above.

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

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

Facts and Findings: The applicant refers to the proposed street network and facilities that are designed in accordance with Beaverton's Engineering Design Manual. Staff notes that the applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with these technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals.

In review of the plans submitted for Preliminary Subdivision, the Committee finds the proposed street sidewalks and walkways internal to the development to meet applicable accessibility requirements. Compliance with ADA accessibility standards will be thoroughly evaluated upon review of the Site Development Permit which follows Preliminary

Subdivision approval. The City Engineer has conditioned the sidewalks for a minimum clearance of five-feet, unobstructed. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and the criterion in K will be satisfied.

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

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

Facts and Findings: The applicant submitted the required applications, plans and materials for staff to determine the Preliminary Subdivision application to be complete. The Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 to be included as part of this proposal.

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

Staff acknowledges the applicant's written response to criteria identified under 40.03.2 of the Development Code. This part of the Facilities Review approval criteria apply only to development proposals that require *Public Transportation Facility* and *Street Vacation* approval. In this case, these land use applications, described in Chapter 40 of the Development Code, are not necessary for this development proposal. Accordingly, staff finds criteria in Section 40.03.2 are not applicable.

CODE CONFORMANCE ANALYSIS
Chapter 20 - Land Use and Site Development Standards
 Urban Standard Density (R5) zoning district

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.05.20 (Urban Standard Density R-5)			
Use- Permitted	Single Family Detached Dwellings are permitted outright in R-5	Lots designed for future Single Family Detached Dwellings	Yes
Use Restrictions	Apply only "Compact Detached Dwellings"	Lots are not intended for Compact Detached Dwellings	N/A
Development Code Section 20.05.15			
Minimum Lot Area	5,000 square feet	All lots at least 5,000 square feet in size	Yes
Minimum Corner Lot Dimensions			Yes
Width	none	n/a	
Depth	none	n/a	
Minimum Yard Setbacks			Yes
Front	15-foot house / 20-feet for garage	n/a	
Side	5 feet	n/a	
Rear	20 feet	n/a	
Maximum Building Height	35 feet	n/a Lots likely designed to accommodate a two story dwelling approx. 35 feet high	Yes
Development Code Section 20.25.05 – Density Calculations			
Minimum Residential Density	Minimum Residential Density is described in Section 20.25.05 of the Development Code.	The applicant's narrative does not respond to the minimum residential density calculation described in Section 20.25.05. Staff finds this section to be N/A in this case because no oversized lots are proposed as part of the plan.	

CODE CONFORMANCE ANALYSIS
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 attached residential and detached where proposed in Multiple Use zones development and redevelopment.	Detached residential buildings are proposed to a Residential zone which is a listed exemption in 60.05	N/A
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No portion of the 100-year floodplain, floodway, or floodway fringe is located on site or in the vicinity.	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 techniques proposed. Not required.	N/A
Development Code Section 60.15 – Land Division Standards			
Dedications	Dedications for right-of-way for public streets, sidewalks, pedestrian ways, bikeways, multi-use paths, parks, open space, and other public rights-of-way.	Addressed under Facilities Review findings. Conditions of approval are recommended to ensure the appropriate dedications are provided. Also grading conditions proposed.	Yes, with COA
Homeowner Associations and Declarations	City review of the Homeowner's Association documents where proposed.	Creation of HOA identified. City to review draft CC&Rs as part of the Final Plat application.	Yes, with COA
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking	<u>Detached Dwellings</u> (minimum) 1 space per unit (maximum) 2 spaces per unit	<u>Detached Dwellings</u> Two car garage per unit likely to be constructed	Yes
Required Bicycle Park	Not required for detached dwelling	None	
Compact Spaces	n/a to residential use	Not proposed	N/A

**Chapter 60 Special Requirements
Continued...**

Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes-with COA
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	Trees are to be removed and are subject to Tree Plan 2 approval criteria. Separate statement to be prepared for Tree Plan 2 application	Ref. to Tree Plan 2
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 states that all proposed power and telecommunications lines will be placed underground. To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes-with COA
Development Code Section 60.67 – Significant Natural Resources			
Significant Natural Resources	<p>60.67.05.1: states: 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.</p> <p>60.67.05.2 refers to noticing requirements to the Department of State Lands when a site for development contains wetlands.</p>	<p>Appendix C of the applicant's materials package includes the Clean Water Services Pre-Screen letter dated September 17, 2015. This letter states that it appears Sensitive Areas do not exist on-site or within 200-feet of the project.</p> <p>The applicant performed site assessment as described in the report prepared by Anchor QEA dated August 20, 2015 (Impact Study B of the materials set). Staff concurs with the summary of this report (page 13). No Sensitive Areas have been determined. No further analysis is needed.</p>	N/A

ANALYSIS AND FINDINGS FOR TREE PLAN TWO APPROVAL Russell Property Subdivision

Approval criteria for Tree Plan 2 are found in Section 40.90.15.2.C of the Development Code. The applicant responds to these criteria in the narrative prepared by Otak Inc., dated September 30, 2015. Staff also refer to Impact Study E within the material set, identifying tree protection measures proposed by Multnomah Tree Experts, Ltd.

