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Planning Division
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STAFF REPORT

STAFF REPORT DATE: November 8, 2017

HEARING DATE: November 15, 2017

TO: Planning Commission

FROM: Jana Fox, Associate Planner *JCF*
Elena Sasin, Assistant Planner *ES* *A7*

PROPOSAL: **Scholls Heights at South Cooper Mountain PUD** (CPA2017-0006 / ZMA2017-0005 / CU2017-0010 / DR2017-0052 / LD2017-0009 / LD2017-0017 / SDM2017-0007 / TP2017-0008)

LOCATION: The site is located at the northeast corner of the intersection of SW Scholls Ferry Road and SW Tile Flat Road. Addresses: 19293 SW Tile Flat Rd., 12150 SW Kobbe Dr., and 18865 SW Scholls Ferry Rd. Tax Lots 100, 101, 200, and 201 on Washington County Tax Assessor's Map 2S201.

ZONING: Washington County interim zone AF-20

NEIGHBORHOOD: Neighbors Southwest

SUMMARY: The applicant, West Hills Land Development, requests the following land use applications for the Scholls Heights at South Cooper Mountain PUD development. A Comprehensive Plan Land Use Map Amendment to adjust the boundaries of the land use districts within the development area to align with the proposed development. A Zoning Map Amendment to apply city zoning to the subject site in accordance with the Land Use designations and the South Cooper Mountain Community Plan. A Conditional Use-Planned Unit Development for a residential development within the South Cooper Mountain Community Plan area. A Design Review Two application for 205 single-family attached dwellings. Two Preliminary Subdivision applications, the first, a large lot subdivision to create 13 parcels to assist in the phasing of the project, and the second for phased development of approximately 677 lots and 87 tracts intended by the full development under the PUD. A Tree Plan Two application for the removal of significant and community trees to accommodate development. A Sidewalk Design Modification to allow a curb-tight sidewalk along both sides of one private street to accommodate steep grades.

APPLICANT/
REPRESENTATIVE:

West Hills Development /
735 SW 158th Avenue
Beaverton, OR 97006

Otak, Inc.
800 SW Third Avenue, Suite 300
Portland, OR 97204

PROPERTY OWNERS:

Hurbert & Jeannette Bierly
26690 Horsell Rd
Bend, OR 97701

Lewis & John Bierly,
Susan Thompson
18185 SW Scholls Ferry Road
Beaverton, OR 97007

John Bierly
12150 SW Kobbe Dr
Beaverton, OR 97007

Bierly Property Holdings, LLC
19293 SW Tile Flat Rd
Beaverton, OR 97007

STAFF RECOMMENDATION:

CPA2017-0006 (Scholls Heights at South Cooper Mountain PUD):
Approval, no conditions

ZMA2017-0005 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

CU2017-0010 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

DR2017-0052 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

LD2017-0009 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

LD2017-0017 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

SDM2017-0007 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

TP2017-0008 (Scholls Heights at South Cooper Mountain PUD):
Approval subject to conditions identified at the end of this report.

TABLE OF CONTENTS

Attachment A: Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR22
Attachment B: CPA2017-0006 <i>Comprehensive Plan Map Amendment</i>	CPA1 – CPA3
Attachment C: ZMA2017-0010 <i>Zoning Map Amendment</i>	ZMA1 – ZMA4
Attachment D: CU2017-0010 <i>Conditional Use-Planned Unit Development</i>	CU1 – CU32
Attachment E: DR2017-0052 <i>Design Review Two</i>	DR1 – DR7
Attachment F: LD2017-0009 <i>Preliminary Subdivision (Full Build Out)</i>	LD1 – LD5
Attachment G: LD2017-0017 <i>Preliminary Subdivision (Large Lot)</i>	LD1 – LD5
Attachment H: SDM2017-0007 <i>Sidewalk Design Modification</i>	SDM1-SDM3
Attachment I: TP2017-0008 <i>Tree Plan Two</i>	TP1-TP9
Attachment J: Conditions of Approval	COA1 – COA16
Exhibit 1: Exhibits by City Staff	SR6 – SR14
Exhibit 1.1 Aerial and Vicinity Map (page of this report)	
Exhibit 1.2 Existing Land Use Designation Comprehensive Plan Map	
Exhibit 1.3 Proposed Comprehensive Plan Map Amendment	
Exhibit 1.4 Existing Zoning – Zoning Map	
Exhibit 1.5 Proposed Zoning – Zoning Map	
Exhibit 1.6 Figure 10 of SCMCP Street Framework Plan	
Exhibit 1.7 Figure 11 of SCMCP Bicycle & Pedestrian Framework	
Exhibit 1.8 Figure 12 of SCMCP Natural Resources Map	
Exhibit 1.9 Scholls Heights PUD Phasing Plan	
Exhibit 2: Exhibits by Applicant	Combined materials package
Exhibit 2.1 Combined plans and materials package prepared by applicant.	
Exhibit 3: Public Agency Communication/ Comments	Exhibits by #
Exhibit 3.1 Washington County letter dated October 4, 2017	
Exhibit 3.2 TVF&R letter dated September 26, 2017	
Exhibit 3.3 CWS Statement of Sanitary Sewer - May 26, 2017	

Exhibit 4: Public Testimony / Comments

Exhibits by #

Exhibit 4.1 Letter from Roland & Ellen Italiano, dated Oct. 13, 2017

Exhibit 4.2 Letter from Ronald K Anderson, dated Oct. 18, 2017

Project Overview

The applicant, West Hills Land Development LLC, proposes to develop a 892 unit residential Planned Unit Development (PUD) within the South Cooper Mountain Community Planning (SCMCP) area. The project site is comprised of four properties located at the northeast corner of the intersection of SW Scholls Ferry Road and SW Tile Flat Road, comprising approximately 132 acres in size and is shown on the map exhibits prepared by the applicant and city staff.

The project is proposed for seven phases of development. A phasing plan map is provided as Exhibit 1.9 to this report. The applicant proposes 205 attached single family lots, 471 detached single family lots and 1 lot for a 216 unit multi-family development. Additionally the applicant proposes 87 tracts for the purpose of stormwater, natural resource preservation, trails, parks and access.

In order to facilitate the phased development of the property the applicant has applied for a second subdivision application which can be viewed as an interim condition which would create 13 large lots which would be further developed into the final PUD, as reviewed herein. The applicant needs 13 lots in order so that no newly created lot has more than one zoning district, per the development code requirements. The applicant will be required to provide easements to the city with the recording of the large lot subdivision plat which would provide for the extension of utilities and access to each of the lots, as well as over the collector streets within the development Street 8 (Mountainside Way) and Street 6 (Barrows Road) to ensure the orderly extension of critical facilities within the SCMCP area.

Land Use Application Summary

The Planning Commission will conduct a hearing for concurrent consideration of eight land use applications identified for Scholls Heights. These land use applications are summarized below.

Comprehensive Plan Map Amendment application (CPA2017-0006) is requested to adjust boundaries of existing Comprehensive Plan land use designations that apply to the subject properties. The adjustment proposal is intended to align boundaries with proposed streets and property lines identified as part of the development plan. Exhibits 1.2 and 1.3 of this report illustrate the existing land use designations and intended adjustments, respectively. The CPA proposal does not change existing land use designations that currently apply to the subject properties.

Zoning Map Amendment application (ZMA2017-0005) is requested to apply Beaverton residential zones of R-1, R-2, R-4, R-5 and R-7. The subject properties are currently zoned Washington County AF-20 which is an agricultural zone applicable to rural areas. Proposed city zones are intended to implement respective land use designations of the Comprehensive Plan and would also align with proposed streets and property lines identified as part of the development plan.

Conditional Use – Planned Unit Development (CU2017-0010) would allow modification of base zoning standards of each respective proposed zone, applicable to lots created through the Preliminary Subdivision application. In this case, development projects greater than ten acres in size, where located within the SCMCP require CUP-PUD approval. As a Planned Unit Development (PUD), the Scholls Heights development is also subject to specific standards as contained in Section 60.35 of the Beaverton Development Code, including compliance with the SCMCP.

Design Review 2 (DR2017-0052) is requested for the 205 attached single-family dwellings (townhomes) proposed with the development. The multi-family residential apartment building(s) to be constructed in the South phase will require further Design Review approval at a later date. Staff also notes that detached single-family dwellings are not subject to the current Design Review application but are subject to review of certain architectural design standard identified in Section 60.35, *Planned Unit Development* standards of the Beaverton Development Code.

Preliminary Subdivision (Small Lot) application (LD2017-0009) is requested to create 677 legal lots of record and 87 tracts. This subdivision recognizes the final build out of the full PUD development.

Preliminary Subdivision (Large Lot) application (LD2017-0017) is requested, as described above to create a 13 parcel partition to facilitate phased purchase and development of the subject site. This is intended to be an interim condition with the final subdivision layout as identified in LD2017-0009.

Sidewalk Design Modification application (SDM2017-0007) is requested to allow five (5) foot wide curb tight sidewalks along one private street tract within the East phase of development.

Tree Plan Two (TP2017-0005) is requested for removing trees where development is proposed. Some of these trees meet the Development Code definition of a “Community Tree” as identified in Chapter 90. Other trees identified for removal are located within a portion of the project site shown to contain a Significant Natural Resource Area (SNRA) as discussed further in this report.

Background – South Cooper Mountain Community Plan

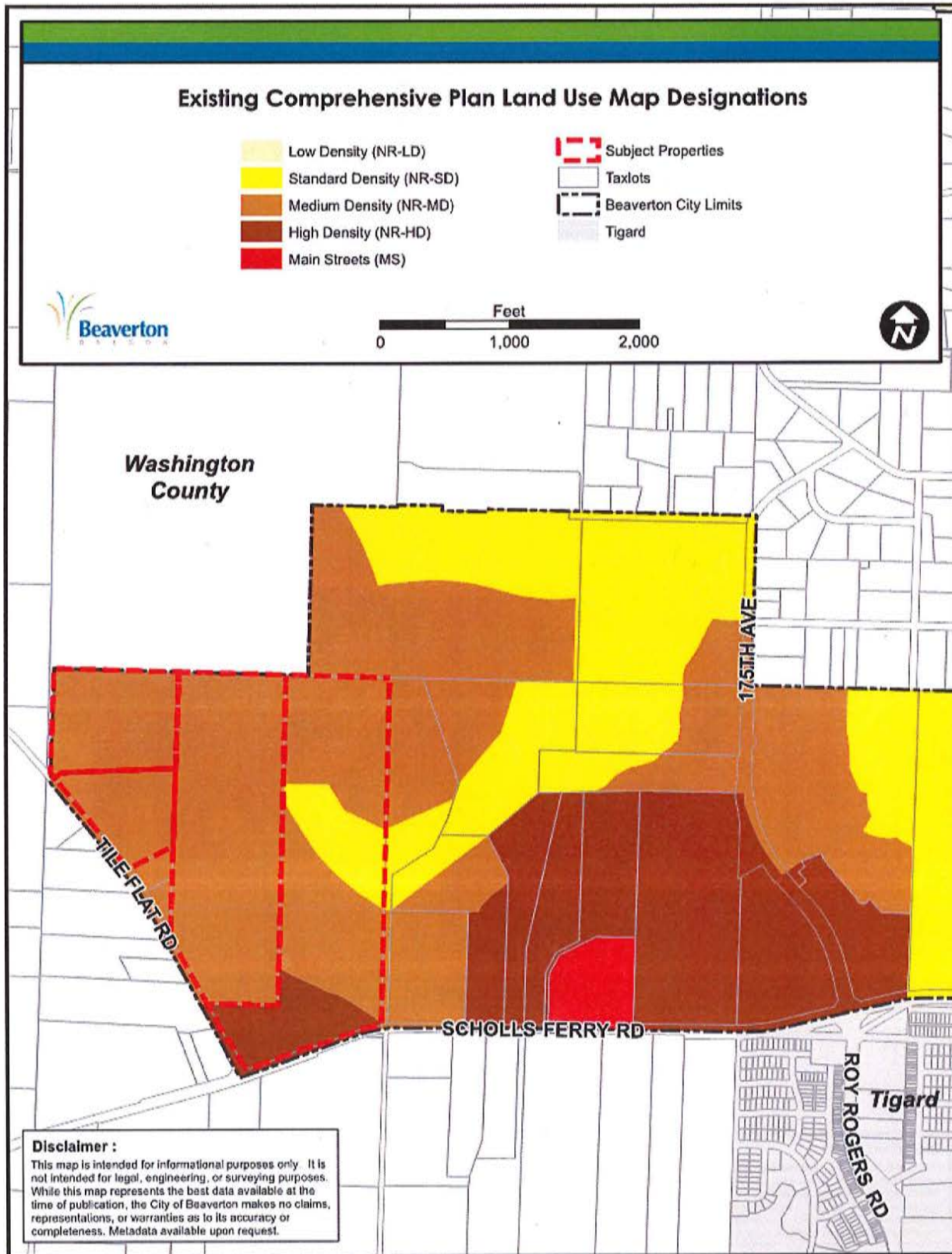
The South Cooper Mountain Community Plan (SCMCP) is part of the Beaverton Comprehensive Plan and was adopted in December 2014. The SCMCP identifies various policies intended to guide future development of this area which is comprised of 544 acres of rural land that was added to the Urban Growth Boundary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

Aerial and Vicinity Map

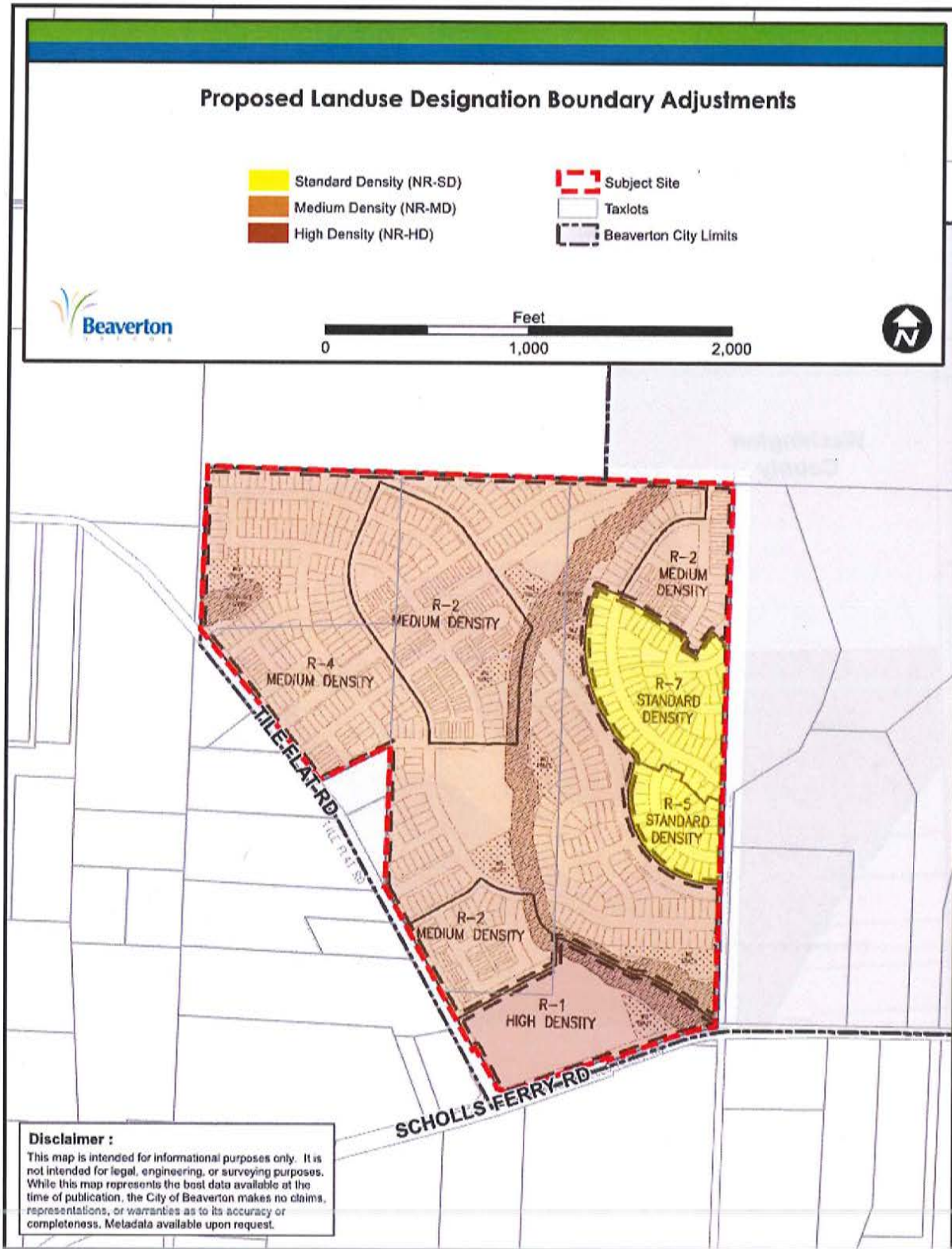


Scholls Heights at South Cooper Mountain

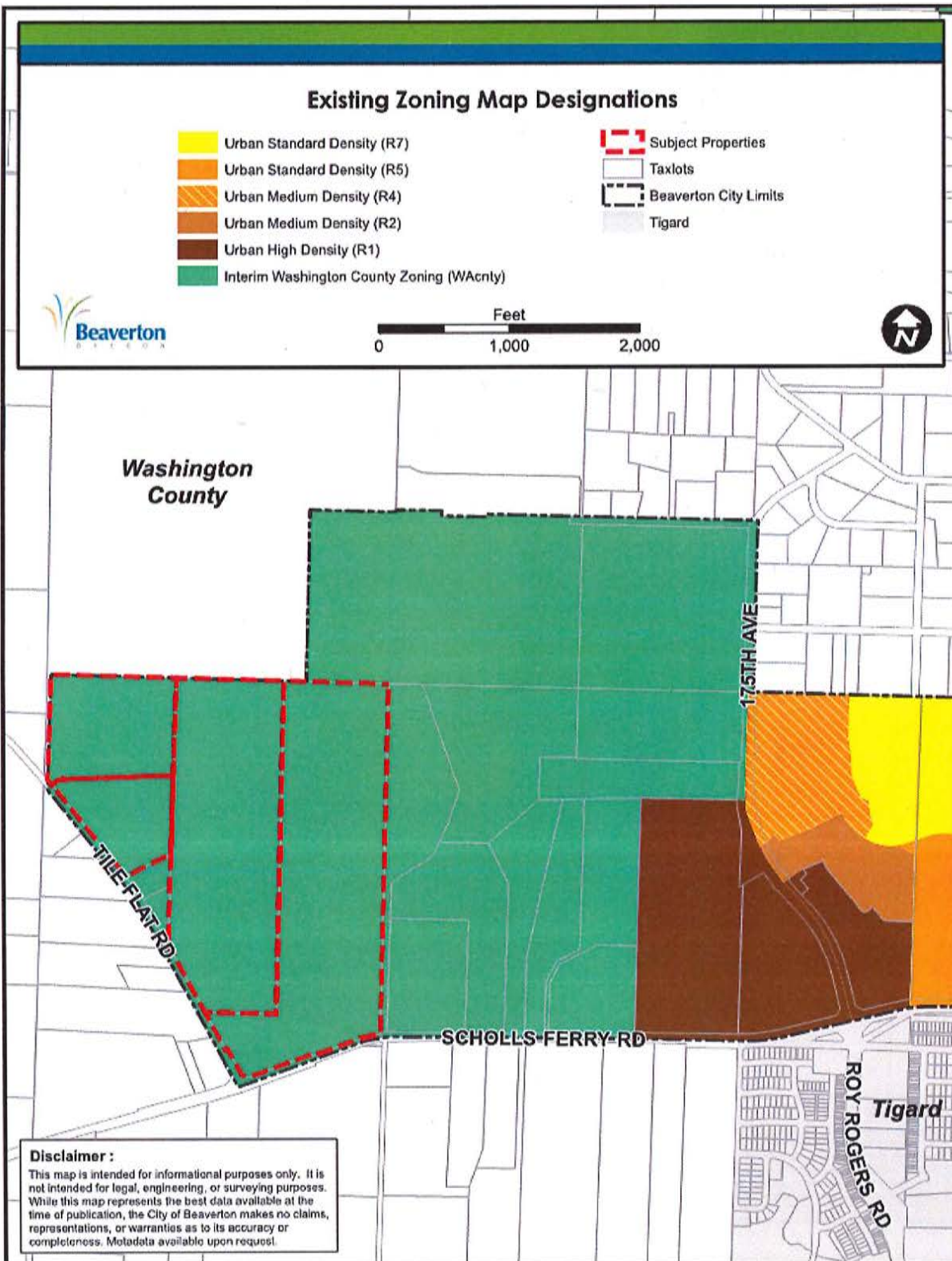
CPA2017-0006, ZMA2017-0005, CU2017-0010, DR2017-0052, LD2017-0009, LD2017-0017,
SDM2017-0007, TP2017-0008



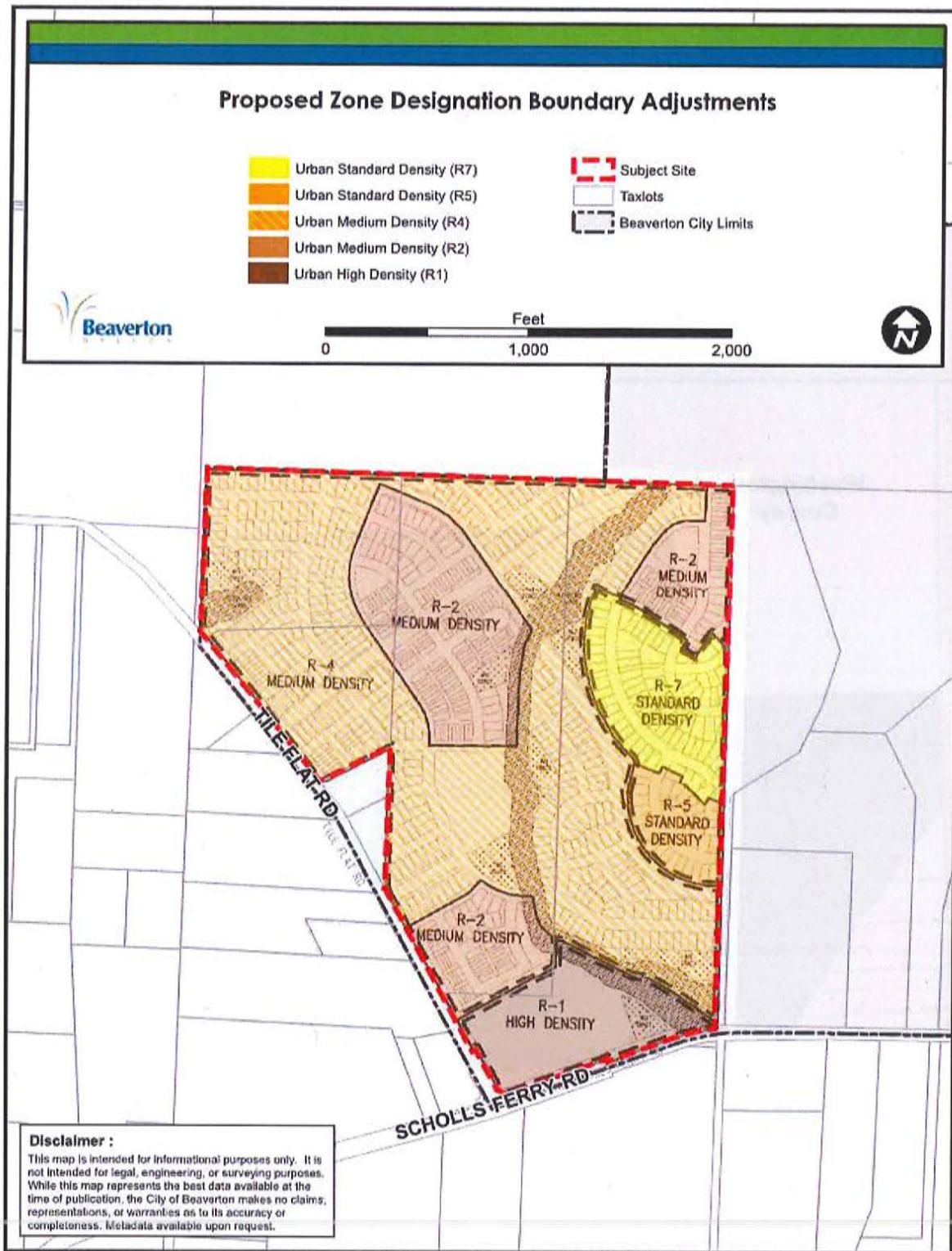
Proposed Comprehensive Plan Land Use Boundary



