

**Beaverton School District  
Beaverton High School Replacement**



***Design Review  
Major Modification of a Conditional Use  
Downtown Design Review Compliance Letter  
Historic Review  
Street Vacation  
Tree Plan  
Variance  
Sidewalk Design Modifications***



Prepared by MIG | APG

Submitted to City of Beaverton,  
Planning Division

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**Development Application Project Team for  
Beaverton School District: Beaverton High School Replacement**

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**Development Application Summary Information for  
Beaverton School District: Beaverton High School Replacement**

**Site Address:** 13000 SW 2nd Street (13120 SW 2nd Street, west of Erickson Avenue)

**Tax Map and Tax Lot:** 1S116AC02150  
1S116AC02151  
1S116AC02500  
1S116AD10900  
1S116AD07600 (partial; THPRD property)

**Site Size:** Approx. 26 acres

**Current Zoning:** Residential Mixed C (RMC) and Regional Center-Old Town (RC-OT)

**Comprehensive Plan:** Lower Density Neighborhoods and Downtown Regional Center

**Applications Submitted for:** Design Review Three  
Major Modification of a Conditional Use Three  
Downtown Design Review Compliance Letter One  
Tree Plan Three  
Historic Review Three  
Street Vacation Three (3<sup>rd</sup> Street)  
Variance Three (Building Height)  
Sidewalk Design Modifications One (5<sup>th</sup> Street and Erickson Avenue)

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**Beaverton High School Replacement**

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**EXHIBITS**

- A. Land Use Plan Set (Index, Architecture, Civil, Landscape, Lighting, and Tree Plan)
- B. Tax Maps
- C. Pre-Application Summary
- D. Transportation Memorandum
- E. Preliminary Stormwater Report
- F. Geotechnical Report
- G. Service Provider Letters
  - Clean Water Services (CWS)
  - City of Beaverton Water
  - Tualatin Valley Fire & Rescue (TVF&R)
- H. Lighting Cut Sheets (Street Lighting, Field Lighting, and Site Lighting)
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- K. Street Vacation Documents (3<sup>rd</sup> Street)
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- P. Tree Protection Detail
- Q. Historic Review Documentation
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- T. Notice Posting Affidavits and Photographs
- U. Merle Davies Public Notice

## Section 1: General Information

### Project Description

The Beaverton School District (“District” or BSD) is seeking approval to rebuild the existing Beaverton High School (BHS). BHS is located at 13000 SW 2nd Street in the City of Beaverton. The roughly 26-acre site is zoned Residential Mixed C (RMC), with a very small portion of the site (multi-use path and planting) zoned Regional Center-Old Town District (RC-OT).

Voters approved this project as part of the District’s capital bond program in May 2022. The proposed development is critical in that it fulfills BSD’s bond commitment to the community and the families of BHS students.

The current BHS school facility consists of roughly 334,000 square feet. The replacement BHS facility will be approximately 348,300 square feet of gross floor area. The current approved capacity for the school is 2,200 students and 200 staff as specified in CUP 2001-0031. The replacement project will accommodate 1,500 students and 120 staff. Thus, there is no change in use or increase in intensity of use proposed. The District intends to retain the approved capacity of the school through future building on the campus as the need may arise. The table below illustrates how that additional capacity could be accommodated.

	Existing	Proposed	Future
<b>Capacity</b>			
Number of Students	2,200 students	1,500 students	2,200 students
Number of Staff	200 staff	120 staff	200 staff
<b>Buildings</b>			
<i>Main school building</i>	230,134 SF (demo)	<i>Approx. 295,000 SF (new)</i>	<b>Approx. 346,262 SF (Approx. 51,262 additional SF)</b>
Merle Davies	39,326 SF (demo)		
Cafeteria	30,172 SF	30,172 SF (retain existing)	
Annex	20,537 SF (demo)		
Concessions Building	1,702 SF	1,702 SF (retain existing)	
Fieldhouse	3,395 SF	3,395 SF (retain existing)	
<i>West Fieldhouse</i>		<i>6,480 SF (new)</i>	
<b>TOTAL BUILDINGS</b>	<b>325,266 SF</b>	<b>336,749 SF</b>	
<b>Other Structures</b>			
Baseball Field Seating	4,497 SF	4,497 SF (retain existing)	
Softball Field Seating	4,257 SF	4,257 SF (retain existing)	
<i>Stadium Athletic Storage</i>		<i>1,116 SF (new)</i>	
<i>Stadium Athletic Storage/Trash Enclosure</i>		<i>552 SF (new)</i>	
<i>Trash/Generator Enclosure</i>		<i>960 SF (new)</i>	
<i>West Fieldhouse Trash Enclosure</i>		<i>86 SF (new)</i>	
<i>Ticket Booth</i>		<i>80 SF (new)</i>	

	Existing	Proposed	Future
<b>TOTAL OTHER STRUCTURES</b>	8,754 SF	11,548 SF	
<b>TOTAL ALL BUILDINGS/ STRUCTURES</b>	<b>334,020 SF</b>	<b>348,297 SF</b>	

There are 436 vehicle parking spaces currently on the school site. With the proposed development, there will be 335 vehicle parking spaces in five better organized parking areas. Outside of the project limits there are an additional two existing parking areas (E1 and E2) that provide an additional 77 spaces, for a total of 415 spaces for the school. The rebuilding and reorganization of the school will allow for a clear and connected pedestrian circulation system throughout the school site, including integration with the surrounding pedestrian system.

The proposed development includes the following improvements:

- Approximately 304,275 square feet of new building and structure construction
- Capacity of 1,500 students and 120 staff <sup>1</sup>
- Replacement of all the existing BHS academic buildings with a single building, with the preservation of the existing cafeteria
- Selected athletic buildings will remain and/or be renovated including football concessions, football stadium, existing field house, and baseball/softball building
- New West Fieldhouse
- New stadium storage, stadium athletic storage, ticket booth, and trash enclosure structures
- Field lighting for the baseball/softball fields, tennis courts, and multi-use fields
- Vacation of 3<sup>rd</sup> Street between Erickson Avenue and the western/southwestern BHS property line
- 335 vehicle parking spaces in reconfigured and more clustered parking areas, plus 77 spaces on the school property adjacent to the proposed development
  - Parking Lot 1 – Staff parking lot with Special Education (SPED) drop-off and pick-up; cafeteria service lot, and loading bay 13 spaces (11 standard, 2 ADA) <sup>2</sup>
  - Parking Lot 2 – Student parking lot with space along the curb for family drop-off and pick-up; 89 spaces (87 standard, 2 ADA)
  - Parking Lot 3 – Student parking lot; 34 spaces
  - Parking Lot 4 – Staff parking lot with general education bus drop-off and pick-up and visitor parking; 129 spaces (125 standard, 2 ADA, 2 van ADA)

<sup>1</sup> Planned and approved capacity of 2,200 students and 200 staff is subject to a future school bond program.

<sup>2</sup> In the highly unlikely event that all 11 SPED buses scheduled for pickup after school arrived at the same time, nine of the buses will be accommodated in Parking Lot 1 and two buses will park on Stott Avenue. This bus loading zone will be for potential use 2:00-2:30 p.m. weekdays and will be marked with appropriate signage. See the Site Plan for this area (Exhibit A, Sheet L2.02).

