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Planning Division
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STAFF REPORT

STAFF REPORT DATE: August 23, 2017

HEARING DATE: August 30, 2017

TO: Planning Commission

FROM: Scott Whyte, AICP, Senior Planner *sw*

PROPOSAL: **The Ridge at South Cooper Mountain – Multi-Family Residential** (case file DR2017-0075)

LOCATION: North side of SW Scholls Ferry Road, east of SW Tile Flat Road and west of SW 175th Avenue. South portions of Tax Lots 500 and 600 on Washington County Tax Assessor's Map 2S1-06.

ZONING: City Urban High Density R-1 (effective September 14, 2017)

NEIGHBORHOOD: Neighbors Southwest

SUMMARY: Design Review 3 application for two multi-family residential apartment buildings with parking, landscaping, private open space and other improvements. The area is identified as Phase 2 of The Ridge at South Cooper Mountain, a Planned Unit Development that received Planning Commission approval on June 28, 2017. Conditions of PUD approval require subsequent approval of the building design and other improvements associated with Phase 2.

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

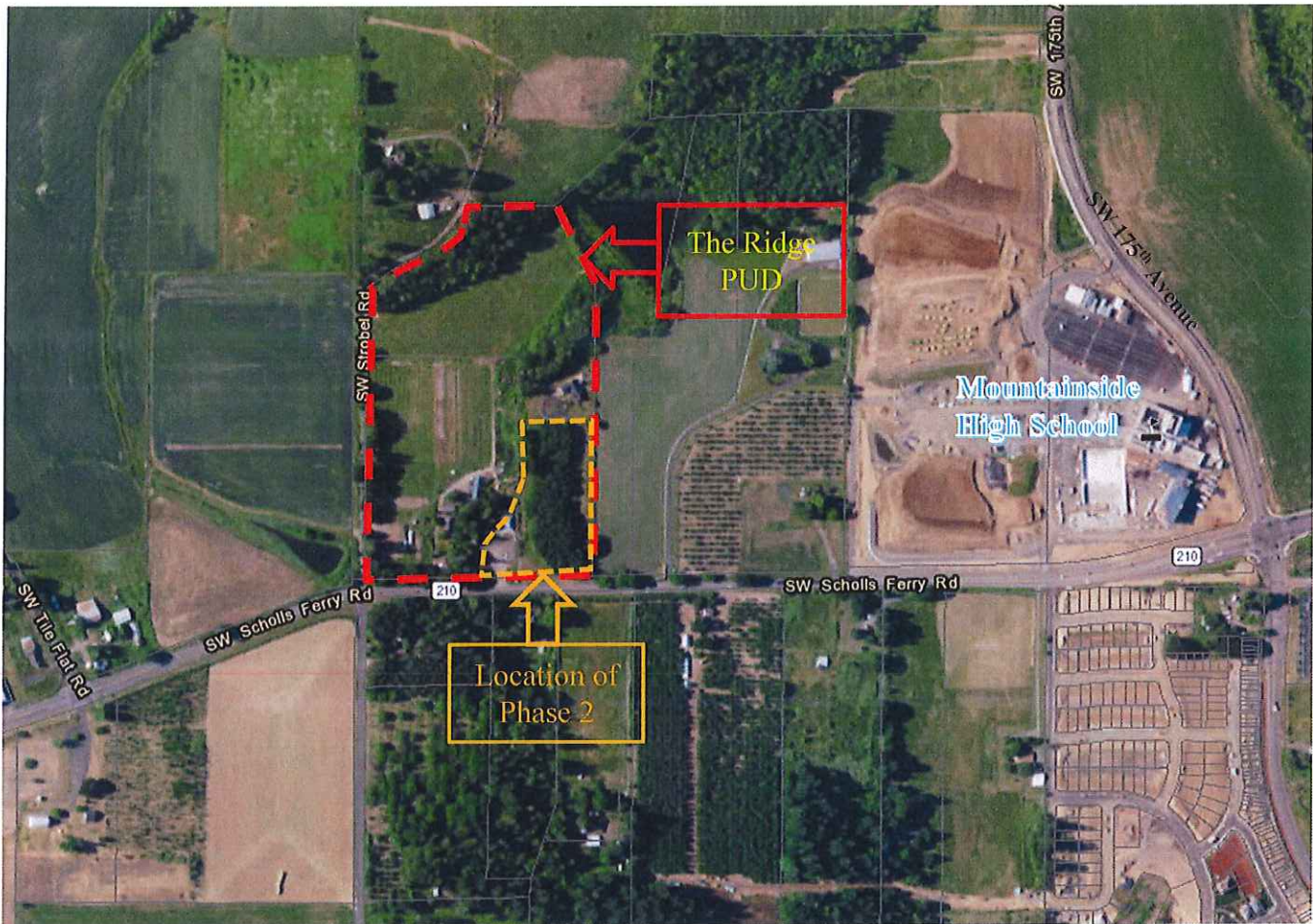
PROPERTY OWNERS: Lolich Family Farms, LLC Brian and Kathleen Bellairs
11338 SW Cottonwood Ln 18185 SW Scholls Ferry Road
Tigard, OR 97223 Beaverton, OR 97006

RECOMMENDATION: **APPROVAL** of **The Ridge at South Cooper Mountain – Multi-Family Residential** (case file DR2017-0075) subject to conditions identified at the end of this report.

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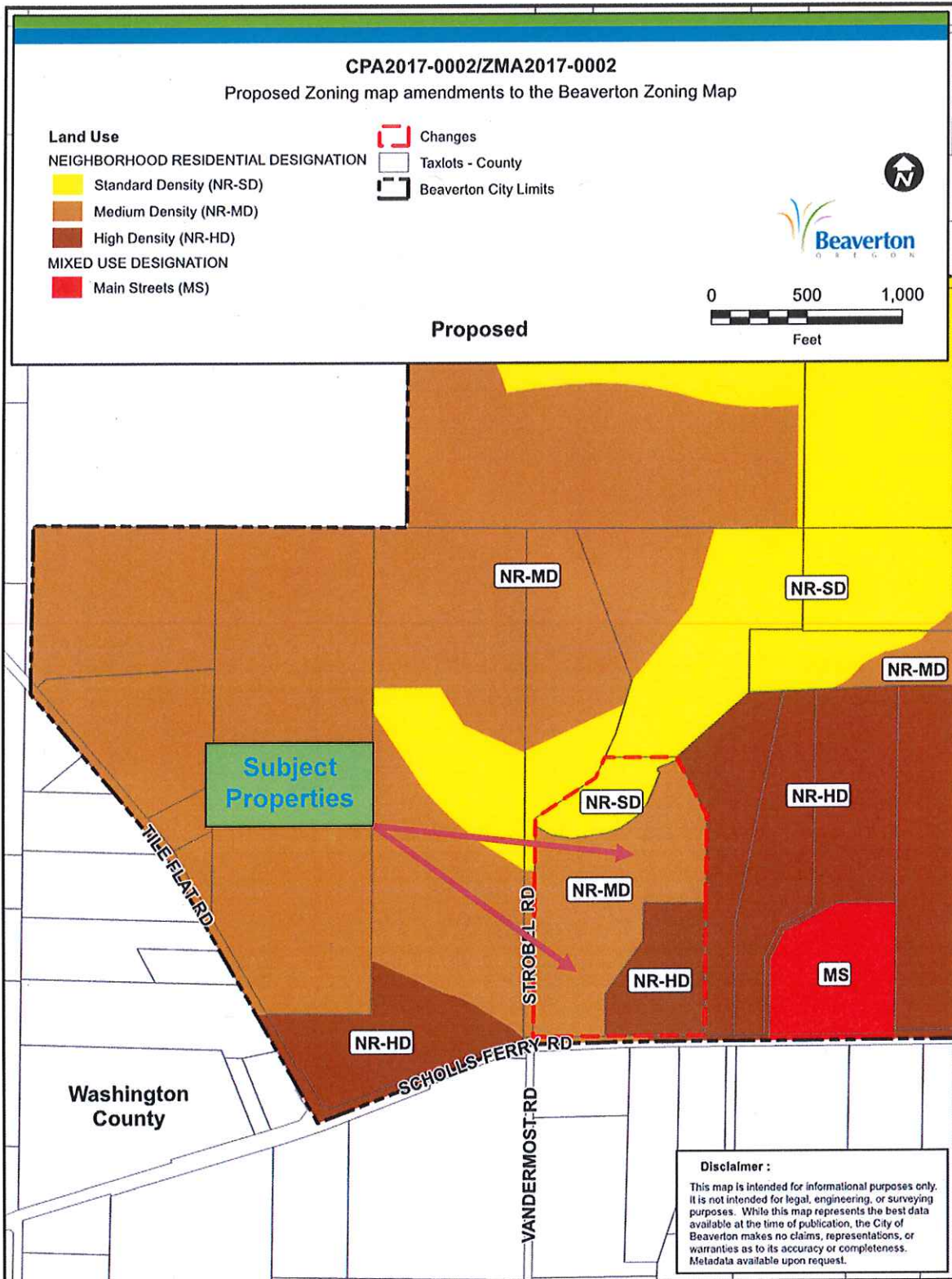
Attachment A: Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR22
Attachment B: DR2017-0010 <i>Design Review Three</i>	DR1 – DR6
Attachment C: Proposed Conditions of Approval	COA1 – COA11
Attachment D: Planning Commission Order No. 2542 – Conditions of Approval for The Ridge PUD (for reference)	
Attachment E: <u>Pages FR-19 to FR-23</u> from Staff Report dated June 21, 2107 (Chapters 20 and 60 Code Conformance Analysis Tables for The Ridge PUD) for reference and support of findings identified for Facilities Review hereto)	
Exhibit 1: Exhibits by City Staff Exhibit 1.1 Aerial and Vicinity Map Exhibit 1.2 Pending Comprehensive Plan Map Amendment (Map) Exhibit 1.3 Pending Zoning Map Amendment (Map) Exhibit 1.4 Figure 10 of SCMCP Street Framework Plan Exhibit 1.5 Figure 11 of SCMCP Bicycle & Pedestrian Framework Exhibit 1.6 Figure 12 of SCMCP Natural Resources Map Exhibit 1.7 Map of Locally Significant Wetlands in SCM area Exhibit 1.8 The Ridge Site Plan with PUD Open Space	SR4 – SR13
Exhibit 2: Exhibits by Applicant Exhibit 2.1 Combined plans and materials package prepared by applicant’s lead representative - Otak Inc. Revised July 19, 2017, provided to Planning Commission on August 23, 2017.	Combined plans and materials package
Exhibit 3: Public Agency Communication/ Comments Exhibit 3.1 Tualatin Valley Fire & Rescue letter dated August 3, 2017 Exhibit 3.2 THPRD letter in review of The Ridge PUD - identified in their letter dated <u>June 9, 2017</u> (not specific to Phase 2).	Exhibits by #
Exhibit 4: Public Testimony / Comments No public testimony / comments have been received to date.	Exhibits by #