Existing Beaverton Zoning Map

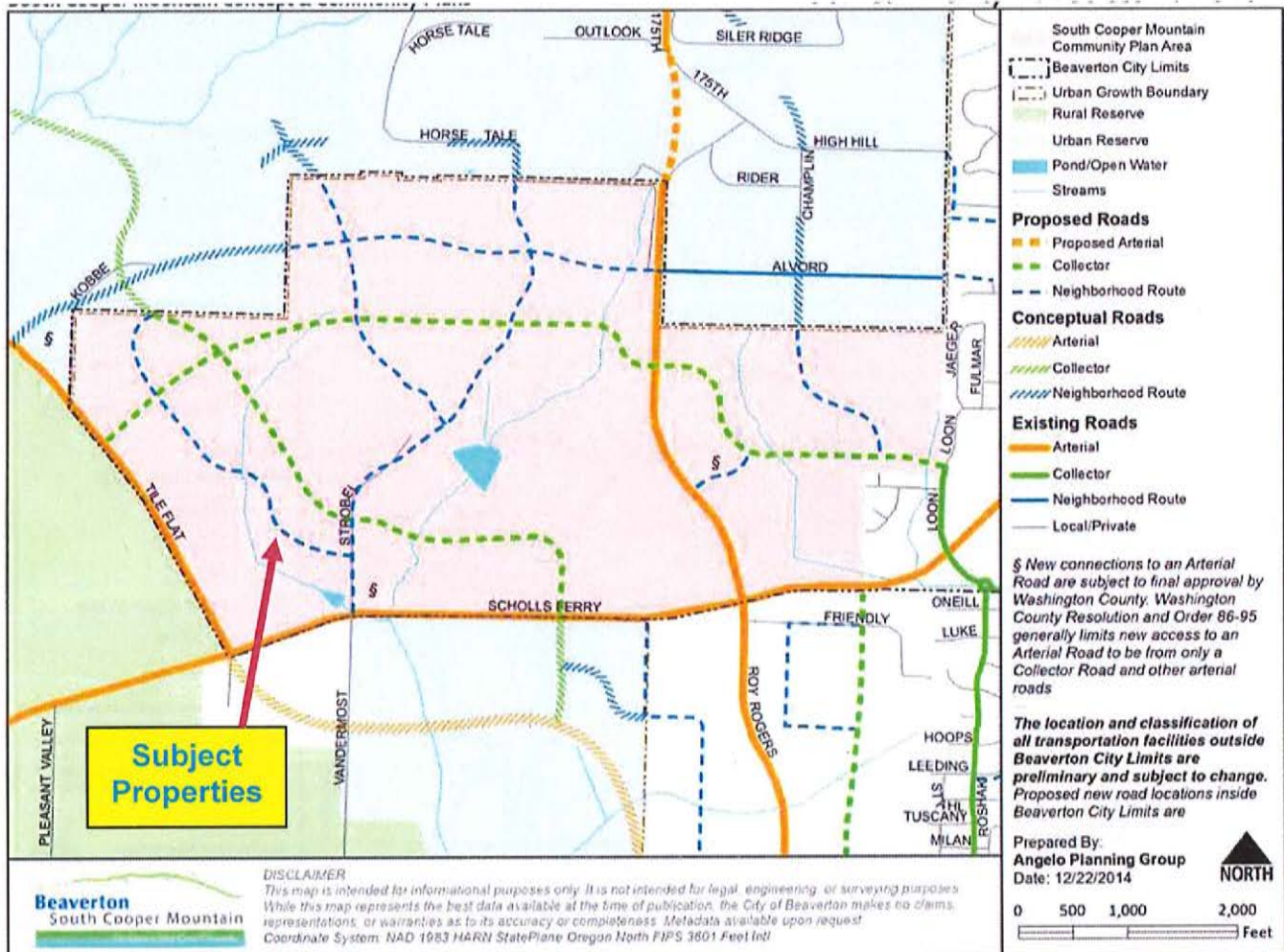


Proposed Zoning Map Amendment



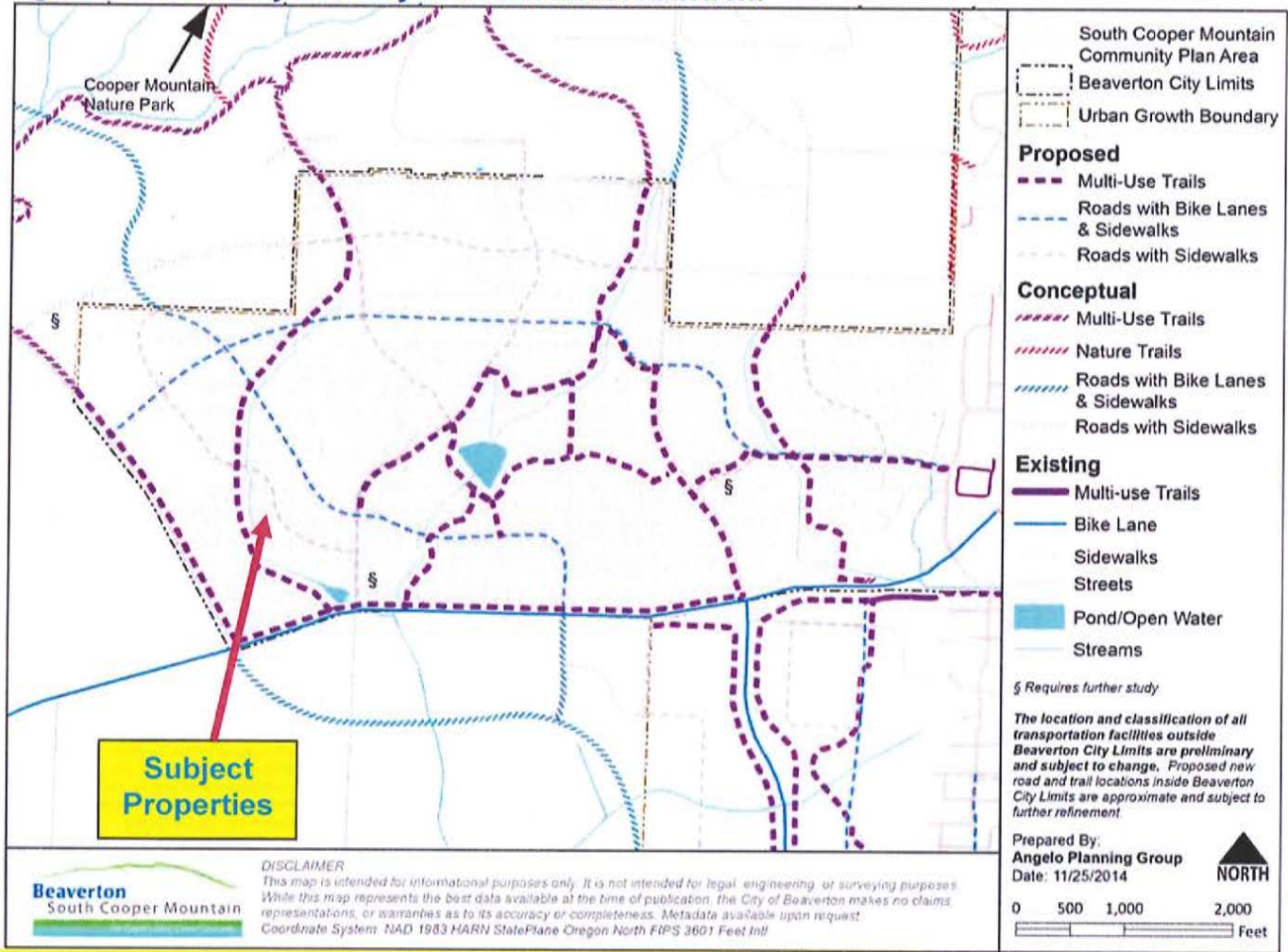
South Cooper Mountain Street Framework Map – Figure 10

Figure 10: Community Plan Street Framework

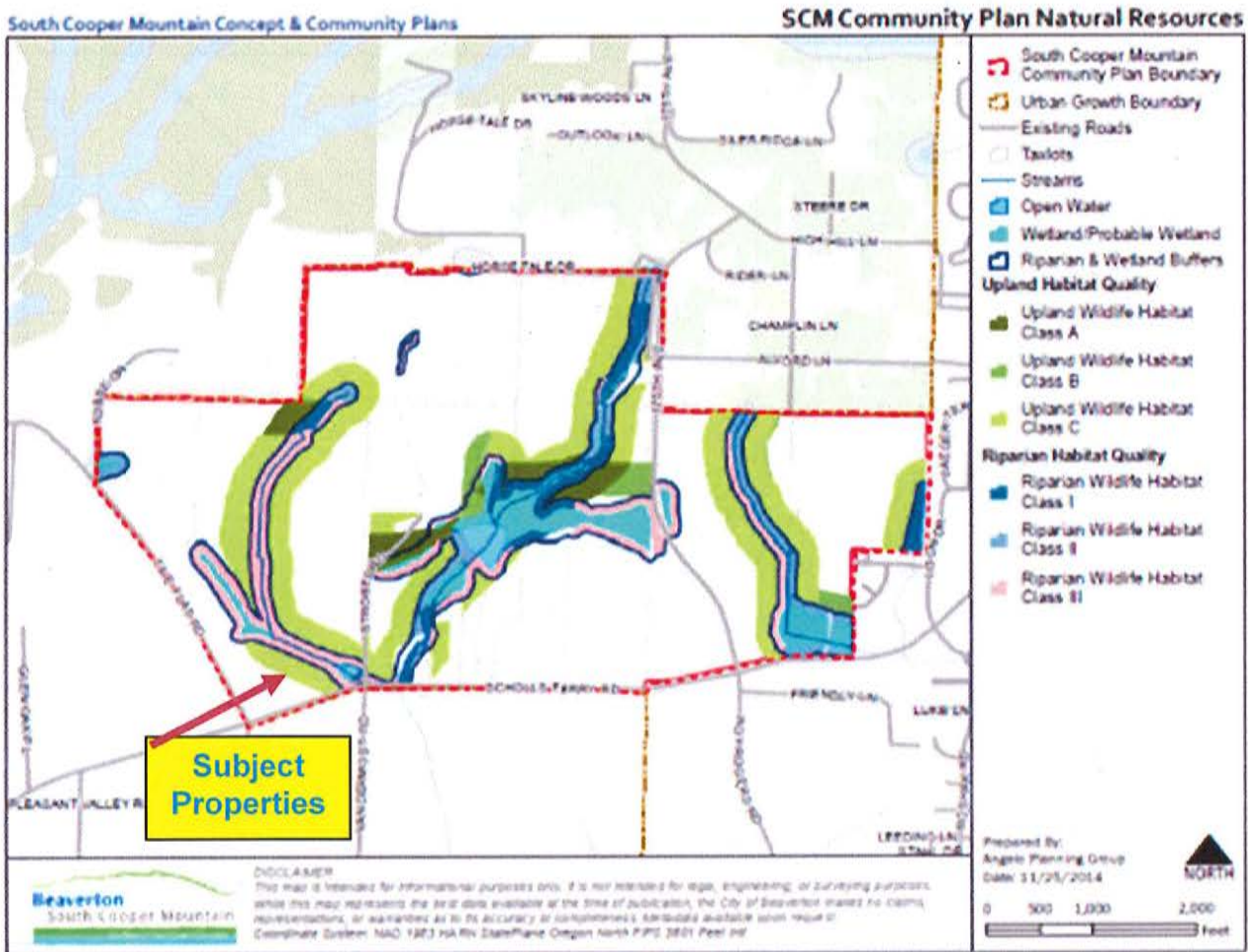


South Cooper Mountain Bicycle & Pedestrian Framework Map – Figure 11

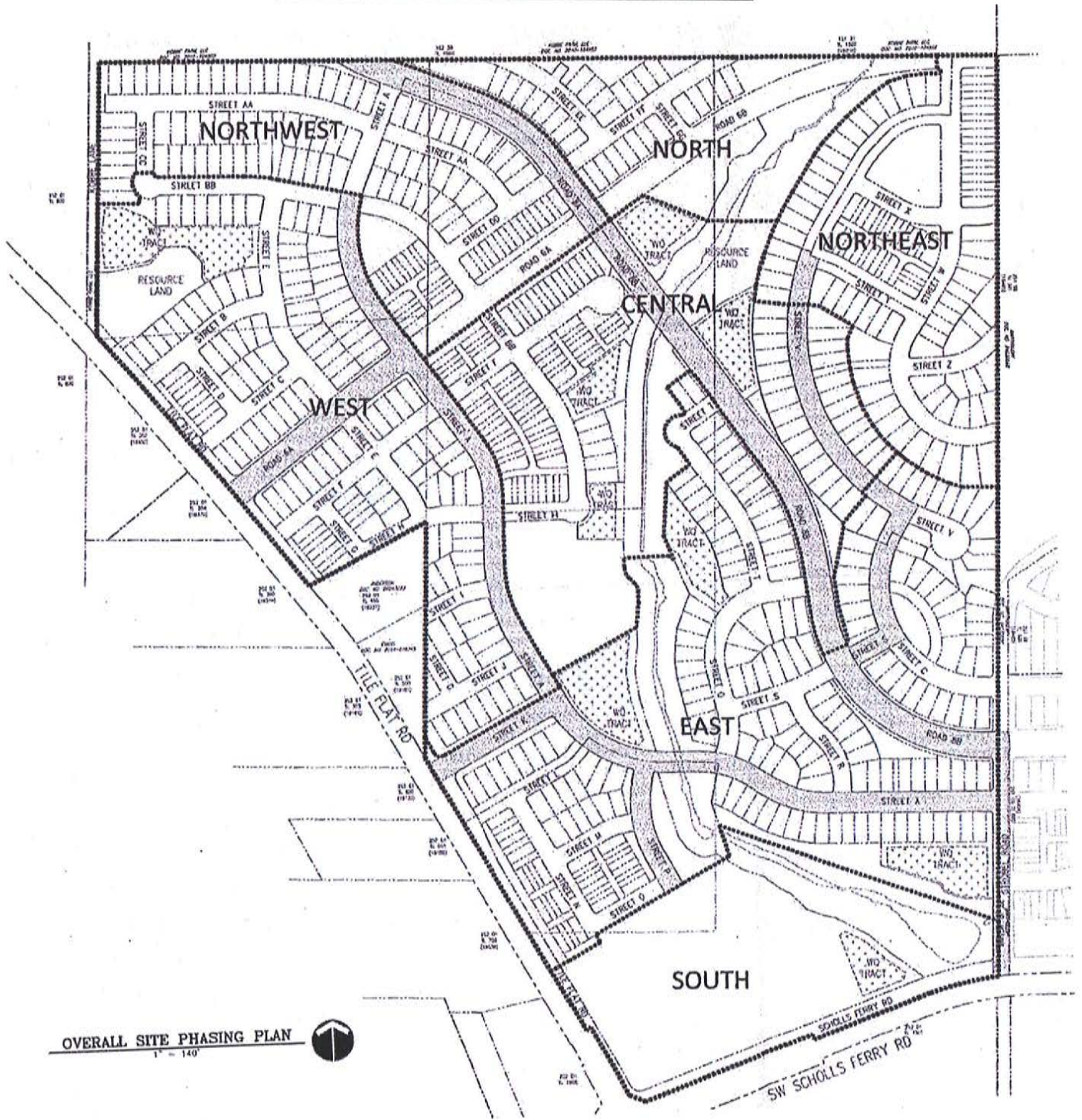
Figure 11: Community Plan Bicycle & Pedestrian Framework



South Cooper Mountain Natural Resources Map – Figure 12



Development Site Plan and Phasing Plan



BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	Final Written * Decision Date	240-Day
CPA2017-0006*	May 31, 2017	September 13, 2017	January 25, 2018	N/A
ZMA2017-0005	May 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018
CU2017-0010	May 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018
DR2017-0052	May 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018
LD2017-0009	May 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018
LD2017-0017	September 7, 2017	September 13, 2017	January 25, 2018	May 11, 2018
SDM2017-0007	July 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018
TP2017-0008	May 31, 2017	September 13, 2017	January 25, 2018	May 11, 2018

*CPA applications are not subject to the Section 50.25.8 of the Development Code and not subject to Oregon mandated processing periods identified under ORS227.178(1). In this case, both the CPA and ZMA require subsequent City Council action inclusive of separate Ordinances that change zones as proposed to the City Zoning Map and adjust respective land use designations as proposed to the City Comprehensive Plan Land Use Map.

Existing Conditions Table

Zoning	Washington County Interim Zoning (AF-20) – Existing zone Proposed zoning within the South Cooper Mountain Community Plan includes Urban High Density Residential (R1), Urban Medium Density Residential (R2 and R4) and Urban Standard Density Residential (R5 and R7).	
Current Development	The site is currently rural residential / farm land and consists of four tax lots.	
Site Size	Approximately 132 Acres	
Neighborhood Association	Neighbors Southwest	
Surrounding Uses	<u>Zoning:</u> North: Washington County Rural Residential (AF20) South: Washington County Rural Residential (AF20) East: City of Beaverton Residential West: Washington County Exclusive Farm Use (EFU)	<u>Uses:</u> North: Rural Residential South: Rural Residential East: The Ridge PUD West: Rural Residential

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Scholls Heights at South Cooper Mountain PUD
CPA2017-0006 / CU2017-0010 / DR2017-0052 / LD2017-0009 /
LD2017-0017 / SDM2017-0007 / TP2017-0008 / ZMA2017-0005**

Section 40.03 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the submitted Conditional Use, Design Review, and both Land Division applications as submitted.**

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.

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

Final PUD/Subdivision

Public Water

Water service will be provided to the site by the City of Beaverton. The current waterline is stubbed east of the subject site on the Mountainside High School site. The adjacent development to the east, The Ridge, has received land use entitlements which requires the extension of a 24 inch public water line to the eastern boundary of the subject site within the Collector Street 8 (Mountainside Way). As the adjacent development has received a land use entitlement which requires the extension of public water service to the site, staff finds that the applicant can reasonably expect that public water service will be made available to the site. However, prior to site development permit issuance or recording of any plat for the site, including the large lot subdivision, the applicant shall provide all necessary off-site easements which would make construction of critical facilities, including roads, water, sewer and storm available to the subject site. The applicant has provided a

statement that they understand the risk of relying on an entitled land use application for the provision of service and that delay may occur should they not be able to obtain any necessary off-site easements. The reasonable expectation of provision of water service coupled with the condition to provide any necessary off-site critical facility easements prior to site development are sufficient to show water service to serve the site.

In addition to the water line through Street 8 (Mountainside) collector a high pressure water line will connect in the northern collector Street 6 (Barrows) which can serve lower pressure water zones. Roads 8 (Mountainside), 6 (Barrows) and Street A will provide key water service spines through the development, with local streets connecting the full water system to serve each lot. A 24 inch waterline is shown on the South Cooper Mountain Water System Concept Plan and must be provided by the applicant. The development shall be required to provide access to water lines within public rights of way or easements to serve future utility extension.

The development is located at the end of the City of Beaverton's existing water system and is currently fed by a single line with no proposed connections on the other three sides. Due to a lack of a fire hydrant adjacent to the site, documentation of flow test modeling of water availability from the City of Beaverton water system shall be provided to verify capacity for a peak day domestic plus fire demand requirement. Documentation of modeling shall be provided for all phases of development to verify flow capacity for each phase. The development will require two water pressure zones, and shall be considered in any hydraulic modeling. (City of Beaverton Engineering Design Manual Chapter VI, Section 610, Part L).

Pressure Reducing Valves (PRVs) will be needed to reduce pressure between different water pressure zones. The applicant will need to provide a plan for the PRV stations prior to issuance of the first Site Development Permit and shall be required to build the facilities when they are needed to serve the development. Staff finds that adequate capacity exists to serve the proposed development.

Public Sanitary Sewer

Sanitary sewer service will be provided by the City of Beaverton. Clean Water Services the regional sanitary sewer provider, has issued a Service Provider Letter for the entirety of the South Cooper Mountain Community Plan (SCMCP) area, the applicant is in compliance with the SCMCP sanitary sewer masterplan and therefore in compliance with the CWS sanitary sewer SPL. The applicant proposes to connect to the existing CWS sanitary manhole in Scholls Ferry Road which will be a 24 inch line routed through The Ridge development up Strobel Road to serve the majority of the site. As The Ridge development has land use entitlements which require the extension of the public sanitary sewer up Strobel Road to serve the development the applicant can reasonably expect that sanitary sewer service will be available to serve the site. Additionally the multi-family portion of the site is served by an 8 inch connection to the CWS sanitary sewer manhole in Schools Ferry Road. This extension will require coordination with the existing Scholls Ferry Road culvert crossing and must accommodate the future Willamette Water Supply Project to avoid future conflicts.

The development shall be required to provide access to sanitary sewer lines within public rights of way or easements to serve future utility extension. The applicant will be required to provide all necessary off-site sanitary sewer easements prior to recording of any plat, including the large lot subdivision, or site development permit issuance to allow for the construction of the facilities should they not yet be completed by adjacent development. The applicant has provided a statement that they understand the risk of relying on an entitled land use application for the provision of service and that delay may occur should they not be able to obtain any necessary off-site easements. The reasonable expectation of provision of sanitary sewer service coupled with the condition to provide any necessary off-site critical facility easements prior to site development are sufficient to show sanitary sewer service to serve the site.

Stormwater

The applicant states that stormwater facilities will be located throughout the development to provide both quality and quantity stormwater management in accordance with the South Cooper Mountain Community Plan and designed to meet SLOPES V standards. The applicant proposes the following tracts as stormwater facilities: C1, C3, C20, E8, E20, E22, and NW10. Locations of water quality tracts are based on topography, drainage basins, and proposed phasing boundaries. Outfalls will be to the existing north-south drainage way that will outfall to the new culvert crossing at Scholls Ferry Road. A utility plan has been provided by the applicant that shows extension of stormwater lines through the development to serve all portions of the development. The applicant has provided a preliminary stormwater report which shows the system as designed should be sufficient to serve the development, full engineering review is completed at Site Development permit review. Staff finds that adequate capacity exists to serve the proposed development.

Transportation

The proposed development will have up to 892 units—471 detached housing lots and 205 townhomes, and up to 216 units of attached housing. The applicant's traffic consultant, Kittelson & Associates conducted three traffic studies:

- 1) A Traffic Impact Analysis (TIA), dated May 22, 2017, that studied the impacts of creating up to 982 units—707 single family houses (detached and townhome units) and up to 275 apartment units.
- 2) An analysis of the local street volumes, dated May 23, 2017 using the original unit count.
- 3) An analysis of the traffic, by phase, dated August 22, 2017, using a reduced unit count of 957 units—682 single-family houses and 275 apartments.

In total, the proposed development is expected to add approximately 8,380 new daily vehicle trips to the surrounding street system. Access to the development will be provided by SW Scholls Ferry Road and SW Tile Flat Road, each of which is an Arterial Street under the maintenance and operational jurisdiction of Washington County. The applicant proposes to increase the capacity of these streets by constructing road improvements to widen SW Scholls Ferry Road to 5 lanes and SW Tile Flat Road to 3 lanes. The applicant

also proposes to add a multi-use pathway that combines a regional trail with a widened sidewalk and bike path along the property's Arterial Street frontages. Based on the submitted traffic studies, the applicant also proposes to construct signal improvements at the SW Tile Flat / SW Scholls Ferry Road intersection and at the SW Scholls Ferry Road / SW Strobel Road intersection (if not already constructed with prior development). Improvements to SW Scholls Ferry Road and SW Tile Flat Road through the K Street intersection to the southern boundary of the parcels along the eastern side of SW Tile Flat Road which are not part of this application (the outparcels) shall be completed with the first phase of development. Subsequent improvements to SW Tile Flat Road north of the excluded parcels shall be completed with any phase of development which requires constructing the connection of Street 6 (Barrows) to SW Tile Flat Road.

Within the development, the applicant will construct the Local Street network needed to serve the development, as well as the Collector Streets and Neighborhood Routes as generally outlined in the South Cooper Mountain Community Plan. The applicant will extend two Collector Streets through the development, each as a 3-lane street, with landscaped medians where left turn lanes are not required: Street 6 (Barrows) will cross from the site's northeast corner to SW Tile Flat Road, and Street 8 (Mountainside) will cross from SW Strobel Road to the site's northwest corner.

According to Figure 12 the applicant's August 22, 2017 TIA, all of the internal and external intersections studied will operate within the applicable City and County performance parameters, with the exception of the SW Scholls Ferry Road / SW 175th Avenue intersection. This intersection has been a focus of recent Washington County road improvement projects and the TIA recommends that it continue to be monitored to see if the recently built and already planned future improvements will improve its performance, as intended.

With the earlier work that the City of Beaverton, Washington County, and the City of Tigard, together with the representatives of the development community, including the applicant, did in evaluating the SW 175th Avenue – SW Roy Roger Road corridor, the SW 175th Avenue / SW Kemmer Road intersection was determined to be insufficient to accommodate the expected traffic volumes. Therefore, the parties agreed to apply a proportional share of the estimated cost to improve the intersection to all new development in the South Cooper Mountain and River Terrace areas. The proportional share for the Scholls Heights development is \$105,350.

By complying with the associated conditions of approval, and by constructing the road improvements as proposed, the applicant will be able to ensure that the surrounding transportation system can accommodate the traffic expected to be generated by the proposed development.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). TVF&R has provided conditions of approval for the development. The key condition provided by TVF&R requires that secondary fire access be provided for each phase of development. Staff has included this condition of approval for each phase of

development. By meeting the conditions of approval the proposal will meet TVF&R requirements which will be verified at the time of Site Development Permit issuance.

Phase Specific Critical Facilities

The applicant has proposed seven (7) phases of development for the Schools Heights PUD. In order to provide options for the development of the site as market conditions shift over time, staff provides the following findings showing how each phase of development could, if desired, be developed independently of other phases. While some phases are unlikely to develop before others this approach provides the applicant with flexibility as development occurs and makes clear what infrastructure pieces must be constructed with each phase of development. Some pieces of infrastructure may be required to serve multiple phases of development, whichever phase requiring that infrastructure is built first will be required to construct it. The applicant has provided phasing plans on Sheets P0.5All- P0.5S which correspond to the findings below. The applicant's August 22, 2017 TIA analyzes the phased development of the site, but assumes that the phases will develop in sequential order. Therefore, the development of SW Scholls Ferry Road is required to be completed with the initial phase of development. The expansion of SW Tile Flat Road may be completed in two phases, one phase north of the outparcels along the eastern Tile Flat frontage and one south. The development of the south portion of SW Tile Flat Road is triggered by the first phase of development which connects Street K to SW Tile Flat Road. The development of the north portion of SW Tile Flat Road is triggered by the first phase of development which connects Street 6 (Barrows) to SW Tile Flat Road. The dedication of right-of-way for Arterial Streets (SW Scholls Ferry and SW Tile Flat) will need to occur with the large lot subdivision of the site to facilitate phased development. Construction of internal streets, including Collector Roads, can be phased, provided that the easements are provided with the first land division final plat to allow later phases to be developed in any order.

East Phase

The East Phase generally extends from the east to west property line, directly north of the high density and resource parcels (Sheet P0.5E). The East phase contains R7, R5, R4, and R2 zoned properties with a total of 34 attached single family lots and 162 detached single family lots.

Transportation

Access for the East Phase is provided to the site by Strobel Road which must be extended from SW Scholls Ferry Road through the intersection with Street C. Frontage improvements to Strobel Road must be built to the northern edge of Strobel Road adjacent to the subject site, including signal construction. The following streets must be constructed with the East Phase limits: Street V, Street C, Street S, Street 8 (Mountainside), Street T, Street Q, Street S, Street R, Street A, Street K, Street L, Street M, Street N, Street O, and Street P. The intersection of Street K with SW Tile Flat Road must be completed. All frontage improvements to SW Scholls Ferry Road and SW Tile Flat Road, south of the outparcels, shall be completed, including construction of the on-street multi-use trail. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and Strobel Road. The applicant shall construct all waterlines through the development phase to serve future phases and/or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and be made available to adjacent phases and/or developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The East Phase requires 0.78 acres of active open space and a total of 3.11 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

West Phase

The West Phase generally extends along the west property boundary from north of Street K to north of Streets B, E, and BB and bounded on the east by Street A (Sheet P0.5W). The West phase contains R4 zoned properties with a total of 23 attached single family lot and 121 detached single family lots.

Transportation

Access for the West Phase is provided by the extension of Street A from Scholls Ferry Road and Strobel Road through the phase boundary as well as the Street 6 (Barrows) connection to Tile Flat Road. Strobel Road must be extended from SW Scholls Ferry Road through the intersection with Street A, including construction of the traffic signal at SW Strobel Road and SW Scholls Ferry Road. The following streets must be constructed within the West Phase limits: Street J, Street G, Street I, Street H, Street F, Street E, Road 6A, Street A, Street B, Street C, and Street D. The intersection of Street 6 (Barrows) with SW Tile Flat Road must be completed. All frontage improvements to SW Scholls Ferry Road and SW Tile Flat Road shall be completed, including construction of the on-street multi-use trail. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and SW Strobel Road and must be extended down to Street A through SW Strobel Road and up to the phase area through Street A. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and stub to adjacent phases and developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase,

must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The West Phase requires 0.57 acres of active open space and a total of 2.28 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

Northwest Phase

The Northwest Phase generally extends from the northwest property corner south to SW Tile Flat and east to Street 8 (Mountainside) (Sheet P0.5NW). The Northwest phase contains R4 and R2 zoned properties with a total of 28 attached single family lots and 71 detached single family lots.

Transportation

Access for the Northwest Phase is provided to the site by the extension of Street A or Street 8 (Mountainside) from Strobel Road to the northern property line and with a potential connection to Tile Flat Road through Street 6 (Barrows) for fire access. SW Strobel Road must be extended from SW Scholls Ferry Road through the intersection with Street A or Street 8 (Mountainside) whichever is proposed to provide the access and utilities to the phase, including construction of the traffic signal. The following streets must be constructed with the Northwest Phase limits: Street 6 (Barrows), Street BB, Street DD, Street AA, Street CC, Street 8 (Mountainside), and the Street 6 (Barrows) connection from Street A to Tile Flat. All frontage improvements to SW Scholls Ferry Road and improvements to SW Tile Flat Road, should a connection be needed, shall be completed, including construction of the multi-use trail. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and Strobel Road and must be provided through Street A to serve the Northwest Phase. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and stub to adjacent phases and developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The Northwest Phase requires 0.39 acres of active open space and a total of 1.57 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase

boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

Central Phase

The Central Phase generally straddles the middle section of Street 8 (Mountainside) and extends to the east past Street V, to the south at Streets C and T, to the west by Street A and to the north by Street 6 (Barrows) (Sheet P0.5C). The Central Phase contains R7, R4, and R2 zoned properties with a total of 75 attached single family lots and 31 detached single family lots.