- Parking Lot 5 – Existing southwest lot is a student parking lot, which will also be open for after-hours events at the school; 70 spaces
- Parking Lot E1 – Existing lot no longer included in development site; 24 spaces
- Parking Lot E2 – Existing lot no longer included in development site; 53 spaces
- 114 bicycle parking spaces in six clusters around campus
- Right-of-way dedications on all frontages (Farmington Road, 2<sup>nd</sup> Street, Erickson Avenue, 5<sup>th</sup> Street, and Stott Avenue) and improvements on all frontages
- New landscaping and courtyard or plaza spaces
- Improved pedestrian circulation

### **Prior Approvals**

The first BHS expansion that the City has on file was in 1970 (CUP 4-70). In 2002, the District received Conditional Use (CU) approval for a cafeteria expansion to the existing high school, which was based on a capacity of 2,200 students and 200 staff members for the entire school. The vehicle parking requirement in the approved 2002 CU permit was also based on the capacity of 2,200 students and 200 staff members. The 2002 CU permit secured a 10% parking reduction by providing a 300 square-foot pedestrian plaza and transit improvements, which was allowed for in Beaverton Development Code (BDC) Section 60.20.10.10.A. Therefore, only 432 parking spaces were required, and 436 parking spaces were provided.

The most recent improvement at BHS – a minor addition for locker rooms and health services in 2008 – raised the existing school building area to a total of roughly 305,000 square feet including the Merle Davies Building and the cafeteria. It should be noted that the shift in building area – from about 270,000 square feet of existing building area for 2,200 students versus the new construction of 295,000 square feet for 1,500 students – is based on modern education specification requirements. The existing building area was developed incrementally between 1915 and the present and does not reflect the new specifications, which provide more learning and activity area.

### **Requested Land Use Review**

Based on the scale and nature of the proposed development and meetings with City staff, including the Pre-Application Conference (Exhibit C), the applicant is seeking the following land use approvals:

1. Design Review Three
2. Major Modification of a Conditional Use Three
3. Downtown Design Review One
4. Tree Plan Three
5. Historic Review Three
6. Street Vacation Three (for 3<sup>rd</sup> Street)
7. Variance Three (Building Height)
8. Sidewalk Design Modifications One (for Erickson Avenue and 5<sup>th</sup> Street)

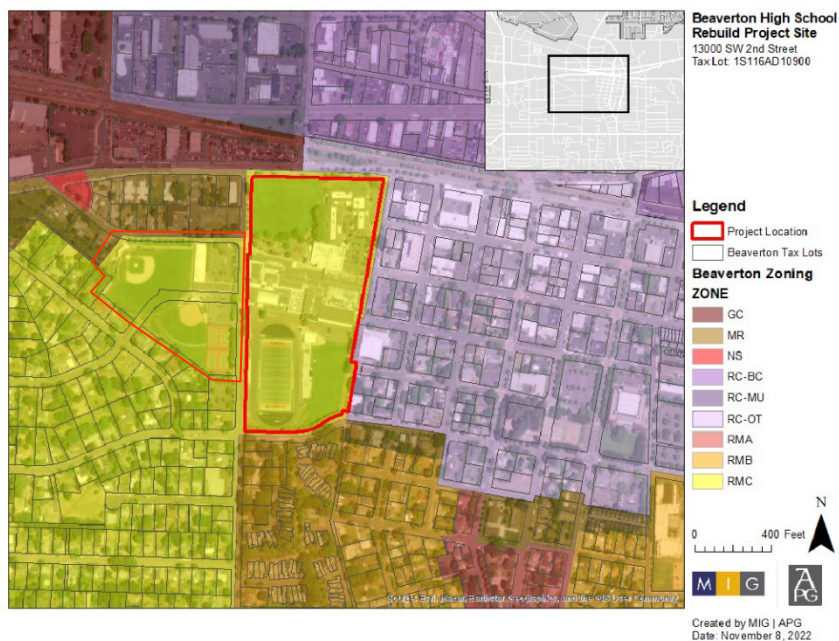


### Project Site and Context

Project site and vicinity are shown below in Figure 1. Other relevant site information is summarized below:

- Tax Map and Lot:
  - 1S116AC02150
  - 1S116AC02151
  - 1S116AC02500
  - 1S116AD10900
  - 1S116AD07600 (partial; Tualatin Hills Park & Recreation District property)
- Site Size: Approximately 26 acres
- Address: 13000 SW 2<sup>nd</sup> Street (13120 SW 2<sup>nd</sup> Street, west of Erickson Avenue)
- Zoning: Residential Mixed C (RMC) and Regional Center-Old Town (RC-OT)
- Comprehensive Plan Designation: Lower Density Neighborhoods (NR-LD) and Downtown Regional Center
- Adjacent Land Uses and Zoning:
  - North: Commercial uses, Station Community (SC-S)/General Commercial (GC)
  - East: Mixed commercial and residential uses, Regional Center-Old Town (RC-OT)
  - South: Residential uses, Residential Mixed B (RMB)
  - West: Residential uses, Residential Mixed C (RMC) and Multi-Unit Residential (MR)
- Historic Review: Project involves demolition of the Merle Davies School Building and requires a Historic Review application
- No Significant Natural Resource Areas (SNRAs) are identified on the site
- Flood area associated with Erickson Creek (currently an underground pumped waterway on the BHS campus) is identified on the site

**Figure 1: Location Map**



## Project Timeline

The land use process for the proposed development is roughly estimated to take into September 2023. All components of construction on the site will be phased (see the Phasing Plan in Exhibit A, Sheets PH.1-PH.5). The land use application materials contain a phasing plan for the development of the project beginning with the demolition of the Merle Davies Building. This first phase of the project will be less than two acres and will begin in January 2024. Subsequent phases will begin periodically with initial construction of the new school building starting in April 2024. Completion of building construction is scheduled for August 2026 and completion of the fields for Fall 2027. As noted in this application narrative, the school will continue to operate during construction.<sup>3</sup>

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<sup>3</sup> An application for portable classrooms is being submitted separately to the City of Beaverton.

## Section 2: Conformance with the Applicable Review Criteria

This section of the application narrative presents responses that demonstrate how this development application conforms to the applicable policies and regulations of City of Beaverton Comprehensive Plan (BCP) and the Beaverton Development Code (BDC).

### Beaverton Comprehensive Plan Policies

This proposal includes a request for a street vacation (a portion of 3<sup>rd</sup> Street) and a modification of prior conditional use approvals, as well as an affirmation of connectivity around and through the school site. As a result, this proposal must demonstrate it is a compatible use and will not adversely impact connectivity as identified in the Transportation Element of the Comprehensive Plan. Below is a summary of the project's consistency with applicable goals and policies.

*Goal 3.8.1: Complete and livable neighborhoods.*

*Policy 3.8.1.g: Ensure integration of parks and schools into neighborhoods in locations where safe, convenient connections from adjacent neighborhoods on foot and by bike are or will be available.*

**Response:** The development site's current land use is a school, and the proposed land use will remain a school. The school site is surrounded by a mix of commercial uses (to the north and east) and lower to higher density residential uses (to the east, south, and west). The site will continue to be accessed from every direction via public sidewalks and internal walkways and a multi-use path. See the Pedestrian Circulation Diagram, Exhibit M.