Section 40.90.15.2.C Approval Criteria

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

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

Facts and Findings: Applicable thresholds for Tree Plan 2, described under Section 40.90.15.2.A, include the following:

- 1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1.*

The applicant identifies the threshold above and states that more than five Community Trees are proposed for the removal within the proposed subdivision. Staff concur. Staff also finds the applicant's Tree Plan 2 application to be eligible for proposed removal of the remaining commercial harvest trees (240 trees identified on Sheet LTP-1.4 of the plan set). This finding is based on staff review of Chapter 90 of the Beaverton Development Code (Definitions) which does not define commercial harvest trees. Similarly, the Commercial Timber Harvest application and criteria (described in Section 40.90.15.4) do not define this type of tree or establish a length of time required for saving trees subject to approval. There is also no provision that precludes the applicant from pursuing other land use applications for tree removal. Staff further finds the remaining 240 trees planted for harvest purposes to be consistent with the Development Code definition of *Community Tree* (e.g. healthy, non-fruit, 10-inches or more in diameter DBH) as described in Chapter 90. Staff also observes the subject properties to be located inside the Urban Growth Boundary (UGB) and zoned R-5 Urban Standard Density where residential development is permitted outright. Finally, the City of Beaverton, by adoption of an ordinance in the year 1993 regulating tree removal and preservation became solely responsible for regulating all forest operations within the city. Existence of local government regulation relieves the State Forester of the responsibility to administer the Forest Practices Act (Oregon Revised Statutes, Section 527.772).

Therefore, staff find 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.*

Facts and Findings: The applicant submitted the required fee (\$1,062.00) upon submitting the application.

Therefore, staff finds that the proposal satisfies the criterion.

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

Facts and Findings: The applicant explains how tree removal is necessary for purpose of the development, including lots, roadways and utility construction. Removal of trees from the subject site is not necessary to observe good forestry practices and therefore not applicable. Staff concur.

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

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

Facts and Findings: In response to Criterion No. 4, the applicant explains how tree removal is necessary for purpose of the development, including lots, roadways and utility construction. The applicant acknowledges tree removal to be necessary to accommodate physical development.

Staff concurs with the applicant's statement. Staff also refers to the applicant's preliminary utility and grading sheets (P4 and P5). In this case, staff observes the need for connecting public streets and utilities where presently stubbed which the applicant's plans demonstrate. Staff also observes the Russell property located between two developed subdivisions (Sterling Park to the south and Murray Ridge to the north) and the need for providing certain grade transitions for creation of 125 lots, all of which are shown consistent with the R-5 zone development standards and maximum grade differential standards of Section 60.15. Staff also observes the two proposed east-west streets planned for the subdivision and how these streets require a level surface area and minimum dimensions that support two-way travel and street parking. These streets are designed consistent with the City's street standards as described in the Engineering and Design Manual. Staff also observes other grading and contouring of the property to accommodate a large storm water detention facility as required. Considering these development standards and the applicant's site plan that has been designed to meet these standards, there appears to be no apparent reasonable development alternative to preserve a substantial number of healthy trees on-site.

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

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

Facts and Findings: The applicant explains how tree removal is necessary for purpose of the development, including lots, roadways and utility construction. Staff concur. Tree removal is not proposed due to a nuisance identified on the subject property or by virtue of damage to property or improvements on adjacent sites.

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

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

Facts and Findings: In response to Criterion No. 6, the applicant explains how tree removal is necessary for purpose of the development, including lots, roadways and utility construction. As stated in response to Criterion No. 4, staff observes the need for connecting public streets and utilities where presently stubbed. Where Criterion No. 6 refers to *installation of public utilities, street widening, and similar needs*, staff supports tree removal as necessary to accomplish these components of the subdivision plan. In part, the applicant will need to complete the necessary street frontage improvements to the west side of SW 155th Terrace. These improvements include a public sidewalk to provide safe pedestrian access to / from SW Scholls Ferry Road. The applicant will also need to create the necessary water treatment / detention facility which will be conveyed to the city as a public facility. These improvements require street widening and substantial grading thereby necessitating tree removal in the south and eastern portions of the Russell property.