Aerial and Vicinity Map

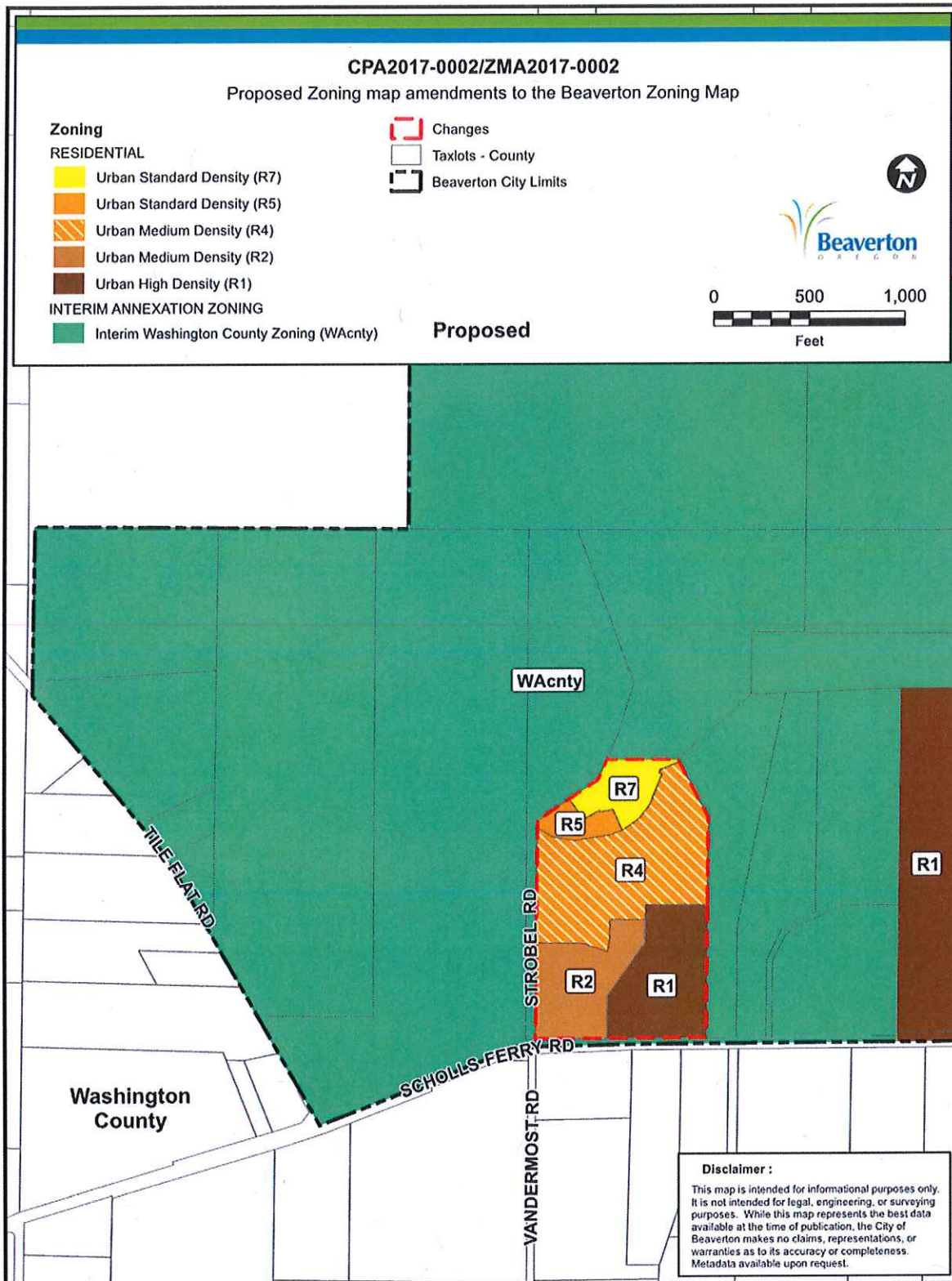


**The Ridge at South Cooper Mountain – Development of Phase 2 for Multi-Family
DR2017-0075**

Pending CPA boundary adjustments to the Comprehensive Plan Land Use Map

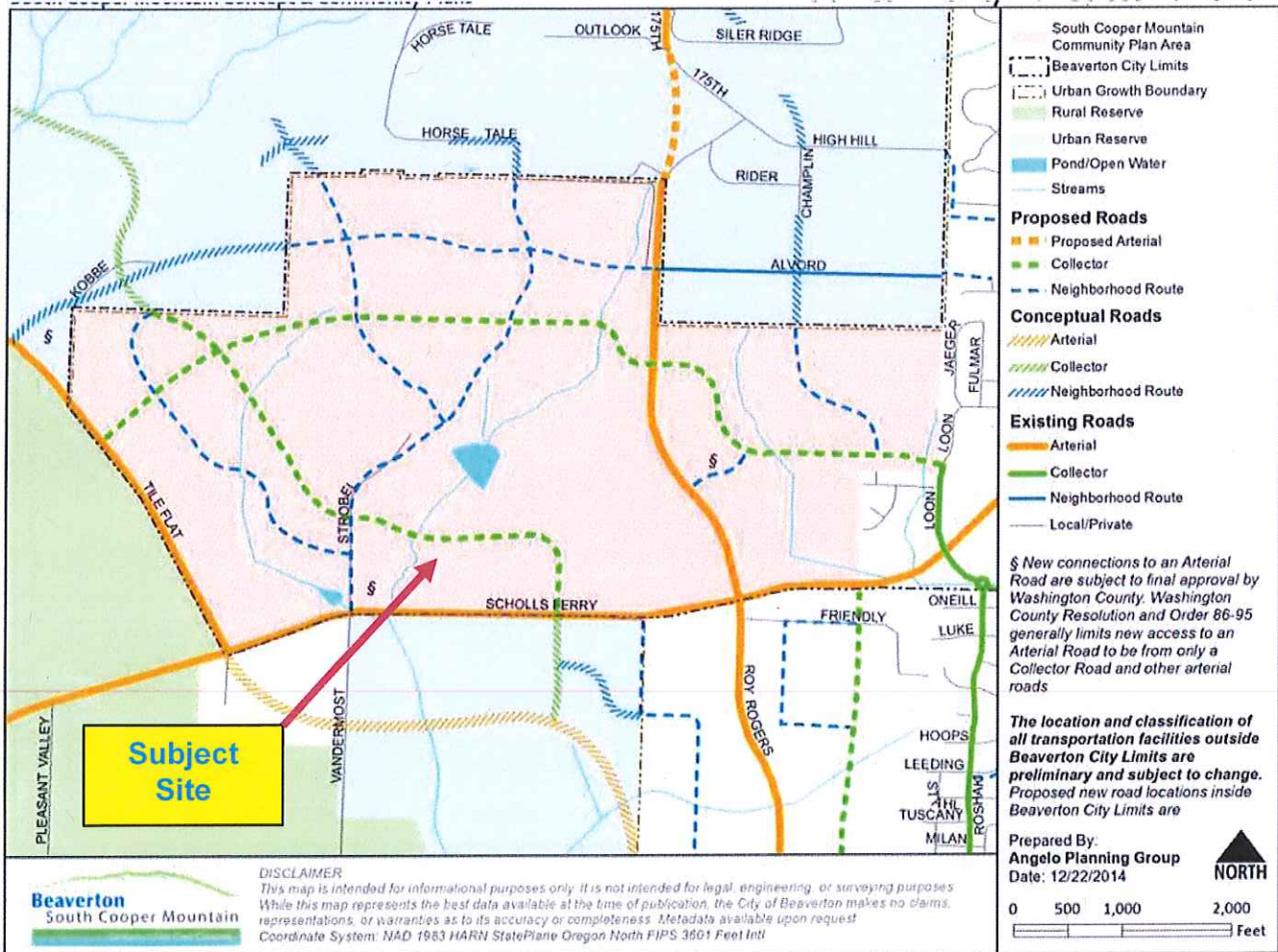


Pending Quasi-Judicial Zoning Map Amendment



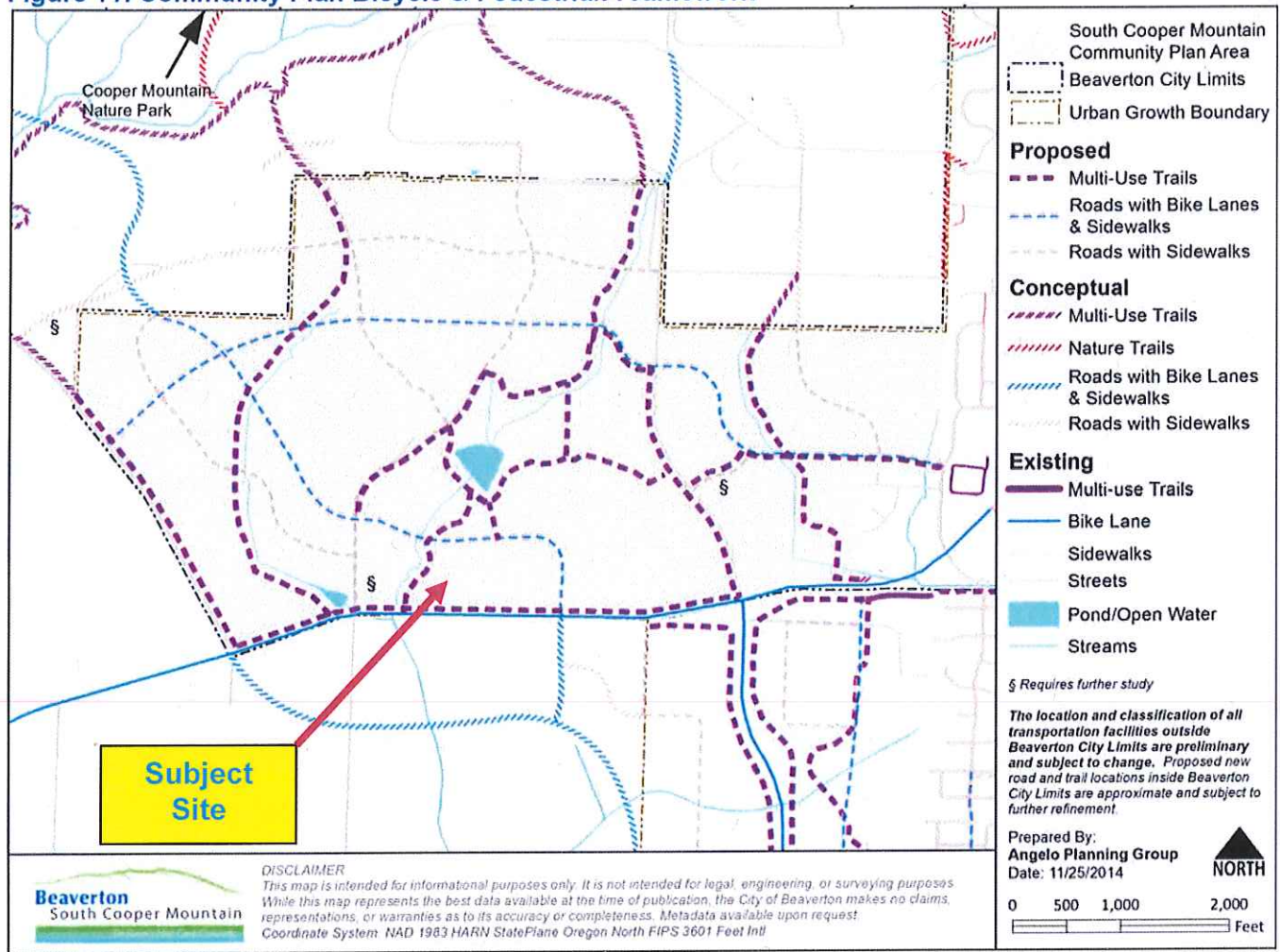
South Cooper Mountain Street Framework Map – Figure 10

Figure 10: Community Plan Street Framework

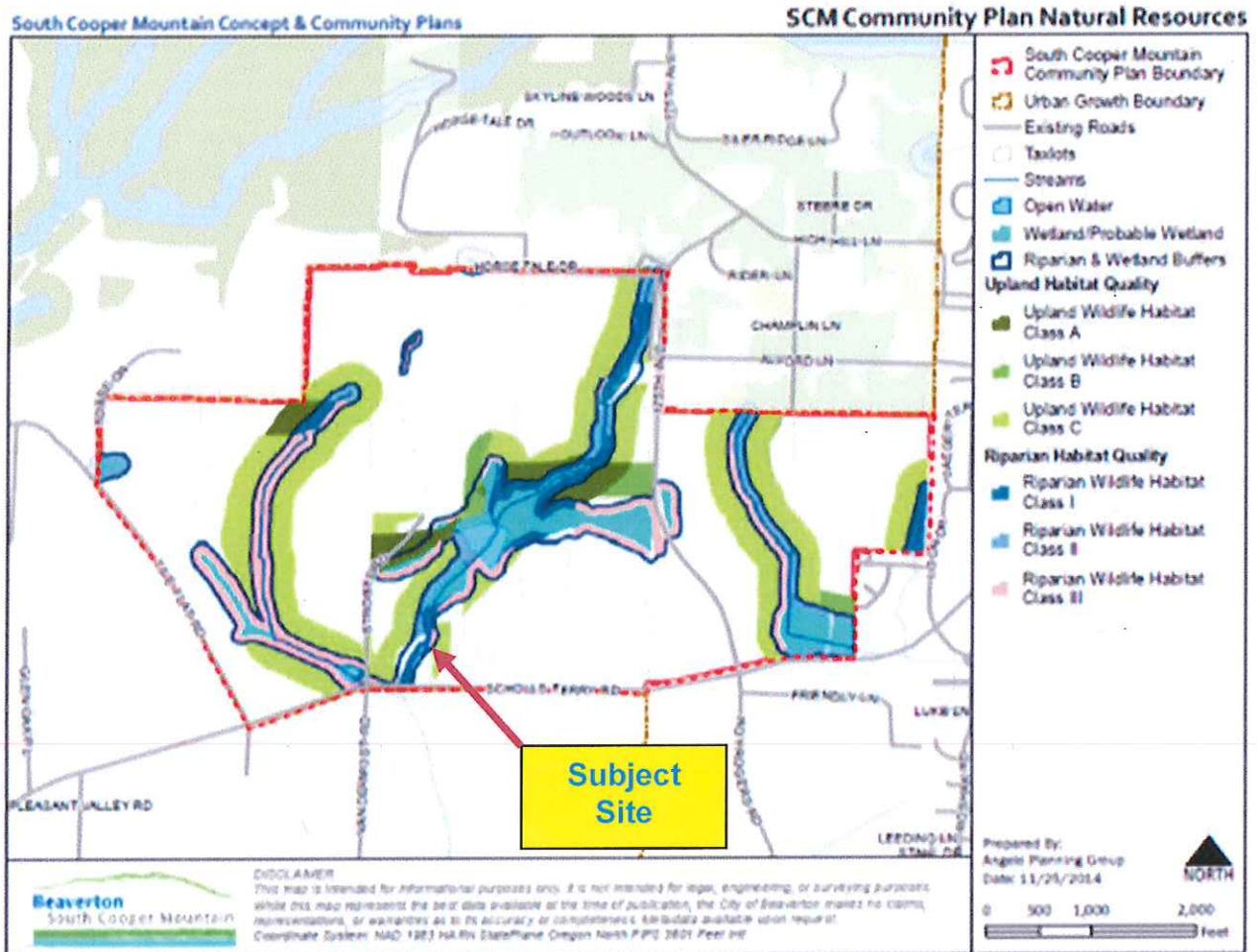


South Cooper Mountain Bicycle & Pedestrian Framework Map – Figure 11

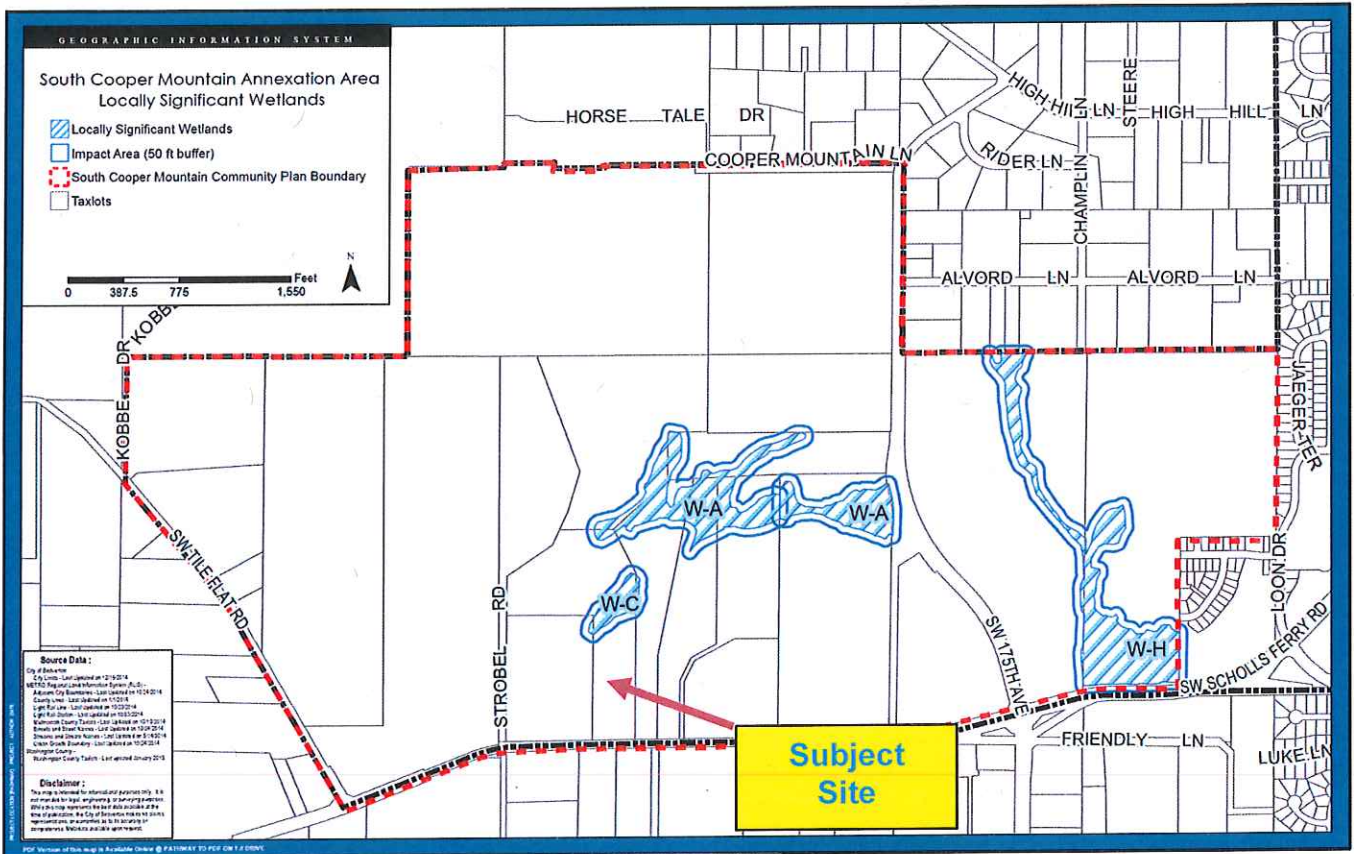
Figure 11: Community Plan Bicycle & Pedestrian Framework