*Goal 5.7.1: Cooperate with the Beaverton School District in its efforts to provide the best possible educational facilities and services to Beaverton residents.*

*Policy 5.7.1.a: The City shall encourage the School District to provide facilities that will adequately accommodate growth while recognizing the limited supply of buildable land in the city for such facilities.*

*Policy 5.7.1.b: Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded.*

*Policy 5.7.1.c: The City shall encourage the District to provide for schools throughout the City in locations that are easily accessible to those they are intended to serve.*

**Response:** The Beaverton School District is the applicant for this request. As intended by Policy 5.7.1a, the District is seeking to provide a larger school facility – with updated learning environments – on land that is already developed with a smaller school. By rebuilding on the site, the District can accommodate Beaverton's population and educational needs while utilizing existing District property.

The rebuilt school is located in the RMC zoning district and is adjacent to other residential zoning districts, as well as some commercial and multiple use zoning. Additionally, the property is currently used as a school and has been a school site since 1910. Therefore, a new use is not being introduced into the neighborhood. The school provides an essential

and ongoing urban service to the neighborhood and does not conflict with the purposes of the RMC zoning district.

The existing school is centrally located and is easily accessible to residents of the community by multiple modes.

*6.2.1 Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.*

*Policies:*

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

**Response:** This policy is applicable to the proposed vacation of 3<sup>rd</sup> Street given its proximity to residential areas. The street is already developed with school uses (athletic fields and parking). However, official vacation of the street will eliminate the potential to create a new cut-through route to an existing, established low-density residential area. Therefore, this proposal is consistent with this policy.

*6.2.2. Goal: A balanced multimodal transportation system that provides mobility and accessibility for users.*

*Policies:*

*a) Recognize that streets are important to community identity and provide a needed service. Implement Beaverton's public street standards that recognize the multi-purpose nature of the street right-of-way for a combination of utility, pedestrian, bicycle, transit, truck, auto uses, and railroad crossings.*

**Response:** It is understood that streets are important to community identity. In the case of 3<sup>rd</sup> Street, it has not functioned as a street since the right-of-way was platted by the Beaverbrook Addition Plat in 1940. It currently serves the important community purpose of providing school fields and parking, and this proposal will allow it to continue serving that purpose.

Therefore, this proposal is consistent with this policy.

*b) Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses.*

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

**Response:** The land associated with 3<sup>rd</sup> Street that is being vacated as part of this application would continue to not be part of the transportation system. The land instead would continue to provide athletic fields and parking uses that are key uses for the high school and community. Therefore, this proposal is consistent with these policies.

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

**Response:** The land in the 3rd Street vacation is used for athletic fields and an existing parking lot. It is not currently part of – and will not be part of – the City’s pedestrian system. This is consistent with the Comprehensive Plan, where the land is not identified in local connectivity and pedestrian connection maps (BCP Figure 6.17). Thus, it is not subject to corresponding City standards.

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

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses to continue in the former 3<sup>rd</sup> Street right-of-way. Connectivity does not need to be provided through this area of the campus because it is provided by other parts of the school site.

Therefore, the street vacation proposal is consistent with this policy.

As stated above, connectivity is provided by other parts of the school site. Pedestrian connectivity, connectivity needs, and school site safety and security are discussed below. Connectivity is also addressed in responses to code criteria in this narrative, including in response to Section 60.55.25.9.

### Connectivity

The BCP does not identify required pedestrian connections across the BHS site. The only pedestrian improvement the BCP identifies on the site is the existing multi-use path linking SW 5<sup>th</sup> Street and SW 3<sup>rd</sup> Street (#21 in BCP Figure 6.17). The northern terminus of the existing multi-use path is approximately 100 feet from the SW 3<sup>rd</sup> Street sidewalk. Moreover, the current terminus of the path is at a parking lot driveway. The proposed development will remove the parking lot driveway and extend the multi-use path to SW 3<sup>rd</sup> Street. This significant improvement will eliminate the potential for pedestrian and vehicle conflicts.

BCP Chapter 6 describes the goal of providing a connected pedestrian system to light rail stations and key locations in Beaverton such as schools, parks, recreational uses, and activity centers, a basis for this policy. The existing system of streets surrounding BHS provides a connected and safe environment for pedestrians to access the school and the neighboring recreation use, Tualatin Hills Park and Recreation District’s (THPRD’s) Beaverton Swim Center. Light rail stations are north of the school site and east-west pedestrian connections do not improve pedestrian access to the light rail system like north-south connections do. The Old Town retail area is the one major activity center east of the BHS campus. However, there are only 11 residential properties on SW 2<sup>nd</sup> Street west of the campus that would benefit from any new dedicated east-west connections. The proposed development will improve existing pedestrian infrastructure along SW Farmington Road, which provides direct access to the retail activity of the Old Town area.

In terms of site connectivity, Stott Avenue and the multi-use path in addition to Erickson Avenue provide north-south connections through the campus.<sup>4</sup> Farmington Road, 5<sup>th</sup> Street, 2<sup>nd</sup> Street east of Erickson Avenue, and paths across the central campus that link Erickson Avenue to Stott Avenue roughly in alignment with 2<sup>nd</sup> Street and 3<sup>rd</sup> Street provide east-west connections. The streets will provide community access all hours of the day every day. The paths on campus will provide access to students and staff while school is in session and to all community members all the other hours of the day and days of the year.

The proposed development significantly improves connectivity through the campus – especially east-west connectivity – as compared to existing conditions. There will not be fences or gates to prevent community members from using any of these connections when school is not in session. However, the District must be able to protect its students and staff, and public easements or rights-of-way through campus will not fully allow them to do that. See the following section for more detail on safety and security.

### Safety and Security

Site security and student safety has been a key consideration in the design of the proposed development. The K-12 School Security Guide (3<sup>rd</sup> Edition) and School Security Assessment Tool published by Cybersecurity & Infrastructure Security Agency (CISA) of the Department of Homeland Security informs the District's safety protocols. CISA identifies a number of recommended design steps to layer the defense of school sites. One of the initial recommendations is to establish clear boundaries of schools with fences or walls to prevent or slow access to school buildings. The District has opted for a design where the entire campus is not enclosed by fencing due to its location adjacent to the urban center of the city. Fencing will be in place for areas where students have activities, such as the sports fields. The boundary of the school property will be clearly identified by signage and site design (e.g., landscaping, structures, and parking).

The campus located between Stott Avenue and Erickson Avenue is divided into three areas. The new building will be in the northern area, the parking in the central area, and the track and sports field in the southern area. Students will be travelling between the northern and southern areas during the school day. The District requires the path of travel between the school building and the activity areas to be safe. Not having dedicated public access crossing the campus will provide for a safer campus and cross-campus travel.

As noted above, the proposed design does not include fencing around the central parking area. The District will rely on CISA recommendations for staff presence in exterior spaces in order to keep the central area secure. All BSD high schools have campus security staff. These staff are not assigned exclusively for outdoor patrolling; however, the staff will be present where the need is most critical. If there are pedestrians who are on District property during the school day when students are present, the security staff can escort them off the site. A dedicated easement will eliminate the ability of the District to remove people from the campus if necessary.

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<sup>4</sup> The proposed development will remove the parking lot driveway and extend the multi-use path to SW 3<sup>rd</sup> Street. This significant improvement will eliminate the potential for pedestrian and vehicle conflicts.