Transportation

Access for the Central Phase is provided to the site by Streets 8 (Mountainside) which connect to SW Strobel Road which must be extended from SW Scholls Ferry Road through the intersection with Street 8 (Mountainside), including construction of the traffic signal. The following streets must be constructed with the Central Phase limits: Street BB, Street F, Street H, Street 6 (Barrows) from SW Tile Flat through the intersection with Street A, and Road 8B through the intersection with SW Strobel Road. All frontage improvements to SW Scholls Ferry Road and improvements to SW Tile Flat Road shall be completed, including construction of the multi-use trail. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and SW Strobel Road. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and stub to adjacent phases and developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The Central Phase requires 0.42 acres of active open space and a total of 1.68 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

Northeast Phase

The Northeast Phase generally extends from the northeast corner of the site south past street W and bounded by the eastern property line and one row of houses past Street V (Sheet P0.5NE). The Northeast phase contains R7, R4, and R2 zoned properties with a total of 45 attached single family lots and 58 detached single family lots.

Transportation

Access for the Northeast Phase is provided to the site by Street 8 (Mountainside) to Street S, to Street C to Street V. SW Strobel Road from SW Scholls Ferry Road, through the intersection with Street 8 (Mountainside) must be constructed, including construction of the traffic signal. The following streets must be constructed with the East Phase limits: Street Z, Street W, Street Y, Street X, Street V, and Street 6A (Barrows). All frontage improvements to SW Scholls Ferry Road and should a connection to SW Tile Flat be needed all improvements to SW Tile Flat Road shall be completed, including construction of the multi-use trail. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and SW Strobel Road and must be extended to serve the phase. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and stub to adjacent phases and developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The Northeast Phase requires 0.41 acres of active open space and a total of 1.63 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

North Phase

The North Phase generally extends from the northeast corner of the property west along the northern property line and south to the intersection of Street 8 (Mountainside) and Street 6 (Barrows) and then southeast to include the resource area and trail (Sheet P0.3N). The North phase contains R4 zoned properties with a total of 28 detached single family lots.

Transportation

Access for the North Phase is provided to the site by Street 6 (Barrows) which must be built in its entirety from the northeast property line to SW Tile Flat Road. The following streets must be constructed with the North Phase limits: Street FF, Street GG, and Street EE. The intersection of Street 6 (Barrows) with SW Tile Flat Road must be completed. All frontage improvements to SW Scholls Ferry Road and improvements to SW Tile Flat Road to the northern boundary of the phase line shall be completed, including construction of the multi-use trail. Construction of SW Strobel Road through the intersection of Street 8 (Mountainside) must be constructed, including construction of the traffic signal. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and SW Strobel Road and must be extended to serve the phase. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from the development phase to SW Strobel Road and ultimately to SW Scholls Ferry Road and provided to serve each lot and stub to adjacent phases and developments. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The North Phase requires 0.11 acres of active open space and a total of 0.45 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

South Phase (Multi-Family)

The South Phase is located at the southwest corner of the site and runs the length of the south property line, the site includes the resource areas south of Street A and south of Street O and encompasses the entirety of the high density area. The South phase contains one R1 zoned property with a total of 216 multi-family dwelling units. A subsequent Design Review application will be sought for the development of the South Phase.

Transportation

Access for the South Phase is provided to the site by Street P which connects to Street A which connects to Street K as well as SW Strobel Road and to the intersection of SW Scholls Ferry Road. Secondary fire access must be provided to this phase of development to the satisfaction of the Fire Marshall. All frontage improvements to SW Scholls Ferry Road and improvements to SW Tile Flat Road to the northern boundary of the phase line shall be completed, including construction of the multi-use trail. SW Strobel Road must be constructed through the intersection with Street A including construction of the traffic signal.

Utilities

Water service is provided from the intersection of Street 8 (Mountainside) and SW Strobel Road, connecting down Strobel to Street A, to Street P to the phase boundary. The applicant shall construct all waterlines through the development phase to serve future phases or adjacent developments. Sanitary sewer service shall be provided from SW Scholls Ferry Road and be provided to serve the development and provide access to sanitary sewer service for adjacent phases. Stormwater tracts within the phase boundary, as well as any stormwater tracts required by the City Engineer to meet the stormwater needs of the proposed phase, must be constructed and all stormwater infrastructure

associated with the development phase installed. All CWS plantings and/or mitigation shall be completed and sensitive area tracts created.

Open Space

The South Phase requires 0.85 acres of active open space and a total of 3.42 acres of total open space. The applicant must provide a plan prior to site development permit issuance which shows that the above listed open space is provided within the phase boundaries, however excess open space in previously constructed phases may be used to meet any deficiency in the proposed phase.

Large Lot Subdivision

The applicant proposes an interim land division application which would divide the site into 13 parcels for the purposes of phasing and land acquisition. The large lot subdivision would not involve any physical development or construction of any dwelling units on the site. In order to show provision of service to each lot the applicant shall be required to dedicate easements for access and utilities to the City of Beaverton over the entirety of Street 8 (Mountainside), Street A, and Street 6 (Barrows), Street P, Street S, Street C between Street S and Street V, and Street V between Street C and the northern boundary of proposed Lot 7. In addition in order to provide access to the development SW Strobel Road between SW Scholls Ferry Road and Street 6 (Barrows) must either be constructed and dedicated as a public street or a utility and access easement benefiting the City of Beaverton be dedicated to provide connection to critical utilities and access. As stated above, the applicant will also need to dedicate right-of-way along the Arterial Streets, as proposed in the submitted plans, with the final plat of the large lot subdivision.

The large lot subdivision must also provide any necessary off-site easements to the existing waterline stub in order to provide water service to the site prior to recording of the plat. Sanitary sewer service is through SW Strobel Road from SW Scholls Ferry Road and will be accessible with the previously discussed easement or street construction. Stormwater is addressed in the PUD approval sections above. The provision of these easements allow each of the 13 lots to be served by access and critical utilities. In addition to serving the large lot subdivision the easements will serve adjacent development and allow critical pieces of regional infrastructure to be constructed, such as the high pressure water line from SW Tile Flat Road to the eastern property boundary. Dedication of necessary right-of-way for SW Scholls Ferry Road and SW Tile Flat shall be provided with the recording of the first plat for the site, including the large lot subdivision.

The Committee finds that the proposed development will provide the required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

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.

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 Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and Beaverton Police Department.

Schools

The applicant has provided a service provider letter from Beaverton School District. The site will be served by Scholls Heights Elementary School, Conestoga Middle School, and Mountainside High School. The service provider letter states that the proposed development will have a moderate impact to schools in the area and anticipates sufficient capacity to accommodate the new students with boundary adjustments or other capacity improvements until an additional local elementary school can be built within the area. As such Beaverton School District has adequate capacity to serve the proposed development.

Parks

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). The subject site has annexed to THPRD and has identified as Tract C11 a Neighborhood Park which may be conveyed to THPRD. The neighborhood park area is in addition to the open space requirements of the PUD and full development of the park area is not required with the PUD approval. Should the applicant choose to develop the park the park area may count toward meeting the active open space requirements of the PUD. Subsequent development of the park will require land use approval commensurate with the requirements of the Development Code. The developer may choose to develop the neighborhood park, which can count toward meeting the open space criteria for active and/or passive open space in the PUD.

Pedestrian and Bicycle Facilities

The applicant states that they will dedicate sufficient right-of-way to provide the required on-street buffered trail network along SW Scholls Ferry Road and SW Tile Flat Road. Internal to the site the applicant will provide a north-south trail running west of the natural resource area which will connect to SW Scholls Ferry Road in the south and the adjacent development to the north, per the South Cooper Mountain Community Plan. All streets will have sidewalks. Walkways are required from all stubbed streets adjacent to SW Tile Flat Road to provide for pedestrian connections to the multi-use trail. Walkways are provided from Street 8 (Mountainside) to the viewpoint on street W as well as across the resource area from the neighborhood park to provide access to homes east of the natural resource area.

Police

Beaverton Police have not provided comments or recommendations to the Facilities Review Committee. Beaverton Police will continue to serve the development site.

Transit Improvements

Tri-Met has not provided comments in response to the development proposal. The subject property does not abut streets where Tri-Met provides bus service. 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 in southwest Beaverton which is approximately one mile to the 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 proposal.

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates to the applicable Code requirements of Chapter 20 for the Urban High Density (R1,) Urban Medium Density (R2 and R4), and Urban Standard Density (R5 and R7) zones as applicable to the above mentioned criteria. The applicant has applied for a Comprehensive Plan Map Amendment (CPA) and a Zoning Map Amendment (ZMA) concurrently with this application, staff has reviewed the compliance with Chapter 20 assuming that the CPA and ZMA applications are approved, as such staff recommends a condition of approval that the PUD, Design Review, and both Land Division applications require approval of the CPA and ZMA application. As demonstrated on the chart, the development proposal meets all applicable standards of the proposed zones unless proposed to be modified by the PUD. Modification to base zone standards will be addressed in the PUD section of the staff report.

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

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

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60, in response to the above mentioned criteria. Staff will provide findings for the applicable Conditional Use, Design Review, and Land Division approval criteria within the applicable sections of the staff report.

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 identify street standards by planned classification. Other applicable provisions of Chapter 60 related to transportation (contained in Section 60.55) are addressed in response to Criterion A.

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 states that they intend to meet the requirements of this section.

As previously stated, Facilities Review criteria do not apply to Tree Plan 2 applications. The applicant's associated application for Tree Plan 2 (TP2017-0008) is subject to review of certain subsection of Section 60.60. Staff addresses findings for removal and protection of trees in the staff report prepared for Tree Plan 2. Similarly, staff addresses specific standards as apply to development in or near significant natural resources (60.67) as part of the Tree Plan 2 application and as part of the applicant's Conditional Use - Planned Unit Development (CU-PUD) application. Other applicable provisions of Chapter 60 (Special Regulations) are summarized in the Code Conformance Analysis chart at the end of this report and are subject to further review. In summary of the above, the Committee finds that the proposed development is consistent with 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.***

The applicant states that a homeowners association (HOA) will be formed which will have responsibility for maintenance of all commonly owned faculties and tracts such as trails, parks, stormwater facilities, and common landscaping. Staff recommends a condition of approval that all CC&R's and HOA documentation be provided to staff for review with the plat for the first phase of development to ensure adequate means are established to ensure maintenance. Each plat shall identify maintenance responsibilities for each tract and common facility, the HOA shall remain responsible for maintenance and replacement unless a public entity acquires ownership or maintenance responsibility of the facility. Staff finds that the design of the development does not preclude the continued maintenance 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.*

In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. The applicant states that the network of roadways have been developed to safely move people among destinations within the neighborhoods and beyond. Each of the streets are designed in accordance with the City of Beaverton's Engineering Design Manual (L1 and L2 standards) and this includes sidewalks provided on both sides of all streets internal to the plan. As a condition of approval the applicant must receive Engineering Design Modification (EDM) approval for any non-conforming aspects of the street networks as designed, including shed street sections, hammerhead streets, and intersection spacing.

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

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

According to the applicant, the on-site vehicular and pedestrian circulation provides the following connections to the surrounding circulation systems:

- Pedestrian access from the SW Strobel Road sidewalks to the SW Scholls Ferry Road multi-use trail.
- Pedestrian, bicycle, and vehicle access from Street 8 (Mountainside), Street A, and Street C to SW Strobel Road.
- Pedestrian and bicycle access to the north of SW Scholls Ferry Road and to the east of SW Tile Flat Road along the site boundaries. Both of these trails are planned to connect to adjacent trails when those sites develop.
- Pedestrian, bicycle, and vehicle access from Street 6 (Barrows) and Street K to SW Tile Flat Road and the regional trail planned for its eastern side.
- Pedestrian access from the future multi-family site to SW Scholls Ferry Road.

In addition to the proposed street connections listed by the applicant above, staff recommends a condition of approval that the following local street provide pedestrian connections from the planned terminus to SW Tile Flat Road; Street L, Street F, Street C and Street B. In addition staff recommends a condition of approval that the three alleys from Street N provide a pedestrian connection to SW Tile Flat Road from their terminus.

Staff acknowledge the project proposal will implement components of the trail system identified to Figure 11 of the SCMCP (*Community Plan Bicycle and Pedestrian Framework*). The Framework plan identifies a multi-use trail along SW Scholls Ferry Road and SW Tile Flat Road. The Framework plan also identifies a multi-use trail to the east of the creek which runs through the subject site north to south. The applicant has provided the trail as identified in Figure 11 of the SCMCP.

As stated herein, a half street improvement along the street frontage of SW Scholls Ferry Road is conditioned to be built with the first phase of development. The frontage improvement is to include the multi-use path. In addition the traffic signal at SW Strobel Road and SW Scholls Ferry Road must be constructed with the first phase of development. Improvements to SW Tile Flat Road may be phased based upon impacts of the development phase, phasing may be split at the two tax lots along SW Tile Flat not included in this development (outparcels). The first phase of development must include improvements to SW Tile Flat south of the outparcels. The first phase of development which connects Street 6 (Barrows) to SW Tile Flat Road shall construct the remainder of SW Tile Flat Road to the project boundary. Each phase must include the full street improvements, including drive aisles, bike lanes, parking strip, and multi-use path.

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.

Fire protection will be provided to the site by Tualatin Valley Fire & Rescue Department. Tualatin Valley Fire & Rescue reviewed the proposal and have provided conditions of approval, which are incorporated herein. The proposal will need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards.

The Building Division has reviewed the plans and provided conditions of approval. 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 properties 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.

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. Staff notes that certain street elements as proposed may require Engineering Design Manual exceptions, intersection spacing, and any use of shed street sections. At this time the applicant has not applied for, nor received approval for these modifications. Should the City Engineer not grant any needed exceptions the applicant risks having to make modifications to the approved land use applications. The applicant should note that approval of a land use application does not constitute the City Engineer's approval of any non-EDM compliant features.

The applicant explains how future homes in this development 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 site will provide adequate protection from hazardous conditions.

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

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.

The applicant states the proposed grading of the site is designed in conformance with the land division standards which require no more than 2 feet of grade change for every 5 feet of setback adjacent to private property. The one exception is for the area adjacent to the Scholls Valley Height for five (5) lots and a tract which have a pre-development slope greater than the requirement. In that case the post development slope will not exceed the pre-development slope. Staff recommends a condition of approval that grading at the parent parcel lines be in compliance with the grading standards contained in the Land Division section of the Development Code, Section 60.15.10. The project will include the use of stormwater ponds for the retention and treatment of stormwater. Storm drainage will not affect adjacent properties, final storm drainage plans will be assessed as part of the Site Development permit process.

The applicant must show compliance with Site Development erosion control measures at the time of Site Development permit issuance.

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

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

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Compliance with ADA requirements are reviewed with the Building Permit application. The applicant states that the street network and public facilities are designed in accordance with the City's EDM in order to provide accessibility as required. ADA ramps will be provided within the development to facilitate accessible travel. Staff note that some planned pedestrian connections, including the pedestrian connection to the viewpoint in the East, Central, and Northeast phases may use stairs given the steep slopes prohibit a direct pedestrian connection meeting ADA grading requirements. The sidewalk system will provide an alternative ADA accessible route. Staff finds that review of the proposed plans at Site Development and Building Permit stages are sufficient to guarantee compliance with accessibility standards.

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

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

The applicant submitted the land use applications on May 31, 2017 and was deemed complete on September 13, 2017. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements, as identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.25.05 – Density Calculations			
Minimum Residential Density	Minimum Density: 826 units Maximum Density: 2107 units	The applicant proposes 892 units which is within the permitted density range.	Yes-See Density Table Below
Development Code Section 20.05.20 (Uses)			
R1, R2, R4, R5, and R7	The PUD allows all types of attached and detached housing in any zone so long as density requirements are met.	Detached Single Family, Attached Single Family and Multifamily dwellings are proposed.	Yes
Development Code Section 20.05.15 (Site Development Standards)			
Minimum Lot Area	R1 - 1,000 sq. ft. / DU R2 - 2,000 sq. ft. / DU R4 - 4,000 sq. ft. / DU R5 - 5,000 sq. ft. / DU R7 - 7,000 sq. ft. / DU	Adjusted with PUD	See CU staff report.
Minimum Yard Setbacks	Parent parcels are subject to the minimum yard setbacks of the zone. Front Yard: Scholls Ferry Road R1: Setback Minimum 10' Rear Yard: North Property Line R4 & R2: Setback Minimum 15'	Through the CU-PUD process the parent parcels are subject to the minimum yard setbacks of the zone and individual lots not abutting the perimeter may have setbacks reduced through PUD consideration. The applicant proposes to meet the setbacks for the parent parcels. See Setback Table below for proposed interior setbacks. Staff recommends a condition of approval that the minimum parent parcel setbacks be maintained with development.	See CU staff report w/ COA.
Maximum Building Height	R1 – 60 feet R2 – 40 feet R4 – 35 feet R5 – 35 feet R7 – 35 feet	Maximum building height will be verified at the time of building permit. The applicant has requested maximum height exceptions in the all zoning districts to allow a maximum height of 12 additional feet for certain lots within each zoning district. The applicants request will be considered in the CU-PUD section of the staff report.	See CU Staff Report

Proposed Density

20.25.05 Density Calculations					
Proposed Zoning	Gross Acres	Net Acres	Max Density (Units)	Minimum Density (Units)	Proposed Units
R1	12.75	6.5	555	282	216
R2	28.98	11.42	631	248	255
R4	74.65	21.59	812	235	317
R5	4.62	2.31	40	20	29
R7	11.15	6.59	69	41	75
Total	132.15	48.41	2107	826	892

Proposed Building Setbacks

Setback	R2		R4		R5		R7	
	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed
Front	10	10	10	10	15	10	17	15
Garage	5 or 18.5	18.5	20	20	20	20	20	20
Side	5	3.5	5	3.5	5	3.5	5	3.5
Rear	15	15	15	15	20	15	25	15
Rear Garage	5 or 18.5	4 and 18.5	20	4	20	4	20	4

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05-Design Standards			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review is applicable to the proposed attached dwellings (townhomes). Future development of multi-family apartments on the R1 site and Neighborhood Park will require further Design Review approval.	See DR Findings
Development Code Section 60.12-Habitat Friendly & LID Practices			
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.	N/A
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	Two Land Division-Preliminary Subdivision application have been applied for. LD2017-0017 proposes to divide the site into 13 interim parcels to facilitate phasing and purchase of the site. LD2017-0009 is for the final 678 lots and 87 tracts intended to accommodate the full PUD buildout.	See LD Findings
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking	<u>Detached Dwellings</u> 1 space per unit= 471 spaces min <u>Attached Single Family</u> 1.75 space per unit= 359 spaces min <u>Apartments</u> Parking for the multifamily development will be evaluated at the time of Design Review for those units.	<u>Detached Dwellings</u> 1908 spaces <u>Attached Single Family</u> 510 spaces <u>Apartments</u> Parking for the multifamily development will be evaluated at the time of Design Review for those units.	YES
Required Bicycle Park	No bicycle parking is required for detached dwellings or single family attached dwellings. Multi-family bike parking will be evaluated at the time of Design Review for those units.	No bicycle parking is required for detached dwellings or single family attached dwellings. Multi-family bike parking will be evaluated at the time of Design Review for those units.	N/A

Development Code Section 60.33 – Park and Recreation Facilities & Service Provisions			
Parks & Recreation Facilities	Areas within the City must annex to THPRD or provide commensurate facilities.	The subject site has been annexed into the THPRD service area.	YES
Development Code Section 60.35 Planned Unit Development			
Planned Unit Development Standards	Requirements for Planned Unit Developments.	Conditional Use-PUD is applicable to the proposal and will be evaluated in the CU-PUD section of the staff report.	See CU Findings
Development Code Section 60.45 Solar Access Protection			
Solar Access Protection	Requirements for solar access protection.	The applicant requests an exemption based upon protection of significant natural features, significant grades, and the continuation of the required road system.	YES
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			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	A Tree Plan Two application has been applied for, for the removal of community trees as well as trees within a significant natural resource area to accommodate development.	See TP Findings
Development Code Section 60.65-Utility Undergrounding			
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 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	Regulations pertaining to Significant Natural Resources	The applicant has provided a natural resource study and will be required to comply with the South Cooper Mountain Community Plan which identifies natural resources in the vicinity of the subject site.	See CU Findings

CPA2017-0006
ANALYSIS AND FINDINGS FOR
QUASI-JUDICIAL COMPREHENSIVE MAP AMENDMENT APPROVAL

Chapter 1: Section 1.3 Comprehensive Plan Amendment Procedural Categories.

Quasi-Judicial Amendments are amendments to a Land Use Map designation as it applies to specific parcels or that applies to a small number of individuals or properties or locations.

Chapter 1: Section 1.5.1 Criteria for Quasi-Judicial Comprehensive Plan Amendment.

The adoption by the City Council of any amendment to the Plan shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section have been met. The City Council and Planning Commission may incorporate by reference facts, findings, reasons, and conclusions proposed by the City staff or others into their decision.

1.5.1 Approval Criteria (A through D)

A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;

Staff incorporates the applicant's written response to specific Statewide Planning Goals. In this case, the proposed Quasi-Judicial Plan Map Amendment (CPA) is intended to adjust existing boundaries of three Land Use designations on this site which were applied as part of the South Cooper Mountain Community Plan (SCMCP) process. The SCMCP intends that the land use district boundaries may have to be shifted to fit with development patterns on individual sites. The applicant's plan shows an increase in the Standard Density and High Density Land Use designations and a decrease in the Medium Density Land Use designation. The overall effect is an increase of five (5) lots in the minimum density required for the site from 821 to 826 dwelling units. The increase of five (5) lots is consistent with the SCMCP and does not change the overall density assumptions of the plan. As all residential developments over 10 acres in South Cooper Mountain are required to obtain PUD approval and the housing types and lot sizes allowed with PUD approvals contain many lot size variations and reductions the difference between lots within the zoning districts are minimal the change in land use types, so long as the minimum density is maintained, are de minimis.

Of the 19 Statewide Planning Goals, staff finds that Goals 1, 2, 5, 10, 12 and 14 (*Citizen Involvement, Land Use Planning, Natural Resources, Housing, Transportation and Urbanization*, respectively) are applicable for consideration. Staff also notes that these goals were evaluated as part of an earlier process to create the SCMCP which lead to subsequent amendment of the Comprehensive Plan Land Use Map and the same land use designations that apply today.

In response to Goal 10 (Needed Housing) the applicant's proposal results in a net increase of the minimum density of five additional dwelling units which provide for the potential for

additional units of needed housing to be constructed. The applicant proposes to construct more than the minimum density for the site, providing 66 dwelling units of needed housing more than is required. Staff finds that the applicant's proposal of increasing the minimum density of the site is consistent with the Comprehensive Plan, SCMCP and Goal 10 requirements.

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

B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;

Staff incorporates the applicant's written response to specific Statewide Planning Goals. In this case, staff confirms that applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan were addressed as part of the South Cooper Mountain Community Plan and for subsequent adoption of existing Land Use designation that apply to subject properties. Staff also incorporates the facts and findings as stated above in response to Criterion A. As stated herein, staff observes the net result of this CPA, with the proposed condition of approval, to be negligible. In response to Criterion B, staff also finds the proposal to be consistent with the minimum housing capacity identified to Table 2 of the SCMCP, titled *Land Use Designation and Capacity Estimates*.

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

C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans; and

Staff incorporates the facts and findings as stated above in response to Criteria A and B. Staff also incorporates the applicant's written response to specific plan policies identified in the narrative. The applicant's narrative also includes findings prepared in response to policies specific to the SCMCP. Staff responds in detail to the Comprehensive Plan and SCMCP policies in response to the Conditional Use-PUD section of the staff report, staff references those findings as applicable to this criterion.

In response to Criteria C, staff also refers to Policy 4 of Land Use Implementation (cited below) from the SCMCP that recognizes the need for adjusting the boundaries of Comprehensive Plan land map designations for consistency with proposed Zoning Map land use boundaries when development is proposed. Policy No. 4 reads:

- 4. Amendments to the boundaries of Land Use Map designations may be proposed as individual requests prior to development, or simultaneously when development is proposed. This policy is intended to provide a means for the Land Use map and zoning to be aligned with site-specific conditions, and the placement of roads, housing densities, parks, schools and other development that will occur incrementally over time.*

In this case, staff acknowledges the applicant's CPA proposal to be limited in scope and reviewed simultaneously with the development plan which identifies site-specific conditions including the placement of roads, housing and small parks. The applicant's proposed CPA is consistent with Policy 4.

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

D. If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other properties that now have the same designation as proposed by the amendment.

Staff incorporates the facts and findings as stated for Criteria A, B and C. This CPA proposal does not change land use designations applied to the subject properties. As previously stated, the proposal is to modify the current boundaries for alignment with roads and property lines, consistent with direction under Policy 4 of the SCMCP.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **CPA2017-0003 (Scholls Heights at South Cooper Mountain PUD)**.

**ZMA2017-0005
ANALYSIS AND FINDINGS FOR
ZONING MAP AMENDMENT APPROVAL**

40.97.05 Zoning Map Amendment: Purpose

The purpose of a Zoning Map Amendment application is to provide for the consideration of legislative and quasi-judicial amendments to the zoning map. Legislative amendments to the zoning map are amendments of generally large size, diversity of ownership or of interest to a large geographic area. Quasi-judicial amendments to the zoning map are amendments that are generally small in size, single ownership or affect only a relatively small geographic area. Annexation related amendments to the zoning map are those amendments, whether legislative or quasi-judicial, which are associated with land being annexed into the City. It is recognized that such amendments may be necessary from time to time to reflect changing community conditions, needs, and desires.

Section 40.97.15.1.C Approval Criteria. *In order to approve a Quasi-Judicial Zoning Map Amendment 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 Quasi-Judicial Zoning Map Amendment application.*

The applicant proposes a Zoning Map Amendment to implement City zoning on the entirety of the subject site consistent with the proposed Land Use Designations discussed in the CPA section of the staff report. The subject site currently retains Washington County Interim Zoning of AF-20 and is intended to be rezoned to City of Beaverton zoning designations with development. The subject site contains four tax lots which will be zoned a mix of R1 (Urban High Density), R2 (Urban Medium Density), R4 (Urban Medium Density), R5 (Urban Standard Density) and R7 (Urban Standard Density). The application meets Threshold 1 of a Quasi-Judicial Zoning Map Amendment.

40.97.15.1.A Thresholds:

1. *The change of zoning designation for a specific property or limited number of specific properties.*

As the proposal is to rezone four specific properties staff finds the application consistent with Threshold 1.

Therefore, staff finds the proposal to meet the criterion.

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

The applicant has paid the required fee for a Zoning Map Amendment.

Therefore, staff finds the proposal to meet the criterion.

3. ***The proposal conforms with applicable policies of the City's Comprehensive Plan.***

The applicant's responses to applicable policies are evaluated in detail under Criterion 4 of the Conditional Use – Planned Unit Development section of this report. Staff incorporate the findings identified in this report, specifically in response to Criterion No 4 of the Conditional Use – Planned Unit Development and in all policies related to the South Cooper Mountain Community Plan polices found at the end of Criterion No. 4 of the Conditional Use (PUD) application.

Therefore, staff finds the proposal to meet the criterion.

4. ***All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.***

The applicant identifies how the availability of critical facilities and services is addressed in the response to Section 40.03.A. As the applicant's combined application package is subject to concurrent review, staff incorporates the facts and findings prepared in response to the Facilities Review Committee section of this report (Attachment A). The Facilities Review Committee found that all critical facilities can be provided and has conditioned accordingly. For the purpose of Zoning Map Amendment approval, no condition is necessary as the proposal implements existing residential land use map designations of the Comprehensive Plan.

Therefore, staff finds the proposal to meet the criterion.

5. ***Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.***

The applicant identifies how the availability of essential facilities and services is addressed in the response to Section 40.03.A. Staff therefore incorporates the facts and findings prepared in response to the Facilities Review Committee section of this report (Attachment A). The Facilities Review Committee found that all essential facilities can be provided as conditioned. For the purpose of Zoning Map Amendment approval, no conditions are necessary as the proposal implements existing residential land use designations of the Comprehensive Plan.