South Cooper Mountain Natural Resources Map – Figure 12

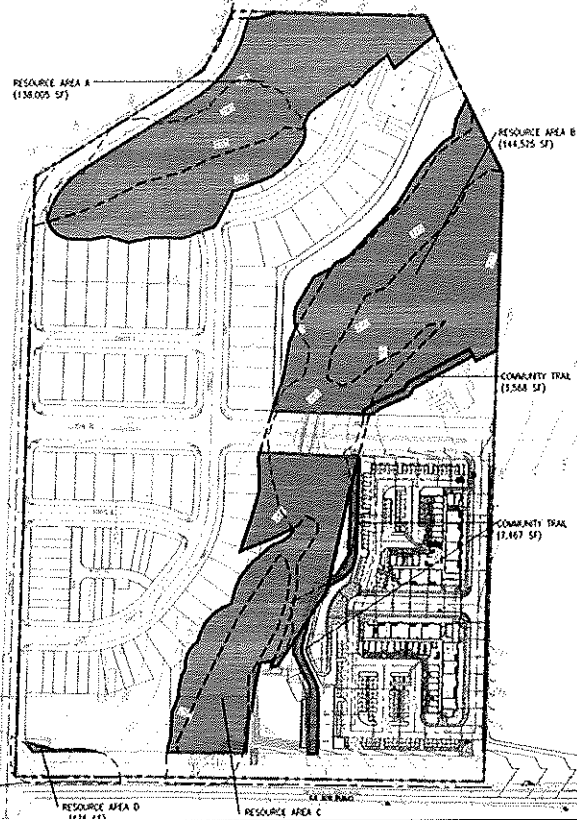


Map of Locally Significant Wetlands in South Cooper Mountain (not from LWI)



The Ridge Development Site Plan with PUD Open Space

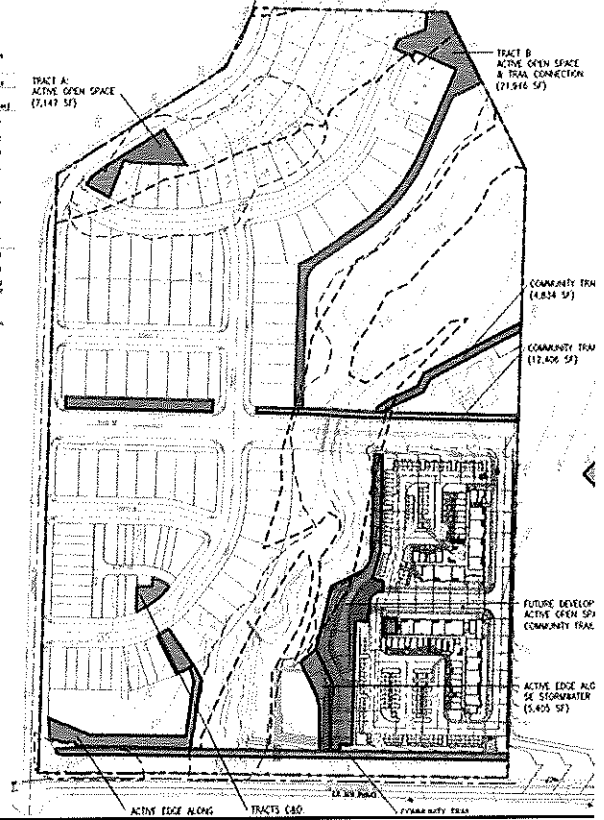
RESOURCE AREA & PLAN ELEMENTS DIAGRAM



The Ridge at South Cooper Mountain
 Resource Area and Community Trail Elements
 The Ridge at South Cooper Mountain
 Resource Area and Community Trail Elements

Resource Area and Community Trail Elements	Area (SF)	Area (ac)
Resource Area A	138,000	3.13
Resource Area B	144,525	3.32
Resource Area C	35,414	0.81
Resource Area D	630	0.01
Community Trail on east side of W, north of Collector 18	3,348	0.08
Community Trail along east side of east, south of Collector 18	1,407	0.03
Total	282,924	6.38
Actual Open Space Requirement (25%)		1.59
Total Site Area	28,000	0.64
Percentage of Resource and Plan Elements		32.7%

ACTIVE OPEN SPACE DIAGRAM



BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	Final Written * Decision Date	240-Day *
DR2017-0075	June 28, 2017	July 19, 2017	November 16, 2017	March 16, 2018

*Key dates subject to Oregon mandated processing periods identified under ORS 227.178(1).

Existing Conditions Table

Zoning	Urban High Density Residential (R1) zone for this portion of The Ridge PUD, effective date of September 14, 2017. Washington County Interim Zoning (AF-20) is the existing zone.	
Current Development	The site is currently rural residential / farm land.	
Site Size	The area of Phase 2 is approximately 4.19 acres (gross with storm facility tract)	
Neighborhood Association	Neighbors Southwest	
Surrounding Uses	<u>Zoning:</u> North: Washington County Rural Residential (AF20) South: Washington County Rural Residential (AF20) East: Washington County Rural Residential (AF20) West: Washington County Rural Residential (AF20)	<u>Uses:</u> North: Rural Residential South: Rural Residential East: Rural Residential / New High School West: Rural Residential

Project Overview

The applicant, West Hills Land Development LLC, proposes a development plan for Phase 2 of The Ridge Planned Unit Development (PUD) at South Cooper Mountain. The development proposal includes two multi-family residential apartment buildings, each approximately five stories and 65 feet in height. A total of 119 dwelling units (apartments) is proposed in addition to private open space amenities and parking intended for bicycles and vehicles. A portion of the South Cooper Mountain community trail, identified by the phasing plan for The Ridge, is to be constructed as part of Phase 2.

As previously stated, Ridge PUD at South Cooper Mountain received Planning Commission approval on June 28, 2017. Condition No. 71 of PUD approval requires subsequent approval of multi-family residential buildings intended for Phase 2. The PUD plan approved by the

Commission included a conceptual site plan for development of Phase 2. The site plan subject to this application for Design Review is consistent with the conceptual site plan identified as part of overall PUD for The Ridge.

Past Land Use Actions by Planning Commission – The Ridge at South Cooper Mountain

On June 28, 2017, the Planning Commission conducted a public hearing for concurrent consideration of six land use applications identified for The Ridge. All six applications were approved with conditions approval. These land use applications are summarized below.

- Comprehensive Plan Map Amendment (case file CPA2017-0002) adjusted the boundaries of existing Comprehensive Plan land use designations that apply to the subject properties in this portion of the South Cooper Mountain Community Plan (SCMCP).
- Zoning Map Amendment (case file ZMA2017-0002) applied Beaverton residential zones of R-1, R-2, R-4, R-5 and R-7 to this portion of the SCMCP. Zoning within the area applicable to Phase 2 of The Ridge is R-1 – Urban High Density Residential.
- Conditional Use – Planned Unit Development (case file CU2017-0003) recognizes two phases of development and improvements expected to occur with each phase. The CUP-PUD application identifies the specific architectural building features specific to dwellings to be constructed as part of Phase 1 and defers design review for future multi-family residential in Phase 2. The CUP-PUD application also allows modification of base zoning standards for each respective zone within the boundary of The Ridge PUD. Relevant to development of Phase 2 is a modification of the building height standard of the R-1 zone. Where R-1 applies a maximum building height of 60 feet, the Commission approved a maximum height of 65 feet through PUD approval.
- Preliminary Subdivision application (LD2017-0002) approved the applicant's preliminary subdivision plan for subsequent creation of 112 legal lots of record and ten open space tracts associated with the PUD. The Final Subdivision Plat for Phase 1 is required to encompass the entirety of all properties that comprise the Ridge. A separate Final Plat may be submitted for Phase 2, specific to Lot 112, where multi-family residential is proposed within five years of final plat approval.
- Design Review 2 (case file DR2017-0010) approved the attached single-family dwellings (townhomes) identified as part of phase one. The multi-family residential apartment building(s) to be constructed in Phase 2 were not subject to hearing consideration on June 28. The staff report for the June 28 hearing explained how the apartment buildings, landscaping, pedestrian trails and play areas in the boundary identified as Phase 2 would be subject to a separate future application for Design Review (Type 2 or Type 3 process).
- Tree Plan 2 (case file TP2017-0005) approved removal of several trees within the development site, inclusive of trees specific to the area of Phase 2. The applicant's development proposal for Phase 2 does not propose additional tree removal.

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.

The Ridge PUD at South Cooper Mountain (CU2017-0003) was subject to review of specific SCMCP plan policies. This subsequent application for development of Phase 2, limited to a design review, is not subject to review of SCMCP plan policies or other policies of the Beaverton Comprehensive Plan.

**RECOMMENDATIONS AND CONDITIONS OF APPROVAL
BY THE FACILITIES REVIEW COMMITTEE
The Ridge Multi-Family at South Cooper Mountain
DR2017-0075**

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, the Planning Commission.

In this case, the scope of review is localized to the area identified as Phase 2 of The Ridge PUD at South Cooper Mountain. As previously stated, the Planning Commission approved The Ridge PUD at South Cooper Mountain on June 28, 2017. PUD approval includes the findings and conditions as recommended by the Facilities Review Committee. In review of the development plans subject to Design Review for Phase 2, the Facilities Review Committee acknowledges that most critical and essential facilities associated with The Ridge PUD were evaluated through initial review of The Ridge PUD.

The applicant's response to the Facilities Review criteria are found in the narrative prepared by Otak, Inc. dated June 27, 2017, pages 5 through 9. The Committee incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein. The Planning Commission will determine whether the development plan as presented meets the Facilities Review approval criteria and may choose to adopt, not adopt, or modify the Committee's findings, below.

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

Findings of Fact: Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage, storm water treatment and detention, transportation, and fire protection. The document prepared by applicant's representative, Otak Inc., provides a summary description of all proposed utility connections in response to the Facilities Review approval criteria.

Staff incorporates the findings prepared in response to the applicant's plans identified for Phase 1 of The Ridge PUD. These findings are found in the city staff report dated June 21, 2017, and were incorporated to the Planning Commission Order approving The Ridge PUD, specifically city case file CU2017-0003. The Order approving The Ridge PUD recognizes two phases of development. The staff report dated Jun 21, 2017 identifies all critical facilities to be constructed as part of Phase 1 of The Ridge. For Phase 2, a limited number of critical facilities will be extended from the critical facilities (primarily streets and utilities) that are to

be accomplished as part of Phase 1. For the purpose of this review, staff observes the order of construction as approved for The Ridge PUD. All development associated with Phase 1 is to be completed before commencing development associated with Phase 2. Findings herein are based on the assumption that critical facilities are in place, consistent with the approved plan for Phase 1 of The Ridge.

Proposed Storm Water Drainage, Treatment and Detention specific to Phase 2:

Proposed storm water drainage is identified and described in the applicant's narrative and plans. As explained in the staff report dated June 21, 2017, the project identified two proposed storm water treatment and detention facilities. One facility is expected to be constructed with the first phase of development and will be located within the southwest portion of The Ridge. The second facility is expected to be constructed with the second phase of development and is to be located within the south portion of the development site, east of the creek and natural resource area.

The City Site Development Engineer acknowledges the applicant's storm water plan and associated studies that account for service needs identified for both phases of The Ridge. For the purpose of phasing development, which was evaluated as part of Phase 1, the City Site Development Engineer acknowledged the applicant's conceptual development plan for Phase 2 and found the water quality treatment facility could be constructed to a size and design that will serve the development plan as intended. The applicant's plan submittal for Phase 2 includes additional details of the storm water treatment and detention facility. In review of these plans, the City Site Development Engineer finds the storm water treatment / detention facility to be of adequate capacity to serve the development intended for Phase 2 at time of its completion. Conditions hereto require the applicant to provide additional plan details with plan submitted for the Site Development Permit, specific to Phase 2.

Transportation as a Critical Facility in response to Criterion A – for Phase 2:

As previously stated, all development associated with Phase 1 of The Ridge is to be completed before commencing development associated with Phase 2. For Phase 1, the applicant will construct the proposed street system in accordance with the Street Framework of the South Cooper Mountain Community Plan (SCMCP). Significant to Phase 2 of The Ridge is the east/west Collector as identified by the Street Framework plan. Primary vehicle access to Phase 2 is provided after completion of the east/west Collector Street in Phase 1, in concert with improvements to SW Strobel Road and the connection provided to SW Scholls Ferry Road. For Phase 2, a north/south local street is to be constructed along the east property line. This street is identified as Public Street A.