## Conclusion

The BHS site currently offers north-south and east-west pedestrian connections, and the proposed development improves upon this situation by enhancing the Stott Avenue/multi-use path connection and providing new east-west connections generally aligned with 2<sup>nd</sup> Street and 3<sup>rd</sup> Street. Upon development, the east-west pathways across the school campus will not be gated or fenced and will be open to the public whenever school is not in session. Most of the north-south and east-west connections along the edges of the school site are in public rights-of-way and are always accessible.

Therefore, the proposed development improves pedestrian connectivity where there are connectivity needs and is consistent with this policy.

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

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses to continue in the former 3<sup>rd</sup> Street right-of-way. Connectivity does not need to be provided through this area of the campus because it is provided by other parts of the school site.

Therefore, this proposal is consistent with this policy.

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

**Response:** The vacation of 3<sup>rd</sup> Street does not change existing conditions or conditions that have been present for decades on the BHS site. It formalizes those conditions – use of that right-of-way for school athletic fields and parking. Connectivity does not need to be provided through this area of the campus because it is provided by other parts of the school site.

Therefore, the proposal is consistent with this policy.

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

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses to continue in the former 3<sup>rd</sup> Street right-of-way. Transportation-related improvements do not need to be provided in this area of the campus because this area provides school athletic fields and parking, and these improvements will be provided in, or adjacent to, other parts of the school site.

Pedestrian and bicycle improvements will be provided elsewhere on and adjacent to the BHS site, as described above and in findings for Section 60.55 (Transportation Facilities) later in this narrative.

Therefore, this proposal is consistent with this policy.

### 6.2.3. Goal: A safe transportation system.

#### *Policies:*

*b) Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.*

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses to continue in the former 3<sup>rd</sup> Street right-of-way. The right-of-way was dedicated in 1940 and has never been used as a street. Therefore, street design is not applicable here. This is consistent with the Comprehensive Plan, where the land is not identified in local connectivity and pedestrian connection maps (BCP Figure 6.17).

Therefore, the proposal is consistent with this policy.

*d) Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.*

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses – athletic fields and parking – to continue in former 3<sup>rd</sup> Street right-of-way. The right-of-way has never been used as a transportation route; such routes are provided on or adjacent to other parts of the campus.

Therefore, this proposal is consistent with this policy.

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

**Response:** The vacation of 3<sup>rd</sup> Street will allow school uses – athletic fields and parking – to continue in former 3<sup>rd</sup> Street right-of-way. The right-of-way has not been used as a transportation facility (including multi-use paths) and is not proposed to be used as one.

*h) Ensure that adequate access for emergency services vehicles is provided throughout the City.*

**Response:** The vacation of 3<sup>rd</sup> Street will not change existing conditions, which is use of this area for athletic fields and parking. Emergency services will continue to access this area as they have been for decades.

Therefore, this proposal is consistent with this policy.



6.2.5. *Goal: Transportation facilities that serve and are accessible to all members of the community.*

*Policies:*

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

**Response:** The vacation of 3<sup>rd</sup> Street will not change existing conditions, which is use of this area for athletic fields and parking. Transportation facilities do not exist in this area, nor are proposed in this area. Transportation facilities, including improvements to existing transportation facilities, are proposed elsewhere on and adjacent to the BHS site.

Therefore, this proposal is consistent with this policy.

**Beaverton Development Code (BDC)**

**CHAPTER 20 – LAND USES**

**20.05. Residential Land Use Districts**

*20.05.15. Site Development Standards*

*Site Development Standards support implementing development consistent with the corresponding zoning district.*

*RMC Residential Mixed C*

<b>Standard:</b>	<b>Response:</b>
A. <i>Minimum Land Area – N/A</i>	This standard is met.
E. <i>Minimum Lot Width – 20 [feet]</i>	See the Site Plan (Exhibit A, Sheet L2.0). The widths of the primary lot comprising the high school site are roughly 540’ and 680’. Therefore, this standard is met.
F. <i>Minimum Yard Setbacks</i> 1. <i>Front – 10 [feet]</i> 2. <i>Side – 5 [feet]</i> 3. <i>Rear – 15 [feet]</i> [...] 6. <i>Minimum Between Buildings<sup>12</sup> – 6 [feet]</i>	<p>See the Site Plan Enlargement Plans (Exhibit A, L2.01-L2.09). Setbacks are indicated by red-dotted lines on these plans.</p> <p>East of Erickson Avenue, the required 10’ front setback applies to Stott Avenue; the 5’ side setback to Farmington Road and 5<sup>th</sup> Street, and the 15’ rear setback to Erickson Avenue.</p> <p>West of Erickson Avenue, the 10’ front setback applies to Erickson Avenue, the 5’ side setback to 2<sup>nd</sup> Street and 5<sup>th</sup> Street, and the 15’ rear setback to the adjacent residential areas abutting the fields areas.</p> <p>All proposed buildings and structures are set back from property lines by at least the minimum setback required.</p> <p>All accessory structures are more than 6’ from the primary structure. There is at least 6’ between buildings.</p> <p>Therefore, this standard is met.</p>
G. <i>Building Height</i> 1. <i>Maximum – 35 [feet]<sup>14</sup></i>	The applicant is requesting a Variance to allow for a 62’-3” height for the new

Standard:	Response:
	<p>school building. See the responses to Section 40.95.15 (Variance).</p> <p>Other proposed buildings and structures are less than the maximum height allowed. See Exterior Elevations (Sheets LU-A3.01-LU-A3.04) for proposed building heights.</p> <ul style="list-style-type: none"> <li>• West Fieldhouse maximum height: 20'-2-1/4"</li> <li>• Stadium Storage maximum height: 16'-7"</li> <li>• Stadium Athletic Storage maximum height: 13'-7"</li> <li>• Fieldhouse Trash Enclosure maximum height: 9'-0"</li> <li>• Trash/ Generator Enclosure maximum height: 10'-0"</li> </ul> <p>Therefore, this standard is met.</p>

12. Minimum spacing between buildings on the same lot or in the same development. [ORD 4822; June 2022]

14. Also subject to additional height limitations in Section 20.30. [ORD 4822; June 2022] 20.20.20. Land Uses

**Table 20.05.20.A: Residential - Category and Specific Use**

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Multiple Use zoning districts. All superscript notations refer to applicable Use Restrictions Section 20.20.25.

Residential - Category and Specific Use		MR	RMA	RMB	RMC
9. Education	A. Educational Institutions	C	C	C	C
	B. Commercial Schools	N	N	N	N

**A. Educational Institutions – Conditional**

**Response:** This parcel is located within the RMC zoning district and the land use being requested is an educational institution as defined in Chapter 90 of the BDC. BHS received Conditional Use approval in 2002 under Casefile #CUP 2001-0031, with a planned capacity of 2,200 students and 200 staff. Due to an increase of building square footage on-site, a modification to this conditional use approval is applied for as part of this application. Therefore, this standard is met.

## 20.30 Additional Height Limitations in RMB and RMC

### 20.30.05 Purpose and Applicability

*In the RMB and RMC zoning districts, all new development except for townhouses and cottage clusters is subject to the additional height limitations in Section 20.30.10. The purpose of these additional height limitations is to help new development respond to the scale and form of existing neighborhoods.*

**Response:** The proposed development is within the RMC zone and is not townhouse or cottage cluster development. Therefore, this Section is applicable.