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

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

Facts and Findings: According to the applicant, enhancement of tree or grove health is not a factor. However, the applicant notes that tree removal will facilitate and therefore eliminate conflicts with future vehicles and structures. Staff concurs. Although home designs are not part of this application, all 125 lots are intended for single-family dwellings and most will be two stories in height.

Upon visiting the site on January 13, 2016, the project arborist and City Arborist agreed that some trees identified along the south property perimeter will need to be removed as part of the development plan in order to eliminate future conflicts when dwellings are constructed. Tree canopy extension, health and structural conditions were taken into consideration. Staff acknowledges the applicant's revised plan (plan section modification 8 -1/2 x 11 sheet **Exhibit 7.4**) that show certain trees originally intended for saving that warrant removal if to eliminate future conflicts. Accordingly, Tree Numbers 251 through 255 are approved by the City Arborist for removal and the Site Development Plan approved by the City is to recognize this change.

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

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

Facts and Findings: In response to Criterion No. 8, the applicant explains how there are no designated SNRA areas or designated Significant Groves, on or adjacent to the site. Staff concurs with this statement. Staff also notes that the Sterling Park Subdivision (south) created two separate tracts of land that were conveyed to the city. Both tracts contain large trees but do not contain significant trees identified by the City Tree Inventory. Early assistance notes (Pre-App) identify these trees as significant. Upon further review of the City Inventory and land use records for Sterling Park Subdivision (a.k.a. Windsor Park Estates) staff has determined these

tracts (though created for tree preservation purposes) do not contain "significant trees" or a "significant grove" as defined by the Development Code.

Within one of the two Sterling Park tracts, where abutting the Russell property, the City Arborist identified three healthy trees in close proximity to proposed Lots 23, 24 and 25. The City Arborist determined that root systems of these off-site trees will likely be disturbed by grading activity. Staff refer to the applicant's modified grading / tree plan specific to Lots 23, 24 and 25 for the Russell Subdivision (**Exhibit 7.4**). The City Arborist accepts the change that shows protective fencing to be placed 20 feet from the property line. Staff proposes a condition of approval, requiring no grading or fill introduced in the tree protection areas shown to the rear yards of these lots. This condition includes other activities specifically identified in the arborist report prepared by Multnomah Tree Experts, Ltd. (page 2, items 1 through 6).

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

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

Facts and Findings: The applicant explains how there are no designated SNRA areas or designated Significant Groves, on or adjacent to the site. The applicant concludes by stating the criterion is therefore not applicable. Staff concurs.

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

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

Facts and Findings: The applicant refers to section IV.G of the materials submittal (written response provided to Sections 60.60 and 60.67 of the Development Code). This response is found in pages 29 through 34 of the applicant's narrative (prepared by Otak Inc.). Staff incorporates the response thereto as findings in support of Criterion No. 10.

In part, the applicant's response to Section 60.60 explains how trees to be retained will be protected with a five-foot high chain-link fence around the dripline (p. 36). The applicant also states that neither topsoil nor construction material shall be located within the dripline of the trees to remain. The applicant also states that all trees to be removed are Community Trees, and as such, no mitigation planting of new trees is required. Staff concurs.

As stated in response to Criterion No. 8, there are no significant trees or significant tree groves within the Russell property. However, because certain off-site trees (in the Sterling Park tracts) could be impacted, staff recommends a condition of approval requiring protective fencing to be in place before grading. The proposed condition further restricts grading or fill in these tree protection areas.

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

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

Facts and Findings: According to the applicant, grading and contouring is proposed to accommodate the proposed detached single-family residential use of the lots within the proposed subdivision and the roadways to serve those lots. The applicant also explains how grading has been design to match the existing adjacent development properties and roadways and to avoid adverse impacts upon those neighboring properties. The applicant also refers to Sheets P4.0 through P4.5 (the Preliminary Grading Plan) for details.

Staff concurs with the applicant's response. Staff also incorporates the facts and findings as stated in this report in response to Criterion J of Section 40.03 (Facilities Review approval criteria). Criterion J is verbatim of the text identified in Criterion 11 of Tree Plan 2 approval. The City Site Development Engineer has identified several conditions of approval intended to mitigate the adverse effects of erosion in response to the applicant's preliminary grading proposal. Staff refer to these proposed conditions at the end of the report.

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

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

Facts and Findings: The submitted tree plan proposal contains all applicable submittal requirements necessary to be deemed complete by the city.