For Street A, staff observes the applicant's proposal for a three-quarter improvement that is generally consistent with the city's L1 Local Street standard. The applicant's plans show the interim and full/future development of Street A (sheet P2.0). The applicant's cross-sectional street detail for full/ultimate development of Street A shows 34 feet of paving within a public right-of-way of 58 feet (ultimate). The applicant's interim/immediate proposal Street A creates 27 feet of paving and includes a retaining wall at six feet in height. The plans show the wall will be located approximately three to six feet west of the common property line (property line abutting the property to the east). The proposed public street and the area

where the wall is shown will be dedicated as public right-of-way. As explained herein, transportation staff is concerned about the space provided for interim two-way vehicle passage if parking is allowed along the street sides of Street A. Specifically, staff observes two-way vehicle aisle travel at 20-foot width if street parking is provided which provides very little horizontal separation from the vertical wall. This raises traffic safety concerns. To address this concern, the applicant's plans show a raised curb of 18-inches in width. Also, the applicant is agreeable to posting "No Parking" signs along the entire length of Street A until a future date when the property to the east is developed, and Street A is finished to meet the full L1 standard.

Staff observes the same conceptual street plan (Sheet P2.0) for the future street connections to show a future cul-de-sac (bulb). Staff also observes how most of the bulb would be constructed upon future development of the adjacent property to the east. For purposes of satisfying the Facilities Review approval criteria, staff observes the conceptual design of the cul-de-sac to have an internal radius of 45 feet to the face of the curb and 57 feet to the outside of the right-of-way which meets the city's minimum cul-de-sac bulb radii standards.

For Phase 2 of The Ridge, the applicant also proposes an east-west private street (shown as Private Street B) extending from Street A. The plans show that Street B is intended to have a 28 foot aisle to accommodate two lanes of traffic and two lanes of parking, which is comparable to the City's L2 Local Street standard. Transportation staff observe the L2 standard to be appropriate for traffic volumes of up to 500 vehicles per day. The applicant's Traffic Impact Analysis (TIA) indicates that the multi-family housing can be expected to generate up to 1,330 total daily trips.

Staff observes that the TIA does not address vehicles trip distribution internal to project site as proposed for Phase 2. Staff also observes how the TIA could further address trip distribution specific to the two access points proposed to Street A (separate from Street B). The City Traffic Engineer has reviewed the plan and accepts the improvement plan shown for Street B at the local standard of L2 and with street parking if the applicant's traffic engineer is able to document how this street is likely to incur fewer than 500 average vehicle trips per day (ADT). If documentation is not provided to show less than 500 ADT, the applicant is required to post "No Parking" signs to both sides of Street B. Staff proposes a condition accordingly.

Fire Protection in Phase 2:

TVF&R has reviewed the development proposal for Phase 1 and endorses support of the overall development plan (inclusive of Phase 1) as predicated on the conditions of approval identified a letter of addressed the city dated August 3, 2017. Of key interest to TVF&R is the secondary access proposal and the details associated with this plan. These details are to be shown to the Site Development Plans associated with phases 1 and 2. The applicant's plans show the fire access to the site from SW Scholls Ferry Road to remain as part of Phase 2. Additional fire hydrant location and water flow availability are also to be shown and documented as part of the Site Development Permit. Staff also refer to and incorporate the findings in response to Criterion H hereto that address fire safety specific to proposed buildings and structures intended for Phase 2.

In summary of the above, the Committee finds that the proposed development will provide required critical facilities, as conditioned through case file CUP2017-0003, specifically identified in Planning Commission Order No. 2542. Additional conditions are proposed specific to the extension of critical facilities that will serve development as planned for Phase 2.

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 (5) years of occupancy.

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

Staff incorporate the findings prepared in response to the applicant’s plans identified for Phase 1 of The Ridge PUD. These findings are found in the city staff report dated June 21, 2017. These finding were also incorporated to Planning Commission Order approving The Ridge PUD, specifically case file CU2017-0003. The Order approving The Ridge PUD recognizes two phases of development. The staff report dated Jun 21, 2017 identifies schools and police services and how these essential facilities will be provided for both phases of The Ridge.

The Committee observes one portion of the SCMCP trail system to be incorporated as part of Phase 2 for The Ridge. Annexation to Tualatin Hills Park and Recreation District (THPRD) is expected prior to commencing construction of Phase 1. A neighborhood park is not proposed as part the PUD plan. However, portions of SCMCP trail system are to be constructed within The Ridge development area. Condition No. 61 of The Ridge PUD approval identifies an option where Tract K (the open space tract shown to Phase 2) can be conveyed to Tualatin Hills Park & Recreation District for ownership upon donation and acceptance by THPRD. Both open space tracts created by The Ridge PUD (I and K) are of interest to THPRD. Written comments provided by THPRD in review of The Ridge PUD are identified in their letter dated June 9, 2017 (Exhibit 3.4 of the staff report dated June 21, 2017 / Exhibit 3.2 hereto) and are incorporated hereto.

The applicant’s plans show sidewalks and walkways that connect the apartment buildings to the public sidewalk system. The each building appears to have a single access point oriented toward each proposed street, as well as multiple access points facing the proposed parking lots. Each building provides long-term and short-term bicycle parking.

In summary of the above, the Committee finds that essential facilities and services are available, or can be made available, with adequate capacity to serve the development, prior

to occupancy of the multi-family residential buildings constructed under Phase 2.

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

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

Findings of Fact: Staff cites the Code Conformance Analysis chart in the staff report dated June 21, 2017 (Attachment E hereto) which evaluated both phases of The Ridge PUD in response to applicable Development Code requirements of Chapter 20. To date, the applicant's Quasi-Judicial Zoning Map Amendment application (ZMA2017-0002) is subject to first reading of an ordinance that will apply the city zone of Urban High Density Residential (R-1) to the area shown for Phase 2. The ZMA application is not subject to Facilities Review approval. The R-1 zone is effective 30 days after second reading of the ordinance. The applicant's plans for multi-family residential meets all density, use, setback and height regulations identified in Sections 20.05.20 and 20.05.20, specific to the R-1 zone. Staff also acknowledge a height exception allowed through PUD approval (65 feet) and that applicant's plans demonstrate compliance.

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

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

Findings of Fact: Staff cites the Code Conformance Analysis chart in the staff report dated June 21, 2017 (Attachment E hereto) which evaluated both phases of The Ridge PUD in response to applicable Code requirements of Chapter 60. Staff also incorporates the findings prepared in response to Criterion D in review the applicant's plans identified for Phase 1 of The Ridge PUD. These findings are summarized in the city staff report dated June 21, 2017. These finding were also incorporated to Planning Commission Order approving The Ridge PUD, specifically case file CU2017-0003.

For Phase 2, staff acknowledge the standards for off-street parking, identified in Section 60.30.10 applicable to multi-family residential development. In this case, the required number of parking spaces is based by the number of units and number of bedrooms provided to each unit. Page 33 of the applicant's narrative provides a tables that identifies the number of required off-street parking spaces for vehicles and bicycles. According to the

applicant, a total of 175 vehicle spaces are provided to meet the code requirement of 171 spaces. The applicant also identifies a total of six short-term and 119 long-term bicycle parking spaces to be provided within Phase 2 which meets the minimum requirements. Specifications proposed bike parking structures associated with Phase 2 are to be included with the plans submitted for Site Development.

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.***

Findings of Fact: The applicant's narrative response to Criterion E identifies a Homeowner's Association (HOA) to be created for The Ridge. Staff understands that one HOA will be formed to serve both phases of The Ridge. The HOA will be responsible for replacing plants and trees as shown for private common areas. The applicant's response to Criterion E explains how the owners of the proposed multi-family buildings will be party to the HOA thusly responsible for maintenance.

Staff observes the landscape plan shown for private common open space tracts as proposed for Phase 2. Future maintenance of trees and shrubs as planned for private tracts, in addition to private trail improvements therein, are to be maintained by the HOA. Also, future maintenance of private streets shown to Phase 2 are to be maintained by the HOA. Documents that create the HOA, together with Covenants, Conditions and Restrictions (CC&R) are subject to review and approval by the City Attorney prior recording the final plat associated with Phase 1. The HOA / CC&R documents are also part of the land division and CUP approvals for The Ridge. If necessary, addendums to the HOA / CC&R documents are possible through the final plat recorded for Phase 2 of The Ridge. To the addendum, the applicant may identify specific responsibilities of maintenance within the area of Phase 2 bestowed on the owners of the multi-family buildings.

For Phase 2, garbage and recycling storage areas identified for the multi-family buildings are subject to separate consideration through this application for Design Review. For the south building, the city acknowledges minor changes to the landscape plan that appear necessary for the hauler to access to proposed waste / recycling containers where shown.

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

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

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

Findings of Fact: In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. According to the applicant, public streets to be constructed as part of Phase 2 have been designed to meet the city's L2 standards identified in Chapter 2 of Beaverton's Engineering Design Manual (EDM). The applicant explains how the north-south public street will be improved to three-quarters the standard identified in the EDM. Staff acknowledges the applicant's conceptual plan for the remaining one-quarter of this street to be constructed in the future upon developing the abutting property to the east.

The applicant also identifies the creation of private streets located west of the north-south public street created as part of Phase 2. According to the applicant, proposed private streets include sidewalks on both sides. The applicant also identifies the vehicle aisle width shown within the street at 28 feet in width, curb-to-curb. The applicant explains how all streets have been designed to meet the city's minimum and maximum intersection spacing standards (at 100 feet and 530 feet, respectively).

The City Engineer and City Traffic Engineer have reviewed the applicant's plans and agree with the applicant's statement as to proposed streets internal to the development site having been designed for consistency with the city's Engineering Design Manual for public streets. As explained in response to Criterion A, additional evidence should be provided to support the proposed L2 standard as shown for Private Street B as shown. Additionally, staff observes how the plan for Phase 2 provides pedestrian pathways along all sides of both buildings. Staff also observes how the plan provides a concrete plaza and concrete pathways that distinguish pedestrian pathway through vehicle drive aisles. These pathway eventually connect with the pathway shown for the north-south community trail (next to the creek) and active open space.

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.

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

- Pedestrian, bicycle, and vehicle access from Road 8B (a new collector street constructed as part of Phase 1) and the overall Ridge development.
- Pedestrian access between SW Scholls Ferry Road to the future Creek, to Creek Trail/McKernan Creek Trail to the north.
- Future pedestrian, bicycle, and vehicle access to future development to the east.

Staff acknowledge the applicant's plan to construct a portion of the 10-foot wide pedestrian community trail as part of Phase 2. A half street improvement along the street frontage of SW Scholls Ferry Road is to be constructed as part of Phase 1. The half street improvement

is inclusive of the street frontages of all three properties that comprise both phases development (Tax Lots 301, 500 and 600 on Washington County's Tax Assessors Map 2S1-06). The frontage improvement is to include a sidewalk. The north-south street (Street A) shown at three-quarters improvement, will also provide a sidewalk but only to one side. As the applicant's concept plans show, a sidewalk on the opposite side of Street A would be constructed upon future development of the property to east. Staff observe that portion of Street A shown at three-quarters improvement to provide the minimum aisle width necessary for two-way vehicle travel. Staff also observe a retaining wall along the east property line and that the height of this wall is six feet (maximum).

Until development occurs east of the subject property, the wall is to remain in place. If street side parking is allowed to Street A during the interim period, the two-way vehicle path could have constricted passage. Accordingly, the Committee recommends posting No-Parking Signs along Street A until this street is fully improved in the future. Additionally, the Committee recommends reducing the wall height as much as feasibly possible along on the east property line. Upon future development of the property to the east, the wall will need to be removed and the road finished in way that conveys drainage in south-east direction toward the water quality treatment facility. Final elevation of the finished grade for this north-south road constructed in Phase 2 will influence the subsequent finished grades of the abutting property to the east when developed.

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.

Findings of Fact: Tualatin Valley Fire and Rescue District (TVF&R) has reviewed the subdivision proposal and endorses support of the PUD development plan as stated in their letter dated August 3, 2017. Sheet P5.0 of the applicant's plans identify the location of proposed fire hydrants specific to Phase 2. Fire flow calculations and hydrant locations will be subject to further review during Site Development and Building Permit stages. In their letter dated August 3, 2017, TVF&R request future details for the secondary access upon review of the Site Development Permit associated with this development plan. A condition of approval reflects the comments received from TVF&R.

Beaverton's Chief Building Official has reviewed the plan and finds in support of Criterion H. Construction of proposed apartment building 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.***

Findings of Fact: According to the applicant, all street and public facilities are designed in accordance with the City of Beaverton's Engineering Design Manual and thus should provide reasonable protection from crime, accident and hazardous conditions. The applicant also explains how future homes in this 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 constructed as part of Phase 2. 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.

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.***

Findings of Fact: The applicant's response to Criterion J refers to the preliminary grading plan as illustrated on sheets P4.0 through P4.1. The applicant also explains how grading has been designed to the standards of subsection 60.15.10 of the Beaverton Development Code and how grading of the site is necessary for the creation of new public streets, consistent with applicable standards of the Beaverton Engineering Design Manual and Standard Drawings, specific to Chapter II Streets, and Chapter VII Bicycle and Pedestrian Facilities, and Chapter VII Standard Drawings

In review of the grading plan specific to Phase 2, the Committee observes the proposed retaining wall shown along the eastern boundary of the property. The wall is associated with construction proposed for the north-south street (Street A). As explained in response to Criterion G, upon future development of the property to the east, the wall will need to be removed and Street A finished in way that conveys drainage in south-east direction toward the water quality treatment facility. For the purpose of satisfying Criterion J, the interim wall

should mitigate adverse effects of drainage and erosion on the neighboring properties until developed.

For the purpose of satisfying Criterion J, staff finds that 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.

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.

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

In review of the plans submitted for development, the Committee finds the proposed street sidewalks and walkways internal to the development to meet applicable accessibility requirements. Compliance with ADA accessibility standards will be thoroughly evaluated upon review of the Site Development Permit which follows land use approval. The City Engineer has conditioned the sidewalks for a minimum clearance of five-feet, unobstructed. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and the criterion in K will be satisfied.

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

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

Findings of Fact: The applicant submitted the required application, plans and materials. The Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 to be included as part of this proposal.