### 20.30.10 Additional Height Limitations

*Buildings in the RMB and RMC districts can be built up to the maximum height in the zone (35 feet), except near the front and/or rear setback. Additional height limitations apply as follows:*

*A. In the RMB district, the maximum building height at the rear setback line is 25 feet.*

*B. In the RMC district, the maximum building height at both the front and rear setback lines is 25 feet.*

*From the applicable setback line specified in A. or B., the maximum height rises at a 45-degree angle (a rate of 1 foot vertically for every 1 foot horizontally) toward the center of the lot until it reaches a maximum of 35 feet.*

**Response:** The front property line for the main school building development is Stott Avenue and the rear property line is Erickson Avenue. Per Section 20.05.15.F, the required front setback is 10 feet, and the rear setback is 15 feet. Given those setbacks, Section 20.30.10 limits a building from reaching maximum permitted height in the zoning district – 35 feet in the RMC district – until 20 feet back from the front property line and 25 feet back from the rear property line. As shown in Sheets L2.01 and L2.02 (Exhibit A.4), the school building – at its closest – is set back a minimum of 20 feet from Stott Avenue and 25 feet from Erickson Avenue. Therefore, the building is outside of the additional height regulation envelope and this standard is met.

## CHAPTER 40 – APPLICATIONS

### 40.03. Facilities Review Committee

1. *All Conditional Use, Design Review Two, Design Review Three, Downtown Design Review Two, Downtown Design Review Three, Single-Detached and Middle Housing Design Review Two, Single-Detached and Middle Housing Design Review Three, and applicable Land Division applications:*

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

**Response:** BDC Chapter 90 defines critical facilities and services to include public water, public sanitary sewer, stormwater drainage and retention, transportation, and fire protection.

- Water, sewer, and stormwater: City of Beaverton Engineering has approved a Service Provider Letter (SPL) for water service (Exhibit G). Stormwater will be managed by both existing Low Impact Development Approach (LIDA) planters, located near the track (three existing facilities adjacent to the existing concessions stand); and proposed LIDA planters located in Parking Lot 4 and in the Erickson Avenue and Stott Street rights-of-way (Exhibit A, Sheets L3.0A-L3.08). The remainder of the site stormwater will be managed with water quality catch basins and underground piping and detention outlined in the Preliminary Stormwater Report (Exhibit E). Sewer connections at the site will be provided as shown in the Utility Plan (Exhibit A, Sheets C3.01-C3.12).
- Transportation: See responses to criteria in Section 60.55 (Transportation Facilities) for compliance with applicable standards.
- Fire: A Service Provider Permit from Tualatin Valley Fire & Rescue (TVF&R) has been approved (see Exhibit G). They will continue to service the site.

Therefore, this criterion is met.

*B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.*

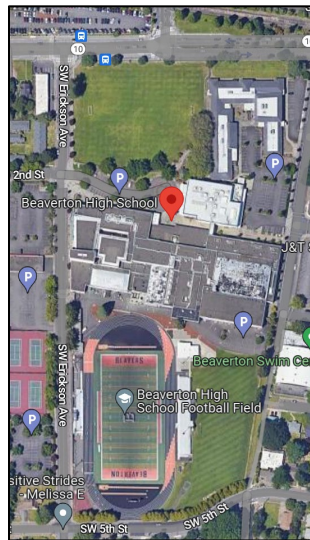
**Response:** BDC Chapter 90 defines essential facilities and services as including schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way. The following responses address these facilities.

- Schools. The proposed development is a school, and the District is the applicant. Therefore, a Service Provider Letter (SPL) from the District is not necessary. The proposed development addresses the District's long-range facility planning

objectives and voter-approved bond commitments, providing appropriate school capacity and a high-quality learning environment.

- **Transit.** Tri-Met will continue to provide transit service to the site. Bus Line 52 has a stop adjacent to the site near the intersection of Erickson Avenue/Farmington Road. (See the blue and white bus icon on Farmington Road in the image below.)

**Figure 2: TriMet Bus Stops**



School bus service for students is also provided to the site. Currently the site is served by ten 84-passenger buses for general education students and up to eleven 24-passenger buses for Special Education students. Given that enrollment is not anticipated to increase, the number of school buses is also not anticipated to change. The large 84-passenger buses will use Lot 4 off SW Erikson Avenue for unloading and loading, and the small 24-passenger buses will use Lot 1 off Stott Avenue. See the diagram below and the Site Plan (Exhibit A, Sheets L2.05-L2.06). Additionally, bus turning diagrams have been provided as Sheet N.1 of Exhibit A.

**Figure 3: Parking Lot Diagram**



- Police. The City of Beaverton Police Department will continue to provide service to the site.
- Pedestrian and bicycle facilities. See the Site Plan, Typical Sections, Right-of Way Plan and Profile Sheets, and the Pedestrian Circulation Diagram (Exhibit A, Sheets L2.0, ST2.1-2.2, and ST4.1-ST8.1, and Exhibit M). The proposed development includes new sidewalks, curb ramps, and planter strips in the right-of-way (Farmington Road, Stott Avenue, 2<sup>nd</sup> Street, Erickson Avenue, and 5<sup>th</sup> Street), and walkways and multi-use paths on-site, generally consistent with City of Beaverton Development Code and Engineering Design Manual standards. Where facilities proposed in the right-of-way are not to standard, either a Sidewalk Design Modification (Section 40.58) is being requested as part of this application package or an Engineering Design Modification is being requested of City Engineering. Pedestrian and bicycle facilities are further addressed later in this narrative, in response to Section 60.05 and Section 60.55 standards.

Therefore, this criterion is met.

*C. The proposed development is consistent with all applicable provisions of CHAPTER 20 (Land Uses), or Sections 20.25 and 70.15 if located within the Downtown Design District, unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of CHAPTER 20 (Land Uses) or Sections 20.25 and 70.15 if located within the Downtown Design District. [ORD 4799; January 2021]*

**Response:** Consistency with applicable provisions of Chapter 20 and Section 70.15 is demonstrated in previous and later sections of this narrative. Height provisions are proposed to be modified for the main school building by a Variance application (Section 40.95). Granted approval of that application, this criterion is met.

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

**Response:** Consistency with applicable provisions of Chapter 60 is demonstrated in the next section of this narrative. Therefore, this criterion is met.

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

**Response:** The District will continue to be responsible for overseeing development of the site. Future maintenance responsibilities of the site and buildings are and will be the role of the District, who is the owner of the property. The District will continue to manage the steps necessary to provide continued maintenance and necessary replacement of private common facilities and areas such as drainage facilities, sidewalks, the parking area, landscaping, utility facility screening, and garbage and recycling storage areas. Therefore, this criterion is and will be met.

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

**Response:** Safe and efficient vehicular and pedestrian circulation will be provided within the boundaries of the development. Pedestrian facilities and circulation on-site are addressed in Sections 60.05.40, 60.55.25, and 60.55.30 of this narrative and are illustrated in the Site Plan (Exhibit A, Sheets L2.00-L2.09) and the Pedestrian Circulation Diagram (Exhibit M). Vehicular circulation on-site is illustrated in Exhibit N. Diagrams showing the movements of buses at Stott Avenue/3<sup>rd</sup> Street and garbage trucks accessing the proposed trash enclosure in Parking Lot 3 are provided in Sheets N.1 and N.3 (Exhibit A). Parking area standards are addressed in Section 60.30.15 of this narrative.

Therefore, this criterion is met.