Therefore, staff finds the proposal to meet the criterion.

6. *The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).*

Staff cites the Code Conformance Analysis chart within Attachment A of this report which evaluates the project as it relates the applicable Code requirements of Chapter 20. As previously explained in this report, the development proposal is consistent with all applicable provisions of Chapter 20 except as adjusted through a concurrent request for CU-PUD approval. In this case, the development plan requires CU-PUD approval because the combined property area exceeds ten acres in size and is located within the SCMCP area.

Therefore, staff finds the proposal to meet the criterion.

7. *The proposal shall include a Traffic Impact Analysis that meets the requirements of 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.*

The applicant has provided a traffic impact study completed by Kittleson & Associates. According to the applicant, the requirements of Section 60.55.10.1-3 and 7 are addressed in the responses to that section. Staff concurs and incorporates the findings prepared in response to the Facilities Review approval criteria (Attachment A of this report).

Therefore, staff finds the proposal to meet the criterion.

8. *As an alternative to 40.97.15.1.C.8, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.*

The applicant has addressed Criterion No. 7 as opposed to Criterion 8 as an alternative.

Therefore, staff finds the criterion to be not applicable.

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

All submittal requirements identified in Section 50.25.1 of the Development Code are contained in the submittal package.

Therefore, staff finds the proposal to meet the criterion.

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

The applicant has submitted the required application materials for review of a Zoning Map Amendment application in the proper sequence. The Zoning Map Amendment is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Design Review Two (DR2017-0052), Preliminary Subdivision (LD2017-0009), Preliminary Subdivision-Large Lot (LD2017-0017), Sidewalk Design Modification (SDM2017-0007), and Tree Plan Two (TP2017-0005). The Zoning Map Amendment application is dependent upon approval of the Comprehensive Plan Map Amendment CPA2017-0006, as such staff recommends a condition of approval that CPA2017-0006 be approved in order for ZMA2017-0005 to be approved.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **ZMA2017-0005 (Scholls Heights at South Cooper Mountain PUD)** with the associated condition of approval.

**CU2017-0010
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE – PLANNED UNIT DEVELOPMENT APPROVAL**

Section 40.15.05 Conditional Use Applications; Purpose

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site-specific conditions designed to minimize or mitigate identified adverse impacts, or denied.

A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications... This Section is carried out by the approval criteria listed herein.

Section 40.15.15.C. Approval Criteria. In order to approve a PUD application, the Planning Commission shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a PUD application.

Threshold 3 for a Conditional Use-Planned Unit Development states that a Planned Unit Development is an application process which:

- 3. Is required for proposed residential development of a site that is equal to or greater than 10 acres, including all phases, and located within the South Cooper Mountain Community Plan Area.*

The applicant proposes an 892 unit PUD with associated open spaces and natural features. Properties identified as part of this PUD proposal are located within the South Cooper Mountain Community Plan (SCMCP) area. The combined development site is also greater than ten acres in size thereby meeting threshold 3 as described.

Therefore, staff finds the proposal meets the above threshold and criterion for approval.

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

The applicant paid the required fee associated with a Conditional Use - Planned Unit Development application.

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

- 3. *The proposal meets the Site Development Requirement for setbacks within the applicable zoning district for the perimeter of the parent parcel unless otherwise provided by Section 60.35.10.3.***

The applicant proposes to meet the setbacks for the perimeter of the parent parcel. The front property line of the parent parcel is adjacent to SW Scholls Ferry Road and is proposed to be zoned R2 which has a 10 foot front yard setback which will be maintained by the proposed development. The rear property line is located at the north of the site adjacent to the Fox Hollow development and areas outside the Urban Growth Boundary (UGB). The northern property boundary is primarily proposed to be zoned R4 with a small section of R2 along the eastern property boundary. The R4 and R2 zoning districts both have a 15 foot rear yard setback. Staff recommends a condition of approval that lots abutting or within 15 feet of the rear property line maintain a minimum setback to the rear of the dwelling of 15 feet. Side yard setbacks in all residential zones are 5 feet and will be maintained through a condition of approval.

As the project is proposed as a PUD, individual interior lots may have reduced setbacks as long as the setbacks are in compliance with Section 60.35.10.3. A through D (PUD-Setbacks) of the Development Code, including compliance with parent parcel setbacks. Staff refer to the Code Conformance analysis portion of this report, prepared in response to the Facilities Review approval criteria, identified under Attachment A.

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

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

The following policies of the Beaverton Comprehensive Plan have been identified as being applicable to this Conditional Use – Planned Unit Development proposal.

RELEVANT COMPREHENSIVE PLAN POLICIES

From Chapters 3, 4, 5, 6 and 7

Chapter 3 (Land Use Element)

Goal 3.13.1 Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.

Policy b. of 3.13.1 *Encourage a variety of housing types in residential areas, by permitting or conditionally permitting any housing type (one, two or more, family dwellings) within any zoning district so long as the underlying residential density of the zoning district is met. Accessory dwelling units shall not be considered in the calculation of the underlying housing density.*

The applicant explains how the development proposes a mix of zoning districts and housing types, including single-family detached and attached housing, and a future multi-family development site in Phase B. Staff concurs and notes that no accessory dwellings are proposed.

Policy c of 3.13.1 *Require Planned Unit Development application procedures for projects proposing two or more families within the Low Density and Standard Density land use designations. Planned Unit Developments encourage flexibility in standards and provide a mechanism for staff to make adequate findings with respect to compatibility in size, scale, and dimension...*

The applicant does not proposed attached dwellings in the standard density zones. However the applicant is utilizing the PUD process for this development.

Policy e of 3.13.1 *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.*

The applicant proposes zoning in conformance with the Zoning District Matrix.

Policy g of 3.13.1 *Enhance the City's landscape through design measures considering the natural setting of the land and the character of existing residential neighborhoods.*

The applicant refers to the natural features of the site including wetlands, stream, and trees as identified in the South Cooper Mountain Community Plan (SCMCP) area and explains that the majority of those natural features are to be preserved and enhances to add character to the proposed neighborhoods. Staff concurs.

Policy i of 3.13.1 *Residential development, in compliance with regional mandates, shall achieve at least 80% of the maximum density allowed in the respective zoning districts as applied through 3.14 Comprehensive Plan and Zoning District Matrix.*

The applicant's proposed Comprehensive Plan Map (CPA) amendment results in a new increase of five (5) dwelling units in the minimum density for the subject site. Staff finds that the applicants proposal to provide more than the minimum density for the subject site in compliance with this policy.

Goal 3.13.3 *Establish Standard Density Residential areas to provide moderate sized lots of typical single-family residences with private open space.*

Policy a of 3.13.3 *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix to allow a variety of housing choice.*

The applicant states that the proposed development contains a mix of housing types, including single-family detached and attached housing as well as a multifamily development. The applicant also explains how lot sizes (via the PUD application) are smaller than the standard required size in these zones and that this is proposed in order to preserve and enhance the natural areas on the site and provide open space areas for the residents. The applicant also identifies the proposed R-5 and R-7 zones that will implement the Standard Density Plan designation, consistent with the SCMCP. Staff concurs.

Goal 3.13.4 *Establish Medium Density Residential areas to allow for single family attached and detached, and multiple-family developments.*

Policy a of 3.13.4 *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix..*

The applicant refers to Table 3 and identifies the proposed R-2 and R-4 zones that will implement the Medium Density Plan designation, consistent with the SCMCP. Staff concurs.

Goal 3.13.5 *Establish High Density Residential areas to allow for a variety of housing types.*

Policy a of 3.13.5 *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix in areas with good access to arterial streets, transit service, commercial service, and public open space.*

The applicant states that the proposed development includes 12.75 acres zoned for High Density residential areas, which are assigned to the R1 zoning district per subsection 3.14 and Table 2 of the South Cooper Mountain Community Plan.

Chapter 4 (Housing Element)

Goal 4.2.2 *Provide an adequate variety of quality housing types to serve Beaverton's citizenry.*

Policy a of 4.2.2. *Allow development of a wide variety of housing types in the City.*

The applicant explains how the development proposes a wide variety of housing types including detached single family residential, attached single family residential and multi-

family dwellings. Staff concurs.

Chapter 5 (Public Facilities and Services Element)

A detailed assessment of proposed public facilities has been provided in the findings identified to Attachment A of this report (Facilities Review approval criteria). Staff incorporate the applicant's response to the following policies under Chapter 5 in addition to the more detailed findings prepared in response to the Facilities Review criteria.

Chapter 6 (Transportation Element)

The following policies under Chapter 6 of the Beaverton Comprehensive Plan have been identified by the applicant. Staff notes that the more detailed assessment of proposed public facilities is provided in findings identified to Attachment A of this report (Facilities Review approval criteria). Staff incorporate the applicant's response to the following policies under Chapter 6 (cited below) in addition to the more detailed findings prepared in response to the Facilities Review criteria.

6.2 Transportation Goals and Policies

***Policy a of 6.2.1.** Maintain the livability of Beaverton through proper location and design of Transportation facilities.*

The applicant states that the local streets, neighborhood route, and planned east/west collectors (Barrows & Mountainside) will be designed in accordance with the City of Beaverton design standards and the South Cooper Mountain Community Plan. Any variations from Engineering Design Manual (EDM) standards will require City Engineer approval through the EDM Modification process. Approval of a land use application does not imply approval of any necessary EDM Modifications. The proposed development connects and improves SW Strobel Road to serve the development if not yet constructed with adjacent development. Staff concurs.

***Policy d of 6.2.1.** Locate and design multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Plan Map for their Significant Natural Resource values.*

The applicant states that a proposed system of multi-use pathways is to be developed as part of the PUD. The applicant also explains how the system of trails is consistent with City of Beaverton design standards and routes and trails identified in the South Cooper Mountain Community Plan. Staff concurs. Staff also incorporate the findings prepared in response to the Facilities Review section of this report.

***Policy e of 6.2.1.** Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.*

The applicant states that local streets, neighborhood route and planned collectors will be designed in accordance with City of Beaverton Design Standards and the South Cooper Mountain Community Plan. Staff concurs. Staff also incorporate the findings prepared in response to the Facilities Review section of this report.

Policy c of 6.2.2. *Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycle-tracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.*

The applicant states that pedestrian and bicycle facilities will be installed throughout the site, including those planned multi-use facilities identified in the South Cooper Mountain Community Plan. Staff concurs and incorporates the findings prepared in response to the Facilities Review section of this report.

Policy d of 6.2.2. *Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.*

The applicant explains how the proposed development provides pedestrian connections throughout the site and to adjacent streets and developments. The applicant also explains how connections are provided to future development anticipated to the west, north, and east through a network of public sidewalks and multi-use pathways. Staff concurs and incorporates the findings prepared in response to the Facilities Review section of this report.

Policy e of 6.2.2. *Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying the developing improvements that address connectivity needs.*

The applicant refers to Figures 10 and 11 of the South Cooper Mountain Community Plan and explains how the project has been designed for consistency with these plans. Staff concurs and incorporates the findings prepared in response to the Facilities Review section of this report.

Policy f of 6.2.2. *Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle “cul-de-sacs” that require substantial out-of-direction travel for pedestrians and bicyclists.*

The applicant states that the proposed site is designed to promote convenient circulation in and out of the neighborhood. The applicant also identifies proposed connection. Staff

acknowledge one cul-de-sac street proposed as part of the PUD that would create out of direction travel, as such staff recommends a condition of approval that the applicant provide a pedestrian connection to the Scholls Valley Height dead end street to the east, or to SW Strobel Road to avoid out of direction travel. Given the grades in the area, stairs are acceptable in the required connection.

Policy g of 6.2.2. *Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.*

The applicant states that the site is within, and complies with, the vision of the SCMCP area which prioritizes multi-modal facilities. The proposed pedestrian, bicycle, and vehicular circulation system has been designed in accordance with the SCMCP. Staff concurs.

Policy h of 6.2.2. *The permanent closure of an existing road in a developed neighborhood is not recommended and will be considered by the City only under the following circumstances: as a measure of last resort, when the quality of life in the neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard; or, as part of a plan reviewed through the City's land use, site development, and/or capital improvement process(es). Maintain existing neighborhood connectivity by avoiding closures of existing streets except when the closure is part of a larger plan for improvements to the neighborhood.[...]*

The applicant states that the development does not propose the closure of any existing road. Staff concurs.

Policy i of 6.2.2. *Design streets to accommodate transit while minimizing impact to traffic flow.*

The applicant states that the proposal complies with the SCMCP which includes strategies to be transit ready when transit is provided to this area in the future. In accordance with this strategy, the applicant has focused the highest density areas in the southeast portion of the site to support future transit service along SW Scholls Ferry Road.

Policy j of 6.2.2. *Require developers to include pedestrian, bicycle, and transit supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.*

The applicant refers to conformance with Beaverton street design standards and the SCMCP, specifically Figure 11. The applicant also explains how transit service does not currently serve the site and that future transit service would likely be focused on SW Scholls Ferry Road. Staff concurs.

Policy b of 6.2.3. Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

The applicant explains how the proposed street network has been designed in accordance with City of Beaverton and SCMCP standards including pedestrian and bicycle facilities throughout the site. Staff concurs.

Policy d of 6.2.3. Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

The applicant notes how pedestrian and bicycle facilities are provided throughout the site. The community trail along the western side of the natural resource area will connect the high density residential area with the neighborhood park and neighborhoods to the north. The planned multi-use trail along SW Scholls Ferry Road and SW Tile Flat Road will be constructed with development and the on-site trail system connected into the multi-use trail. Additionally local street connections will provide broad pedestrian and bicycle access throughout this and other developments. Staff concurs.

Policy e of 6.2.3. Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, and paths should be separate and distant from major streets for most of their length. Mid-block crossings for trail access, such as the Denny Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.

The applicant proposes multi-use paths along SW Scholls Ferry Road, SW Tile Flat Road and adjacent to the natural area. Trails will be designed to the applicable cross sections. Where the trail adjacent to the natural area crosses streets pedestrian crossings may be required and must be designed to the satisfaction of the City Engineer. Staff concurs and refers to conditions of approval that call for pedestrian crossing signal.

Policy f of 6.2.3. Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

The applicant states that streets will be designed in accordance with City of Beaverton standards and will subsequently be maintained by the City of Beaverton as public streets. Staff concurs.

Policy g of 6.2.3. Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

The proposed street network is generally consistent with City of Beaverton and Washington County access spacing standards. Access for Street A and Street 8 (Mountainside Way) do not meet access spacing for SW Strobel Road, a Neighborhood Route, an Engineering Design Manual Modification is required, as conditioned. Staff finds that by meeting the condition of approval the policy is met.

Policy h of 6.2.3. Ensure that adequate access for emergency services vehicles is provided throughout the City.

The applicant states how TVF&R is requiring two public access points for the site. The applicant also explains how the proposal has been reviewed by Tualatin Valley Fire & Rescue (TVF&R). Staff concurs, and finds that by complying with the conditions of approval the applicant will be in compliance with the policy.

Policy a of 6.2.5. Construct transportation facilities, including access to and within transit waiting areas, to meet the requirements of the Americans with Disabilities Act.

The applicant proposes access ramps at corners of sidewalks to ensure full access to public sidewalks. Transit service is not currently provided in the vicinity of the development; therefore, no transit facilities are proposed with this development. Staff notes that the proposal will be required to comply with Americans with Disabilities Act (ADA) standards which will be evaluated at the time of Building and Site Development permit review.

Chapter 7 (Natural, Cultural, Historical, Scenic, Energy & Groundwater Resources Element)

7.1.1 Balance Development Rights

Policy b of 7.1.1. Where adverse impacts to Significant Natural Resources cannot be practicably avoided, require mitigation of the same resource type commensurate with the impact, at a location as close as possible to the impacted resource site.

In response to Policy b of 7.1.1, the applicant explains how the adopted South Cooper Mountain Annexation Area Local Wetland Inventory (LWI) identifies a locally significant wetland and associated buffer areas on the site. The applicant also explains how impacts to the wetland area/buffer are necessary to construct the planned collector roads (Barrows Road and Mountainside Way) and Street A. The applicant also notes that impacts will be mitigated on-site and will be consistent with Clean Water Service (CWS) and City of Beaverton requirements. The locally significant wetland will be placed in tracts for protection.

The applicant also refers to the response provided in response to Significant Natural Resources Policy 1 of SCMCP and Section 60.35.25.1.C (applicable South Cooper Mountain Community Plan policies). Staff also refer to the facts and findings prepared in response to *Significant Natural Resources Policy 1* of SCMCP and Section 60.35.25.1.C

and acknowledge that impacts to some significant natural resources cannot be practicably avoided implementing the SCMCP, inclusive of necessary roads, utilities and other improvements.

Policy c of 7.1.1 Allow for relaxation of development standards to protect significant natural and historic resources. Such standards may include but are not limited to minimum setbacks, maximum building height, minimum street width, location of bicycle, pedestrian and multi-use paths, etc.

The applicant acknowledges how the PUD application and process provide for flexibility of development standards to protect resources. The applicant refers to reductions to lot size and setbacks that have been requested in order to cluster development to provide greater protection of significant natural resources while meeting the density targets of the SCMCP. Staff acknowledge the requested reductions to lot sizes and setbacks for findings in support of the policy.

7.3.1 Significant Natural Resources

Policy a of 7.3.1. Inventoried natural resources shall be conserved, protected, enhanced or restored.

The applicant acknowledges the natural resources on-site that are identified as part of the SCMCP. The applicant also acknowledges the adopted Local Wetland Inventory (LWI) prepared for the SCMCP and refers to the Natural Resource Assessment prepared as part of the materials package. The applicant also explains how the locally significant wetlands on site will be placed in tracts of land. Staff incorporate the findings prepared in response to the *Natural Resource Policy 1* of the SCMCP plan which answer to Policy a of 7.3.1 (above).

Staff also incorporate the findings prepared in response to the applicant's Tree Plan 2 application, the City's recognized development review process for proposed removal of trees within all Significant Natural Resource Areas.

Policy c of 7.3.1 Inventoried natural resources shall be incorporated into the landscape design of development projects as part of a site development plan, recognizing them as amenities for residents and employees alike.

The applicant states that locally the significant wetland and buffer will be placed in a tract for protection. The applicant also refers to the proposed multi-modal pathway shown along the tract boundary that will allow views into the resource by future residents. The applicant also explains how a Neighborhood Park is proposed to the west of the natural resource area to allow observation and enjoyment by park users. Staff also incorporate the findings prepared in response to the applicant's Tree Plan 2 application as described herein.

Policy d of 7.3.1 *The City shall rely on its site development permitting process as the mechanism to balance the needs of development with natural resource protection.*

The applicant explains how the plan will be required to comply with all city protection standards and that natural resources will be protected during the site development. Staff concur and incorporate the findings prepared in response to natural resource policies specific to SCMCP and finding prepared in response to the applicant's Tree Plan 2 application as described herein.

Policy e of 7.3.1 *Development within Significant Natural Resource areas shall be consistent with the relevant regulations or guidelines of the National Marine Fisheries Service, U.S. Fish and Wildlife Service, Oregon Department of Fish and Wildlife, U.S. Army Corps of Engineers, Oregon Division of State Lands, Clean Water Services, and the Oregon Department of Environmental Quality.*

The applicant states that all applicable regulations have been addressed. A Service Provider Letter from Clean Water Services has been obtained. The Site Development permit review process ensures compliance with all applicable natural resource requirements from agencies such as U.S. Army Corps of Engineers, Oregon Division of State Lands, and Oregon Department of Fish and Wildlife.

Policy f of 7.3.1 *Specific uses of or development activities in Significant Natural Resource areas shall be evaluated carefully and those uses or activities that are complementary and compatible with resource protection shall be permitted. This is not intended to prohibit a land use permitted by the underlying zoning district but only to regulation the design of development such as building or parking location or type of landscaping.*

Natural resources on the site are identified in the SCMCP. Impacts to Significant Natural Resources are addressed in future detail within this report. Staff also incorporates the findings prepared in response to 60.35.25.1.C as applicable to this policy. As previously stated, disruption and encroachment to the natural resource area is necessary to provide public street connections, trails and utilities.

Policy g of 7.3.1 *Limited alteration or improvement or Significant Natural Resource areas may be permitted so long as potential losses are mitigated and "best management practices" are employed.*

Natural resources on the site are identified in the SCMCP, limited encroachment into resource areas is needed to allow for road, utility and trail construction. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts and mitigations. Staff incorporates the response provided to 60.35.25.1.C as applicable to this policy.

Policy h of 7.3.1 Roads and utilities, which must be located within, or traverse through, a Significant Natural Resource Area, shall be carefully planned and aligned so as to minimize loss and disruption. A rehabilitation or restoration plan shall be a necessary component. The City should allow variations from standard street sections in these areas.

The applicant describes the road crossings as required by the SCMCP and explains how impacts to natural resources will be mitigated. Staff incorporate the findings prepared in response to the *Natural Resource Policy 1* of the SCMCP plan. Staff also incorporate the findings prepared in response to the Facilities Review approval criteria which explains the need for roads and utilities.

Policy a of 7.3.3 Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values.

Staff incorporate the findings prepared in response to the *Natural Resource Policy 1* of the SCMCP plan. In part, these findings respond to the applicant's proposal to remove and fill wetlands on-site that are not significant. Staff also incorporate the findings prepared in response to the Facilities Review approval criteria.

Policy b of 7.3.3 Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.

The applicant states that the buffer areas are in compliance with CWS standards and requirements, and the applicant has obtained a CWS Service Provider Letter for the proposed development.

In summary, staff finds that the applicant is in compliance or can be made to be in compliance by meeting the conditions of approval to applicable Comprehensive Plan Criteria, as identified above. Below are applicable policies specific to the SCMCP.

RELEVANT SOUTH COOPER MOUNTAIN COMMUNITY PLAN POLICIES
Facts and Finding in response to Section 60.35.25 of the Development Code
and in response to Approval Criterion No. 4 of CU-PUD

The South Cooper Mountain Community Plan (SCMCP) is part of the Beaverton Comprehensive Plan and contains policies applicable for Conditional Use – Planned Unit Development consideration. PUD proposals are subject to review of standards as contained Section 60.30 of the Development Code. Subsection 60.30.25 of the PUD standards refer to specific policies as contained in the SCMCP when evaluating PUD proposals. Facts and Findings provided below respond to Criterion No. 4 of CU-PUD approval referring to “applicable” Comprehensive Plan policies, in addition to the policies

and figures (maps) identified in subsection 60.30.25. Staff also incorporates the applicant's response SCMCP policies.

Land Use Implementation Policies

Policy 1. *The City shall adopt a Land Use Map as part of the Community Plan that establishes initial comprehensive plan map designations for the South Cooper Mountain Community Plan Area.*

The applicant refers to Figure 7: Community Plan Land Use Map that establishes Comprehensive Plan map designations for the South Cooper Mountain Community Plan area. The applicant proposes minor changes to the Land Use Map, as anticipated by the SCMCP. Staff finds the proposal to meet the intended designations.

Policy 2. *Washington County zoning, as administered by the City, shall remain in place until new City zoning is applied.*

The site is currently zoned Interim Washington County AF-20. Zoning in compliance with the South Cooper Mountain Community Plan land use designation is requested through this application.

Policy 3. *Zoning may be applied through initiation by the City or as requested by an applicant. Zoning and development review applications may be requested concurrently. The mix of zones applied to a given development site shall be generally consistent with the assumed mix of zones shown in Table 2. Deviation of up to 10 percentage points may be allowed from the mix shown in Table 2 (e.g. if the mix shown is 30/70 then the deviation may be between 20/80 and 40/60). The percentage shall be calculated based on gross site acres.*

The applicant has requested the application of City zoning to the site. The zoning applicant has been submitted concurrently with Comprehensive Plan Amendment, Conditional Use, Preliminary Subdivision (large and small lot subdivisions), Sidewalk Design Modification, Tree Plan 2, and Design Review 2 applications. Staff refer to the mix of zones applied to the site as shown in the narrative and plans. The applicant proposes a 65% R4 and 35% R2 split for the Medium Density Residential and a 74% R7 and 26% R5 split for the Standard Density Residential, consistent with the 70/30 intended split for both designations. Staff finds the applicants proposal consistent with Policy 3.

Policy 4. *Amendments to the boundaries of Land Use Map designations may be proposed as individual requests prior to development, or simultaneously when development is proposed. This policy is intended to provide a means for the Land Use map and zoning to be aligned with site-specific condition, and the placement of roads, housing densities, parks, schools and other development that will occur incrementally over time.*

An amendment to the boundaries of the Land Use Map is requested to allow the land use designations to be aligned with the placement of roads and housing densities on the site.

This is sole purpose of the applicant's associated application for Comprehensive Plan Map Amendment. The applicants request to modify the Land Use boundaries and proposed zoning result in an increase of 5 units to the minimum residential density. Staff finds that the proposal meets Policy 4.

Policy 5. *All Land Use map amendments will be required to demonstrate consistency with all policies in the South Community Plan in addition to applicable Comprehensive Plan policies, Development Code requirements, and other applicable regulations. In addition, amendments to the Land Use Map will provide a mix of land use designations and opportunities for a variety of housing types. The goal of this policy is to ensure that South Cooper Mountains' neighborhoods and livability are enhanced by variety in the type and design of housing.*

An amendment to the boundaries of the Land Use Map has been requested. Consistency with the applicable policies, requirements, and regulations is addressed below.

Policy 6. *The City will support efforts by THPRD and Beaverton and Hillsboro School Districts to find, acquired and develop appropriate sites for neighborhood parks and elementary schools within the Community Plan area.*

The applicant proposes a Neighborhood Park on the site, which provides one of the needed park facilities in the SCMCP area. Staff notes that THPRD is receptive to ownership of the Neighborhood Park as well as the developed trail system. No elementary school is proposed within this PUD. Scholls Heights Elementary School is the nearest elementary school.

Neighborhood and Housing Policies

Policy 1. *Development shall contribute to creating walkable neighborhoods. This policy is implemented by demonstrating consistency with the neighborhood design principles listed below:*

- a. *Clear focal points shall be provided. Focal points include but are not limited to: parks, schools, community gathering spaces, neighborhood services (i.e. day care), scenic viewpoints, and/or natural areas that are visually and physically accessible to the public. Residential developments shall provide at least one focal point per 40 acres of gross site area. The decision-making authority may require additional focal points or require provision of a focal point for smaller sites in order to ensure that all neighborhoods have at least one focal point or to ensure cohesiveness and legibility among adjacent developments.*

The applicant states that the site is approximately 132 acres is size and therefore requires three (3) focal points. The proposed development contains the following focal points: a 3.5 acre Neighborhood Park, a natural area stream and buffer, a community trail with fitness stations, pocket parks, and a dog park and community garden. As such the applicant has provided more than the required three focal points for the proposed development. Staff finds that the proposal meets Neighborhood Housing Policy 1.a.

- b. *A network of walkable blocks and trails, consistent with the Transportation Framework Plan and the Bicycle and Pedestrian Framework Plan, shall be provided.*

The applicant state that a network of trails, sidewalks, and bike paths is proposed in compliance with Figures 10 and 11. In addition to the SCMCP identified transportation facilities the applicant has provided a local street grid while taking into account the topography and natural features of the site. The applicant provides effective connections to surrounding development. Only one close end street is proposed, Street V, which cannot be connected to the Scholls Valley Height development given the steep grades between the two sites. Staff recommends a condition of approval that the applicant provide a pedestrian connection from the terminus of Street V to either SW Strobel Road or to the proposed Street D of the Scholls Valley Heights development to provide a walkable pedestrian network and avoid significant out of direction travel. Staff finds that the applicant has provided a network of walkable blocks and trails to serve the development, consistent with the Transportation Framework Plan and Bicycle and Pedestrian Framework Plan. Staff finds that the proposal meets Neighborhood Housing Policy 1.b.