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

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

Facts and Findings: The applicant has submitted this Tree Plan 2 application in concert with the Preliminary Subdivision application. As explained earlier in this report, the applicant decided to submit the Commercial Timber Harvest application (case file TP2015-0014) separate from the two development-related applications (Preliminary Subdivision and Tree Plan 2). For site development purposes, this application for Tree Plan 2 and the associated application for Preliminary Subdivision have been submitted together in proper sequence. Criterion No. 5 of Commercial Timber Harvest approval contains the same text as Criterion 13. In response to Criterion No. 5, staff have found the City Development Code does not describe a proper sequence for submitting the Commercial Timber Harvest application in concert with other land use applications. Separate conditions apply to Commercial Timber Harvest approval and the applicant has the option of removing harvest trees through a separate Site Development Permit intended solely for this purpose. Alternatively, the applicant can also remove all harvest trees under one Site Development Permit primarily intended for construction of the subdivision. Staff understands that the applicant will likely choose this option.

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

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of TP2015-0013 (**Russell Property Subdivision**) subject to the conditions identified herein.

**ANALYSIS AND FINDINGS FOR
PRELIMINARY SUBDIVISION APPROVAL
Russell Property Subdivision
LD2015-0021**

The applicant requests Preliminary Subdivision of the subject site consisting of the four tax lots as identified herein. Section 40.45.05 of the Development Code identifies the purpose of Land Division applications. Approval criteria for the Preliminary Subdivision application are found under Section 40.45.15.5.C. The applicant's response to these criteria are found in the narrative prepared by Otak Inc. dated September 30 2015, pages 11 and 12. Staff incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

Section 40.45.15.5.C Preliminary Subdivision Approval Criteria

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

1. ***The application satisfies the threshold requirements for a Preliminary Subdivision. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met.***

Facts and Findings There is one threshold for a Preliminary Subdivision, below:

1. *The creation of four (4) or more new lots from at least one (1) lot of record (parent parcel) in one (1) calendar year.*

The applicant identifies the proposal to create 125 lots. Staff notes that there is no pending Legal Lot Determination application.

Therefore, staff find that the proposal satisfies the criterion.

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

Facts and Findings Staff finds that the applicant has submitted the required fee.

Therefore, staff find that the proposal satisfies the criterion.

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

Facts and Findings According to the applicant, the proposed subdivision does not conflict with any existing city approval for the subject property. Staff concur.

Therefore, staff find that the proposal satisfies the criterion.

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

Facts and Findings An "oversized lot" is defined in the Development Code as, "A lot which is greater than twice the required minimum lot size allowed by the subject zoning district." The City R5 zoning district establishes a minimum lot size standard of 5,000 square feet. Staff observes all proposed lots to be at least 5,000 square feet in size. In response to Criterion No. 4, the applicant states that no oversized lots are proposed. The applicant identifies the largest proposed lot at 6,350 square feet which does not qualify as an oversized lot.

Therefore, staff finds that the criterion is not applicable.

5. ***If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.***

Facts and Findings According to the applicant, phasing is not proposed. The applicant states that the project is to be developed in a single phase. Staff has proposed conditions of approval reflective of a single phase development plan which will require the extension and construction of all streets identified to the site plan.

As phasing is not requested, staff finds the criterion to be not applicable.

6. ***Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:***
- a) ***Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource);or,***
 - b) ***Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where street improvements are proposed, and provides a standard street cross section with sidewalks.***

Facts and Findings According to the applicant, the proposed subdivision does not utilize the lot area averaging standards of Section 20.05.15.D. Staff concurs and notes that this section applies to properties zoned R5. In this case, lot size averaging is not proposed. Therefore, Criterion 6 is not applicable to the proposal.

Therefore, staff finds that the criterion is not applicable.

7. ***Applications that apply the lot area averaging standards of Section 20.05.15.D. do not require further Adjustment or Variance approvals for the Land Division.***

Facts and Findings Staff incorporates the facts and findings as stated in response to Criterion No. 6. Similarly, Criterion 7 is not applicable because lot size averaging is not proposed.

Therefore, staff finds that the criterion is not applicable.

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

Facts and Findings All parcels subject to development are currently zoned R5 and will remain R5. Therefore, the proposal satisfies Criterion 8.

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

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

Facts and Findings Staff incorporate the facts and findings prepared in response to Criterion No. 13 of Tree Plan 2 approval. The applicant submitted the Preliminary Subdivision application in concert with the Tree Plan 2 application. Administrative permits for construction are required following Preliminary Subdivision approval. These permits include the City Site Development Permit and Building Permit(s). These permits and expectations prior to issuing are described in proposed conditions of approval for Russell. The applicant will also need to record a Final Subdivision Plat associated with this application.