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

**Response:** The development's on-site circulation system will connect to the surrounding circulation system in a safe, efficient, and direct manner. Pedestrian facilities, circulation, and connections are illustrated in the Site Plan (Exhibit A, Sheets L2.00-L2.09) and the Pedestrian Circulation Diagram (Exhibit M). They are addressed in Subsection B of this Section and in Sections 60.05.40, 60.55.25, and 60.55.30 later in the narrative.

Therefore, this criterion is met.

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

**Response:** Fire facilities are addressed in Subsection A of this Section. The project team has been coordinating with TVF&R and a TVF&R Service Provider Permit (SPP) has been obtained (see Exhibit G).

Therefore, this criterion is met.

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

**Response:** Compliance with vision clearance, lighting, and glazing standards provide protection from crime and accident conditions. Vision clearance is addressed in Section



60.55 (Transportation Facilities) in this narrative. Lighting is addressed in Section 60.05.50 in this narrative and the Lighting Plan (Exhibit A, EPH1.00-2.00). The ground floor of the building will include various large portions of glazing along all façades. Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions.

Therefore, this criterion is met.

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

**Response:** The proposed grading of the site is designed to have surface drainage conveyed to appropriate treatment and detention facilities (Grading Plan, Exhibit A, Sheets C2.01-C2.12). The Preliminary Stormwater Report (Exhibit E) finds that no stormwater drainage will discharge onto neighboring properties and the proposed development will not increase run-off into the public storm drainage system as the post-development discharge will not increase compared to the current development conditions. As noted in the Preliminary Stormwater Report:

The proposed stormwater management plan will achieve pollutant removal to the maximum extent practicable via LIDA planters, water quality catch basins and manholes, and a regional water quality facility designed to target pollutants associated with urban development. Stormwater quantity requirements will be met with the installation of underground storm detention systems. Proposed private water quality and water quantity facilities satisfy the City of Beaverton and Clean Water Services (CWS) water quality and water quantity requirements. As designed, this project shall not create any adverse impacts to the downstream storm system.

Therefore, this criterion is met.

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

**Response:** Access and facilities for physically handicapped people are incorporated into the development site and building design.

The site includes a number of features that comply with the Americans with Disabilities Act (ADA), including the following: ADA-accessible parking stalls distributed in lots near building access points; accessible ramps and walks (widths, materials, and slopes); raised crosswalks, and detectable warning at flush curbs. See the Site Plan (Exhibit A, Sheets L2.00-L2.09).

The new BHS school building will be fully ADA-compliant with the 2022 Oregon Structural Specialty Code and the 2017 ANSI ICC A117.1. In addition, the school has been designed to provide an equitable experience for all users, including additional elevators to provide

less travel distance between these access points between the floors for any mobility-impaired users.

Therefore, this criterion is met.

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

**Response:** This application contains all applicable submittal requirements for each application as specified in the Pre-Application Summary (Exhibit C).

Therefore, this criterion is met.

## *2. Public Transportation Facility Improvements or Modifications, including Street Vacations*

*A. The transportation facility, as proposed or modified, conforms to the Transportation System Plan.*

**Response:** The proposed 3<sup>rd</sup> Street vacation is procedural. The land of SW 3rd Street from SW Erickson Avenue to the western/southwestern high school property line has not been used as a street since the right-of-way was platted by the Beaverbrook Addition Plat in 1940. No changes to the existing transportation system are proposed with this vacation. The land being vacated would continue to not be part of the transportation system. The land instead would continue its current use as athletic fields and parking that are key uses for the high school and community.

Therefore, this criterion is met.

*B. There are safe and efficient vehicular and pedestrian circulation patterns within the project boundaries.*

**Response:** See the Site Plan and Pedestrian Circulation Plan (Exhibit A, Sheet L2.00, and Exhibit M). The existing pedestrian and vehicular circulation patterns related to the 3<sup>rd</sup> Street vacation will not change. Current transportation facilities allow for safe and efficient vehicle and pedestrian movement through the adjacent residential neighborhood. The formal vacation of 3<sup>rd</sup> Street will maintain current conditions and prevent any new street cut throughs.

Therefore, this criterion is met.

*C. The proposed development is consistent with all applicable provisions of CHAPTER 60 (Special Requirements) and all improvements, dedications, or both required by the applicable provisions of CHAPTER 60 (Special Requirements) are in place.*

**Response:** See responses to Chapter 60 later in this narrative. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements).

Therefore, this criterion is met.

*D. Adequate means are provided or proposed to be provided in a satisfactory manner, to ensure continued periodic maintenance and replacement of the following, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities.*

**Response:** The land – which is currently and proposed to be used as sports fields, parking, landscaping, and pedestrian plaza – has been so used for several decades. The District will be responsible for the maintenance and upkeep of the land to be vacated.

Therefore, this criterion is met.

*E. The proposed transportation facility connects to the surrounding circulation systems in a safe, efficient, and direct manner.*

**Response:** As stated above, no changes to the existing conditions or current connectivity of 3<sup>rd</sup> Street are proposed with this vacation. No new transportation facilities are proposed.

Therefore, this criterion is met.

*F. The proposed transportation facility or modification thereof will provide adequate fire equipment facility access and turnaround area, as well as adequate street lighting for crime and accident prevention as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.*

**Response:** The proposed vacation of 3rd Street involves no change in existing conditions. Thus, there are no associated impacts to police, fire, and emergency service.

Therefore, this criterion is met.

*G. Grading and contouring are the minimum necessary to accommodate the proposed transportation facility, while mitigating adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

**Response:** No new transportation facilities are proposed or necessary with the vacation of 3<sup>rd</sup> Street. As such, no grading or mitigation is required.

Therefore, this criterion is met.

*H. Access and facilities for physically handicapped people are maintained and/or incorporated into the subject transportation facility, with particular attention to providing continuous, uninterrupted access routes.*

**Response:** The vacation of 3rd Street will not change existing conditions; this area will remain athletic fields and parking. Transportation facilities, including improvements of existing transportation facilities, are proposed elsewhere on and adjacent to the 3<sup>rd</sup> Street vacation.

The area proposed to be vacated will feature walkways that are Americans with Disabilities Act (ADA)-compliant, including in terms of walkway materials, widths, and slopes

(Landscape Plan, Exhibit A, Sheet L3.06). These walkways will connect to other walkways, multi-use paths, and sidewalks that are ADA-accessible.

Therefore, this criterion is met.

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

**Response:** This application contains all applicable submittal requirements for each application as specified in the Pre-Application Summary (Exhibit C).

Therefore, this criterion is met.

## **40.15 Conditional Use**

### *40.15.15. Application*

#### *4. Major Modification of a Conditional Use*

*A. Threshold. An application for Major Modification of a Conditional Use shall be required when one more of the following thresholds apply:*

*1. An increase in the gross floor area of an existing Conditional Use more than 10% or more than 1,000 gross square feet of floor area for all properties that are located in a Residential zoning district or within a distance of up to and 50 feet of a Residential zoning district.*

**Response:** Beaverton High School is permitted as a Conditional Use with the RMC zone. The existing BHS is approximately 334,000 square feet. The proposed rebuild will result in a new high school that is approximately 348,200 square feet: an increase of approximately 14,200 square feet. Therefore, this standard is met.

*B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Major Modification of a Conditional Use. The decision making authority is the Planning Commission.*

**Response:** The District is requesting approval from the Planning Commission and, therefore, this criterion is met.

*C. Approval Criteria. In order to approve a Major Modification of a Conditional Use 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 Major Modification of a Conditional Use application.*

**Response:** As noted above in the response to Section 40.15.15.4.A.1, the square footage of the proposed BHS results in an increase of 14,200 square feet meeting the threshold for this application. This criterion is met.