- c. *The orientation of streets, blocks, development and/or trails shall be planned so the natural areas are not “walled off” but rather are as physically and visually accessible to the public as practicable.*

The applicant states that the natural areas on site are physically and visually accessible to the public from various common areas and the proposed trails. Staff notes that one small portion of the proposed trail is shown to abut the rear yard of proposal lots and that these properties are likely to have private fences. Staff notes that the other side of the same trail will be open to the resource area. Staff finds that the proposal meets Neighborhood Housing Policy 1.c.

- d. *The provision of parks shall be coordinated with the Tualatin Hills Park and Recreation District.*

The applicant states that the trails are designed in accordance with the SCMCP and THPRD Trails Master Plan. The Neighborhood Park development will be coordinated with THPRD in order for the development to be eligible for SDC credits and for THPRD to take ownership and maintenance responsibility for the park. Staff acknowledges that the applicant has coordinated with THPRD on the community trails and encourages coordination with THPRD on the design of the Neighborhood Park. Staff finds that the proposal meets Neighborhood Housing Policy 1.d.

Policy 2. Residential developments shall provide a variety of housing types consistent with the permitted uses of applicable zone(s). The goal of this policy and implementing code standards is to ensure that, over time and multiple individual development reviews, South Cooper Mountain’s neighborhoods and livability are enhanced by variety in the type and design of housing in order to promote aesthetically pleasing residential neighborhoods

as well as opportunities for people of varying incomes and life stages to live within the same neighborhood.

Staff notes that Section 60.35.25 (PUD standards) also refers to Policy 2 and identifies the numerical requirement based on the parcel size. These standards are identified below.

- a. *Residential developments in the South Cooper Mountain Community Plan area shall provide a variety of housing types, as identified below, for sites:*
 - i. *Up to 15-acres (gross), a minimum of one (1) housing type;*
 - ii. *Greater than 15-acres (gross) and up to 30-acres (gross), a minimum of two (2) housing types;*
 - iii. *Greater than 30-acres (gross), a minimum of three (3) housing types.*

- b. *Housing Types include:[...] – several types identified.*
 - i. *Standard Lot Single Family*
 - ii. *Small Lot Single Family*
 - iii. *Compact Detached Housing & Cluster Housing*
 - iv. *Accessory Dwelling Unit with Single Family Detached Dwelling*
 - v. *Alley-Loaded Dwelling*
 - vi. *Duplex*
 - vii. *Triplex & Fourplex*
 - viii. *Townhouse/Townhome*
 - ix. *Multi-Family*
 - x. *Live/Work, only permitted in the NS zoning district*

- c. *For developments requiring more than one (1) housing type a minimum of 10 percent of the total dwelling units shall be of each housing type.*

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

The subject site is approximately 132 acres in size and therefore requires a minimum of three (3) housing types on the site. The applicant proposes to provide a minimum of 10% of the housing product for the following four housing types: standard lot single family (53%), alley loaded townhomes (12%), front loaded townhomes (11%), and multi-family (24%). The applicant does not propose to utilize both the Standard Lot Single Family and the Small Lot Single Family housing types to meet the diversity of housing types criteria. As the applicant has provided the required variety of housing types, staff finds that the proposal meets Neighborhood Housing Policy 2.a-d.

Main Street Policies

The subject site does not contain properties zoned for Main Street development, as such the Main Street Policies are not applicable to the proposed development.

Transportation / Street Policies

Figure 10: Community Plan Street Framework Map.

Three streets within the subject site are identified in Figure 10, Street 8 (Mountainside Way), Street 6 (Barrows), and a Neighborhood Route (Street A). The applicant has proposed to develop the three streets at their intended cross-sections and generally consistent with Figure 10. The applicant has aligned the street in conjunction with the adjacent developments.

Street Policy 1: *Community Plan Street Framework and Comprehensive Plan Chapter 6. The Beaverton Transportation System Plan and Washington County Transportation System Plans will be updated consistent with Figure 10 and will be the controlling documents for transportation planning. Should conflicts arise between the maps in Chapter 6 of the City's Comprehensive Plan and the maps in this document, those in Chapter 6 shall prevail.*

The proposal's transportation network has been planned in accordance with the Community Plan Street Framework and Comprehensive Plan Chapter 6 Transportation. Additionally, all streets have been designed generally in accordance with the City's Engineering Design Manual (EDM) and are in compliance with the Comprehensive Plan. Any proposed modification to EDM standards will require approval by the City Engineer through the EDM Modification process, approval of a land use application does not provide nor imply approval of any necessary EDM Modifications. Staff finds that the proposal meets Street Policy 1.

Staff finds **Street Policies 2 through 9** applicable to public agencies and other portions of the SCMCP and are not specifically applicable to the proposed development.

Street Policy 10: *In refining specific alignments for new roads identified on the Community Plan Street Framework map through the development review or project design process, impacts to natural resources shall be minimized to the extent possible while retaining key connections.*

The applicant states that there are three streets within the subject site are identified in Figure 10, Mountainside Way (Street 8), Barrows Road (Street 6), and a Neighborhood Route (Street A). The applicant has proposed to develop the three streets at their intended cross-sections and generally consistent with Figure 10. The applicant has aligned the street in conjunction with the adjacent developments. The applicant states that three new roads within the subject site are identified in Figure 10. In addition to the major streets identified in Figure 10 the applicant provides a network of local streets to serve the development and connect to adjacent developments. The streets are designed to provide key connections over resources, while balancing the need for resource protection. Staff

finds that the applicant has adequately balanced connectivity and resource protection. Staff finds that the proposal meets Street Policy 1.

Bicycle and Pedestrian Framework Map / Policies

Figure 11: Community Plan Bicycle and Pedestrian Framework Map.

Figure 11 identifies a multi-use path along the SW Scholls Ferry and SW Tile Flat street frontages as well as a north-south multi-use path adjacent to the resource area. The applicant is proposing to construct both multi-use trails, as identified in Figure 11. Additionally all streets will contain sidewalks and where appropriate bike lanes. On local streets bike lanes may be combined with traffic travel lanes, consistent with EDM standards. Staff finds that the proposal is consistent with Figure 11.

Policy 1 - Bicycle and Pedestrian Crossings: *While the location and design of specific crossings points will be determined through further site-specific engineering evaluation, safe, protected pedestrian crossing opportunities should be provided near important pedestrian destinations, such as the future high school site, when a need is demonstrated and such crossings can be appropriately and safely designed and located, as determined by an engineering-level safety analysis.*

The applicant states that three trail crossings are proposed within the PUD where the north-south trail crosses Street A, Street 6 (Barrows), and Street 8 (Mountainside Way). The crossings of Barrows and Mountainside are mid-block pedestrian crossings and will be require to provide rapid flashing beacons and crossings consistent with EDM standards, at the discretion of the City Engineer. The majority of the north-south trail system is located along the resource area and protected from street crossings. Staff finds that the applicant has provided safe crossings for pedestrian facilities. Staff finds that the proposal meets Bicycle and Pedestrian Policy 1.

Policy 2: Trails: *Trails within the Community Plan area shall be provided as shown on Figure 11; however, the City may permit flexibility to adapt to site specific conditions and ownerships provided the conceptual network in Figure 11, or equivalent, is provided.*

- a. *Stream Corridor Trails*
- b. *Trails through Resource Areas*
- c. *School to School Trail*
- d. *Western Edge Trail*

Figure 11 identifies a path (western edge trail) along the SW Scholls Ferry and SW Tile Flat street frontages as well as a north-south stream corridor trail adjacent to the resource area. The applicant is proposing to construct both multi-use trails, as identified in Figure 11. Additionally all streets will contain sidewalks and where appropriate bike lanes. On local streets bike lanes may be combined with traffic travel lanes, consistent with EDM standards. Staff finds that the proposal is consistent with Figure 11. Staff finds that the proposal meets Bicycle and Pedestrian Policy 2.

Resource Protection and Enhancement Policies

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

Figure 12 identifies the natural resources within the community plan area. There is also the adopted Local Wetland Inventory (LWI) that provides additional information about the identified wetlands/probable wetlands. For the proposed development, the applicant's natural resource assessment identified several of the resources identified to Figure 12 of the SCMCP. These resources include Wetland/Probable Wetland, Pond, Streams, Riparian Wildlife Habitat (Class I, II, and III), Upland Wildlife Habitat Class A and C and Riparian & Wetland Buffers.

Policy 1: *Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, consistent with local, state, and federal regulations.*

In response to Policy 1, the applicant states that AKS Engineering conducted the required wetland delineation which identified Wetlands A-I. Wetlands A-E and G require a 50 foot buffer while isolated wetlands F, H, and I require a 25 foot buffer. The City of Beaverton Local Wetland Inventory identifies the wetlands on the subject site as non-significant wetlands. Wetlands F, H, and I were not identified on the City's inventory but were identified in the resource assessment, these wetlands are less than one half acre and are therefore considered non-significant. Staff acknowledge that the PUD proposal will remove and fill the three isolated wetlands found within the project site which were not identified in the city's LWI.

The applicant also identifies Riparian Wildlife Habitat Class I and II and Upland Wildlife Habitat Class A, which are subject to this provision. The applicant proposes to protect the majority of these resource areas, with the exception of a portion of the Upland Wildlife Habitat which is impacted by Barrows Road construction and a portion of three lots. The remaining portions of the Upland Wildlife Habitat are proposed to be preserved in tracts. The proposed removal of the Upland Wildlife Habitat area are addressed in response to the Tree Plan application as these areas are considered Significant Natural Resource areas and subject to the Tree Plan provisions. Staff incorporates the findings to the Tree Plan application as applicable to this criterion.

Staff notes that the majority of natural resource areas identified on the site are being preserved and enhanced as part of this application. Staff finds that the proposal meets Resource Protection and Enhancement Policy 1.

Policy 2 *Development adjacent to significant natural resource areas shall be designed to provide visual and/or physical access to the resource area and limit continuous rear lot line edges abutting a significant natural resource through one or more of the following treatments of the open space edge:*

- a. *Parallel trail along the edge of the vegetated corridor with access points from adjacent points from adjacent roads and community focal points;*

- b. *Local streets that run adjacent to the edge of the vegetated corridor, without development between the street and the vegetated corridor; or*
- c. *Neighborhood parks, pocket parks, schools and similar uses that connect to the resource area and provide breaks between developed areas abutting the resource.*

The applicant states that the proposed north-south multi-use trail parallels the western edge of the vegetated corridor and can be accessed from SW Scholls Ferry Road, Street A, Street 8 (Mountainside Way), and Street 6 (Barrows). Community focal points along the trail include the neighborhood park, on-site natural areas and a number of pocket parks which are visibly or physically accessible from the trail. Staff finds that the proposal meets Resource Protection and Enhancement Policy 2.

Urban Forestry Policies

Staff notes that **Policy 1** under Urban Forestry is policy direction for the city and not the applicant.

Policy 2 *Tree planting already required by City regulations (e.g. landscaped areas, street trees) shall be maximized as a method to increase the tree canopy in the Community Plan area.*

The applicant states that trees and vegetation will be addressed in response to Section 40.90 of the Development Code (Tree Plan). The applicant proposes street trees and landscape common spaces as required by the Development Code. As such the applicant is providing a healthy tree canopy within the SCMCP area. Staff finds that the proposal meets Urban Forestry Policy 2.

Policy 3 *Regionally Significant Upland Habitat within the SCM Community Plan area shall be protected through application of the City's existing tree protection standards and incentives for Habitat Benefit Area preservation, as appropriate.*

The applicant acknowledges Figure 12 of the SCMCP and the Upland Habitat Class A portion of the project site as part of the SNRA. The applicant also refers to the approval criteria contained in Section 40.90.15.2 (Tree Plan 2) and explains how tree removal has been addressed in the responses to this section. Staff incorporates the findings in response to Section 40.90 as applicable to this policy. Encroachment into the Upland Wildlife Habitat Class A area is proposed in order to accommodate construction of the planned street extension of Street 6 (Barrows), as identified in Figure 10 of the SCMCP. Additional encroachment is proposed to accommodate three dwelling units, the remaining portions of the Upland Habitat area are preserved within open space tracts consistent with the requirements of Section 40.90. Staff finds that the proposal meets Resource Protection and Enhancement Policy 3.

Scenic Views / Corridors Policies

Policy 1 *The city will encourage protection of view corridors for the enjoyment of adjacent neighborhoods and the broader community on lands that currently offer views of the Chelalem Ridge. Viewpoints should provide seating and space for passerby and should provide for the permanent protection of the view through measures such as easements. Techniques for view corridor preservation may include:*

- a. *Streets that “T, stub, or curve at a location offering a viewpoint, with a break between buildings;*
- b. *Neighborhood or pocket parks situated to offer a viewpoint;*
- c. *Gaps between buildings with small seating areas adjacent to the sidewalk; and/or*
- d. *Limitations on building heights down-slope from a viewpoint.*

The applicant states that the site contains one of the four identified high points, as such the applicant proposes several curvilinear streets that offer viewpoints. Open space tracts thought the site provide views as well. The Neighborhood Park will provide views to the south and southwest. The applicant proposes a pedestrian connection in the R7 portion of the site as a mid-block pedestrian access due to slopes, as this access terminates at a high point on site staff recommend a condition of approval that the applicant place a minimum of one bench at the eastern terminus of the trail to provide views. Staff finds that by meeting the conditions of approval the proposal meets Scenic Views Policy 1.

Rural Edges and Transitions

Policy 1 *SW Tile Flat Road Landscape Buffer. Require that development abutting SW Tile Flat Road provide a landscaped buffer with trees and shrubs that provide a visual screen for adjacent rural uses.*

The subject site abuts SW Tile Flat Road and is required to provide a buffer with trees and shrubs to provide a visual screen. The applicant has proposed a planted buffer area which will contain a variety of dense plant species, including holly trees, redwood trees, hydrangeas, and chokeberry. Staff finds that the proposed landscape buffer is sufficient to provide a visual screen for properties west of SW Tile Flat Road. Staff finds that the proposal meets Rural Edges and Transitions Policy 1.

Infrastructure Provision (relevant policies are 1 and 7)

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

The applicant explains how the proposed PUD will construct required infrastructure. Staff refer to the Attachment A (Facilities Review). All required infrastructure will be constructed accordingly, per conditions of approval. Staff finds that the proposal meets Infrastructure Provision Policy 1.

Policy 7 *Alignment for new water and sewer. In identifying specific alignments for new water and sewer infrastructure, impacts to natural resources shall be avoided or minimized to the extent possible.*

The applicant proposes all utilities to be housed within all appropriate public road right-of-ways in accordance with Site Development conditions of approval.

In summary of the above, staff finds the proposal to comply with the applicable policies of the Comprehensive Plan for supportive findings in response to Criterion No. 4 of CU-PUD approval. Staff also refer to corresponding conditions identified in Attachment J that will be necessary to effectively implement applicable policies. Staff finds that the proposal meets Infrastructure Provision Policy 7.

Therefore, staff finds that by meeting Conditions of Approval, the proposal meets the criterion for the approval.

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

The applicant states that the site slopes from northeast to southwest and has been designed to take into account the topography of the site. The project areas also contains a stream, wetlands, riparian areas and upland habitat areas. The site has been designed to preserve the natural resource areas to the extent practicable. The subject site is located in the South Cooper Mountain Community Plan (SCMCP) area and is intended for dense development with a range of residential zoning districts. Staff finds that the size, dimensions, configuration and topography of the site can reasonably accommodate the proposal.

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

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

The applicant states that the subject site abuts residential uses to the east and agricultural uses to the north, south, and west. The subject site is part of the SCMCP area and is intended for the type of development that is proposed. The SCMCP has specific requirements for buffering from properties along SW Tile Flat Road in order to provide some visual buffer for those properties. Compliance with that standard is evaluated in response to condition of approval 4 above. There are two out parcels along SW Tile flat road that are surrounded by the proposed development, the applicant has submitted a shadow plat showing how the properties can be developed in the future utilizing the street grid created by this proposed development. These out parcels are intended for urban type development, consistent with the SCMCP. The applicant states that the project site has been designed in accordance with the SCMCP, which identifies transportation infrastructure and general development densities and types of housing specific to the plan.

Staff finds that the proposed development to be compatible with the surrounding neighborhoods, accounting for the density and uses described in the SCMCP.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

7. ***The width of the proposed lots or staggering of building setbacks within detached residential developments vary so as to break up the monotony of long blocks and provide for a variety of home shapes and sizes, while giving the perception of open spaces between homes.***

The applicant states that there are multiple lot widths proposed for the subdivision, including a variety of detached single-family homes and attached townhomes. The applicant also describes future development of lot 216 multi-family apartment units. According to the applicant, road and pathway connectivity has been maximized to the extent feasible given the topography of the site. The applicant proposes multiple home types, including front loaded single family, front loaded townhomes, rear loaded townhomes and multi-family apartments. The applicant also notes that several distinctive facade designs will be applied to the proposed lots to minimize repetition and provide a variety of home shapes and sizes. Additionally a variety of lot sizes are proposed to provide further variation. Staff concurs that the proposed variation in housing types and designs will break up the monotony of long blocks and give the perception of open space between homes.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

8. ***The lessening of the Site Development Requirements results in significant benefits to the enhancement of site, building, and structural design, preservation of natural features and the surrounding neighborhood as outlined in Section 60.35.15.***

The applicant states that reductions in minimum setbacks have been requested in order to provide flexibility in the siting of homes on each lot. The reductions allow for significant benefits, such as additional variety in housing types and provision for “clustering” of the lots to provide a significant buffer between the proposed development and the natural feature along the eastern boundary of the site. The clustering of lots also provides the opportunity for the construction of a trail network, the preservation of natural resource features, and provision for a neighborhood park. These benefits are further addressed in the responses to Section 60.35.15.

Staff finds that the proposed lessening of the Site Development Requirements results in significant benefits to the site, including preservation of natural features.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

9. ***The proposal provides improved open space that is accessible and usable by persons living nearby. Open space meets the following criteria unless otherwise determined by the Planning Commission through Section 60.35.15:***
- a. ***The dedicated land forms a single parcel of land except where the Planning Commission determines two (2) parcels or more would be in the public interest to complement the overall site design.***
 - b. ***The shape of the open space is such that the length is not more than three (3) times the width the purpose of which is to provide usable space for a variety of activities except where the Planning Commission determines a greater proportioned length would be in the public interest and complement the overall site design.***
 - c. ***The dedicated land(s) is located to reasonably serve all lots for the development, for which the dedication is required.***

The applicant states that the subject site is located within the South Cooper Mountain Community Plan area and is subject to the criteria of Section 60.35.15.2. The applicant refers to responses provided to open space requirements of Section 60.35.15 in response to Criterion No. 9. Staff finds in support of the criterion and incorporates the facts and findings as stated in response to the summary prepared for standards contained in Section 60.35.15.

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

10. ***For proposals within the SC-S (Station Community-Sunset) zoning district, the requirements identified in Sections 20.20.40.2. and 20.20.40.3. are satisfied.***

The proposed PUD is not located within the SC-S zoning district, therefore this criteria is not applicable.

Therefore, staff finds the criterion is not applicable.

11. ***If the application proposes to develop the PUD over multiple phases, the decision making authority may approve a time schedule of not more than five (5) years for the multiple development phases. If a phased PUD has been approved, development of the future phases of the PUD shall be filed within five (5) years of the date of decision of the PUD. Refer to Section 50.90.***

The applicant has proposed the PUD will develop over seven (7) phases, and understands that development applications shall be filed within five (5) years.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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

The applicant has submitted the required application materials for review of a Conditional Use-PUD application in the proper sequence. The PUD is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Design Review Two (DR2017-0052), Preliminary Subdivision-small lot (LD2017-0009), Preliminary Subdivision-Large Lot (LD2017-0017), Sidewalk Design Modification (SDM2017-0007), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005). The PUD application is dependent upon approval of the Comprehensive Plan Map Amendment (CPA2017-0006), Zoning Map Amendment (ZMA2017-0005), Preliminary Subdivision (LD2017-0009), Tree Plan (TP2017-0005), and Sidewalk Design Modification (SDM2017-0007), as such staff recommends a condition of approval that the above listed applications be approved in order for CU2017-0010 to be approved.

Therefore, staff finds that by meeting the Conditions of Approval, the proposal meets the criterion.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2017-0010 (Scholls Heights at South Cooper Mountain PUD)** subject to the applicable conditions identified in Attachment J.

Planned Unit Development Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Modification of Base Zoning Standards			
60.35.10.1A Permitted Uses	Compliance with permitted and conditional uses of the zoning district.	The development proposes detached and attached residential housing, which is permitted in the R1, R2, R4, R5, and R7 zones. Additionally a public park and pathway system are proposed which meets section 60.35.10.1.C.1, 2, & 4 as an allowed accessory use to the PUD development.	Yes
60.35.10.1B Detached and Attached Dwellings	Detached and attached dwellings may be allowed in a PUD provided the overall residential density satisfies the applicable residential density provisions of the Code.	The development proposes densities for the detached and attached dwellings which are greater than the required minimum net densities, and lower than the maximum gross allowable densities as is found in the densities calculations table of Facilities Review. A mix of attached and detached dwellings are proposed.	Yes
60.35.10.2 Density and Lot Dimensions	Density and building scale shall relate to the surrounding neighborhood development and natural resources by providing massing and architectural compatibility with surrounding neighborhood.	The applicant proposes single family detached and attached structures which are a maximum of three stories. The density for the entire site is within the limits of what is allowed by the base zoning.	Yes
60.35.10.2.A.1 Density Transfers	Density transfers allow an equal transfer of dwelling units from one portion of the site to another in certain areas.	As discussed in the CPA portion of the staff report the applicants proposed CPA reduces the overall minimum density for the site. As such, staff recommend a condition of approval that the minimum density required under the existing land use designations be required as the minimum density for the PUD in order to be consistent with the SCMCP.	Yes w/ COA
60.35.10.2.B.1 Residential Lot Sizes	Minimum lot size may be reduced to 50% of the minimum land area of the applicable zoning district(s), except as permitted in 60.35.10.3.C.2.	All proposed lots are within the size envelope described for each zoning district.	Yes

<p>60.35.10.2.B.2 Residential Lot Sizes</p>	<p>Minimum lot size proposed between 25% and 50% of the minimum land area of the applicable zoning district, shall meet the applicable Design Standards or Design Guidelines related to Compact Detached Housing in Section 60.05.</p>	<p>The applicant has not proposed Compact Detached Housing.</p>	<p>N/A</p>
<p>60.35.10.2.B.3 Residential Lot Sizes</p>	<p>Maximum lot size may not exceed 195 percent of the minimum land area of the applicable zoning district(s) in conformance with the table below unless designated for a future phase, which includes further division of property or development of attached product. When the maximum density for the parent parcel has been achieved or a lot is greater than 195 percent of the base zone, the oversized lot(s) shall include a deed restriction to preclude unintended partitioning or subdividing of such lots in accordance with the requirements of the approved PUD.</p>	<p>The proposal does not exceed maximum lot sizes and/or density.</p>	<p>Yes</p>
<p>60.35-10.2.B.4 Residential Lot Sizes</p>	<p>A proposed Planned Unit Development shall not result in fewer dwelling units (lower density) than if the subject site were reviewed as a Preliminary subdivision.</p>	<p>As proposed, the PUD does not result in fewer dwelling units than a site reviewed as a Preliminary subdivision.</p>	<p>Yes</p>
<p>60.35.10.3.A Setbacks</p>	<p>Proposed lots abutting the perimeter of the property shall comply with the standard front and rear yard setbacks of the parent parcel. Side yards of the parent parcel may not be reduced unless approved by the Planning Commission and utilizing Development Bonus and Development Incentive Options of Section 60.35.30.</p>	<p>The proposed lots will be located within the SCMCP and proposes to meet the parent parcel setbacks. Subject to a condition of approval parent parcel setbacks will be met.</p>	<p>Yes w/ COA</p>
<p>60.35.10.3.B.1 Front Setbacks</p>	<p>Front setbacks interior to the PUD may be reduced, excluding the garage where the garage door faces the front property line. Structures shall not encroach in a public utility easement.</p>	<p>The Proposed Building Setback table in the Facilities Review report addresses requested setbacks. Reductions to front yard setbacks are requested in the R5 and R7 zoning districts, no reductions to garage setbacks are requested. The proposed setbacks do not encroach into public utility easements.</p>	<p>Yes</p>

60.35.10.3.B.2 Front Setbacks	Garages that face a public street shall be set back 20' from the property line and recessed a minimum of 4' from the front building plane, not including porches, when facing a street.	Garages are proposed a minimum of 20 feet from the front yard when facing public streets, except in the R2 zoning district which allows garages at 18.5 feet. Reductions to rear garage setbacks are requested for alley loaded product.	Yes
60.35.10.3.C.1 Rear Setbacks	Rear setbacks shall be the same as the base zone for the parent parcel, excepting alley accessed lots which may be reduced to 4-feet.	Attached residential to the alley shown for 4 feet.	Yes
60.35.10.3.C.2 Rear Setbacks	Garages and carports accessed from both sides of an alley shall be set back a minimum of 4' with no less than 28' between garage doors.	The applicant proposes a garage setbacks of either 4 or 18.5 feet for alley loaded townhomes.	Yes
60.35.10.3.D Side Setbacks	Except for zero-lot line development side setbacks are a minimum of 3' with a total of 6' between two buildings. Zero-lot line developments shall have one side yard setback of 10' and the other zero.	The applicant proposes a 3.5 foot setback minimum for all detached dwellings.	Yes

Open Space			
60.35.15.1 Open Space Percentage	A PUD shall provide a minimum of 20% of the subject site as open space.	This standard applies to properties outside the SCMCP.	N/A
60.35.15.2.Exemption	Properties within the South Cooper Mountain Community Plan (SCMCP) are exempt from the open space requirements in Section 60.35.15.1, but shall provide all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the SCMCP, as identified in Section 60.35.25.	The applicant is proposing approximately 37.38 acres of open space, inclusive of Natural Areas, Water Quality Areas, and active open space including trails.	Yes
60.35.15.3. Open Space Standards	Open space shall be land that is available for the creation of active and/or passive areas, or resource areas that provide visible and accessible open space to the proposed community.	The proposed open space areas are accessible to the community as they are located along streets and/or pathways.	Yes

60.35.15.3.A Passive Open space	The following resource areas may count towards passive open space: Significant trees and/or groves, habitat benefit areas, view corridors, steep slopes, water quality facilities, environmentally sensitive areas including wetlands and any buffers required by CWS or other regulatory body.	The applicant has accounted for these areas in the Open Space calculation.	Yes
60.35.15.3.B Accessibility	Open space shall be easily accessible, physically or visually, to all members of the planned community via a minimum thirty (30) foot wide street frontage of access easement.	All proposed open space will be accessible from paths and public roadways, both physically and visually. Habitat areas are intended for visual access only.	Yes
60.35.15.3.C Slope	Not more than 60% of the gross land dedicated may have slopes greater than 5%.	No more than 60% percent of the dedicated active open spaces have slopes greater than 5%.	Yes
60.35.15.3.D Irrigation	Open spaces shall have a dedicated irrigation system. Resource areas are exempt.	Staff recommends a condition of approval that open space areas, with the exception of the resource areas have a dedicated irrigation system.	Yes w/ COA
60.35.15.3.E Developments over 10 acres	Developments greater than 10 acres in size shall dedicate 25% of total required open space to active commons areas.	Of the 14.14 acres of open space identified in the SCMCP (total required open space), 7.79 acres are identified as active open space, which is greater than 25%.	Yes
60.35.15.3.F Exclusions	Open space does not include streets, driveways, parking lots, buildings, buffers or vehicular access areas.	The proposal does not include these areas.	Yes
60.35.15.4.A Common Area Square Footage	Active open space areas are common areas that may be gathering spots, community rooms, play areas, overlooks, or any that consist of active uses for owners, residents, or the community at large.	The applicant proposes several tracts within the subdivision as meeting the requirements for active open space, including trails, parks, and common active open space areas.	Yes
60.35.15.4.B Abutting Collectors	Active open space may abut a Collector or greater classified street as identified in the City's adopted Functional Classification Plan, when separated from the street by a barrier, such as a fence or wall, at least three (3) feet in height.	The applicant does not propose active open space which abuts a collector.	N/A
60.35.15.4.C Physical Accessibility	Active open space shall be physically accessible to all residents of the development.	The proposed open spaces will be accessible to all residents of the development.	Yes