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

SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and conditions of approval as proposed, staff finds that the applicable approval criteria for Preliminary Subdivision (Section 40.45.15.5.C) are satisfied. Staff recommends conditions as necessary to meet the technical requirements identified in Section 40.03.1 of the Development Code.

RECOMMENDATION:

Based on the facts and findings presented herein, staff recommends **APPROVAL** of **LD2015-0021 (Russell Property Subdivision)** subject to proposed conditions.

Recommended Conditions of Approval
Russell Property Subdivision
LD2015-0021, TP2015-0013

If the City of Beaverton Planning Commission approves the proposed Preliminary Subdivision and Tree Plan 2 applications for the Russell property, the Facilities Review Committee recommends adoption of the following conditions of approval:

A. Prior to issuance of the site development permit, the applicant shall:

1. 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)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. 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)
4. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, 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)
5. 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)
6. 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)
7. Submit a copy of issued permits or other approvals needed from the city for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
8. 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 Scholls Ferry Road right of way. (Site Development Div./JJD)

9. 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)
10. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. For application information and to access the required plan format, see:
<http://www.deq.state.or.us/wq/stormwater/constappl.htm>
<http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx> (Site Development Div./JJD)
11. Provide final construction plans and a final drainage report for each phase, as generally outlined in the submitted preliminary drainage report (December 2015), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water quality treatment. 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)
12. Submit a design for the retaining walls surrounding, adjacent, and within storm water management tracts designed by a civil engineer or structural engineer for the expected hydrological conditions. These retaining walls shall be watertight for all areas of earthen fill or where deemed necessary by the City Engineer. Additionally, these walls shall be designed as poured-in-place, reinforced, 4000 PSI, portland cement concrete with cobblestone face texturing, or a City Engineer approved equivalent, and with minimum 18-inch wide, 4-inch thick, cap on the top of the stem of each wall. (Site Development Div./JJD)
13. Provide construction plans shall show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all storm control structures unless otherwise specifically approved by the City Engineer. A direct walking route to the structures in the pond area shall be no steeper than 4(horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of crushed rock (to allow walking access in winter) and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development Div./JJD)
14. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. Any extra-capacity water facility improvements, as defined and determined by the City Utilities Engineer, shall be eligible for system development charge credits to be assigned to lots within the subdivision. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. (Site Development Div./JJD)
15. Submit a final geotechnical and geo-environmental report with the site development permit application for review and approval by the City Engineer. The report shall

include an assessment of the soil and any ground/surface water issues, slope stability, and recommended construction methods. It shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer. (Site Development Div./JJD)

16. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div./JJD)
17. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed for any common areas or private streets. (Site Development Div./JJD) (Site Development Div./JJD)
18. Provide plans for street lights (Option C unless otherwise approved by the City Operations and Maintenance Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing site boundaries 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)
19. Provide evidence that new driveway intersections meet City requirements for intersection sight distance. No obstructions shall be placed within the driveway intersection sight vision triangle except as provided by City Ordinance, including but not limited to parking. New driveway intersections shall meet sight distance criteria in the City of Beaverton's Engineering Design Manual for the design speed of the roadway. (Transportation/KR)
20. Submit plans that show the construction of half street improvements to City NR1 Neighborhood Route Standards along the western frontage of SW 155th Terrace from SW Scholls Ferry Road to a point where presently improved by Murray Ridge subdivision and specifically to the cross-sectional dimensions and improvements identified for F-F and G-G on Sheet P2.1 of the plan set. (Transportation/KR)
21. Submit plans that show that show the pedestrian access improvement between Lots 6 and 7 constructed to Engineering Design Manual Standards as approved by the City Engineer. (Transportation/KR)
22. Submit plans that show the existing above-ground utility box (intersection of SW155th Terrace / SW Scholls Ferry Road) relocated either north of the existing fence or to the opposite side of SW 155th Terrace and north in order to increase the visibility of on-coming vehicles along SW Scholls Ferry Road. (Planning / SW)
23. Obtain a Washington County's Right-of-Way Permit for all work in the right-of-way of SW Scholls Ferry Road (Operations Division 503 846-7623). All work shall be designed and constructed to County standard. A copy of this permit is to be provided to the city (Washington Co. / NV – Planning / SW).