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

**Response:** All application fees are included with this application. Therefore, this criterion is met.

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

**Response:** This proposal will continue to comply with all applicable policies of the Comprehensive Plan as established in previous conditional use approvals. Findings of compliance with existing school-related BCP policies are also provided in the BCP section of this narrative. Therefore, this criterion is met.

*4. The existing use has been approved as a Conditional Use as governed by the regulations in place when the use was established and complies with the applicable conditions of the Conditional Use approval unless the applicant has received or is concurrently requesting one or more conditions be removed or modified as part of the current application.*

**Response:** BHS received Conditional Use approvals in 1970 and 2002 under Casefiles #CUP 4-70 and #2001-0031. The applicant has not received, nor is requesting, any removal or modifications to any prior conditions as part of this proposal. Therefore, this criterion is met.

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

**Response:** While the size of BHS and the configuration of buildings on the site is changing, the function is not. Per this proposal the school will move to the north of the site and increase by approximately 14,000 square feet. However, the use of the site – an educational institution – remains the same.

The changes on-site will cause no increased impacts on the surrounding established uses, which have developed over time along with the school. CUP 2001-0031 approved a planned capacity of 2,200 students and 200 staff. The planned and proposed capacity does not exceed this approved capacity as there will be no increases in enrollment, staff, or capacity.

The change in school building size and configuration primarily reflects greater efficiency while making upgrades consistent with high quality learning environment standards and the District's current educational specifications (ed specs).

Therefore, this criterion is met.

*6. The proposal will not modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6.*

**Response:** This proposal does not require modifying any previously established conditions of approval from prior conditional use applications. Therefore, this criterion is not applicable.

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

**Response:** All necessary applications and documents will be submitted to the City as requested. Therefore, this criterion has been met.

## 40.20. Design Review

### 40.20.15. Application.

#### 3. Design Review Three.

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

*2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district. [ORD 4410; Nov. 2006] [ORD 4462; December 2007] [ORD 4584; June 2012]*

**Response:** Proposed development meets Threshold #2 of Design Review Three because it is a new construction of 336,379 square feet of gross floor area and is located within a Residential (RMC) zoning district.

*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.*

**Response:** As described above, the proposal meets Threshold #2 for Design Review Three. Therefore, this criterion is met.

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

**Response:** All application fees are included with this application. Therefore, this criterion is met.

*3. For proposals meeting Design Review Three application thresholds numbers 1 through 7, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

**Response:** The proposed development meets Design Review Three Threshold #2. Therefore, this criterion is applicable. See the responses to Sections 60.05.35 through 60.05.50 later in this narrative. Therefore, this criterion is met.

*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 with specific Design Guidelines if any of the following conditions exist:*

**Response:** The proposed development is new construction. Therefore, this criterion is not applicable.

5. *The proposal complies with the grading standards outlined in Section [60.15.10](#) or approved with an Adjustment or Variance.*

**Response:** The proposed development is consistent with the grading standards in Section 60.15.10. For more information, see the response to Section 60.15.10 in this narrative. Therefore, this criterion is met.

6. *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 the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*

**Response:** The proposed development is not a DRBCP proposal. Therefore, this criterion is not applicable.

7. *For proposals meeting Design Review Three application Threshold numbers 8 or 9, 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).*

8. *For proposals meeting Design Review Three application Threshold numbers 8 or 9, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

**Response:** The proposed development meets Threshold #2 and is subject to Design Guidelines in Sections 60.05.35 to 60.05.50 per Subsection 3 above. Therefore, these criteria are not applicable.

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

**Response:** All required applications and documents have been and will continue to be submitted in the proper sequence. Therefore, this criterion is met.

#### **40.23. Downtown Design Review**

NOTE: There is a small portion (roughly 4,000 square feet) of the adjacent THPRD owned property within the development site and the Downtown Design District (RC-OT zone); therefore, improvements to this portion of the site are subject to Downtown Design Review.

##### *40.23.15. Application.*

##### *1. Downtown Design Review Compliance Letter.*

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

##### *1. Minor design changes to existing building or site including, but not limited to:*

##### *a. Façade changes, except changes in color.*

- b. Addition, elimination, or change in location of windows.*
- c. Addition, elimination, or change in location of person doors and loading doors.*
- d. Addition of new and change to existing awnings, canopies, and other mounted structures to an existing façade.*
- e. Demolition or other reduction in square footage of an existing building.*
- f. Modification of up to 15 percent on-site landscaping with no reduction in landscaping.*
- g. Modification of off-street parking with no reduction in required parking spaces or increase in paved area.*
- h. Addition or modification of new fences, retaining walls, or both.*
- i. Changing of existing grade.*
- j. Removal of Landscape Trees.*
- k. Addition of no more than twenty-five (25) percent landscape features that consist only of natural materials.*
- l. Addition or modification of on-site lighting.*
- 2. Proposed additions of gross floor area to buildings up to and including building area equal to 25% of the gross square feet of floor area of the existing building, but not to exceed 2,500 gross square feet of floor area.*
- 3. New construction of non-habitable buildings up to and including a gross building area of 1,000 square feet.*
- 4. Construction of new Community Gardens or additions to existing Community Gardens.*

**Response:** Development proposed in the Downtown Design District (RC-OT) consists of improvements of pedestrian facilities and landscaping for basically 100 percent of this small (roughly 4,000 square feet) RC-OT “site”.<sup>5</sup> Therefore, Threshold #1f applies.

*C. Approval Criteria. In order to approve a Design Review Compliance Letter 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 Downtown Design Review Compliance Letter application.*

**Response:** As stated above, the proposal satisfies Threshold #1f. Therefore, this criterion is met.

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

**Response:** All fees associated with the application have been submitted. Therefore, this

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<sup>5</sup> This is a very small part of the overall THPRD property, which is approximately 1.24 acres.



criterion is met.

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

**Response:** All applicable submittal requirements are included with this narrative. Therefore, this criterion is met.

*4. The proposal meets all applicable Development Standards of Sections 70.15.2 of the Development Code unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance application which shall be already approved or considered concurrently with the subject proposal.*

**Response:** The proposal is consistent with Section 70.15.20 where educational institution uses are permitted outright in the RC-OT zone per Table 70.15.20.A. Therefore, this criterion is met.

*5. The proposal is consistent with all applicable Design Standards in Section 70.20.*

**Response:** See responses to Section 70.20 later in this narrative. This proposal is consistent with all applicable Design Standards. Therefore, this criterion is met.

*6. The proposal complies with all applicable provisions in CHAPTER 60 (Special Regulations).*

**Response:** See responses to Chapter 60 later in this narrative. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements). Therefore, this criterion is met.

*7. Except for conditions requiring compliance with approved plans, the proposal does not modify any conditions of approval of a previously approved Type 2 or Type 3 application.*

**Response:** This proposal does not propose modifying any conditions from previous approvals. Therefore, this criterion is met.

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

**Response:** All other applications are submitted concurrently with this application. Therefore, this criterion is met.

## **40.35. Historic Review**

*40.35.15. Application.*

*3. Demolition of a Landmark.*

*A. Threshold. An application for Demolition of a Landmark shall be required when the following threshold applies:*

*1. Demolition of an existing landmark.*

**Response:** As part of the proposed development, BSD is requesting to demolish the Merle Davies Building, which is an existing landmark on the City's Inventory of Historic Resources. Therefore, this criterion is met.