60.35.15.4.D Improvements	Active open space shall include physical improvements to enhance the area. These improvements may include benches, gazebos, plazas, picnic areas, playground equipment, sport courts, swimming/wading pools, indoor clubhouse or meeting facilities, play fields, or other items permitted.	The proposal includes the open space features as required. The applicant's revised open space plan identifies common amenities. Details of physical improvements are to be shown as part of the Site Development Permit submit to separate review.	Yes w/COA
60.35.15.4.E Interior Common Open Space	Floor area within buildings devoted to common uses serving the residents of the development may be counted as Active Open Space based on the total floor area devoted to such uses.	The future multi-family apartment building may have a small indoor community space, which may be used to meet the minimum active open space requirement for the South phase. All other areas of open space are shown outside.	Yes
60.35.15.5.A-C Maintenance and Ownership	Land shown on the final development plan as common open space, and landscaping and/or planting contained therein shall be permanently maintained by and conveyed to either and HOA or public agency dedicated into perpetuity as permanent through application of CC&R's or deed restriction approved by the City Attorney.	Covenants, Conveyances and Restrictions (CC&Rs) and/or HOA policies and responsibilities will be established for the final plan. HOA will take ownership of common open spaces and be responsible for permanent maintenance. Staff recommends a condition of approval that all tracts be owned and maintained by the HOA unless they are dedicated to a public agency.	Yes w/COA

Building Architecture – PUD – Detached only			
60.35.20.1 Purpose	Architectural standards are intended to promote innovative design. Cluster housing or grouping buildings to maximize open space is encouraged.	This section applies to the 471 detached single-family homes as part of the PUD. Staff recommends a condition of approval that all single family detached dwellings show compliance with the architectural standards 60.35.20 at the time of building permit to ensure conformance.	Yes/ w COA
60.35.20.2.A Building Orientation	Buildings shall be oriented towards the street or public open spaces unless exempted by the Planning Commission.	All buildings are oriented toward the street or open spaces.	Yes
60.35.20.2.B Direct Access	Buildings or lots shall have direct access to sidewalks or paths that connect to a sidewalk system.	All lots have access to sidewalks or paths.	Yes

60.35.20.2.C Alley Access	Garages with rear alley access or shared drives are encouraged.	Rear alley garages are proposed within the attached single-family components of the proposal. No alley accessing garages are proposed for the detached dwellings.	Yes
60.35.20.2.D Primary Entrance	Buildings shall have their primary entrance to a street or publicly accessible sidewalk where buildings face public parks, common areas or open space.	The applicant has oriented all buildings toward a public street or publically accessible sidewalk.	Yes
60.35.20.2.E Primary Entrances	Primary entrances shall be covered or recessed with a minimum depth of 3 feet and width of 5 feet.	All primary entrances are covered for weather protection and building aesthetics and are a minimum of 3 feet by 5 feet.	Yes
60.35.20.3.A-C Building Heights	Maximum building height standards may be increased up to 12 feet when the applicable building setback distance along the perimeter of the parent parcel is increased at a ratio of 1.5 additional feet of setback for every foot of building height over the base zone standard for building height. For the SCMCP structures which do not abut the exterior boundary may be allowed to vary in height, without satisfying the Section 60.35.20.3, in order to provide for a variety of housing types. Graduated building height standards shall not apply where existing structures on adjacent properties are rural in their development or use.	The applicant requests the following height increases: R1: Lot 677 from 60' to 72' R2: Lots 15-42, 428-488, 504-519, 627-654 from 40' to 52 feet R2: Lots 390-397 from 40' to 47' R4: Lots 398-410, 556-566 from 35' to 47' R5: Lots 164-168, 185-188 from 35' to 47' R7: Lots 170-182, 540-551, 592-599, 609-619 from 35' to 47'. The applicant identifies lots 15, 22, 23 and the multi-family parcel which are subject to the step back criterion. Staff recommends a condition of approval that these lots show compliance at the time of building permit.	Yes w/ COA
60.35.20.4.A Architectural Standards: Scale & Massing	Scale and massing shall complement the surrounding uses.	The applicant proposes to develop single-family detached dwellings using common northwest architectural styles such as craftsman, English revival and colonial.	Yes
60.35.20.4.B Attached Dwellings	Front façade elevations shall not be repeated on adjacent lots along the same street frontage.	The applicant states no front elevations will be repeated per Code requirements. Staff recommends a condition of approval that no front façade elevations be repeated on adjacent lots.	Yes w/ COA

60.35.20.4.C Design Elements	Buildings shall incorporate at least 6 of the listed building elements on the front, rear, common open space, and street facing elevations and 4 interior side yard elevations, as listed in the Code.	All buildings incorporate a minimum of 6 listed design elements. Architectural sheets illustrate the required design standards.	Yes
60.35.20.4.D	Building elevation is measured as the horizontal plane between the lowest plate line and highest plate line of any full or partial building story containing doors, porches, balconies, terraces and/or windows.	The applicant has provided a variety of housing types with numerous architectural features in order to comply with Code.	Yes
60.35.20.4.E Alternative Building Design	Alternative building design may reflect modern building form and style and may be approved by the Planning Commission if it can demonstrate successful use of materials and form.	The applicant has not requested alternative building designs.	N/A
Development Bonuses and Development Incentive Options			
60.35.30 Development Bonuses and Incentives	PUD offers the applicants additional standards which can be met as incentives to promote innovative approaches and can lead to reduced open space and reduced setbacks.	The applicant is not seeking development bonuses or incentives.	N/A

All relevant South Cooper Mountain Community Plan Policies are addressed within the Conditional Use – PUD section of this staff report in response to Criterion 4.

DR2017-0052
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW TWO APPROVAL

Section 40.20.05. Design Review Applications; Purpose

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

Section 40.20.15.2.C Approval Criteria. In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

For Phase 1 of the PUD, the applicant proposes 205 attached single-family residential units to be constructed as townhomes. Threshold 3 for Design Review Two is as follows:

3. *New construction of attached residential dwellings excluding duplexes, in any zone where attached dwellings are a Permitted or Conditional Use.*

As the applicant proposes attached (townhouse) dwelling units in R2 and R4 zoning districts, where attached residential dwellings are a Permitted use, therefore the applicant meets Threshold 3 for a Design Review Two application.

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

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

The applicant paid the required fees for the Design Review Type 2 application.

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

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

The applicable application submittal requirements are contained within this proposal.

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

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

Staff cites the Design Review Standards Analysis which evaluates the proposal's compliance with Design Review Standards. As demonstrated on the chart, the proposal complies, or through conditions of approval, can be made to comply with applicable Design Standards.

Staff recommends conditions of approval that would bring the proposal into compliance with the applicable Design Standards. Therefore, the proposal will comply with Section 60.05.25 and accordingly, complies with this approval criterion.

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

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

- a. *A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or***
- b. *The location of existing structural improvements prevent the full implementation of the applicable standard; or***
- c. *The location of the existing structure to be modified is more than 300 feet from a public street.***
- d. *If in a Multiple-Use District, building location, entrances and orientation along streets, and parking lot limitation along streets (Standards 60.05.15.6 and 60.05.20.8).***
- e. *If in a Multiple-Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8).***

Staff finds that the criterion does not apply as the project is a new development. Criterion No. 5 pertains to additions or modification of existing development.

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted the required application materials for review of a Design Review Two application in the proper sequence. The Design Review Two is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Preliminary Subdivision (LD2017-0009), Preliminary Subdivision-Large Lot (LD2017-0017), Sidewalk Design Modification (SDM2017-0007), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005). The Design Review Two application is dependent upon approval of the Comprehensive Plan Map Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Preliminary Subdivision (LD2017-0009), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005) as such staff recommends a condition of approval that the above mentioned applications be approved in order for this Design Review to be approved.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2017-0052 (Scholls Heights at South Cooper Mountain PUD)**, subject to the proposed conditions of approval.

Design Review Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Max length of attached residential buildings	The applicant proposes a mix of 2-plexes to 5-plex attached single family residential buildings. No building exceeds 200 in length.	YES
60.05.15.1.B Min 30% articulation	Building articulation exceeds 30% on front and street facing elevations of all buildings using windows, primary building entrances, recessed entries awnings, off-set walls, and materials changes.	YES w/ COA
60.05.15.1.C Max 40' between architectural features	Architectural features are no more than forty feet apart.	YES
60.05.15.1.D Max 150 sq. ft. undifferentiated blank walls facing streets	Buildings will not have more than 150 square feet of undifferentiated walls facing a street.	YES
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	All proposed buildings have a minimum roof pitch of 4/12.	YES
60.05.15.2.B Min roof eave = 12"	All pitched roofs have minimum projection of 12 inches.	YES
60.05.15.2.C Flat roofs need parapets	No flat roofs are proposed.	N/A
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance	The applicant has designed the buildings so that all primary entrances provide weather protection in accordance with this standard.	YES
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	All proposed buildings are to be comprised of double-wall construction.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof mounted equipment is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The public street system is being evaluated with the preliminary subdivision and PUD applications. The attached townhouse areas connect to the proposed street system.	YES
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A-D Screening of loading and waste facilities.	Attached single family dwellings will have their own trash service which will be collected curb-site. The garages contain adequate space for trash containers.	YES
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	Pedestrian circulation is provided to the existing sidewalk system from each single attached dwelling unit via the driveway or a pedestrian path to the front door.	YES
60.05.20.3.B Direct walkway connection	Pedestrian circulation is provided to the existing sidewalk system from the primary building entrances.	YES
60.05.20.3.C Walkways every 300'	No street frontage is greater than 300' in length.	N/A
60.05.20.3.D Physical separation	There are no parking lots, therefore no crossing of parking lots is required.	N/A
60.05.20.3.E Distinct paving	The applicant proposes paved pathways.	YES
60.05.20.3.F 5' minimum width	The proposed pedestrian walkways are a minimum of 5' in width.	YES
Street Frontages and Parking Areas		
60.05.20.4.A Screen from public view	There are no parking lots associated with the development.	N/A
Parking and Landscaping		
60.05.20.5.A.-D Parking area landscaping	No parking lots are proposed. Parking is provided in private garage and driveway spaces for each attached single family dwelling.	N/A

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.1-4 Residential Open Space	The proposal includes a PUD which supersedes the Design Review landscape provisions of this section.	N/A
Retaining Walls		
60.05.25.8 Retaining Walls	The proposed retaining walls will be architecturally treated to minimize visual impact.	YES
Fences and Walls		
60.05.25.9 Fences and Walls	The applicant proposes the use of Allan block and lock and load walls in residential yards with texture to minimize impacts	N/A
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	Grading plan, all surface contour changes meet the requirements from abutting properties. Proposed stormwater facilities and roads are exempt from these standards.	YES
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	Above ground water quality facilities are located in tracts and are not located in front yards of buildings.	YES
Natural Areas		
60.05.25.12 Encroachment into buffer areas.	Clean Water Services has issued a Service Provider Letter for the proposed development. Natural areas are reviewed with the PUD approval and are located outside of the Design Review scope of the attached residential buildings.	N/A
Landscape Buffering Requirements		
60.05.25.13.C Landscape buffering between contrasting zoning districts	Adjacent properties are tracts and public streets. All properties are within the same PUD and are designed to function together as one development, regardless of zoning district.	N/A

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A-D Lighting complies with the City's Technical Lighting Standards	Attached single-family buildings will show compliance with the Technical Lighting Standards. No vehicular circulation areas or pedestrian plazas are proposed for the townhome portion of this PUD.	YES
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Pedestrian Lighting	No pedestrian plazas or pedestrian circulation areas are proposed to the townhome portion of this PUD.	N/A

**LD2017-0009
ANALYSIS AND FINDINGS FOR
LAND DIVISION-PRELIMINARY SUBDIVISION APPROVAL
(FULL DEVELOPMENTSUBDIVISION)**

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.5.C Approval Criteria. *In order to approve a Preliminary Subdivision application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

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

Threshold 1 for a Preliminary Subdivision states that an application for Preliminary Subdivision shall be required when the following threshold applies:

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

The applicant proposes a 677 lot subdivision (471 lots for detached single-family homes, 205 lots for attached single-family homes, 1 parcel for future multi-family development of 216-units). This meets threshold 1 for a Preliminary Subdivision. The parent parcels are not subject to a pending Legal Lot Determination application.

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

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

The applicant has paid the required application fee for a Preliminary Subdivision application.

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

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

The applicant has submitted this Preliminary Subdivision application as part of a concurrently processed land use package containing a Comprehensive Plan Amendment, Zoning Map Amendment, Conditional Use-Planned Unit Development, Design Review Two, Preliminary Subdivision (Large Lot), Sidewalk Design Modification and Tree Plan Two applications. As the applications are being processed concurrently they do not conflict with each other. There are no previous land use approvals that will be affected by the proposed Preliminary Subdivision application.

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

- 4. *Oversized lots resulting from the subdivision shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed subdivision and future potential development on oversized lots.***

The applicant has proposed one (1) oversized lot associated with the multi-family residential portion of the PUD (identified as the South phase). A concept plan is provided for this lot.

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

- 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.***

The applicant has proposed a seven (7) phase approach for the subdivision, and intends to submit the appropriate development applications within five (5) years of PUD approval.

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

- 6. *Applications that apply the lot area averaging standards of Section 20.05.50.1.B 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, and where a street is proposed provides a standards street cross section with sidewalks.***

The applicant proposes to reduce the minimum lot size through the Planned Unit Development (PUD) process, not using the lot averaging standards of Section 20.05.20.1.B.

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

- 7. *Applications that apply the lot area averaging standards of Section 20.05.50.1.B do not require further Adjustments or Variance for the Land Division.***

The proposal does not apply the lot area averaging standards. The applicant proposes to reduce the minimum lot size through the Planned Unit Development (PUD) process, not using the lot averaging standards of Section 20.05.20.1.B.

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

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

In conjunction with the Zoning Map Amendment application, no proposed tracts or parcels will have more than one zoning designation.

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

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

The applicant has submitted the required application materials for review of a Preliminary Subdivision application in the proper sequence. The Preliminary Subdivision application is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Design Review Two (DR2017-0052) Preliminary Subdivision-Large Lot (LD2017-0017), Sidewalk Design Modification (SDM2017-0007), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005). The Preliminary Subdivision application is dependent upon approval of the Comprehensive Plan Map Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Sidewalk Design Modification (SDM2017-0007), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005) as such staff recommends a condition of approval that the above mentioned applications be approved in order for this Preliminary Subdivision to be approved.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LD2017-0009 (Scholls Heights at South Cooper Mountain PUD)** subject to the applicable conditions identified in Attachment J.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	The proposal is subject to the grading standards contained herein.	Yes
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	Storm water facilities and public rights-of-way are proposed within the applicable grading area. These areas are exempt from the grading standards.	Yes
60.15.10.3.A-E	When grading a site within 25 feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe A-E of this code section.	The applicant has provided grading plans and narrative responses that show compliance with the grading standards herein.	Yes
60.15.10.3.F	Where an existing (pre-development) slope exceeds one or more of the standards in subsections 60.15.10.3.A-E above, the slope after grading (post-development) shall not exceed the pre-development slope.	The applicant has identified areas along the east property line with the Scholls Valley Heights development which have grades in excess of this standard. Finished grades will not exceed pre-development slope.	Yes
60.15.10.3.G	The on-site grading contours stated above apply only to the property lines of the parent parcel(s). They do not apply to internal property lines within a development.	The applicant has shown grading compliance for the parent parcel, as required.	Yes
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	Existing trees that do remain onsite will be protected in accordance with Tree Protection standards in Section 60.60.20 of the Code.	Yes

LD2017-0017
ANALYSIS AND FINDINGS FOR
LAND DIVISION-PRELIMINARY SUBDIVISION APPROVAL
(LARGE LOT SUBDIVISION)

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.5.C Approval Criteria. *In order to approve a Preliminary Subdivision application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

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

Threshold 1 for a Preliminary Subdivision states that an application for Preliminary Subdivision shall be required when the following threshold applies:

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

The applicant proposes a 13 lot subdivision as an interim subdivision to allow for a phased sale and development phasing of the proposed 892 unit development. No physical development is proposed with this Preliminary Subdivision application. This meets threshold 1 for a Preliminary Subdivision.

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

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

The applicant has paid the required application fee for a Preliminary Subdivision application.

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

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

The applicant has submitted this Preliminary Subdivision application as part of a concurrently processed land use package containing a Comprehensive Plan Amendment, Zoning Map Amendment, Conditional Use-Planned Unit Development, Design Review Two, Preliminary Subdivision (Large Lot), Sidewalk Design Modification and Tree Plan Two applications. As the applications are being processed concurrently they do not conflict with each other. There are no previous land use approvals that will be affected by the proposed Preliminary Subdivision application.

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

4. ***Oversized lots resulting from the subdivision shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed subdivision and future potential development on oversized lots.***

All lots proposed by the applicant are oversized lots. As previously discussed above the purpose of the large lot subdivision is to allow for a phased purchase by the developer of the site as well as phased development of the final or 'small lot' subdivision which is the ultimate buildout associated with the PUD. The applicants Preliminary Subdivision application LD2017-0009 being processed concurrently with this application serves to show how the site can be fully developed in the future to meet minimum density requirements.

The large lot subdivision is intended to be an interim condition. As such staff recommends as a condition of approval that the proposed lots must be developed together as a PUD, this condition must be recorded and serve as notice to future purchasers of any or all of the lots. This requirement would survive the existing PUD, should it not be enacted and expire and require new PUD approval for development of the lots outside the PUD being processed concurrently to ensure the South Cooper Mountain Community Plan provisions, such as density requirements and resource protection are met by the ultimate development of the site.

Therefore, staff finds that by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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.***

The applicant does not request phasing for the large lot subdivision.

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

6. ***Applications that apply the lot area averaging standards of Section 20.05.50.1.B 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, and where a street is proposed provides a standards street cross section with sidewalks.***

The applicant does not propose lot averaging.

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

7. ***Applications that apply the lot area averaging standards of Section 20.05.50.1.B do not require further Adjustments or Variance for the Land Division.***

The applicant does not propose lot averaging.

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

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

In conjunction with the Zoning Map Amendment application, no proposed tracts or parcels will have more than one zoning designation.

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

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

The applicant has submitted the required application materials for review of a Preliminary Subdivision application in the proper sequence. The Preliminary Subdivision application is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-

PUD (CU2017-0010), Design Review Two (DR2017-0052) Preliminary Subdivision-Small Lot (LD2017-0009), Sidewalk Design Modification (SDM2017-0007), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005). The Preliminary Subdivision application is dependent upon approval of the Comprehensive Plan Map Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Preliminary Subdivision-Small Lot (LD2017-0009), and Zoning Map Amendment (ZMA2017-0005) as such staff recommends a condition of approval that the above mentioned applications be approved in order for this Preliminary Subdivision to be approved.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LD2017-0002 (Scholls Heights at South Cooper Mountain PUD)** subject to the applicable conditions identified in Attachment J.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A
60.15.10.3.A-E	When grading a site within 25 feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe A-E of this code section.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A
60.15.10.3.F	Where an existing (pre-development) slope exceeds one or more of the standards in subsections 60.15.10.3.A-E above, the slope after grading (post-development) shall not exceed the pre-development slope.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A
60.15.10.3.G	The on-site grading contours stated above apply only to the property lines of the parent parcel(s). They do not apply to internal property lines within a development.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	No physical development, including grading, is proposed with this Preliminary Subdivision.	N/A

SDM2017-0007
ANALYSIS AND FINDINGS FOR
SIDEWALK DESIGN MODIFICATION APPROVAL

Section 40.58.05. Sidewalk Design Modification Application; Purpose

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Section 40.58.15.1.C. Approval Criteria

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

1. The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.

Section 40.58.15.1.A.1 Threshold 1 for a Sidewalk Design Modification states that a Sidewalk Design Modification approval is required when;

- 1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.*

The applicant proposes to eliminate the planter strip and to construct curb tight sidewalks within Tract E26, a common driveway tract. Additionally, the applicant proposes a mountable curb along the northern sidewalk. These proposed changes meet Threshold 1 for a Sidewalk Design Modification application.

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.

The applicant has paid the appropriate fee for a Sidewalk Design Modification application.

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

3. One or more of the following criteria are satisfied:

- a. That there exist local topographic conditions, which would result in any of the following:***

The applicant's plans show that the proposed street to be modified will only serve seven (7) lots which will use this street for access to the homes. The proposed curb tight sidewalks will maintain at least five (5) feet of unobstructed width and will connect to the surrounding pedestrian circulation system, consistent with Sections 60.55.25 and 60.55.30.

Therefore, staff find that by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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

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

The applicant has submitted the required application materials for review of a Sidewalk Design Modification application in the proper sequence. The Sidewalk Design Modification application is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Design Review Two (DR2017-0052) Preliminary Subdivision-Small Lot (LD2017-0009), Preliminary Subdivision-Large Lot (LD2017-0017), Tree Plan Two (TP2017-0005), and Zoning Map Amendment (ZMA2017-0005). The Sidewalk Design Modification application is dependent upon approval of the Comprehensive Plan Map Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Preliminary Subdivision-Small Lot (LD2017-0009), and Zoning Map Amendment (ZMA2017-0005) as such staff recommends a condition of approval that the above mentioned applications be approved in order for this Sidewalk Design Modification to be approved.

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

6. *The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.*

Staff cites Facilities Review findings to criteria F and G provided herein. The proposed Sidewalk Design Modification of one street will maintain safe and efficient pedestrian circulation within the site.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2017-0007 (Scholls Heights at South Cooper Mountain)** subject to the applicable conditions identified in Attachment J.

TP2017-0008
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO APPROVAL

Section 40.90.05 Tree Plan Applications: Purpose

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees, thus helping to preserve and enhance the sustainability of the City's urban forest.

Section 40.45.15.5.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.

Thresholds 1 and 3 of the Tree Plan Two application state;

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 one (1) calendar year period...*
3. *Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services.*

The applicant proposes to remove 175 Community Trees out of 263 found on the site. Additionally the applicant has proposed to remove 15 out of the 72 trees from an SNRA on the site which amount to approximately 19.9% of the total DBH of non-exempt surveyed trees within the SNRA. Therefore, the proposal meets two of the thresholds for Tree Plan Two.

The subject site contains Community Trees (Threshold No. 1) and trees located within that portion of the site shown within Significant Natural Resource Areas (SNRAs). Staff refer to the Figure 12 of the SCMCP (Natural Resources Map). Staff also refer to the definition of SNRA identified in Chapter 90 of the Development Code. For the SCMCP area, Significant Natural Resource Areas include Class I and II Riparian Habitat Areas and Class A and B Upland Wildlife Habitat. In this case, Scholls Heights at South Cooper Mountain contains areas identified in the Natural Resource map as Upland

Wildlife Habitat Class A, Wetland/Probable Wetland, Riparian and Wetland Buffers. In response to Criterion No. 1, the applicant identifies removal of 175 Community Trees and 19.9% of the total DBH for non-exempt surveyed trees(s) found within the project site and specific to the SNRA on site.

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

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

The applicant paid the required fee for a Tree Plan Two application.

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

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.

According to the applicant, the proposed tree removal is necessary to accommodate development of the subject site and associated grading and construction. Criterion No. 3, solely related to good forestry practices, is not applicable.

Therefore, staff finds 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.

The applicant states that the proposed site design clusters the development in order to maintain and enhance the existing significant natural resource areas, located through the center of the site. The applicant explains that tree removal is necessary elsewhere on the site to accommodate the development of residential lots, streets, and open spaces to serve the development.

The applicant also notes that the removal of some of the trees is necessary to accommodate the required street network by block perimeter and connectivity standards. Alternatively, the applicant explains, the development would be unable to meet the minimum density required by the South Cooper Mountain Community Plan.

In response to the applicant's statement, staff confirms that the proposed development plan has been designed to accommodate construction of the public infrastructure required by the City's Transportation System Plan and SCMCP

Staff recommends certain conditions of approval for protection of all trees to be saved within all SNRA portions of the development site.

Therefore, staff finds by meeting the Conditions of Approval, 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.***

According to the applicant, tree removal is intended to allow development of the site. Staff concurs.

Therefore, staff finds 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.***

In order for the proposed development to provide public streets as planned, certain trees must be removed. The applicant states that the installation and widening of public streets requires the removal of 116 Community Trees and thirteen (13) trees within the SNRAs to install public utilities and streets.

Therefore, staff finds 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.***

The applicant states that the proposed tree removal is necessary for development of the site, which includes residential lots, streets, open spaces, stormwater facilities, and trails. Thirteen (13) trees are proposed for removal from the on-site SNRA for the purpose of constructing the new collector roads, neighborhood route and widening of SW Strobel Road and construction of SW Tile Flat Road improvements; construction of a stormwater facility; construction of multi-use trails. According to the applicant, enhancement of tree or grove health is not a factor, however, removal will facilitate development, including streets, lots, water quality facilities, trails.

Therefore, staff finds that 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***

The applicant states that tree removal is limited to areas intended for development which avoid SNRA locations where practicable. The proposal will remove 19.9% of the

total DBH of non-exempt surveyed trees found on the project site within the SNRAs. The applicant also states that the removal of these trees will not result in a reversal of the original determination that the SNRA is significant.

In response to Criterion No. 8, staff finds the applicant's tree removal proposal will not result in a reversal of the original determination for SNRA, specific to this portion of the SCMCP.

Therefore, staff finds that 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.*

The applicant states that the limited proposed removal of trees within the SNRA on site will not result in isolated trees or hazards due to windthrow.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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

Staff cites the Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies, or can be made to comply through conditions, with all applicable provisions of Chapter 60.60 and 60.67.

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.*

This approval criterion is identical to Facilities Review approval criterion J found within Attachment A above. Staff incorporate the finding and associated condition of approval, as stated therein.

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.

The submitted tree plan proposal contained all applicable submittal requirements necessary to be deemed complete.

Therefore, staff finds 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.

The applicant has submitted the required application materials for review of a Tree Plan Two application in the proper sequence. The Tree Plan Two application is being processed concurrently with the following applications Comprehensive Plan Amendment (CPA2017-0006), Conditional Use-PUD (CU2017-0010), Design Review Two (DR2017-0052) Preliminary Subdivision-Small Lot (LD2017-0009), Preliminary Subdivision-Large Lot (LD2017-0017), Sidewalk Design Modification (SDM2017-0007), and Zoning Map Amendment (ZMA2017-0005). The Tree Plan Two application is dependent upon approval of Conditional Use-PUD (CU2017-0010) and Preliminary Subdivision-Small Lot (LD2017-0009) as such staff recommends a condition of approval that the above mentioned applications be approved in order for this Tree Plan Two to be approved.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2017-0008 (Scholls Heights at South Cooper Mountain PUD)** subject to the conditions identified in Attachment J.