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

**Chapter 20 Use and Site Development Requirements
Specific for Multi-Family Residential**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?	
Development Code Section 20.25.05 – Density Calculations				
Minimum Residential Density	Minimum Density: 118 units Maximum Density: 301 units	The applicant proposes a maximum of 119 units which is more than minimum density and less than maximum density.	Yes	
Development Code Section 20.05.20 (Uses)				
R1	Permitted	Multifamily Dwellings	Multifamily Dwellings	Yes
Development Code Section 20.05.15 (Site Development Standards)				
Minimum Lot Area	R1 - 1,000 sq. ft. / DU	Lot 112 to be created for Multi-Family is approx. 2.53* acres net (*lot size adjusted with storm water quality facility tract).	Yes	
Minimum Yard Setbacks	Parent parcels are subject to the minimum yard setbacks of the zone	Through the CU-PUD process the parent parcels are to be minimum of the following: 10-ft. Front 15-ft. Rear 5-ft. Sides	Yes	
Maximum Building Height	R1 – 60 feet	Through PUD approval for The Ridge, the Planning Commission approved a maximum height of 65 feet for the R-1 portion of the site where the applicant proposes apartment buildings.	Yes	

**DR2017-0075
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Section 40.20.05. Design Review Applications; Purpose

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

Section 40.20.15.3.C Approval Criteria

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

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

Findings of Fact: For this Design Review Three proposal, the applicant's plans for multi-family residential buildings qualify for Design Review Two consideration. Because certain design standards are not met, the application meets Threshold No. 8 of Design Review Three, which reads:

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

In this case, the applicant's narrative addresses a combination of design standards and guidelines. Where the project is shown to meet the design standard, the applicant's narrative responds accordingly to demonstrate how the standard is met. Where the project is not shown to meet certain design standards, the applicant's narrative responds to the corresponding Design Guideline.

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

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

Findings of Fact: The applicant paid the required fees for the Design Review Three application.

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

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

Findings of Fact: As explained in response to Criterion No. 1 of Design Review Three approval, the application meets threshold No. 8 of Design Review Three. Criterion No. 3 identifies threshold numbers 1 through 6 which do not apply in the subject case.

Therefore, staff finds the criterion not applicable.

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

Findings of Fact: According to the applicant, the proposal is for a new development on a largely vacant site. The applicant states this criterion is not applicable. Staff concurs as the criterion applies only to additions or modifications of existing development.

Therefore, staff finds the criterion not applicable.

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

Findings of Fact: The applicant does not propose the DRBCP (Design Review Build-out Concept Plan). Staff confirm that the DRBCP is not applicable under the circumstances.

Therefore, staff finds the criterion is not applicable.

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

Findings of Fact: In the subject case, the applicant has decided to address a combination of design standards and guidelines. According to the applicant, the proposed development addresses the design standards (60.05.15 through 60.05.30) where the standards can be met, and otherwise addresses Design Guidelines.

In this case, the applicant identifies five specific design standards that development plan does not meet. For reference, these standards include:

- **60.05.15.1.D** – An architectural building standard applied to building walls that face street, where a maximum area of 150 sq. ft. may be left undifferentiated / blank (e.g. no change in material elements or use of articulation).
- **60.05.15.2.B** – An architectural building standard, specific to the roof eave, requiring a minimum projection from the wall 12-inches (for pitched roofs) or parapet for flat roofs.
- **60.05.20.3.D** – Pedestrian connections standard where walkways through parking lots are to be physical separated by use of curbs, landscaping, trees.
- **60.05.20.4.A** – Landscape standard that calls for a perimeter landscaping between the parking lot and abutting public street a minimum of six-feet with trees OR a solid wall or fence option with landscape and ground cover next to wall – also with trees.
- **60.05.20.5.A.**- Parking lot landscaping standard that calls for one island for every eight contiguous spaces.

Staff refers to the Design Review Standards/Guideline Analysis table which identifies and evaluates standards and guidelines applicable in the subject case. Staff incorporates the applicant's statements in response to these standards and guidelines for support.

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

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

Findings of Fact: The applicant has one of two options. In this case, the applicant

has decided to address a combination of design standards and guidelines as described under Threshold No. 6. The applicant has decided not to address Design Guidelines only as Threshold No. 7 (above) describes.

Therefore, staff finds the criterion is not applicable.

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

Findings of Fact: The applicant has submitted this Design Review Three application in the proper sequence. All critical facilities identified as part of Phase 1 of the CUP-PUD for The Ridge will need to be substantially complete before the city is able to issue subsequent site development and building permits specific to this development plan for Phase 2. Staff proposes several condition of approval as identified in Attachment C.

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

Recommendation

Based on the findings of fact presented, staff recommends **APPROVAL** of **DR2017-0075 (The Ridge Multi-Family Residential)** subject to conditions of approval identified in Attachment C.

Design Review Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Maximum length of attached residential buildings – 200 feet.	The applicant proposes two multi-family residential buildings. No building elevation exceeds 200 feet in length.	YES
60.05.15.1.B Min. 30% articulation for buildings visible from / within 200 feet of street.	Building articulation exceeds 30% on all buildings by use of windows, recessed entries, off-set walls, and materials changes, where within/visible from street.	YES
60.05.15.1.C Max 40' space between architectural features.	Applicant refers to Sheets A00 to A14. Architectural features (e.g., windows, offsetting walls, changes in material types) are spaced approx. 17 feet (maximum).	YES
60.05.15.1.D Maximum 150 sq. ft. undifferentiated blank walls facing streets.	Applicant explains that there are four areas within the proposed buildings' street-facing elevations that exceed the 150 square foot maximum for undifferentiated walls facing a street.	NO / See Response to Guideline
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 Roof eave for pitched roof must be at least 12"	Applicant explains how both buildings' roofs include a mix of 12-inch eaves and parapet walls. Not all roof eaves are shown to extend a minimum of 12 inches.	NO / See Response to Guideline
60.05.15.2.Ce Flat roofs need parapets	No flat roofs are proposed.	N/A
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance (min 6' wide / 4' deep)	The applicant has designed the buildings so that all primary entrances provide weather protection in accordance with this standard (36' wide and 12.5' deep)	YES
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	All proposed buildings are to be comprised of double-wall construction as defined by the Development Code in Chapter 90.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof mounted equipment is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The public street system has been evaluated as part of the associated preliminary subdivision and PUD applications. The multi-family residential development plan will connect to the existing and planned street system.	YES
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A-D Screening of loading bays and waste facilities.	Each multi-family building will have area devoted to trash / recycling receptacles. These will be receptacles will be within the building for most of the week. Receptacles will likely be wheeled to the curb for service. No loading docks / bays are proposed.	YES
Pedestrian Circulation		
60.05.20.3.A Links to adjacent pedestrian facilities (existing and planned)	Pedestrian circulation is provided to sidewalk system evaluated as part of the associated preliminary subdivision and PUD applications. The multi-family residential development plan will connect to the planned pedestrian pathways, most are to be constructed as part of Phase 1. Phase 2 construction includes that portion of the north-south multi-use trail identified as part of the SCMCP.	YES
60.05.20.3.B Direct walkway connection between primary entrances and public / private streets and other pedestrian destinations.	Pedestrian circulation is provided to the proposed sidewalk system from the primary building entrances to proposed public and private streets. Also, pedestrian walkway is shown to north-south multi-use trail identified as part of the SCMCP.	YES
60.05.20.3.C Walkways provided for every 300' of street frontage.	Applicant's narrative identifies lengths of respective street frontages and how pedestrian access is provided at distances not to exceed 300 feet.	YES
60.05.20.3.D Ped connections through parking lots physical separated by use of curbs, landscaping, trees...	Applicant's narrative explains how pedestrian walkways are provided through proposed parking lot. However, applicant also explains how these parking lots are small and how walkways are not separated by use of curbs, landscaping and trees as the standard describes.	NO / See Response to Guideline
60.05.20.3.E Distinct paving for pedestrian walkways.	The applicant proposes concrete pathways to distinguish pedestrian pathway from asphalt vehicle drive aisles and parking lots.	YES
60.05.20.3.F 5' minimum width / ADA	The proposed pedestrian walkways are 5 feet in width to meet standard.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Landscape to Street Frontages and Parking Areas		
60.05.20.4.A Six foot perimeter landscaping between parking lot and abutting public street OR a solid wall or fence with landscape and ground cover next to wall.	Applicant's narrative explains how planting strip will be is to be provided between Road 8B and the parking lot for Building A, but that this plan does not meet the design standard of 60.05.20.4.A. that calls for <u>minimum number of trees</u> . Staff refer to the applicant's landscape plan (Sheet L1).	NO / See Response to Guideline
Parking and Landscaping		
60.05.20.5.A.-D Parking lot landscaping	Applicant's narrative explains how landscape planter islands are provided within both parking lots, but is not shown to meet the code standard of island for every 8 contiguous parking spaces (for one portion of lot B). The applicant explains that all other applicable design standards for parking lot landscaping (B through D) are met.	NO for A / See Response to Guideline Yes for B - D

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Open Space		
60.05.25.3 Residential Common Open Space	The proposal is recognized as part of a larger PUD which supersedes the Design Review provisions of this section. Open space for entire PUD has been evaluated. Development plan for Phase 2 does not alter that portion of the plan identified for common open space.	N/A
60.05.25.3.D Residential Active Open Space	Active open space for entire PUD has been evaluated, including the "active" areas specific to Phase 2. The applicant's development plan specific to Phase 2 does not alter that portion of the plan identified as active open space (area / dimensions). However, applicant's plans for Design Review show specific active space elements / amenities that were only identified in concept via the PUD plan. Plan incorporates specific amenity options identified in 60.05.25.4.I.	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Landscape		
60.05.25.4 Landscaping standards for attached residential.	Standards call for planting to minimum numbers and spacing distances - around proposed buildings and for proposed pedestrian plazas. Applicant's narrative (page 22) describes the type of trees proposed, the spacing distances and other elements to show compliance with applicable design standards.	YES
Retaining Walls		
60.05.25.8 Retaining Walls greater than 6' in height or 50 feet in length.	Applicant identifies certain walls that will be higher than six feet or 50 feet in length. Applicant also explains how these walls will be textured and/or provide a pattern, consistent with the standard.	YES
Fences and Walls		
60.05.25.9 Fences and Wall design standards	Applicant identifies wall and fence plan. Proposal for fence near detention pond will be 4-feet high – split rail design.	YES
Minimize Significant Changes to Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Maximum grade differential changes to abutting residential.	Grading plan, all surface contour changes meet the requirements from abutting residential properties where applicable. Proposed storm water facilities and roads are exempt from these standards.	YES / NA
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	Location of above ground water quality facilities were evaluated as part of the overall PUD / Subdivision for The Ridge. Two tracts of land are to be created for this purpose.	N/A
Natural Areas		
60.05.25.12 Encroachment into buffer areas.	Clean Water Services has issued a Service Provider Letter in review of the PUD, inclusive of the area delineated for Phase 2. Natural areas were also reviewed as part of PUD approval and located outside boundaries identified for construction of multi-family buildings.	N/A
Landscape Buffering Requirements		
60.05.25.13.C Landscape buffering between contrasting zoning districts	Adjacent properties are tracts and public streets (existing and planned). Abutting property east of Phase 2 is part of the SCMCP plan. Table 60.05-2 (identifying specific zones / buffer and distance) does not describe standard for AF-20 zone.	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	Multi-family buildings will show compliance with the Technical Lighting Standards. Applicant refers to Sheet IL1.1 for illumination levels and pole height.	YES
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Pedestrian Lighting	Applicant describes luminaries as provided for private pedestrian plazas / pathways	YES

Design Review Guideline Analysis

As stated in response to approval Criterion No. 6, the applicant has decided to address a combination of design standards and guidelines for this Design Review 3 application. Pages 27 and 28 of the Otak narrative respond the corresponding design guideline where the standard is not met. Where the table above identifies certain applicable design standards that are not meet, the table below identifies full text of the guideline and provides analysis and findings in response.

DESIGN GUIDELINE	Guideline Analysis / Finding of Fact
Building Articulation and Variety	
<p>Guideline</p> <p>60.05.35.1 - E <i>Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided.</i></p>	<p>Applicant's narrative response to the corresponding design guideline explains how both buildings are designed to incorporate permanent architectural features including windows, bays, balconies, offsetting walls, recessed entrances and changes in materials. The applicant's narrative describes the type and extent of material elements employed as part of the design. In this case, elements that do not meet the 150-foot maximum are limited to certain areas of fiber cement paneling.</p> <p>Staff notes that the design guideline does not describe a higher expectation than that identified by the corresponding standard (60.05.15.1.D, above). In this case, staff observes only certain portions of the building exterior to exceed the 150 square foot area limit of undifferentiated walls as described by the standard. Staff observes some walls where fiber cement panels are shown to have half-inch reveals that will break in the wall paneling system. The Planning Commission will receive the applicant's material sample board at the hearing where the fiber cement panel / reveal system is shown.</p> <p>In review of the overall plan and size of this building, staff finds the undifferentiated wall elements to be limited and less significant under the circumstances. Staff also notes that the</p>

DESIGN GUIDELINE	Guideline Analysis / Finding of Fact
	<p>150 square foot standard is not a proportional standard. In this case, proposed building walls are over 50 feet in height. Other material elements (brick veneer, window glazing and fiber lab siding) are employed as part of the design and add visual interest and articulation. For these reasons, staff finds the guideline to be met.</p>
Roof Forms	
<p>Guideline</p> <p>60.05.35.2 A <i>Roof forms should be distinctive and include variety and detail when viewed from the street. Slope roofs should have a significant pitch and building focal points should be emphasized.</i></p> <p>60.05.35.2 B <i>Flat roofs should include distinctive cornice treatments.</i></p>	<p>The applicant explains how both buildings have sloped roofs with a pitch of 4/12 and that a mix of treatments are proposed at the roof edges. The applicant also explains how the pitch roof does not extend to the roof eave in all directions. The architectural elevations shown on Sheet A16 demonstrate how some of the pitch roof will be seen from the ground level, depending on the location / perspective. Where roof eaves are seen, they will extend beyond the design standard minimum of 12 inches.</p> <p>Staff notes that applicant could employ more cornice treatment to the roof edges where the sloped roof eave is not apparent. Staff refer to Sheet A17 where the pitched roof element is not seen from this perspective. Staff also notes that the corresponding guideline for flat roofs refers to "distinctive cornice treatments" and that the applicant's plans lack sufficient notation to indicate what is planned for the flat roof elements.</p> <p>As the guideline specifically refers to distinctive cornice treatments, staff is unable to find in support. However, staff understands that the applicant has plans to employ a type of cornice that would be available for consideration at the hearing.</p>
Pedestrian Circulation - Physical separation through parking lots	
<p>Guideline</p> <p>60.05.40.3.D</p> <p><i>Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles.</i></p>	<p>As previously stated, applicant's plans do not demonstrate compliance with the corresponding standard in 60.05.20.D that describes how pedestrian walkways are be separated through parking lots via curbs, landscaping, trees and lighting. In response to the corresponding guideline, the applicant explain how the pedestrian pathways will be raised along the sides of the building and to Private Street B. As the applicant explains in response to the standard, the proposed parking lots in this case are small. The applicant also explains how the walkways will be concrete to differentiate from asphalt as planned for vehicle aisles.</p> <p>Staff notes that the design guideline in this case does not necessarily describe a higher expectation than that identified by the standard. Where the standard describes pedestrian</p>