24. Obtain a demolition permit from the City Building Division for the removal of the existing building(s). A plumbing permit is required for removal, abandonment and capping of a septic tank or sewer line. If a septic tank exists, it shall be pumped out and filled in with sand or gravel or completely removed. An inspection shall be obtained from the plumbing inspector after the tank is filled or removed. A copy of the receipt from the pumping company shall be provided. If the building is connected to the public sanitary sewer system, the building's sewer shall be capped off at the property line and inspected by the plumbing inspector. (BC 8.02.035, Section 105, OSSC; Section 722, OPSC) The removal of existing buildings on the property may provide credits towards some system development (SDC) fees such as water, sanitary sewer, impervious surface, and traffic. (Building / BR)
25. Ensure fire access roads are 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) The length of the hammer head at the east end of SW Redbird Street must be at least 70 feet in length on each side of the centerline. (TVF&R/ JF)
26. Submit a landscape plan intended for common area Tract A and the water quality / detention facilities (Tract B) as part of the Site Development Permit set, consistent with landscape plan identified on Sheet L1.4, except as modified by the City Site Development Engineer. (Planning Division/SW)
27. Resolve design and/or conflicts with refuse disposal/recycling hauler that would preclude adequate service of refuse and recycling containers for all units of the subdivision. (Planning Division/SW)
28. Ensure the approved Site Development for permit describes the placement of a vinyl-coated chain-link fence along the rear property lines of Lots 1 through 4 and Lots 122 through 125 (in addition to that portion of Tract A that surrounds the pond). The fence is to be at least four feet high and shall be dark green in color. Fence post and stringers are to be painted a matching color. (Planning Division/SW)
29. Ensure that all associated applications, including Tree Plan 2, are approved and are consistent with the submitted plans. (Planning Division/SW)
30. Ensure the Site Development Plan describes "No Parking" signs posted at each end of the hammerhead turn-around that provides access for Lots 122 through 125. (Planning Division/SW)
31. Ensure the Site Development Plan identifies the location of protective temporary fencing for trees consistent with the standards described in Section 60.60.20 of the City Development Code. Protective fencing is to be in place prior to removing trees subject to Tree Plan 2 approval or Commercial Timber Harvest approval under case file TP2015-0014. The fencing plan (section detail and location) is to be shown as part of plans approved for Site Development. (Planning Division/SW)
32. Install all fencing and barricades around all trees designated to remain in the immediate area of construction, consistent with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Additional protective fencing is to be placed 20-feet from south property (in rear yards of Lots 23, 24 and 25 as shown to the applicant's exhibit). No grading

or fill is to be introduced in the tree protection areas, this includes activities specifically identified in the arborist report prepared by Multnomah Tree Experts, Ltd (page 2, items 1 through 6). Field verification by the City Arborist is required prior to grading, and fence location adjustments are to be made as determined necessary. Prior to Site Development Permit issuance, the applicant's tree plan shall be revised to show certain trees removed along the south property, specifically Tree Numbers 251 through 255 but protective fencing is to be in place along the property boundary at this location (next to Sterling Park tract). A fence placement plan and section detail is to be included with the Site Development plan set. (Planning/SW)

B. Prior to final plat approval, the applicant / developer shall:

33. Have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development / JJD)
34. Show granting of any required on-site easements on the subdivision plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. All public storm water facility tracts shall be conveyed to the City of Beaverton by means of the plat (facility shown as Tract B). The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)
35. Demonstrate all lots meet ordinance standards for lot size, dimension and frontage. The final plat shall be fully dimensioned and indicate the square footage of each lot and the location of access restriction strips as approved by the City. (Planning Division/SW)
36. Provide written assurance to the Planning Division that each and every lot is buildable without variance under City Ordinances effective as of the date of preliminary plat approval. Tracts and other parcels not proposed for development shall also be listed with a statement of their purpose. (Planning Division/SW)
37. Pay all City liens, taxes and assessments or apportion to individual lots. Any liens, taxes and assessments levied by Washington County shall be paid to them according to their procedures. (Planning Division/SW)
38. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the subdivision will be constructed in accordance with City requirements. (Planning Division/SW)
39. Submit a Final Subdivision Plat. In accordance with Section 50.90 of the Development Code, submittal of a complete final plat application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning Division/SW)