Code Conformance Analysis Summary Table 60.60 & 60.67

STANDARD	PROJECT PROPOSAL	MEETS STAND ARD?	
60.60.15.2 Removal and Preservation Standards - general			
<p>60.60.15.2. C.1-3</p>	<p>For trees within SNRAs the following additional standards shall apply:</p> <ol style="list-style-type: none"> 1. The minimum DBH of non-exempt surveyed trees that must be preserved on a site is as follows: b) Residential zoning districts: Twenty-five percent (25%) of the DBH of non-exempt surveyed trees found on a project site. 2. DBH to be retained shall be preserved in cohesive areas, termed Preservation Areas, when development is proposed in SNRAs or Significant Groves. 3. Native understory vegetation and trees shall be preserved in Preservation Areas. 	<p>The site contains both Community Trees and trees within SNRAs. The applicant proposes to remove 19.9% of the total DBH of non-exempt surveyed trees located within the SNRAs found on the site, preserving more than 25% of the total DBH.</p> <p>The applicant states that the remaining DBH will be preserved and retained in cohesive preservation areas and preserved within natural resource tracts.</p> <p>The applicant states that native and understory vegetation trees will be preserved within natural resource tracts.</p>	<p>Yes</p>
<p>60.60.15.2. C.4</p>	<p>Preservation Areas, conditioned for protection through the Development Review process, shall be preserved in clusters that are natural in appearance rather than in linear strips. Preservation Areas should connect with adjoining portions of the Significant Grove or SNRA...</p>	<p>As the applicant's tree plan shows most trees within the natural resource areas will remain. Additionally, the applicant's plans show that trees within the natural resource areas have been preserved in clusters and will connect with other adjoining portions of the natural resources on site. However, the proposed right-of-way, identified as Road 6B on the applicant's plans, will separate a small portion of the natural resource area which is located on an adjoining site from the rest of the resource area on the subject site. The removal of trees in this area is necessary to establish a required right-of-way connection.</p>	<p>Yes</p>
<p>60.60.15.2. C.5</p>	<p>Preservation Areas, conditioned for protection through the Design Review process, shall be set aside in conservation easements and recorded with a deed restriction with Washington County, unless otherwise approved by the City.</p>	<p>Deed restrictions are not proposed as trees to be saved will be located in tracts of land that the HOA will maintain. THPRD may also maintain if riparian corridor is donated.</p>	<p>Yes</p>

60.60.15.2. C.6	Preservation Areas, conditioned for protection through the Land Division process, shall be set aside in tracts and recorded with a deed restriction with Washington County, unless otherwise approved by the City.	Separate tracts are proposed as the subject request is a PUD and the HOA will be created for ownership. Staff recommends a condition of approval that calls for common tracts owned by the HOA or THPRD and that notation be shown and recorded with the final plat for on-site tree preservation purposes.	Yes w/ COA
60.60.20 Tree Protection Standards – during Development			
60.60.20.1. A.1	Trees classified as Protected Trees under this Code shall be protected during development... Fence shall be 4' tall orange plastic or nor snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post...	The applicant states that the trees to be retained on site will be protected by a chain-link fence located around the drip line of the tree. The applicant's plans also show tree protection details on sheet LTP-0 consistent with this standard. Sheets LTP-1-LTP 7 show the location of the tree protection fencing around the trees to remain.	Yes
60.60.20.1. B	Within the protected root zone of each tree, the following development shall not be permitted: 1. Construction or placement of new buildings. 2. Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval. 3. New impervious surfaces. 4. Trenching for utilities, irrigation, or drainage. 5. Staging or storage of any kind. 6. Vehicle maneuvering or parking	The applicant's plans show that trees proposed to remain on the site will be surrounded by protection fencing. However, staff recommends a condition of approval to restrict development within the tree protection areas, consistent with Section 60.60.20.1.B.	Yes w/ COA
60.60.25 Mitigation Requirements			
60.60.25.1 A	All mitigation tree planting shall take place in conformance with accepted arboricultural practices and shall be spaced a minimum of ten (10) feet apart.	On site planting mitigation is not proposed or required. The applicant has identified tree removal at 19.9% total DBH of non-exempt surveyed trees which is less the mitigation threshold (50%).	N/A
60.60.25.1 B	Trees planted for the purpose of tree removal mitigation shall be maintained in accordance with the approved mitigation plan. Monitoring of mitigation planting shall be the ongoing responsibility of the property owner	On site planting mitigation is not proposed or required. The applicant has identified tree removal at 19.9% total DBH of non-exempt surveyed trees which is less the mitigation threshold (50%).	N/A

60.60.25.1. C	Trees planted for the purpose of tree removal mitigation shall be set aside in a conservation easement or a separate tract and shall be designated as "Mitigation Trees"	On site planting mitigation is not proposed or required.	N/A
60.60.25.1. E	Street trees shall not be counted as providing mitigation of a SNRA or Significant Grove.	Mitigation is not required and Street Trees are not being counted towards mitigation.	N/A
60.60.25.1. F	Transplanting trees within the project site is not subject to mitigation.	Transplanting is not proposed.	N/A
60.60.25.2 Calculation for mitigation specific to Significant Groves			
60.60.25.2. A	Calculate the total DBH of the trees to be removed. Denote both deciduous and coniferous trees in separate tables; however, both tables will result in the sum total of the DBH to be removed.	Sheet LTP-7 of the applicant's plans shows a tree table which lists the trees found on site, their DBH and type. The table shows that the total DBH of both coniferous and deciduous is 6,676. Trees found within the natural resource area total 1,367 DBH. Of that total, the applicant has proposed to remove 272 DBH which equals approximately 19.9% of the non-exempt surveyed trees within the resources areas on site. Mitigation is not required.	Yes
60.60.25.2 B	If the total DBH of trees to be removed is less than or equal to 50% of the total DBH of surveyed trees on the site, then no mitigation is required for the trees to be removed.	The total DBH of trees to be removed is less than 50% of the total DBH of surveyed trees. Accordingly, mitigation is not required.	Yes
60.60.25.3 Additional requirements for mitigation specific to Significant Groves			
60.60.25.3 A	Dead or dying trees within a Significant Grove or SNRA shall be fallen when required for safety. Such tree falling shall not require mitigation. However, the fallen log should remain in the Significant Grove...	The applicant states that no dead or dying trees are proposed for removal.	N/A
60.60.25.3 B	All trees planted for mitigation must meet the following minimum requirements: ... Min. 2" at planting...	On site planting mitigation is not proposed or required.	N/A
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	The applicant's plans show that most of the development will occur around the significant natural resource areas, as identified in the South Cooper Mountain Community Plan, preserving most of the trees and other natural resources. The applicant has submitted a natural	Yes

		resource assessment with their application. For the trees that cannot be retained, the applicant has submitted a Tree Plan application concurrently with all the other applicable applications, in compliance with procedures identified in Chapter 50.	
60.67.05.2	For sites identified in the Local Wetland Inventory, notice of the proposed development shall be provided to DSL.	Wetlands and associated corridors are regulated jointly by the Oregon Department of State Lands and the US Army Corps of Engineers. The applicant has submitted the required documentation for joint permits. Conditions prepared by Site Development Engineering identify required permit prior to issuing the Site Development Permit.	Yes
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	The applicant has conducted a site assessment and submitted a report prepared by AKS Engineering & Forestry to meet Clean Water Services natural resource assessment requirements. The report explains how infill of three isolated wetlands is necessary to accommodate the development of the site. The applicant states that the wetland infill will be mitigated through wetland mitigation bank credit purchase.	Yes

CONDITIONS OF APPROVAL**Comprehensive Plan Amendment (CPA2017-0006)**

No Conditions

Zoning Map Amendment (ZMA2017-0005)

1. Ensure the associated land use application CPA2017-0006 has been approved and is consistent with the submitted plans. (Planning / JF)

Conditional Use-Planned Unit Development (CU2017-0010)**A. General Conditions, the Applicant Shall:**

1. Ensure the associated land use applications CPA2017-0006 / DR2017-0052 / LD2017-0009 / SDM2017-0007 / TP2017-0008 / ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)

B. Prior to Site Development Permit Issuance, the Applicant Shall:

2. For the Northeast phase, the applicant shall provide a plan showing a minimum of one (1) bench at the top of public pathway/stairs on or adjacent to the Street W sidewalk to provide for views down the corridor. (Planning / JF)
3. Provide a plan showing all proposed fitness equipment along the multi-use trail. (Planning / JF)
4. Provide a plan prior to issuance of the Site Development Permit for the East Phase showing a pedestrian connection from the Street V terminus to either the stub or Tract D of the Scholls Valley Height development or to SW Strobel Road to provide for pedestrian connectivity. Given the steep grades, the pedestrian connection may contain stairs. (Planning / JF)
5. Provide a plan showing the development of the required open space, as listed below, for each phase of development. Open space constructed in excess of that required in previous phases may be used to meet the open space requirements for subsequent phases. The open space requirements are approximately to 173 square feet of active and 691 square feet of total open space per dwelling unit.
 - a. East: 0.78 acres active open space and 3.11 acres total open space.
 - b. West: 0.57 acres of active open space and 2.28 acres of total open space.
 - c. Northwest: 0.39 acres of active open space and 1.57 acres of total open space.
 - d. Central: 0.42 acres of active open space and 1.68 acres of total open space.
 - e. Northeast: 0.41 acres of active open space and 1.63 acres of total open space.
 - f. North: 0.11 acres of active open space and 0.45 acres of total open space.
 - g. South: 0.85 acres of active open space and 3.42 acres of total open space.

C. Prior to Building Permit Issuance, the Applicant Shall:

6. For lots 15, 22, 23, 178, and the R1 parcel, show compliance with the step back requirement for additional height requests along the South Cooper Mountain Community Plan Area perimeter in Section 60.35.20.3.A of the Development Code. (Planning / JF)
7. For lots adjacent to the parent parcel boundaries, show compliance with the parent parcel setbacks of 15 feet in the front yard (abutting SW Scholls Ferry Road), 15 feet in the rear yard (abutting the northern property boundary), and 5 feet on all other sides. (Planning / JF)
8. For each phase, prior to issuance of building permits for greater than 75% of the lots located within the phase all common open space, including resource areas and active open space shall be completed, including all landscaping. (Planning / JF)
9. Provide plans showing how each building permit sought for single family detached residential units meets the architectural standards in Section 60.35.20 of the Development Code. (Planning / JF)
10. Provide plans showing that no facades are repeated on adjacent lots in accordance with Section 60.35.20.4.A of the Development Code. (Planning / JF)

Design Review Two (DR2017-0052)

1. Ensure the associated land use applications CPA2017-0006 / CU2017-0010 / LD2017-0009 / LD2017-0017 / SDM2017-0007 / TP2017-0008 / ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)

A. Prior to Occupancy of any Building Permit, the Applicant Shall:

2. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
3. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
4. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
5. Ensure all landscaping approved by the decision making authority is installed. (Planning/JF)
6. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/JF)

7. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning/JF)
8. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning/JF)

Preliminary Subdivision (Small Lot) LD2017-0009

A. General Conditions, the Applicant Shall:

1. Ensure the associated land use applications CPA2017-0006 / CU2017-0010 / DR2017-0052 / LD2017-0017 / SDM2017-0007 / TP2017-0008 / ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)

B. Prior to Site Development Permit Issuance for All Phases, the Applicant Shall:

2. Submit plans that show a 3-lane Collector Street per City standards, with landscaped median islands for Street 6 (Barrows, east/west collector) between the east property line and SW Tile Flat Road. Where required, based on the Traffic Impact Analysis (TIA), the landscaped median island shall be replaced with a left-turn lane. (Transportation / KR)
3. Submit plans that show a 3-lane Collector Street per City standards, with landscaped median islands for Street 8 (Mountainside, east/west collector) between the east property line and the north property line in the northwest corner of the site. Where required, based on the Traffic Impact Analysis (TIA), the landscaped median island shall be replaced with a left-turn lane. (Transportation / KR)
4. Submit plans that show Rectangular Rapid Flashing Beacons where the Community Trail crosses the Collector Streets. (Transportation / KR)
5. Submit plans that show 48 feet of right-of-way dedication and construction of half street improvements along SW Schools Ferry Road to accommodate the following modified 5-Lane Arterial Street cross-section: existing rural drainage and shoulder on the south side, 2 12-foot east-bound travel lanes, a 14-foot left-turn lane, a 12-foot north-bound travel lane, a 7-foot buffered bike lane, a 7.5-foot planter strip measured from the face of the curb, and a 14-foot multi-use path. (Transportation / KR & Wash Co/NV)
6. Submit plans that show 30 feet of right-of-way dedication and construction of half street improvements along SW Tile Flat Road to accommodate the following modified 3-Lane Arterial Street cross-section: existing rural drainage and shoulder on the west side, a 12-foot south-bound travel lane, a 14-foot left-turn lane, 2 12-foot west-bound travel lanes, a 7-foot buffered bike lane, a 7.5-foot planter strip measured from the face of the curb, and a 14-foot multi-use path. (Transportation / KR & Wash Co/NV)

7. Provide plans showing construction of SW Tile Flat Road from SW Scholls Ferry Road through the intersection with Street K is required with the first phase of development to the standards listed above in condition 6. (Planning / JF)
8. Provide plans showing construction of SW Tile Flat Road, north of the outparcels, is required with the first phase of development which connects Street 6 (Barrows) to SW Tile Flat Road. (Planning / JF)
9. Provide plans showing construction of SW Strobel Road from SW Scholls Ferry Road through the intersection of Street C must be completed with the first phase of development which has any access to SW Strobel Road, including the traffic signal at SW Scholls Ferry Road. (Planning / JF)
10. Submit plans that show dedication of additional right-of-way for the traffic signal and equipment, including adequate corner radius, at the intersection of SW Scholls Ferry Road/SW Strobel Road required for the ultimate design subject to approval by the County Engineer. (Transportation / Wash Co/NV)
11. Submit plans that show provision of a non-access reservation along the site's frontage of SW Scholls Ferry Road and SW Tile Flat Road, except at the public street connections approved in conjunction with this land use application. (Transportation / Wash Co/NV)
12. Submit plans that show dedication of permanent sight visibility easements on the subject property to ensure visibility at all intersections with County-maintained roads, if required per the preliminary Sight Distance Certification. (Transportation / Wash Co NV)
13. Submit plans that show dedication of additional right-of-way required to construct the traffic mitigation measures identified in the Traffic Study dated May 23, 2017 (Kittleson & Associates – page 26 & 27), including a north-bound right-turn lane on SW Tile Flat Road at the intersection with proposed Street K and traffic signal modifications at the intersection of SW Tile Flat Road/SW Scholls Ferry Road. (Transportation / Wash Co/NV)
14. Submit to Washington County Public Assurance Staff, 503-846-3843: (Transportation / Wash Co/NV)
 - a. Completed "Design Option" form, Geotech/pavement report and Engineer's Checklist (Appendix E of the County's Road Design and Construction Standards).
 - b. \$25,000.00 Administration Deposit.
 - c. A copy of the City's Land Use Approval with Conditions, signed and dated.
 - d. Preliminary certification of adequate sight distance for each access point to SW Scholls Ferry Road, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as: A detailed list of improvements necessary to produce adequate intersection sight distance.
 - e. Three (3) sets of complete engineering plans for construction of the following public improvements, including construction access details, a traffic control and circulation plan:
 - i. Frontage improvements along the subject site's frontage of SW Scholls Ferry Road to include a center turn-lane, two westbound through lanes from the eastern

boundary of SW Strobel Road to SW Tile Flat Road, convert the northern through lane at the intersection of SW Tile Flat Road to a westbound right-turn lane, two eastbound through lanes from SW Tile Flat Road to SW Strobel Road. The frontage shall consist of a 7.5' planter strip, 14' multi-use path and drainage to County standards.

- ii. Frontage improvements along the subject site's frontage of SW Tile Flat Road to include a 3-lane cross section that includes a southbound left-turn lane and a right-turn lane at both street connections on SW Tile Flat Road. Restripe the southbound approach at SW Scholls Ferry Road to a left-turn lane, a shared left/through/right-turn lane and signal/equipment modifications as required. The frontage shall consist of a 7.5' planter strip, 14' multi-use path, drainage and continuous illumination to County standards.
 - iii. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at all public street connections to SW Scholls Ferry Road SW Tile Flat Road.
 - iv. Closure of all existing driveways to SW Scholls Ferry Road and SW Tile Flat Road to County standards.
 - v. Installation of illumination at all street connections to SW Scholls Ferry Road and SW Tile Flat to County standards.
 - vi. All work proposed within the right-of-way of SW Scholls Ferry Road and SW Tile Flat Road shall be designed and constructed to County standards.
 - vii. Construction of a traffic signal (interim design) at SW Scholls Ferry Road and SW Strobel Road intersection to County standards. The signal shall not be activated until full occupancy of Phase I of The Ridge PUD or Scholls Heights @ South Cooper Mountain.
 - viii. Ultimate traffic signal (design only) at SW Scholls Ferry Road/SW Strobel Road to County Standards. (Note: ultimate traffic signal will be constructed by the County MSTIP project.)
15. Obtain a Washington County Facility Permit upon completion of the following:
- a. Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions 11.e above. (Transportation / Wash Co/NV)
 - b. Pay a proportional share of the cost to construct the traffic signal (ultimate design) at the intersection of SW Scholls Ferry Road and SW Strobel Road to Washington County. (Transportation / Wash Co/NV)
16. Submit plans that show that the Community Trail has a paved width of at least 12 feet within a 15-foot access easement or tract. (Transportation / KR)
17. Submit plans that show that all required pedestrian walkways are at least 8 feet wide within a 10-foot access easement or tract. (Transportation / KR)
18. Provide plans showing developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire

apparatus access roads and shall meet the requirements of Section D104.3. Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107) *Secondary access is required throughout the subdivision once 30 or more homes have been constructed. Second access points can be temporary or gated until adjacent development provides connectivity. Provide clear fire service plan that shows how this will be accomplished.* (TVF&R / JF)

19. Provide plans showing where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Code Official), measured in a straight line between accesses. (OFC D104.3) Exception: Buildings equipped throughout with an approved automatic fire sprinkler system (the approval of this alternate method of construction shall be accomplished in accordance with the provisions of ORS 455.610(5)). *Secondary access is required throughout the subdivision once 30 or more homes have been constructed. Second access points can be temporary or gated until adjacent development provides connectivity. Provide clear fire service plan that shows how this will be accomplished.* (TVF&R / JF)
20. Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) (TVF&R / JF)
21. Make all arrangements necessary to allow for the substantial completion of the proposed public water improvements by the Beaverton School District for the South Cooper Mountain High School and for the extensions anticipated from The Ridge developments. If at the time of a pending site development permit issuance for the first phase of the Scholls Heights development and these necessary projects have not been substantially completed and accepted by the City, then the approval of a final land division and plat recordation shall be delayed until all the critical public infrastructure referenced is in place, accepted by the City, and able to serve the Scholls Heights development. (Site Development Div./JDD)
22. 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 / JDD)
23. 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 / JJD)

24. 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 / JJD)
25. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, Clean Water Services SPL (Service Provider Letter) required plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development / JJD)
26. 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 / JJD)
27. 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 and Tile Flat rights of way. (Site Development / JJD)
28. Submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (for work within or affecting a jurisdictional wetland). (Site Development / JJD)
29. 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 / JJD)
30. Provide a public utility plan for water and sanitary sewer provision as documented in the South Cooper Mountain utility masterplans. The project shall be eligible for a water system development charge credit equal to the estimated construction cost value of extra capacity improvements as determined and administered by the City Utilities Engineer. (Site Development / JJD)
31. 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 / JJD)
32. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the standard plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development Div. /JJD)
33. Provide final construction plans and a final drainage report for each phase, as generally outlined in the submitted preliminary drainage report (September 6, 2017), to be revised to demonstrate compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water

quality treatment. In addition, the final drainage report shall also demonstrate that the entire development proposal shall meet the SLOPES V requirement for stormwater management per the City Engineer's directive. (Site Development / JJD)

34. Provide final grading plans with a detailed drainage analysis of the subject site by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development / JJD)
35. 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 and storm 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 / JJD)
36. Submit a revised grading plan showing that each lot or adjacent residential property has a minimum building pad elevation that is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. Additionally, a minimum finished floor elevation that is at least three feet higher than the maximum possible high water elevation shall be established for each new building lot and documented on the plans. This land-use approval shall provide for minor grade changes less than four vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development / JJD)
37. Submit a design for the retaining walls surrounding, adjacent, and within storm water quality facilities 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 / JJD)
38. Provide construction plans that show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all 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 / JJD)

39. Submit a 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 / JJD)
40. 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 / JJD)
41. 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 / JJD)
42. Provide plans for street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development / JJD)
43. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development / JJD)
44. Provide plan showing trails are designed consistent with Tualatin Hills Park & Recreation District (THPRD) Functional Plan standards, as applicable. (Planning / JF)
45. Submit plans that show the construction of the traffic signal at the SW Strobel Road intersection with SW Scholls Ferry Road, unless the signal has already been completed by prior development. (Transportation / KR)
46. Provide certification from a registered professional engineer that adequate sight distance exists in both directions (or can be obtained pursuant to specific improvements) at all street intersections. These sight distance measurements should account for ROW dedication. (Transportation / KR)
47. Provide plans showing extension of the purple pipe, non-potable water system, as approved by the City Engineer. (Engineering, DW)
48. Submit documentation of water system modeling that verifies flow capacity of the water system. (City of Beaverton Engineering Design Manual Chapter VI, Section 610, Part L) (Engineering / DW)

49. Provide public utility plans for telemetry controlled and monitored pressure reducing valve stations as required for the proposed water system. Pressure reducing valve stations and their telemetry systems shall be constructed to the requirements of the City Utilities Engineer. (Engineering / DW)
50. Provide public utility plans for a 24" waterline located within the ROW of Road 6C as shown in the South Cooper Mountain Water System Concept Plan dated 10/9/2017. The 24" waterline shall be constructed using a TR Flex pipe and joint system. The project shall be eligible for a water system development charge credit equal to the estimated construction cost value of extra capacity improvements as determined and administered by the City Utilities Engineer. (Engineering / DW)
51. Provide plans showing water and sewer will be made available to serve future phases and developments. (Planning / JF)
52. Provide plans showing compliance with the grading requirements of Section 60.15.10 of the Development Code (Planning / JF)
53. For the East Phase, provide plans showing pedestrian connections from the terminus of the following streets to SW Tile Flat Road; L and the menses west of Street N serving the townhouses. (Planning / JF)
54. For the East Phase, provide plans showing a pedestrian connection from the terminus of Street V to Strobel Road or to the adjacent dead end street proposed on the Scholls Valley Heights development. (Planning / JF)
55. For the West Phase, provide plans showing pedestrian connections from the terminus of the following streets to SW Tile Flat Road; F, C, and B. (Planning / JF)
56. For the Central Phase, provide plans showing a pedestrian connection from the alley off Street F to Road 6A. (Planning / JF)

C. Prior to Recording of a Plat for Any/All Phases, the Applicant Shall:

57. Dedicate a utility and access easement to the city over the entirety of Street 8 (Mountainside) and Street 6 (Barrows). (Planning / JF)
58. Submit to the City a copy of the CC&Rs. The CC&R's shall:
 - a. Provide for the maintenance of the private common open space, including all the trails, pathways, and walkways. (Transportation / KR)
 - b. No exclude the construction of a pump station or well house within the PUD. (Engineering / DW)
59. 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)
60. 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. 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 / JJD)

61. Show the granting of public easements over the entirety of all trails and pedestrian connections shown on the applicants approved plans. (Planning / JF)
62. Demonstrate that all lots meet ordinance standards for lot size, dimension and frontage, as approved. The final plat shall be fully dimensioned and indicate the square footage of each lot, include all yard setbacks. (Planning / JF)
63. 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 / JF)
64. 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 / JF)
65. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the development will be constructed in accordance with City requirements. (Planning / JF)
66. Submit a Final Land Division Application. In accordance with Section 50.90 of the Development Code, submittal of a complete final land division application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning / JF)
67. Identify all improvements within tracts and public rights-of-ways and specify the maintenance responsibilities of those improvements. (Planning / JF)
68. Provide a street name plan shown on the proposed plat consistent with the City's Street Name Plan. Street name signs shall not be installed prior to final plat approval. (Planning / JF)
69. The HOA shall be responsible for maintenance of all tracts unless said tract is transferred to a public agency for maintenance or ownership. The plat shall specify maintenance responsibilities of each tract. (Planning / JF)
70. Have constructed all sidewalks and walkways, except for those specifically authorized by the City to be deferred until after the construction of the adjacent home(s) has been completed. (Transportation / KR)
71. Have completed the construction of each street, with at least the first lift of asphalt in place. The final lift of asphalt is to be completed prior to issuance of the first building permits (excluding any model homes) for the affected phase. (Transportation / KR)
72. Have paid to Washington County—and provided proof of payment to the City—the pro rata share of the cost to mitigate the safety and performance issues with the intersection of SW 175th Avenue and SW Kemmer Road. The total amount for all phases is \$105,350, with the proportional splits for each phase detailed below. (Transportation / KR)

- a. East Phase \$22,190
 - b. West Phase \$15,960
 - c. Northwest Phase \$14,350
 - d. Central Phase \$15,050
 - e. Northeast Phase \$12,600
 - f. North Phase \$3,430
 - g. South Phase \$21,770 (may be paid prior to Building Permit Issuance)
73. For the single family phases, pay the City's street tree planting fee for the street trees within that phase. Currently, the fee is \$200 per tree, with one tree on each side of the street required per 30 lineal feet of street frontage. (Transportation / KR)
 74. Record a pedestrian and bicycle access easement across all public walkways. (Transportation / KR)
 75. Should the City move forward with the creation of an LID, sign a waiver of remonstrance to the formation of a local improvement district to provide water service to properties in the South Cooper Mountain Community Plan Area. (Planning / JF)

D. Prior to Building Permit Issuance of the First Dwelling of Each Phase, the Applicant Shall:

76. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development / JJD)
77. Have substantially completed the site development improvements as determined by the City Engineer, including streetlights being fully functional. (Site Development Div./JJD)
78. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage, as determined at site development permit issuance. (Site Development Div./JJD)
79. 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)
80. Pay a storm water system development charge (overall system conveyance). (Site Development Div./JJD)
81. Have completed the final lift of asphalt on all streets required to be constructed with the phase with the exception of a model home agreement. (Transportation / KR)
82. For the South Phase, pay a proportional share of the cost to improve the intersection of SW 175th Avenue and SW Kemmer Road to Washington County and provide proof of payment to the City of Beaverton. The East Phase share is \$21,770 (Transportation / KR).