DESIGN GUIDELINE	Guideline Analysis / Finding of Fact
<p>Guideline 60.05.40.3.D</p>	<p>connections through parking lots physical separated by use of curbs, landscaping and trees, the guideline simply states that pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles. Staff finds the applicant's plans to adequately address the guideline. In this case, as the applicant's plans employ a different type of pavement type, to ensure the walkway is distinctive. Additional pavers or thermoplastic paint can be also be applied to walkways as a condition if the Commission finds additional treatment is necessary.</p>
<p>Landscape to Street Frontages and Parking Areas</p>	
<p>Guideline 60.05.40 (4) <i>Landscape or other screening should be provided when surface parking areas are located along public streets.</i></p>	<p>Applicant explains how the parking area for Building A is adjacent to the proposed 8B right-of-way (future collector street). The applicant also explains how a landscape strip will be provided - between the street and parking area and that the strip will meet the standard width. Staff understands that the applicant's plans do not meet the corresponding standard for tree number / spacing to occur within the landscape strip. Again, the design guideline in this case does not necessarily describe a higher expectation than that identified by the standard. Staff also observes how the applicant's plan will provide street trees within future road improvement (for 8B and Scholls Ferry Road). Specifically, trees would be introduced to the landscape strip that is shown between the curb and sidewalk. Staff find that the proposal meets the guideline.</p>
<p>Parking Area Landscape</p>	
<p>Guideline 60.05.40.5 <i>Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas.</i></p>	<p>Applicant explains how landscape planter islands are provided within both parking lots, and are provided for every 8 contiguous spaces, with the exception of one row of ten contiguous spaces in the parking lot shown for Building B.</p> <p>Staff finds this deviation from the standard to be negligible. Staff also observe how the applicant's plans employ use of landscape islands, consistent with the design Guideline.</p>

SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and analysis contained herein, staff finds that the applicable approval criteria for Design Review 3 (Section 40.90.15.3.C of the Development Code) are satisfied. Staff also recommends certain conditions of approval identified in Attachment C.

PROPOSED CONDITIONS OF APPROVAL

- A. Prior to issuance of the site development permit for each phase, the applicant shall:**
1. 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. If at the time of a pending site development permit issuance for the first phase of The Ridge 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 Ridge development. (Site Development Div. / JJD)
 2. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
 3. 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 current effective Clean Water Services District Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
 4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
 5. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, Clean Water Services SPL (Service Provider Letter) required plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
 6. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
 7. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the Scholls Ferry Road right of way. (Site Development Div./JJD)

8. 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 Div./JJD)
9. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
10. Provide a public utility plan for water and sanitary sewer provision as documented in the South Cooper Mountain utility masterplans. The project shall be eligible for a water system development charge credit equal to the estimated construction cost value of extra capacity improvements as determined and administered by the City Utilities Engineer. (Site Development Div./JJD)
11. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
12. 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)
13. Provide final construction plans and a final drainage report for each phase, as generally outlined in the submitted preliminary drainage report (January 2017), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS 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. (Site Development Div./JJD)
14. Provide final grading plans with a detailed drainage analysis of the subject site by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./JJD)
15. 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 Div./JJD)
16. 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 Div./JJD)

17. 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 Div./JJD)
18. 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 Div./JJD)
19. 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 Div./JJD)
20. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div./JJD)
21. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed for any common areas or private streets. (Site Development Div./JJD) (Site Development Div./JJD)
22. 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 Div./JJD)

23. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
24. Provide evidence that all critical and essential facilities and improvements to be completed as part of Phase 1 of The Ridge PUD are substantially complete to the extent that connections to these critical and essential facilities are available. (Site Development Div./JJD / Planning SW)
25. Provide evidence that new driveway and street intersections meet City requirements for intersection sight distance and spacing. No obstructions shall be placed within the required intersection sight distance or vision clearance triangles. New driveway intersections shall meet the sight distance criteria in the City of Beaverton Engineering Design Manual for the design speed of the roadway. (Transportation / KR)
26. Submit plans that show the construction of street and pedestrian improvements to SW Scholls Ferry Road as approved for Phase 2. (Transportation / KR)
27. Submit plans that show the construction of improvements to Street A as shown in the applicant's submitted plans, in addition to providing a minimum six inch curb and 18-inch wide concrete slab before the base of the retaining wall. The plan shall include "No Parking" signs posted along both sides of Street A until such time that Street A is constructed to ultimate build-out, consistent with the City L1 street standard. Private Street B shall be improved to the Beaverton L2 standard. No parking signs shall also apply to both sides of Street B if the applicant's traffic engineer shows average daily vehicles (ADT) trips to exceed 500. (Transportation / KR / Planning / SW)
28. Ensure the plans show fire apparatus access provided onto Road 8B (the east-west Collector) and to SW Scholls Ferry Road, consistent with TVF&R requirements of Section D104.3., except 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 (OFC D107). In review of the plan secondary access is required and the Site Development Plan is to provide construction details for the secondary access. (Fire / JF)
29. Ensure fire access roads are constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) Location is to be identified the locations on the plans. (Fire / JF)
30. Ensure plans identify at least one of the required aerial access routes are located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or

between the aerial access road and the building. (D105.3, D105.4) Identify the locations on the plans. (Fire / JF)

31. Ensure plans identify fire flow availability. The applicant 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) Provide fire flow calculations by site development review time. (Fire / JF)
32. Ensure plans provide the minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C) Identify all hydrants on the plans. Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13) (Fire / JF)
33. Ensure plan provide emergency responder radio coverage In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1; OFC 510.1) (Fire / JF)
 - a. Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
This condition applies if the aggregate floor area of any of the apartments is 50,000 square feet or larger. (Fire / JF)
34. Submit a landscape plan intended for private common areas and the water quality / detention facility (Tract J) as part of the Site Development Permit set, consistent with landscape plan identified on Sheets L2.2 of the plan set dated 7-10-2017, except as modified by the City Site Development Engineer in review of final construction plans for the water treatment facility. (Planning Division/SW)
35. Resolve design and/or conflicts with refuse disposal/recycling hauler that would preclude adequate service of refuse and recycling containers for the two apartment buildings. (Planning Division/SW)
36. Ensure that all associated applications, including Quasi-Judicial Zoning Map Amendment, Comprehensive Plan Map Amendment and Tree Plan 2, are approved and are consistent with the submitted plans. (Planning Division/SW)
37. Ensure the Site Development Plan describes "No Parking" signs posted along private streets and alleyways internal to the apartment parking areas. (Planning Division/SW)
38. Ensure the Site Development Plan identifies the location of protective temporary fencing for trees consistent with the standards described in Section 60.60.20 of the City

Development Code. Protective fencing is to be in place prior to removing trees subject to Tree Plan 2 approval for The Ridge. The fencing plan (section detail and location) is to be shown as part of plans approved for Site Development for Phase 2. (Planning Division/SW)

39. Ensure Sheet P3.0 of Phase 2 of The Ridge shows appropriate easements, inclusive of sanitary sewer that crosses the site. The open space tract boundaries may also be adjusted to incorporate the community trail. If trail is not shown as part of the open space tract, a separate public easement over the trail location is required and shall be shown as part of the recorded final plat for Phase 2. The easement shall benefit the Tualatin Hills Park and Recreation District and the public for pedestrian and bicycle access.

B. Prior to recording the Final Plat for Phase 2, the applicant shall:

40. As applicable for the subdivision, 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 Div./JJD)
41. If applicable, provide a draft copy of any intended addendum to the Covenants, Conditions and Restrictions (CC&Rs) to be recorded with the Final Plat for Phase 2. The addendum is to be reviewed and approved by the City Attorney and Planning Director prior to Final Plat approval for Phase 2 or Building Permit issuance, whichever comes first. (Planning / SW).

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

42. 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 Div./JJD)
43. Ensure building plans comply with the State of Oregon Building Code in effect as of date of application for the building permit. This currently includes the following: The 2012 edition of the International Building Code as published by the International Code Conference and amended by the State of Oregon (OSSC); The 2009 edition of the International Residential Code as published by the International Code Conference and amended by the State of Oregon (ORSC); 2012 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2012 edition of the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials and amended by the State of Oregon (OPSC); the 2014 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and

the 2012 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). (Building / BR).

44. Ensure building(s) are be accessible to persons with disabilities. (Chapter 11, OSSC) (Building / BR)
45. Ensure an accessible route is provided to persons with disabilities throughout the site and from the building to a public way. (Section 1104, OSSC) (Building / BR)

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

46. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the house frontage. (Site Development Div./JJD)
47. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
48. Demonstrate how the proposed trail system through the project site is constructed consistent with THPRD standards, as set forth in the THPRD *Trails Functional Plan* (February 2016). The applicant shall also coordinate with THPRD to provide signage as necessary for all trails. Trail improvements shall be designed in accordance with the direction provided by THPRD in their letter dated June 9, 2017.
49. Ensure protective fencing for trees with SNRA portions of the development plan remain in place. (Planning / SW)
50. Ensure ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container, or a 2-1/4 inch container if planted 18 inches on-center. (Planning/SW)
51. Ensure all site improvements, including landscaping are completed in accordance with landscape plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
52. 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/SW)
53. Ensure construction of all exterior lighting is completed in accordance with the plans and fixture details marked "Exhibit C", except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. Illumination of internal light fixtures shall meet the minimum 1.0 foot-candle standard within the site boundaries and shall be reduced to 0.5 foot-candle level (or lower) at the property boundary. (Planning/SW)
54. Ensure deciduous or evergreen shrubs are installed at a minimum, using one-gallon containers or 8 inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/SW)

55. Ensure all new 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/SW)
56. Ensure that all walkways and pathway connections into the parking lot are constructed with scored concrete or modular paving patterns, including ramps as necessary. ADA standards shall apply. (Planning/SW)

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

57. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
58. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
59. Submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
60. 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 Div./JJD)

*** END OF PROPOSED CONDITIONS OF APPROVAL ***

Planning Commission Order No. 2542 – Conditions of Approval for The Ridge PUD
(for reference)

BEFORE THE PLANNING COMMISSION FOR
THE CITY OF BEAVERTON, OREGON

After recording return to:
City of Beaverton, City Recorder:
P.O. Box 4755
Beaverton, OR 97076



IN THE MATTER OF A REQUEST FOR APPROVAL OF PROPOSED) ORDER NO. 2542
CONDITIONAL USE - PLANNED UNIT DEVELOPMENT) CU2017-0003 THE RIDGE PUD AT SOUTH COOPER
) MOUNTAIN
)

The matter came before the Planning Commission on June 28, 2017, on a request for approval of a Conditional Use - Planned Unit Development proposal consisting of 82 detached single-family lots, 29 attached single-family lots and one large parcel intended for future construction of building(s) to accommodate up to 200 multi-family residential dwelling units. The proposal is associated with The Ridge Planned Unit Development at South Cooper Mountain and the land use case files associated with this development proposal, which include CPA2017-0002, ZMA2017-0002, LD2017-0002, DR2017-0010 and TP2017-0005.

The subject properties are identified as Tax Lots 500 and 600 on Washington County Tax Assessor's Map 2S1-06, addressed as 18185 SW Scholls Ferry Road and 18407 SW Scholls Ferry Road, respectively. The development plan also includes a portion of two other properties identified as Tax Lots 301 and 700 on Washington County Tax Assessor's

Map 2S1-06, addressed as 18485 SW Scholls Ferry Road and 17811 SW Scholls Ferry Road, respectively, identified for road and utility improvements.

Pursuant to Ordinance 2050 (Development Code) and under Sections 50.15.2 (concurrent review of multiple application), 50.45 (Type 3 processing) and 50.55 (conduct of hearing), the Planning Commission conducted a public hearing and considered testimony and exhibits on the subject proposal. Findings herein supplement the findings as contained in the staff report dated June 21, 2017. The Commission further adopts and incorporates these documents, plans and materials as supportive findings in response to applicable approval criteria contained in Sections 40.03 (Facilities Review) and 40.15.15.4.C (Conditional Use – Planned Unit Development) of the Development Code.

To this Order, the Commission adds the following findings in support of Conditional Use – Planned Unit Development approval criteria:

Waterline Route Option B and High School Operation and Safety. Oral and written testimony received from the Beaverton School District for consideration on June 28, claimed that one waterline route option, identified to the staff report as Option B, could impact operation of school buses expected to enter and leave the new Mountainside High School via a recently constructed Collector Street. In response to this claim, the Commission acknowledges the limited extent of waterline construction proposed within the Collector Street and finds in favor of a condition that requires the applicant to coordinate with the Beaverton School District on the installation of waterline Option B if sought. The applicant is also to submit evidence demonstrating that the installation of waterline Option B will not affect the structural integrity of the adjacent road. Condition No. 26, as stated in this Order, is modified accordingly.

Forested Upland Habitat Connection by Easement. The Commission also acknowledges the applicant's alternative plan that creates tree protection and conservation easements across certain properties identified in the north portion of The Ridge PUD. Recognizing a potential connection between open space tracts, and the potential for creating additional upland habitat, the Commission finds in favor of a condition that requires additional conservation / tree preservation easements across the rear of lots 7, 8, 11, 12 and 13 at ten feet in width. The Commission also finds in favor of a tree planting plan for the easement area. The Commission introduces Condition No. 70 for this purpose.

Therefore, **IT IS HEREBY ORDERED THAT CU2017-0003 is APPROVED** based on the testimony, reports and exhibits, and evidence presented during the public hearing on the matter and based on the facts, findings, and conclusions found in the Staff Report dated June 21, 2017, subject to the following conditions.