40. Identify all improvements within tracts and public rights-of-ways and specify the maintenance responsibilities of those improvements. Improvements to be maintained by the Owner's Association shall be clearly specified within the CC&R's. (Planning Division/SW)
41. Show Tract A to be owned by the Home Owners Association and have a maintenance vehicle easement and utility easement to benefit the City of Beaverton over its entirety. (Planning Division/SW)
42. Provide a draft copy of the Covenants, Conditions and Restrictions (CC&Rs) to be recorded with the Final Plat and for review and approval by the City Attorney and Planning Director prior to Final Plat approval. The Homeowners Association shall be future homeowners' primary recourse for maintaining open space landscape (Tract A) pedestrian access and the private hammerhead vehicle access for Lots 122 through 125. The formation of the Homeowners Association shall be described in articles of incorporation and bylaws in the Covenants, Conditions and Restrictions to be recorded with the final plat. Language contained in the Covenants, Conditions and Restrictions shall describe the responsibilities of the Homeowners Association for maintaining the common areas and private driveways, and enforcing "No Parking" where shown. The CC&R document shall also describe the existing water quality / detention pond (Tract B) and how the properties abutting this facility have no access rights. The approved CC&R document will also contain a provision describing the permanent chain-link fence to be placed along the rear property lines of Lots 1 through 4 and Lots 122 through 125, and how this fence is to remain in place to delineate property boundaries and to deter intrusion into water quality facility. The CC&R document should also declare that this fence is subject to periodical maintenance and repair as necessary by the HOA. The CC&R document is also to describe maintenance vehicle access to benefit the City of Beaverton via the hammerhead turn-around and describe a pedestrian and bicycle access between Lots 6 and 7, available to the public. (Planning Division/SW)
43. The CC&Rs shall also require special accommodations be provided with building permit applications for Lots 1 through 13, 30 through 45, and 78 through 84. Engineered foundation walls shall be constructed for each of the homes on the above listed lots and that independent retaining walls, not constructed with the overall subdivision grading, which are greater than 2 feet tall, or produce/hold surcharge loading, shall be prohibited on all lots within this subdivision. The CC&Rs shall also contain a provision identifying limitations to grading individual lots. Reference is to be provided to maximum grade differential standards identified in Chapter 60, Section 60.15.10.3 of the Beaverton Development Code and that homeowner grade changes (lot by lot) are to be consistent with these standards. (Site Development Div. / JJD – Planning Division / SW)
44. Install the vinyl-coated chain-link fence to a minimum height of four feet, and maximum of six feet along the perimeter of the water quality detention pond (Tract B, the rear property lines of Lots 1 through 4 and Lots 122). Fencing shall be dark green in color. Fence posts and stringers shall be painted a matching color. (Planning Division/SW)

45. Provide a street name shown on the site development plans identical with those on the Final Plat, and street name signs shall not be installed prior to final plat approval. (Planning Division/SW)
46. Pay the street tree planting fee consistent with provisions as described in Section 60.15.15.6.A of the Development Code. The current fee amount is \$200 per tree, based on the standard of one tree per 30 lineal feet of street frontage (total amount estimated at \$55,000). The city shall be responsible for tree purchase and planting and maintenance for one year (Planning Division/SW)
47. Quit claim the existing access easement where located along the rear of Lots 61 through 83 of the Murray Ridge subdivision. Remove all existing paving and gravel associated with this access and apply grade transitions as necessary to the satisfaction of the City Site Development Engineer, prior to signing the Final Plat. If fencing constructed along the north (rear) boundary of Lots 61 through 83, the plan shall be a good-neighbor style design (same appearance on both sides). The fence design is to be further described in the CC&Rs recorded with the Final Plat (Site Development Div./ JDD & Planning Division/SW)
48. Dedicate additional right-of-way to provide 51-feet from centerline of SW Scholls Ferry Road, including adequate corner radius as the intersection with SW 155th Terrace. (Washington Co. / NV)
49. Provide a non-access reservation along the frontage of SW Scholls Ferry Road (Tax Lot 9100) (Washington Co. / NV)

C. Prior to building permit issuance, the applicant shall:

50. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
51. Have substantially completed the site development improvements as determined by the City Engineer, including streetlights being fully functional. (Site Development Div./JJD)
52. 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)
53. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed. (Site Development Div./JJD)
54. Provide proof of recording the necessary documents associated with the lot line adjustments with Washington County Records, including any necessary easement quit claim deeds and a filed survey consistent with the approved site plan. (Site Development Div./JJD)

D. Prior to release of performance security, the applicant shall:

55. 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)

56. Ensure planting of the approved landscape plan in Tract A and C abutting the water quality / detention pond (Tract B), consistent with the landscape plan as part of the approved Site Development Permit. (Planning Div / SW)
57. Submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
58. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation within the construction disturbed or sediment affected areas surrounding or within the surface water quality facility, vegetated corridor, and the common use areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development Div./JJD)

E. Prior to final inspection of any building permit, the applicant shall:

59. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the house frontage. (Site Development Div./JJD)
60. 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)

Technical Advisory Notes (not conditions):

1. Applicant is advised of construction hour/day limitations (7:00 a.m. to 6:00 p.m., Monday through Friday). Extended hours / weekend or holiday is subject to City approval (via work request through Site Development / Public Works Department).
2. Construction vehicle access via SW Blackbird Drive from SW Scholls Ferry Road, and through local residential streets (SW Eider Avenue, SW Finch Street, SW Turnstone and SW Redbird Street) is discouraged.