E. Prior to Final Inspection of the First Building Permit of Each Phase, the Applicant Shall:

83. Prior to final permit inspection of the first residential unit in each phase, not including model homes, the applicant shall have completed construction of the main elements of the pedestrian circulation system located in said phase, including the pedestrian connections to SW Tile Flat Road from the Local Streets and the pedestrian connection to SW Scholls Ferry Road west of the natural resource area. The pedestrian circulation system may be expanded and extended with future phases of development to improve pedestrian connectivity. (Transportation / KR)
84. Have obtained a Finalized Washington County Facility Permit, contingent upon the following: (Transportation / Wash Co NV)
 - a. The road improvements required in the Facilities Permit shall be completed and accepted by Washington County.
 - b. Submit final certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.
85. 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 / JJD)
86. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development / JJD)
87. For the South Phase, construct all trails, pedestrian walkways, and sidewalks, as approved. (Transportation / KR)
88. For the South Phase, plant all required street trees shall be or a fee-in-lieu shall be paid. The fee-in-lieu is calculated based on the current street tree fee at 1 tree per 30 lineal feet of sidewalk within the phase area. (Planning / JF)

F. Prior to Release of the Performance Security, the Applicant Shall:

89. 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 / JJD)
90. 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 / JJD)

91. 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 treatment vegetation within surface water quality facilities, vegetated corridors, and the wetland mitigation areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development / JJD)
92. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning / JF)
93. Have completed all vegetated corridor mitigation area plantings within the phase area. (Planning/ JF)
94. Have completed all pedestrian pathways and trails in their entirety within the phase area. (Planning / JF)

Preliminary Subdivision (Large Lot) LD2017-0017

Prior to Final Land Division, the Applicant Shall:

1. 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 / JF)
2. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the development will be constructed in accordance with City requirements. (Planning / JF)
3. Submit a Final Land Division Application. In accordance with Section 50.90 of the Development Code, submittal of a complete final land division application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning / JF)
4. Submit plans that show 48 feet of right-of-way dedication along SW Schools Ferry Road to accommodate the following modified 5-Lane Arterial Street cross-section: existing rural drainage and shoulder on the south side, 2 12-foot east-bound travel lanes, a 14-foot left-turn lane, a 12-foot north-bound travel lane, a 7-foot buffered bike lane, a 7.5-foot planter strip measured from the face of the curb, and a 14-foot multi-use path. (Transportation / KR & Wash Co/NV)
5. Submit plans that show 30 feet of right-of-way dedication along SW Tile Flat Road to accommodate the following modified 3-Lane Arterial Street cross-section: existing rural drainage and shoulder on the west side, a 12-foot south-bound travel lane, a 14-foot left-turn lane, 2 12-foot west-bound travel lanes, a 7-foot buffered bike lane, a 7.5-foot

planter strip measured from the face of the curb, and a 14-foot multi-use path. (Transportation / KR & Wash Co/NV)

6. Submit plans showing dedication of additional right-of-way for the traffic signal and equipment, including adequate corner radius, at the intersection of SW Scholls Ferry Road/SW Strobel Road required for the ultimate design subject to approval by the County Engineer. (Transportation / WashCo/NV)
7. Submit plans showing provision of a non-access reservation along the site's frontage of SW Scholls Ferry Road and SW Tile Flat Road, except at the public street connections approved in conjunction with this land use application. (Transportation / WashCo/NV)
8. Submit plan showing dedication of permanent sight visibility easements on the subject property to ensure visibility at all intersections with County-maintained roads, if required per the preliminary Sight Distance Certification. (Transportation / WashCo/NV)
9. Submit plans showing dedication of additional right-of-way required to construct the traffic mitigation measures identified in the Traffic Study dated May 23, 2017 (Kittleson & Associates – page 26 & 27), including a north-bound right-turn lane on SW Tile Flat Road at the intersection with proposed Street K and traffic signal modifications at the intersection of SW Tile Flat Road/SW Scholls Ferry Road. (Transportation / WashCo/NV)
10. Provide access and utility easements to the City over the entirety of Street 6 (Barrows), Street 8 (Mountainside), Street A, Street P, Street S, and Strobel Road.
11. Provide access and utility easements to the City over Street BB from Street A to Street E, Street C between Street S and Street V, Street V from Street C to Street Y.
12. Ensure the associated land use application CPA2017-0006 and ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)
13. Submit plans showing dedication of additional ROW at Arterial intersections as needed for installation of signal equipment in its ultimate location. (Planning Division / JF)
14. All lots shall be developed together as a single PUD, either through the concurrently reviewed PUD or should that PUD not be enacted through a new PUD review. (Planning Division / JF)
15. Should the City move forward with the creation of an LID, sign a waiver of remonstrance to the formation of a local improvement district to provide water service to properties in the South Cooper Mountain Community Plan Area. (Planning / JF)

Sidewalk Design Modification (SDM2017-0007)

1. Ensure the associated land use applications CPA2017-0006 / CU2017-0010 / LD2017-009 / ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)

Tree Plan Two (TP2017-0008)

1. Ensure the associated land use application CPA2017-0006 / CU2017-0010 / DR2017-0052 / LD2017-009 / TP2017-0008 / ZMA2017-0005 have been approved and are consistent with the submitted plans. (Planning / JF)
2. In accordance with Section 50.90.1 of the Development Code, Tree Plan approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning / JF)
3. All pruning must comply with the City's adopted Tree Planting and Maintenance Policy. (Planning Division / JF)
4. The applicant must comply with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement of orange tree fencing shall be provided prior to Site Development Permit issuance. (Planning Division / JF)

**WASHINGTON COUNTY, OREGON**

Department of Land Use and Transportation, Operations & Maintenance Division
1400 SW Walnut Street, MS 51, Hillsboro, Oregon 97123-5625
(503) 846-7623 · FAX: (503) 846-7620

October 4, 2017

Jana Fox
City of Beaverton
PO BOX 4755
Beaverton, OR 97076

RE: Scholls Heights PUD @ South Cooper Mountain
City File Number: LD2017-0017
County File Number: CP17-920
Tax Map and Lot Number: 2S2010000100/00200/00101/00201
Location: SW Scholls Ferry Road/SW Tile Flat Road

Washington County Department of Land Use and Transportation has reviewed this development application for a Planned Unit Development (PUD) that includes 682 single-family homes and up to 275 multi-family units to be constructed in seven (7) phases. Access to the development will be via SW Strobel Road (City Street approved as part of The Ridge PUD) and two new public street connections, Street K and Road 6A, on SW Tile Flat Road.

- 1. The County Engineer has reviewed the Traffic Impact Analysis submitted for this development (Kittleson & Associates – May 22, 2017) as required by R&O 86-95. The County concurs with the “Recommendations” on page 26-27 of the TIA provided a right-turn lane at Street K is constructed as part of Phase I of this development. Additional improvements include a traffic signal at the intersection of SW Scholls Ferry Road and SW Strobel Road.***

The proposed public street, SW Strobel Road, is identified on the City’s South Cooper Mountain Community Plan Street Framework (Figure 10) as a Neighborhood Route. The applicant submitted a Traffic Impact Analysis (Kittleson & Associates – February 15, 2017) and Signal Warrant Analysis (March 23, 2017) for the Ridge development (City Casefile CU2017-0003/DR2017-0010). The applicant will be permitted to construct an interim signal design until time the future build-out of SW Scholls Ferry Road is constructed by the MSTIP Capital Improvement Project proposed for this section of SW Scholls Ferry Road. Staff notes that the signal will be required to be activated as part of Phase I of The Ridge or Scholls Heights development, whichever comes first.

2. Resolution and Order 86-95 requires a minimum sight distance (measured in feet) equal to ten times the vehicular speed of the road(s) at proposed access location(s). This requirement applies to sight distance in both directions at each access.

The applicant will be required to provide certification from a registered professional engineer that adequate sight distance exists in both directions (or can be obtained pursuant to specific improvements) at all proposed public street connections to SW Tile Flat Road and SW Scholls Ferry Road.

3. Consistent with statewide pedestrian circulation/linkage goals of the Transportation Planning Rule and the County's R&O 86-95 (road safety requirements), the County normally requires sidewalk installation as a minimum road safety improvement along site frontage of all County-maintained roads. Sidewalks further establish future street profiles, demarcate County or City right-of-way, and address drainage issues. Sidewalk requirements are not generally waived, even when sidewalk is not currently present on neighboring properties. Rather, even non-contiguous sidewalk is considered to provide some measure of pedestrian refuge and ideally, makes possible eventual connection of sidewalks (as surrounding development takes place and is likewise conditioned to provide sidewalk). Additionally, the Washington County Road Design and Construction Standards require provision of adequate drainage along a site's frontage of a county road.

The County has approved a MSTIP Bond Cost-Sharing project for this section of SW Scholls Ferry Road for the fiscal years 2022-2025. In the interim, the applicant is required to construct to ultimate alignment a 7.5' planter strip, 14' multi-use path and drainage to County Standards along the subject site's frontage of SW Scholls Ferry Road, including street lighting at the intersection with SW Strobel Road (unless constructed by "The Ridge" development).

Staff notes that the County Engineer has reviewed Sheet P0.2 of the submitted plan set and concurs with the street cross sections proposed for SW Scholls Ferry Road and SW Tile Flat Road with the exception of a northbound right-turn lane at the intersection of Street K.

4. The statewide Transportation Planning Rule requires provision for adequate transportation facilities in order for development to occur. Accordingly, the County has classified roads and road segments within the County system based upon their function. The current Transportation Plan (regularly updated) contains adequate right-of-way, road width and lane provision standards based upon each roadway's classification. Subject right of way is considered deficient if half-width of the existing right of way does not meet that determined necessary within the County's current transportation plan.

The applicant shall dedicate an additional 48 feet of right-of-way from the centerline of SW Scholls Ferry Road, including adequate corner radius and right-of-way needed for the traffic signal and associated equipment (ultimate design) at the intersection with SW Strobel Road.

The applicant shall dedicate an additional 30 feet of right-of-way from the centerline of SW Tile Flat Road, including adequate corner radius at the intersection of Road 6A and Street K. Additional right-of-way will be required to construct a right-turn decel on SW Tile Flat Road and traffic signal modifications as needed.

Note: All private signage and improvements are required to be located outside of the dedicated ROW.

REQUIRED CONDITIONS OF APPROVAL

If the applicant proposes to develop the project in phases, all County-required frontage improvements must be constructed with the first phase. In addition, off-site improvements warranted by the first phase must also be completed with the first phase. Refer to the following link to access Washington County Road Design and Construction Standards:

<http://www.co.washington.or.us/LUT/Divisions/Engineering/ConsultantResources/road-design-standards.cfm>

I. PRIOR TO ISSUANCE OF A SITE DEVELOPMENT PERMIT FOR PHASE I BY THE CITY OF BEAVERTON:

- A. The following shall be represented on the plat and recorded with Washington County:
1. Dedication of an additional 48 feet right-of-way from the centerline of SW Scholls Ferry Road for a total of 78 feet, including adequate corner radius at the intersection with SW Tile Flat Road.
 2. Dedication of an additional 30 feet of right-of-way from the centerline of SW Tile Flat Road for a total of 60 feet, including adequate corner radius at the intersection with SW Scholls Ferry Road.
 3. Dedication of additional right-of-way for the traffic signal and equipment, including adequate corner radius, at the intersection of SW Scholls Ferry Road/SW Strobel Road required for the ultimate design subject to approval by the County Engineer.
 4. Provision of a non-access reservation along the site's frontage of SW Scholls Ferry Road and SW Tile Flat Road, except at the public street connections approved in conjunction with this land use application.
 5. Dedication of permanent sight visibility easements on the subject property to ensure visibility at all intersections with County-maintained roads, if required per the preliminary Sight Distance Certification.
 6. Dedication of additional right-of-way required to construct the traffic mitigation measures identified in the Traffic Study dated May 23, 2017 (Kittleson & Associates – page 26 & 27), including a north-bound right-turn lane on SW Tile Flat Road at the intersection with proposed Street K and

traffic signal modifications at the intersection of SW Tile Flat Road/SW Scholls Ferry Road.

B. Submit to **Washington County** Public Assurance Staff, 503-846-3843:

1. Completed "Design Option" form, Geotech/pavement report and Engineer's Checklist (Appendix E of the County's Road Design and Construction Standards).
2. **\$25,000.00** Administration Deposit.

NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

3. A copy of the City's Land Use Approval with Conditions, signed and dated.
4. Preliminary certification of adequate sight distance for each access point to SW Scholls Ferry Road, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:
 - a. A detailed list of improvements necessary to produce adequate intersection sight distance (refer to the following link for sight distance certification submittal requirements).

<http://www.co.washington.or.us/LUT/Divisions/CurrentPlanning/development-application-forms.cfm>

5. Three (3) sets of complete engineering plans for construction of the following public improvements, including construction access details, a traffic control and circulation plan:
 - a. Frontage improvements along the subject site's frontage of SW Scholls Ferry Road to include a center turn-lane, two westbound through lanes from the eastern boundary of SW Strobel Road to SW Tile Flat Road, convert the northern through lane at the intersection of SW Tile Flat Road to a westbound right-turn lane, two eastbound through lanes from SW Tile Flat Road to SW Strobel Road. The frontage shall consist of a 7.5' planter strip, 14' multi-use path and drainage to County standards.
 - b. Frontage improvements along the subject site's frontage of SW Tile Flat Road to include a 3-lane cross section that includes a southbound left-turn lane and a right-turn lane at both street

connections on SW Tile Flat Road. Restripe the southbound approach at SW Scholls Ferry Road to a left-turn lane, a shared left/through/right-turn lane and signal/equipment modifications as required. The frontage shall consist of a 7.5' planter strip, 14' multi-use path, drainage and continuous illumination to County standards.

- c. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at all public street connections to SW Scholls Ferry Road SW Tile Flat Road.
- d. Closure of all existing driveways to SW Scholls Ferry Road and SW Tile Flat Road to County standards.
- e. Installation of illumination at all street connections to SW Scholls Ferry Road and SW Tile Flat to County standards.
- f. All work proposed within the right-of-way of SW Scholls Ferry Road and SW Tile Flat Road shall be designed and constructed to County standards.
- g. Construction of a traffic signal (interim design) at SW Scholls Ferry Road and SW Strobel Road intersection to County standards. The signal shall not be activated until full occupancy of Phase I of The Ridge PUD or Scholls Heights @ South Cooper Mountain.
- h. Ultimate traffic signal (design only) at SW Scholls Ferry Road/SW Strobel Road to County Standards. (Note: ultimate traffic signal will be constructed by the County MSTIP project.)

C. Obtain a Washington County **Facility Permit** upon completion of the following:

- 1. Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions **I.B.5**.

NOTE: The Public Assurance staff (503-846-3843) will send the required forms to the applicant's representative **after** submittal and approval of items listed under **I.B**.

*The Facility Permit allows construction work within County rights-of-way and permits site access only after the developer first submits plans and obtains Washington County Engineering approval, obtains required grading and erosion control permits, and satisfies various other requirements of Washington County's Assurances Section including but not limited to execution of financial and contractual agreements. This process ensures that the developer accepts responsibility for construction of public improvements, and that improvements are closely monitored, inspected, and built to standard in a timely manner. **Access will only be permitted under the required Washington County Facility Permit, and only following submittal and County acceptance of all materials required under the facility permit process.***

- 2. Pay a proportional share of the cost to construct the traffic signal (ultimate design) at the intersection of SW Scholls Ferry Road and SW Strobel Road to Washington County.

3. Pay a proportional share of the cost to improve the intersection of SW 175th Avenue and SW Kemmer Road to Washington County. Based on a per trip cost of \$1366.87, the development's estimated share is \$29,330.

II. PRIOR TO OCCUPANCY:

Obtain a Finaled Washington County Facility Permit, contingent upon the following:

- A. The road improvements required in condition I.B.5. above shall be completed and accepted by Washington County.
- B. Upon completion of necessary improvements, submit **final** certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.

Naomi Vogel - Associate Planner

Cc: Rob Saxton P.E., Road Engineering Services
Traffic Engineering Services
Paul Seitz, Assurances Section
Transportation File



September 26, 2017

Jana Fox
Associate Planner
City of Beaverton
12725 SW Millikan Way.
Beaverton, OR 97076

RE: LD2017-0017 SOUTH COOPER MOUNTAIN HEIGHTS PUD

Dear Jana Fox,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

- 1. ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3. Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107) **Secondary access is required throughout the subdivision once 30 or more homes have been constructed. Second access points can be temporary or gated until adjacent development provides connectivity. Provide clear fire service plan that shows how this will be accomplished.**
- 2. MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Code Official), measured in a straight line between accesses. (OFC D104.3) Exception: Buildings equipped throughout with an approved automatic fire sprinkler system (the approval of this alternate method of construction shall be accomplished in accordance with the provisions of ORS 455.610(5)). **Secondary access is required throughout the subdivision once 30 or more homes have been constructed. Second access points can be temporary or gated until adjacent development provides connectivity. Provide clear fire service plan that shows how this will be accomplished.**
- 3. FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

If you have questions or need further clarification, please feel free to contact me at (503) 259-1414.

Sincerely,

Jeremy Foster

Jeremy Foster
Deputy Fire Marshal II



Clean Water Services

2550 SW Hillsboro Highway
Hillsboro, OR 97123

STATEMENT OF SANITARY SERVICE AVAILABILITY SOUTH COOPER MOUNTAIN

Date: May 26, 2017

To: Floyd Harrington, City Engineer, Public Works Department
Cheryl Twete, Director, Community Development Department

From: Nora M. Curtis P.E.
Conveyance Systems Department Director
Clean Water Services

Regarding Sanitary Sewer Service Availability for South Cooper Mountain.

Within the South Cooper Mountain area shown in Exhibit A, Clean Water Services (District) has determined that there is adequate capacity, or will be adequate capacity through the execution of the District's planned Capital Improvement Program, in the sanitary sewer conveyance and treatment systems under direct control of the District to serve all proposed developments at the time of completion of the developments and any related phases. Upon satisfaction of the General Conditions below, there will be no impediment solely as a result of sanitary sewer capacity for building permit issuance, sanitary sewer connection permit issuance, and/or building certificate of occupancy.

General Conditions

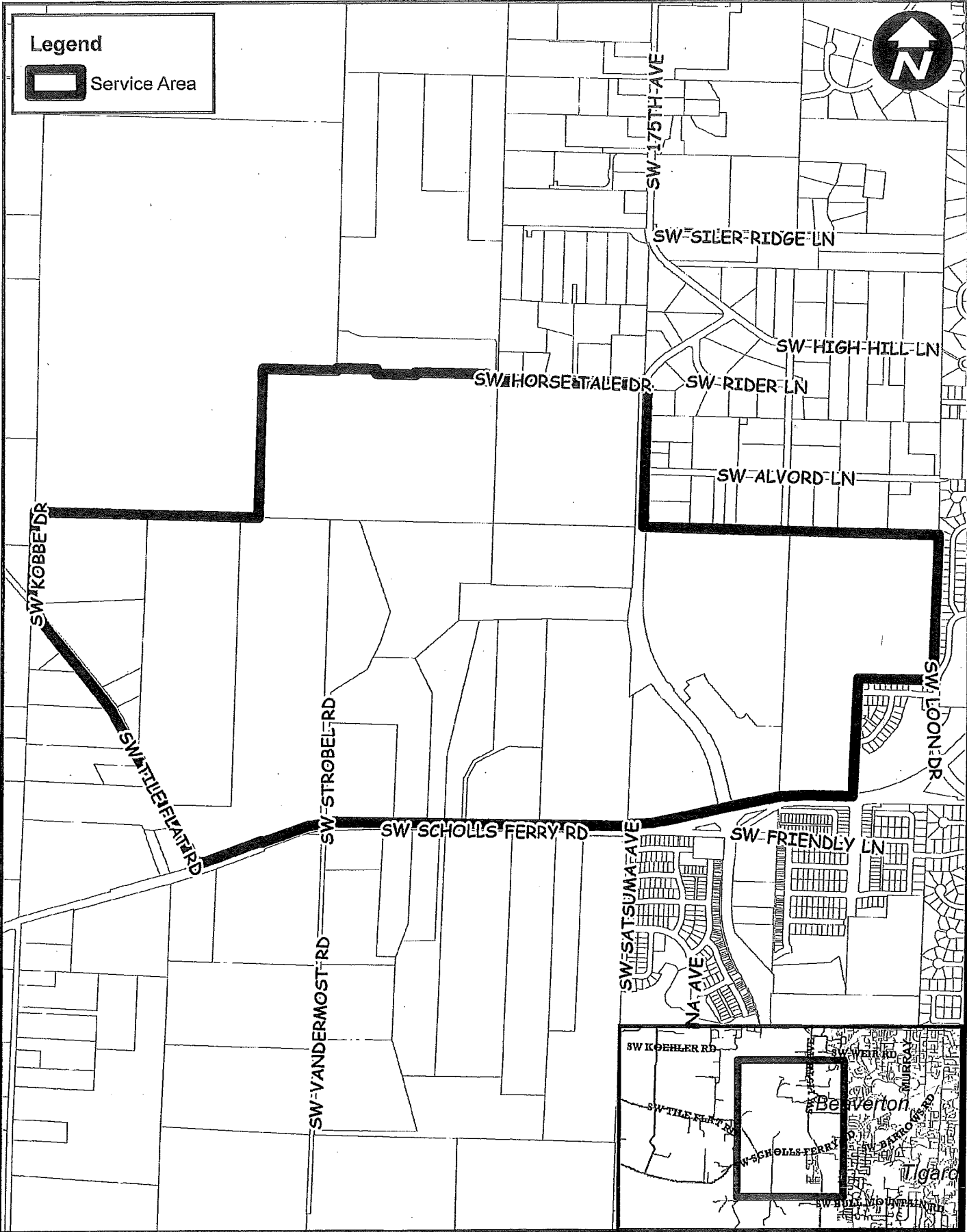
1. Proposed developments shall be in accordance with the zoning density requirements of the City of Beaverton's Comprehensive Plan and South Cooper Mountain Community Plan.
2. Sanitary service shall be designed in accordance with the sewer basin delineations and general sanitary sewer service strategy identified in the 2015 City of Beaverton South Cooper Mountain Sanitary Sewer Master Plan (2015 Master Plan) and Clean Water Services 2017 Upper Tualatin Interceptor Study (2017 Study). Improvements necessary to allow deviations from the basin delineations or service strategy identified in the 2015 Master Plan or 2017 Study shall be at the expense of the applicant requesting the deviation and shall require District written approval prior to issuance of land use approval.
3. Sanitary sewer design shall be in accordance with Clean Water Services' Design and Construction Standards and City of Beaverton Engineering Design Manual and Standard Drawings.
4. Annexation to Clean Water Services shall be required prior to issuance of any sanitary sewer connection permits for the development.



Nora M. Curtis P.E.
Conveyance Systems Department Director
Clean Water Services

Date

5/26/2017



E:\Capital Projects\Projects\J_CWS Projects\Nora\10 - GIS
**Exhibit A - South Cooper Mountain
 Sanitary Sewer Service Availability**

Roland & Ellen Italiano
19450 SW Tile Flat Road
Beaverton, OR 97007

RECEIVED
CITY OF BEAVERTON
OCT 17 2017

COMMUNITY DEVELOPMENT

October 13 2017

Beaverton Planning Commission
12725 SW Millikan Way
Beaverton, OR 97076
Project: Scholls Heights at South Cooper Mountain PUD

Dear Members:

Our home resides on Tile Flat Rd. directly across from the above proposed development. We have been following the progress of this development for years and would like to voice some concerns and offer some suggestions.

We have continually been told by city officials that the developer of this property would be required to provide a visual buffer between the rural side of Tile Flat Rd. and the development. After looking at the development plans, it appears that there is a proposed wall/fence separating actual housing from this buffer area and the road. It is the composition of this wall/fence and the landscaping in the buffer area that is of concern to us. Since it appears that directly across from our property is relatively dense multi-story attached housing, we are anticipating a landscape plan that softens the appearance of housing structures assaulting the sidewalk and roadway. We are suggesting the use of quality materials that will not degrade over time.

Wall/fence materials such as wood of any species degrade rapidly and are a continual maintenance problem. Vinyl, on the other hand, just looks cheap. Masonry such as brick, real stone or even faux stone seems to retain its esthetics over time and has a look of quality. On the subject of landscaping, plantings of various heights seems to break up the mass of multi-level structures and obviously the greater the area the better the visual buffering would occur. We would recommend a combination of everything from ground cover to bushes and even a few trees strategically placed to break up the mass of the tall structures.

We would hope that the Planning Commission understands that trading livestock and farmland as neighbors for townhouses, dense housing and an arterial is a little traumatic.

All we are trying to do is to visually improve the inevitable. It is our intent to be at the hearing on November 1 and plan to both contribute and hear the opinions of those participating. Thank you in advance for considering our concerns and recommendations.

Sincerely,



Roland & Ellen Italiano

Ronald K. Anderson
19237 SW Tile Flat Road, Beaverton, OR, 97007
(503) 459-2349
ark.ee@icloud.com



RECEIVED

OCT 19 2017

City of Beaverton
Planning Services

Oct 18, 2017

Jana Fox,
Planning Division,
City of Beaverton, Oregon
PO Box 4755, Beaverton, OR 97076

Dear Jana Fox,

Regarding the Public Hearing scheduled for November 15, 2017 at Scholls Heights at South Cooper Mountain PUD requested by West Hills Land Development, I have some comments regarding how the plans affect our property at 19237 SW Tile Flat Road (Tax Lot ID: 2S2010000400).

I reviewed the plans a few weeks ago that West Hills Land Development submitted to the Beaverton Planning Division and noticed how their plans include a gray-dashed-line development overlay for our property as well as that of our neighbor to the south, Doug Evans (Tax lot ID: 2S2010000500). I don't know what drove that process, but my concern is that the plans as submitted give West Hills a significant advantage in determining the value of our property, tactically limiting our future options.

From the research I've done, property values are generally inversely proportional to the lot size, i.e., the smaller the lot, the greater the value per square foot. I can site several examples supporting this assertion beginning at one end of the spectrum with a randomly selected recently built townhouse (Tax lot ID: 2S105BD17800) that sold in April of 2015: The Washington County tax records assess a land value of \$179,650 for the 3,050 SF (0.07 acre) lot, or \$2,566,428.57 per acre, fully developed.

A random 8,276 SF (0.19 acres) suburban lot (Tax lot ID: 1S211AD08100) in a 40 year old neighborhood is currently assessed by Washington County to have a value of \$196,780, or \$1,035,684.21 per acre.

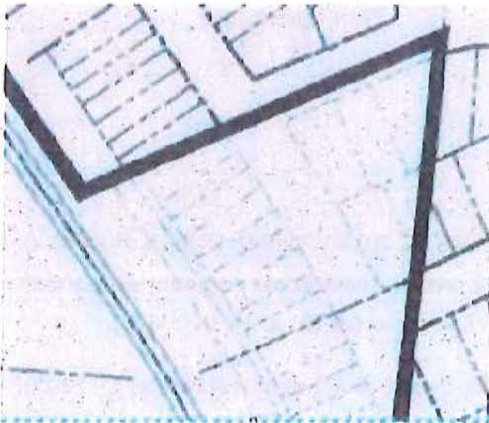
The Oregonian reported that, in the recent South Cooper Mountain eminent domain case, 12 jurors awarded the Crescent Grove Cemetery Association \$6,700,000 for their 15 acres acquired by the



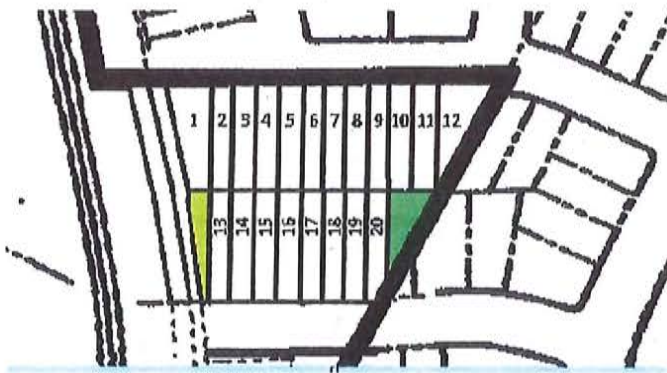
Beaverton School District, for a value of only \$446,667 per acre exactly 1.0 miles away at virtually the same time the townhouse example above sold and was valued at over \$2.5M per acre.

My point of this analysis is not to attach actual value to land area (neglecting the development costs, profit factors, appreciation, inflation, etc.), but to make the case that property value is ultimately a function of the lot sizes carved out of raw acreage. My analysis shows a nonlinear acreage valuation curve rapidly rising at the townhouse side of the graph.

So, I was a little dismayed to see that the West Hills Land Development plans showed between 7 and 8 townhouses and 3-4 single-family lots and a large width roadway dictated by the restrictions created by their larger plans.



With some cutting and pasting of their chosen lot sizes, I sketched a plan less detrimental to our property market value, accommodating as many as 20 townhouses, however, this would require a more neighborly distribution of roadways.



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The City of Beaverton approved the annexation of Urban Reserve Area 68 (South Cooper Mountain) into the Urban Growth Boundary in October of 2011, based on the consent of a triple *majority* of land owners who owned a *majority* of real property representing a *majority* of the assessed value of the land within the affected territory pursuant to the provisions of ORS 221.170(1).

We were not part of that triple majority. Our vote was never solicited. The triple majority has benefitted greatly from the transaction and it is our hope that their great fortune does not come at our expense.

If West Hills or another developer wants to make an offer for our property based on the highest and best use of our land, we may consider it. If not, I beg the City to reject their plan as submitted based on the financial harm it may cause us.

With 132 acres in the West Hills land acquisition, less creek, park, and swales, they had a fair amount of liberty where to place their roads. They have the freedom to craft a win-win plan. I hope they will.

Sincerely,

Ronald K. Anderson

Ronald K. Anderson

Jennifer Anderson

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Planning Services**