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

1. 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. If at the time of a pending site development permit issuance for the first phase of The Ridge 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 Ridge development. (Site Development Div. / JJD)
2. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
3. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings),

Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)

4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
5. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, Clean Water Services SPL (Service Provider Letter) required plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
6. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
7. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the Scholls Ferry Road right of way. (Site Development Div./JJD)
8. 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 Div./JJD)
9. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
10. 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.
11. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
12. 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)

13. Provide final construction plans and a final drainage report for each phase, as generally outlined in the submitted preliminary drainage report (January 2017), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water quality treatment. In addition, the final drainage report shall also demonstrate that the entire development proposal shall meet the SLOPES V requirement for stormwater management. (Site Development Div./JJD)
14. Provide final grading plans with a detailed drainage analysis of the subject site by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./JJD)
15. 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 Div./JJD)
16. 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 Div./JJD)
17. 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 Div./JJD)

18. 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 Div./JJD)
19. 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 Div./JJD)
20. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div./JJD)
21. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed for any common areas or private streets. (Site Development Div./JJD) (Site Development Div./JJD)
22. 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 Div./JJD)

23. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
24. Provide plans showing the water service main extension improved to a diameter of 24-inches for either location option (A or B) identified on the Preliminary Utility plan (Sheet P5.3). Under either option, water service must be extended from the current water main terminus at the Beaverton School District (Mountainside High School) property line to the point at which the anticipated east-west collector street reaches the boundary of the subject site. Under Option A, the applicant is to construct the water main along the route of this collector street and must provide substantial evidence that an easement for the water main will be obtained. Under Option B, the applicant is to construct the water main down the east side of Tax Lot 700 of Washington County Tax Assessor's Map 2S-1-060, outside of the collector street right-of-way, then west along SW Scholls Ferry Road and then north along the western boundary of the subject site to reach the anticipated collector. The applicant must also obtain the necessary permit approvals from Washington County for route Option B as identified in the letter prepared by Washington County dated June 7, 2017. Option A is the route chosen in the South Cooper Mountain Community Plan. If Option A cannot be implemented in the short term, Option B is permissible as an interim alignment until Option A can be implemented. (Planning / SW).
25. Obtain a Washington County's Facilities Permit for any work in the right-of-way of SW Scholls Ferry Road and provide a copy to the city. Scope of work identified as part of the Washington County permit is to be made clear. If off-site water line extension under Option B is sought through this permit, the applicant is to complete the Washington County "Design Option" form in addition to providing a Geotech/Pavement report, in addition to Engineer's Checklist (Appendix E of the County's Road Design/Construction Standards). Additional submittal requirements for the Washington County permit, including fees and deposit, are identified in the correspondence received from Washington County dated May 30, 2017. ((Wash. Co / NV / Planning / SW).
26. Provide separate plans (sheet) showing the construction access and staging area associated with water main route Option B (if sought). The access and staging plan is to show all construction associated with Option B contained with Tax Lot 700 of Washington County Assessor's Map 2S-1-0600, away from the recently constructed Collector street along the high school campus. The applicant shall coordinate with the Beaverton School District on the installation of waterline Option B. The applicant shall submit evidence demonstrating that the installation of waterline Option B will not affect the structural integrity of the adjacent road.
27. Provide plans that show construction details for the two culvert crossing designs as shown to the SW Scholls Ferry Road right-of-way on Sheet P5.2

(Preliminary Utility Plan South). The culvert design shall include casing designed to accommodate the future construction of the Willamette Water Supply line within this respective segment of SW Scholls Ferry Road. (Planning / SW).

28. Provide evidence that new driveway and street intersections meet City requirements for intersection sight distance and spacing. No obstructions shall be placed within the required intersection sight distance or vision clearance triangles. New driveway intersections shall meet the sight distance criteria in the City of Beaverton Engineering Design Manual for the design speed of the roadway. (Transportation / KR)
29. Submit plans that show the dedication of 48 feet of right-of-way along the SW Scholls Ferry Road frontage of the entire property, as shown in the applicant's submitted plans. (Transportation / KR)
30. Submit plans that show the construction of street and pedestrian improvements to SW Scholls Ferry Road as approved by the Planning Commission. Pedestrian trail improvements shall also be designed in accordance with the direction provided by THPRD in their letter dated June 9, 2017 (Transportation / KR)
31. Submit plans that show the construction of improvements to SW Strobel Road as shown in the applicant's submitted plans, specifically 31 feet of pavement, plus curb and gutter on the east side, and a 7.5-foot planter strip, and a 12-foot multi-use pathway, as well as a 0.5-foot maintenance and monumentation gap. (Transportation / KR)
32. Submit plans that show that the proposed development conforms to the street spacing standards of Section 210.11 of the Engineering Design Manual and Section 60.55.25 of the Development Code, except as specifically authorized by the City Traffic Engineer through approval of an Engineering Design Modification application. (Transportation / KR)
33. Submit plans that show installation of a Rectangular Rapid Flashing Beacon at the proposed trail crossing of SW Mountainside Way (Road 8B) (Transportation / KR)
34. Submit plans that show consistency with half street improvement along the street frontages of SW Scholls Ferry Road approved by Washington County permit, inclusive of the street frontages of all three properties that comprise both phases development (Tax Lots 301, 500 and 600 on Washington County's Tax Assessors Map 251-06). The frontage improvement plan shall show general consistency with the interim cross-section detail identified as Section K-K on sheet P2.1 of the plan set. For interim street frontage plan, the applicant is required to construct to ultimate alignment/grade a 7.5 foot planter strip and 14-foot multi-use path and drainage along the subject site's frontage of SW Scholls Ferry Road, including lighting at SW Strobel Road and the emergency access. (Wash. Co / NV / Planning / SW).

35. Submit plans that show the construction of an interim traffic signal at SW Scholls Ferry Road and SW Strobel Road to Washington County standards ((Wash. Co / NV / Planning / SW). The applicant shall also pay the proportional share of cost to construct the traffic signal at the SW Scholls Ferry Road / SW Strobel Road intersection to ultimate design. (Wash. Co / NV / Planning / SW).
36. Pay a proportional share of cost to improve the off-site intersection of SW 175th / SW Kemmer Road – payable to Washington County. Based on a per trip proportionate estimate, the developer's estimated cost share is \$29,330.00 (Wash. Co / NV / Planning / KR).
37. Obtain a demolition permit for the removal of the existing building(s). A plumbing permit is required for removal, abandonment and capping of a septic tank or sewer line. If a septic tank exists, it shall be pumped out and filled in with sand or gravel or completely removed. An inspection shall be obtained from the plumbing inspector after the tank is filled or removed. A copy of the receipt from the pumping company shall be provided. If the building is connected to the public sanitary sewer system, the building's sewer shall be capped off at the property line and inspected by the plumbing inspector. (BC 8.02.035, Section 105, OSSC; Section 722, OPSC) The removal of existing buildings on the property may provide credits towards some system development (SDC) fees such as water, sanitary sewer, impervious surface, and traffic. (Building Division /BR)
38. Provide additional plan details to the Site Development plan set concerning the secondary emergency vehicle access. These details shall show how fire apparatus turns will be made onto Road 8B (the east-west Collector) with the proposed median. Also, the applicant is to show details for the curb cuts where emergency vehicles enter from Road # 8B or SW Scholls Ferry Road. Construction plan details are to be shown consistent with the conditions of approval identified to the letter prepared by Tualatin Valley Fire & Rescue dated May 25, 2017. Hydrant location and water flow availability are also to be shown and documented as part of the Site Development Permit. Additionally, the applicant shall show the hammer-head turn-around for Street D for consistency with TVF&R standards (minimum 70-foot length). (TVF&R/ JF / Planning / SW)
39. Submit a landscape plan intended for private common areas and the water quality / detention facility (Tract H) as part of the Site Development Permit set, consistent with landscape plan identified on Sheets L1.1 and L1.2, except as modified by the City Site Development Engineer in review of final construction plans for the water treatment facility. (Planning Division/SW)
40. Resolve design and/or conflicts with refuse disposal/recycling hauler that would preclude adequate service of refuse and recycling containers for all units of the subdivision. (Planning Division/SW)

41. Ensure that all associated applications, including Quasi-Judicial Zoning Map Amendment, Comprehensive Plan Map Amendment and Tree Plan 2, are approved and are consistent with the submitted plans. (Planning Division/SW)
42. Ensure the Site Development Plan describes "No Parking" signs posted along the private alleyway access for Lots 72 through 91. (Planning Division/SW)
43. Ensure the Site Development Plan identifies the location of protective temporary fencing for trees consistent with the standards described in Section 60.60.20 of the City Development Code. Protective fencing is to be in place prior to removing trees subject to Tree Plan 2 approval. The fencing plan (section detail and location) is to be shown as part of plans approved for Site Development. (Planning Division/SW)
44. Ensure the Site Development Plan incorporates all Tree Protection Recommendations of the report by Multnomah Tree Expert (dated January 26, 2017 and supplemental of June 16, 2017, for construction at all stages. The approved Site Development Plan is to include signage attached to protective fencing once in place, consistent with the project arborist recommendation. The tree protection recommendations shall apply to all portions of the project site where tree protection fencing is shown. (Planning Division/SW)

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

45. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)\
46. Have substantially completed the site development improvements as determined by the City Engineer, including streetlights being fully functional. (Site Development Div./JJD)
47. 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)
48. 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)
49. Pay a storm water system development charge (overall system conveyance). (Site Development Div./JJD)
50. Provide proof annexation all respective service districts including Tualatin Hills Parks and Recreation District and the Clean Water Services District.
51. Ensure plans meet standard setbacks of the base zone except where approved for reduction through PUD approval. The rear yard setback for attached

residential building (to the alley) shall not exceed a minimum setback of four feet.

C. Prior to final plat approval for each phase development of the applicant / developer shall:

52. 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 Div./JJD)
53. 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 Div./JJD)
54. Demonstrated all lots meet ordinance standards for lot size, dimension and frontage, inclusive of allowed PUD reductions. The final plat shall be fully dimensioned and indicate the square footage of each lot and the location of access restriction strips as approved by the City. (Planning Division/SW)
55. Provide written assurance to the Planning Division that each and every lot is buildable without variance under City Ordinances effective as of the date of preliminary plat approval. Tracts and other parcels not proposed for development shall also be listed with a statement of their purpose. (Planning Division/SW)
56. Pay all City liens, taxes and assessments or apportion to individual lots. Any liens, taxes and assessments levied by Washington County shall be paid to them according to their procedures. (Planning Division/SW)
57. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the subdivision will be constructed in accordance with City requirements. (Planning Division/SW)
58. Submit a Final Subdivision Plat. In accordance with Section 50.90 of the Development Code, submittal of a complete final plat application shall be made within 24 months after preliminary plat approval unless identified for a longer period identified under separate Conditional Use-Planned Unit Development (CU-PUD) approval or a request for time extension is approved. CU-PUD approval acknowledges two phases of development. The Final Subdivision Plat for the first phase shall encompass the entirety of the

properties subject to consideration. A separate Final Plat may be submitted for the second phase, specific to Lot 112, where multi-family residential is proposed within five years of final plat approval. (Planning Division/SW)

59. Identify all improvements within tracts and public rights-of-ways and specify the maintenance responsibilities of these improvements. (Planning Division/SW)
60. Show Tracts A, B, C, D, E and F to be owned by the Home Owners Association. (Planning Division/SW)
61. Show Tracts I and K to be owned by the Home Owners Association with surface water, detention, and wetland conservation easements to benefit the City of Beaverton and Clean Water Services. Alternatively, the plat may show Tracts I and K owned by Tualatin Hills Park & Recreation District upon donation and acceptance by THPRD (Planning Division/SW)
62. Show Tracts H and J to be owned by the Home Owners Association unless otherwise directed by the City Site Development Engineer City. If owned by the Home Owners Association, show easements that benefit the City of Beaverton and Clean Water Services. (Planning Division/SW)
63. Provide a draft copy of the Covenants, Conditions and Restrictions (CC&Rs) to be recorded with the Final Plat (for Phase 1) and for review and approval by the City Attorney and Planning Director prior to Final Plat approval. The Homeowners Association shall be future homeowners' primary recourse for maintaining open space landscape and tracts of land created for this purpose along with pedestrian accesses and private alleyway vehicle access (Tract G) for Lots 72 through 91. The formation of the Homeowners Association shall be described in articles of incorporation and bylaws in the Covenants, Conditions and Restrictions to be recorded with the final plat. Language contained in the Covenants, Conditions and Restrictions shall describe the responsibilities of the Homeowners Association for maintaining the common areas and private driveways, and enforcing "No Parking" where shown. The CC&R document shall also describe the existing water quality / detention ponds and how the properties abutting this facility have no access rights. The approved CC&R document will also contain a provision describing the type of fence to be placed along the rear property lines of Lots 92 through 110, and how this fence is to remain in place to delineate property boundaries and to deter intrusion into water quality facility in Tract H and the open space natural area (Tract I). The CC&R document is to describe how this fence is to be maintained and repaired as necessary by the HOA. The CC&R document is also to describe maintenance access to benefit the City of Beaverton to Tracts H and I. The CC&R document is to describe the purpose of the conservation easement applied to certain lots that abut the Upland Wildlife Habitat tract. The CC&R document is to describe restrictions for access and how the easement area precludes private use and is to benefit the HOA which shall also be responsible for maintenance. A split – rail type fence shall be constructed

to denote the property / easement line and the CC&R document is to describe the purpose of the fence and maintenance responsibility. (Planning Division/SW)

64. The CC&R document shall also describe building design standards consistent with the approved Conditional Use – Planning Unit Development (CU2017-0003).
65. Install fences along the perimeter of the water quality detention pond / open space areas (Tracts H and I at the rear property lines of Lots 92 through 110). The fence is to deter direct access to water quality facility and the open space natural areas from private properties. Fence posts and stringers shall be painted a matching color. (Planning Division/SW)
66. Provide street names shown on the site development plans identical with those on the Final Plat, and street name signs shall not be installed prior to final plat approval. (Planning Division/SW)
67. Pay the street tree planting fee at \$200 per street tree based on the standard of one tree per every 30 linear feet of street frontage. The City of Beaverton shall be responsible for street tree purchase and planting and maintenance for one year. (SW)
68. Record to the final plat, as required by Washington County, the dedication of additional right-of-way to provide an additional 48 feet from centerline of SW Scholls Ferry Road, inclusive of the street frontages of all three properties that comprise both phases development (Tax Lots 301, 500 and 600 on Washington County's Tax Assessors Map 2S1-06). The plat shall include dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Scholls Ferry Road/SW Strobel Road for traffic signal placement and sight distance compliance. The final plat shall include a provision of a non-access reservation along SW Scholls Ferry Road frontage, except at the accesses approved in conjunction with this land use application. The plat shall include dedication of permanent sight visibility easements on the subject property to ensure visibility at the SW Strobel Road/SW Scholls Ferry Road intersection, if required. (Wash. Co / NV / Planning / SW)
69. Dedicate sufficient right-of-way along SW Strobel Rd. to provide 50 feet of total ROW width, as shown in Sections I-I and J-J of the applicant's submitted plans. (Transportation / KR)
70. Prior to approval of the final subdivision plat for Phase 1, the applicant shall provide plans that show a minimum 10-foot wide easement to connect Tract A to the tree preservation area across the rear of lots 7, 8, 11, 12 and 13. Prior to approval of the final plat, the applicant shall provide a tree planting plan for the easement area. The trees shall be planted prior to final building permit inspection for the adjacent lots.