Vision Clearance Measurement / Photograph taken by Washington County Traffic Engineering Staff on November 16, 2015.



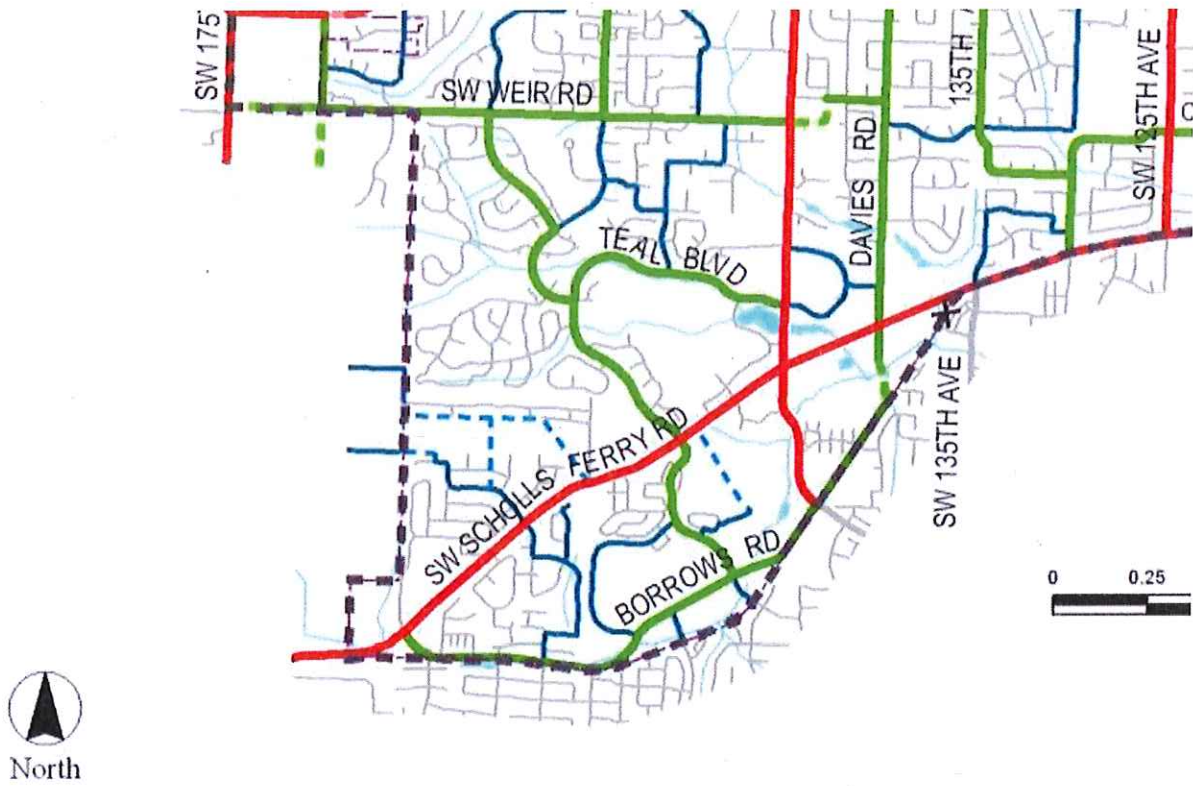
From 15 feet behind edge of traveled way of SW Scholls Ferry Rd on SW 155th Terrace, intersection sight distance exceeds 400 feet looking east (Scholls Ferry Road)



From 15 feet behind edge of traveled way of SW Scholls Ferry Rd on SW 155th Terrace, intersection sight distance exceeds 400 feet looking west (Scholls Ferry Road)

Functional Classification of Streets (existing and future potential)

Portion of the Transportation System Plan (Figure 6.4) from Beaverton Comprehensive Plan



GEOGRAPHIC INFORMATION SYSTEM

LEGEND

Functional Classification	
Freeway	Water
Principal Arterial	Railroad
Arterial	2008 TSP Study Area Boundary
Arterial, proposed	Major Roads
Collector	Local Streets
Collector, proposed	City Limits
Neighborhood Route	
Neighborhood Route, proposed	
Proposed Road Closure	

South Cooper Mountain Community Plan – Street Framework

Figure 10: Community Plan Street Framework