D. Prior to final plat approval for the phase intended for multi-family development, or release of the certificate of occupancy, the applicant / developer shall:

71. Obtain separate Design Review approval for development of multi-family residential buildings intended for Phase 2. The final plat for Phase 2 shall ensure create a separate a separate tract of land for the storm water treatment facility serving development of Phase 2. Public access easements (trail) are to be identified. Details of the future facility for Phase 2 shall be reviewed against the Facilities Review criteria identified in Section 40.03 of the Development Code in review of the future Design Review application (Planning / SW).
72. Construct the required interim traffic signal improvement at the intersection of SW Scholls Ferry and SW Strobel Road if not constructed in Phase 1. (Transportation / KR)
73. Construct any remaining segments of the 10-foot wide community trail on the property consistent with THPRD standards. (Transportation / KR)
74. Ensure all active open space amenities identified for Phase 2, including play structures and benches, are in place consistent with the approved plan.

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

75. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the house frontage. (Site Development Div./JJD)
76. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
77. Demonstrate how the proposed trail system through the project site is constructed consistent with THPRD standards, as set forth in the THPRD *Trails Functional Plan* (February 2016). The applicant shall also coordinate with THPRD to provide signage as necessary for all trails. Trail improvements shall be designed in accordance with the direction provided by THPRD in their letter dated June 9, 2017. -
78. Ensure protective fencing for trees with SNRA portions of the development plan remain in place.

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

79. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional

Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)

80. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
81. Submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
82. 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 Div./JJD)

The Order is approved by the following vote:

AYES:	Lawler, Overhage, Winter, Matar and Nye.
NAYS:	None.
ABSTAIN:	North.
ABSENT:	None.

Dated this 3 day of July, 2017.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2542 an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton's Community Development Department's office by no later than 4:00 p.m. on July 13 2017.

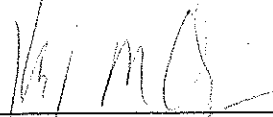
PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

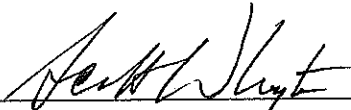


ANNA SLATINSKY
Planning Division Manager

APPROVED:



KIM OVERHAGE
Chair



SCOTT WHYTE, AICP
Senior Planner

ATTACHMENT E

Pages FR-19 to FR-23 from Staff Report dated June 21, 2107 (Chapters 20 and 60 Code Conformance Analysis Tables for The Ridge PUD) for reference and support of findings identified for Facilities Review hereto).

**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: 225 units Maximum Density: 576 units	The applicant proposes a maximum of 310 units which is more than minimum density and less than maximum density.	Yes-See Density Table Below
Development Code Section 20.05.20 (Uses)			
R1	Permitted Multifamily Dwellings	Multifamily Dwellings	Yes
R2	Permitted Attached Single Family Dwellings	Attached Single Family Dwellings	Yes
R4	Permitted Detached Dwellings	Detached Dwellings	Yes
R5	Permitted Detached Dwellings	Detached Dwellings	Yes
R7	Permitted Detached Dwellings	Detached Dwellings	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	Through the CU-PUD process the parent parcels are subject to the minimum yard setbacks of the zone and individual lots may have setbacks reduced through PUD consideration. The applicant proposes to meet the setbacks for the parent parcels. See Setback Table below for proposed setbacks reductions which will be evaluated through the CU-PUD.	See CU staff report.
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 R4 and R7 zoning districts to allow a maximum height of 40 feet instead of 35 feet. Also 65 feet is requested for the R-1 portion of the site where the applicant proposes an apartment building.	See CU Staff Report

**Chapter 20 Requirements
Continued...**

20.25.05 Density Calculations*					
Proposed Zoning	Gross Acres	Net Acres	Min. Density (Units)	Maximum Density (Units)	Proposed Units
R1	6.93	2.71	118	302	200
R2	5.37	4.51	40	117	39
R4	11.83	1.85	49	130	47
R5	1.26	1.80	6	11	8
R7	2.58	0.69	11	16	16
Total	28.09	11.56	224	576	310

*Consistency with Table 2 (Land Use Designations and Capacity Estimates) of the South Cooper Mountain Community Plan is evaluated in the CU section of the staff report. The proposal is consistent with zoning and density assumptions of the SCMCP

Staff refer to Tables 14 and 15 of the Otak narrative (pages 62 and 63) for proposed setback reductions identified for The Ridge PUD. Below is a summary of data contained in these tables.

Condition / Product	Front loaded Townhomes	Front loaded single family detached	Rear loaded townhomes without driveway parking	Rear loaded townhomes with driveway parking
Zone	R2	R4, R5, R7	R2	R2
Front Building setback (non-garage)	10'	15'	10'	10'
Front garage setback	20'	20'	N/A	N/A
Side yard building setback	3.5' (10' for corner lots)	3.5' (10' for corner lots)	3.5' (10' for corner lots)	3.5' (10' for corner lots)
Rear building setback	15'	20'	3.5'	18.5'
Rear garage setback	N/A	N/A	3.5'	3.5'

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.	<u>Attached</u> residential (townhome) component of Phase 1 of The Ridge is subject to Design Standards. <u>Detach</u> residential homes buildings are subject to CUP-PUD standards is a listed exemption in 60.05	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	A Land Division-Preliminary Subdivision application has been applied for.	See LD Findings
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking	<u>Detached Single Family Residential</u> 1 space per unit <u>Attached Single Family Residential</u> Base on # of bedrooms <u>Apartments</u> Yet to be determined. Attached residential is based	<u>Detached Dwellings</u> two spaces <u>Attached Single Family</u> two spaces <u>Apartments</u> Yet to be determined. The PUD and traffic analysis identify 200 apartments, subject to a future Design Review application to evaluate parking.	YES
Required Bicycle Parking	No bicycle parking is required for detached dwellings or single family attached dwellings. Bike parking Multi-family apartments (Phase 2) will be evaluated at the time of Design Review for those units.	No bicycle parking is proposed for Phase 1. 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 is to be 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 proposed attached dwellings.	See CU Findings

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

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.45 Solar Access			
Solar Access	60.45.10.3 identifies new structure orientation standards to maximize solar and minimize shade. Exemptions identified in 60.45.10.4 may be sought.	The applicant requests an exemption based upon protection of significant natural features and for consistency of with SCMCP 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	60.60.25 identifies tree removal mitigation requirement. There is no mitigation requirement for Community Trees. However, for trees with a SNRA, mitigation is required if the total DBH of trees to be removed is greater than 50% of the total surveyed trees on-site. Standards for Tree Protection (fencing) during development are described in Section 60.60.20.	Trees are to be removed and are subject to Tree Plan 2 approval criteria. See separate findings prepared for Tree Plan 2 application	Refer to Tree Plan 2
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 power and telecommunications lines will be placed underground. To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes-with COA
Development Code Section 60.67 – Significant Natural Resources			
Significant Natural Resources	60.67.05.1: states: Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant wetlands shall be subject to relevant procedures and requirements specified in Chapter 50, of this ordinance. 60.67.05.2 states: Upon City's determination that a site contains wetland as identified on the Local Wetland Inventory map, notice of	The applicant performed site assessment as described in the report prepared by Anchor QEA dated January 2017 (Impact Study B of the materials set). The applicant explains how the site contains wetlands and associated vegetated corridors. Included with the application materials is a wetland delineation and a natural resource assessment. In this case, the applicant has prepared Tier 2	Refer to Tree Plan 2 criteria and CU-PUD findings

	<p>the proposed development shall be provided to the Division of State Lands (DSL) in a manner and form prescribed by DSL pursuant to ORS requirements.</p>	<p>Alternative Analysis as required by CWS for sensitive area buffer encroachments as proposed. The applicant also proposes to fill a pocket wetland that is less than ½ acre in size (not significant) and is identified as Wetland G. Sensitive Area impacts and the corresponding mitigation proposal are explained further detail in the materials set.</p> <p>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.</p>	
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August 3, 2017

Scott Whyte
Senior Planner
City of Beaverton
12725 SW Millikan Way.
Beaverton, OR 97076

RE: DR2017-0075 THE RIDGE AT SOUTH COOPER MOUNTAIN MULTI-FAMILY

Dear Scott Whyte,

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. Provide construction details for the secondary access.**
2. **AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) **Identify the locations on the plans.**
3. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) **Identify the locations on the plans.**
4. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi.
Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
 - In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1

5. **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) ***Provide fire flow calculations by site development review time.***
6. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
 - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
 - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
7. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C) ***Identify all hydrants on the plans.***
8. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13) ***Identify all FDC's on the plans.***
9. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1; OFC 510.1)
 - a. Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.

This applies if the aggregate floor area of any of the apartments is 50,000 square feet or larger.

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



RECEIVED

JUN 09 2017

City of Beaverton
Planning Services

June 9, 2017

Scott Whyte, AICP
Senior Planner
Community Development Department
City of Beaverton
12725 SW Millikan Way
Beaverton, OR 97076

Re: LD2017-0002 The Ridge at South Cooper Mountain

Dear Scott,

Thank you for allowing Tualatin Hills Park & Recreation District (THPRD or district) the opportunity to review the proposed site plans, as well as tour the site with the city on June 8, 2017. The following is our comments, as well as proposed conditions of approval for the trails within the development.

THPRD Comments:

- Off-Street Trail North of Road 88. THPRD requests the off-street community trail running north to south, and north of proposed road 88, be located on the east side of the creek consistent with the South Cooper Mountain Community Plan. If the developer does not wish to build this segment of trail the district will accept a trail easement. In this instance, the district will work with the adjacent property owner to the east to include installation of the trail at the time the adjacent development occurs.

As the proposed off-street community trail on the west side of the creek does not meet the South Cooper Mountain plan, THPRD will not take ownership or maintenance responsibility of this trail. System Development Charge (SDC) credits will not be available for the construction of this trail.

- Off-Street Trail South of Road 88. The district will take ownership of the off-street community trail running north to south, from Scholls Ferry Road to proposed road 88.
- Wetland/Natural Area Donation. A question arose at the June 7 Facilities Review whether THPRD would be interested in the wetland/natural open space areas between Scholls Ferry Road and the northeast property line. Upon further consideration, THPRD would be interested in accepting a donation of this area. All proposed mitigation areas within this space shall be monitored and maintained by the developer until the permit and maintenance period are satisfied by the local permitting agency.

- On-Street Trails. With regard to on-street trails, the THPRD *Trails Functional Plan* provides that “. . . consideration should also be given to enhancing the user experience and safety for both bicycles and pedestirans. . .” The proposed community trail along Strobel Road has seven private resident driveways that cross the trail. This design creates a conflict with pedestrian and bicycle safety, as well as maintenance responsibilities. Additionally, could impact ADA accessibility. The park district will not take ownership of this trial as designed. On street trials shall have no driveway crossings or front entry/resident connections to the trail.

The proposed on-street trails, within road right of ways and that meet park district expectations, shall include an easement over trail or be subject to a maintenance agreement with the district responsible for maintenance. Adjacent landscape strips will not be a part of the trail easement/agreement and will not be maintained by the park district.

Proposed condition of approval:

The proposed development includes an off-street, north/south community trail, on-street, east-west community trails along the collector road (road 88) and Strobel Road, and an on-street, east-west regional trail on Scholls Ferry Road. The applicant shall coordinate with Tualatin Hills Park & Recreation District (THPRD) to ensure trails are constructed to THPRD standards, as set forth in the THPRD *Trails Functional Plan* (February 2016). Specifically, the applicant shall:

- Coordinate with THPRD to provide signage for all trails.
- The applicant shall provide plans that show the:
 - North-south, off-street community trail will comply with Figure 4B of the Trails Functional Plan, having 10 feet of asphalt, along with gravel shoulders of 1-2 feet wide, as well as 2-foot horizontal clearance from the shoulder and 10-foot vertical clearance.
 - East-west, on-street community trail along the collector will comply with Figure 4D of the Trails Functional Plan, having 10-12 feet of paved trail/sidewalk, a 1-2 foot shoulder and 2-foot clearance from the shoulder and 10-foot vertical clearance.
 - East-west, on street regional trail along Scholls Ferry Road will comply with Figure 4E of the Trails Functional Plan, having 12' paved section, 2-foot shoulders on either side, as well as 2-foot horizontal clearance and 10-foot vertical clearance.
- On street trails shall not have private driveway crossings or residential front entrance access points onto the trail.
- Additional THPRD trail design standards that must be considered include the following provisions of the Trails Functional Plan:
 - Trails within Greenways – Section 4.2.2
 - Site Furnishings – Section 4.7.1
 - Bollards – Section 4.7.2
 - Bridges and Boardwalks – Section 4.8
 - Risk, Safety and Security – Section 4.10

Should you have any questions, please do not hesitate to contact me or Gery Keck,
Superintendent of Design & Development (503-629-6305).

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeannine Rustad', with a large, stylized initial 'J'.

Jeannine Rustad, J.D.
Superintendent of Planning

C: Gery Keck, THPRD Superintendent of Design & Development
Keith Hobson, THPRD Director of Business & Facilities