*B. Approval Criteria. In order to approve a Demolition of a Landmark 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 Demolition of a Landmark application.*

**Response:** The City of Beaverton included the Merle Davies Building in the Beaverton Inventory of Historic Resources (Exhibit Q). However, it is not clear when the Inventory was adopted by the City. The building was constructed in 1937 and is located at the southwest corner of SW Farmington Road and SW Stott Avenue. The property owner proposes to demolish the Merle Davies Building to accommodate the redevelopment of the BHS campus. A substantial portion of the new high school building will be located within the existing footprint of the Merle Davies Building. The proposed demolition of the building meets BDC Section 40.35.3.A.1. Therefore, this criterion is met.

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

**Response:** All required application fees were paid at the time of submittal. Therefore, this criterion is met.

- 3. The economic, social, environmental, and energy consequences of allowing the demolition outweigh the [preservation](#) of the historic landmark.*

**Response:** Documentation related to the City's adoption of its Historic Resources Inventory, including any economic, social, environmental, and energy (ESEE) analyses that may have been prepared for the Merle Davies Building, are no longer available from the City. However, as outlined below, the proposed demolition of the Merle Davies Building outweighs the value of its preservation for the following economic, social, environmental, and energy reasons.

### Economic Considerations

As a single-story structure, the Merle Davies Building occupies a relatively large amount of the high school site. The site is already constrained and challenged in providing modern educational spaces and the full complement of high school-level activities in this urban setting. Retaining the Merle Davies Building would severely limit the buildable area for a new structure, resulting in construction of a new four-to five-story building – versus the three-story building being proposed – to accommodate the equivalent classroom area.

In addition, the cost of bringing the Merle Davies Building up to code for critical safety elements – such as seismic, asbestos, and lead – is prohibitive when compared with building a new code-compliant structure. The Merle Davies Building is not expected to withstand a significant seismic event, thus contributing to further disruption in educational

service and community shelter that would be needed – and would be extremely costly to otherwise provide – after such an event.

Last, it is not feasible – including economically feasible – for the District to establish sufficient temporary facilities for classrooms and athletic spaces during construction of the proposed project. Thus, a design has been developed that allows the existing high school to remain fully functional until the new building is complete. All new construction will be concentrated on the north part of the site, including on the footprint of the existing Merle Davies Building.

### Social Considerations

It is acknowledged that a historically affiliated building will be lost. However, it should also be acknowledged that the building has been determined to be of limited historical integrity, as described below in response to Criterion 5, preventing it from qualifying as a national historic landmark. In a related vein, there have been no offers from the community to buy and relocate the building, as noted below in response to Criterion 4. New compelling uses were not identified in discussions with the community, such that it would be crucial to preserve the building.

The new BHS design was presented at the Neighborhood Meeting held on October 27, 2022. The presentation included discussion of the plans to demolish the Merle Davies Building in order to provide adequate space for the new high school building. The deficiencies of the existing one-story Merle Davies Building were discussed as they relate to the area needed for a multi-story high school environment and the need to utilize all available site area to provide programs essential to a modern high school. Community consensus was that it was important to honor the significance of Merle Davies in the new building, but maintaining the existing building was not the best use for the redevelopment and reinvention of the high school.

Evidence suggests that the building had been considered historic because of its namesake, Merle Davies. The District will memorialize Merle Davies within the new school building by acknowledging her contribution to the education of Beaverton Students and the significance of the original Merle Davies Building.

The demolition will allow the District to provide a school environment for students and staff to be safe and thrive in. The interior program will boast 21st century learning spaces, meeting or exceeding educational standards and providing more parity across district high schools. The building interior will be supported by more efficiently functioning and socially cohesive outdoor spaces. The demolition will allow the existing high school to remain fully functional until the new building is complete, a significant social benefit to staff, students, and their families.

As noted above, the new building will also be able to immediately meet critical health and safety standards related to seismic, asbestos, and lead codes. In addition, mechanical systems in the new building will be able to bring in more outdoor air so that the indoor air quality will be significantly better than in the Merle Davies Building.

## Environmental Considerations

Existing trees and landscaping will be removed with the proposed demolition and development. The existing landscape surrounding the Merle Davies Building is lawn with a sporadic arrangement of shrubs along the building edge. Four large London Plane trees border the west side of the building, and a large Cedar of Lebanon tree sits at a prominent location on the corner of SW Farmington Road and SW Stott Avenue. Street trees lining the edges of the property adjacent to the Merle Davies Building are primarily Norway Maples, a species on the District's Prohibited Plant List. Between the prohibited street trees and the high-maintenance lawn, the current Merle Davies landscape is not providing benefits for native species, the school's maintenance team, or the changing climate.

The proposed development would replace street trees with species more beneficial to native birds and other urban wildlife, with consideration for the projected changes to Oregon's climate in the future. Proposed ornamental grasses, shrubs, and ground cover would be a combination of native, low-maintenance, and low water-use plants. By replacing the water-intensive lawn with a rich array of plantings and trees, the environmental consequences of removing the large London Plane trees could be offset. In addition, the large Cedar of Lebanon will be preserved for ecological, cultural, and aesthetic values. New planting will complement the Cedar of Lebanon; establish a highly attractive, welcoming building façade on SW Farmington Road; and match the green, pedestrian-friendly aesthetic of Beaverton's neighboring and burgeoning Downtown.

As noted above, the proposed demolition will also address lead and asbestos concerns associated with the Merle Davies Building. Removal and disposal of the construction debris will be completed in accordance with State and Federal requirements.

The proposed demolition and redevelopment of the site will improve the efficient use of land in an urban environment. This relates to energy considerations discussed in the next section.

## Energy Considerations

As an element that applies to other categories in this analysis, there are energy efficiency gains to be made in providing a denser, more compact urban form. The proposed demolition also allows for the campus to be focused more northerly on the site, where it will be closer to major transit, pedestrian, and bike networks. The proposed building itself will be a far more energy-efficient building. Aluminum storefront windows will be used in the school's rebuilding; at the end of the building's life cycle, these can easily be recycled. The building is expected to exceed the current Energy Code and reduce the school's Energy Use Intensity (EUI) targets.

Therefore, the proposed demolition of the Merle Davies Building outweighs its preservation for required economic, social, environmental, and energy reasons, and this criterion is met.

- 4. The applicant has not rejected the highest bona fide offer for sale and relocation of the building. [ORD 4697; December 2016]*

**Response:** The applicant published notice in the Beaverton Valley Times, consistent with the requirements of Section 50.45.7.A. The applicant posted the subject property for not

less than 30 calendar days, also consistent with the requirements of BDC Section 50.45.7.B. Evidence of the notice is provided in Exhibit U. The property owner (the applicant) will consider any offers to purchase or to relocate the structure up until the Planning Commission hearing on August 23, 2023. No offers have been received to date. Therefore, this criterion is met.

5. *If applicable, the historic or architectural significance of the resource is not sufficient to warrant its continued preservation.*

**Response:** In correspondence dated October 20, 2022, the Oregon State Historic Preservation Office (SHPO) determined the Merle Davies Building is ineligible for listing on the National Register of Historic Places (NRHP) due to an irreversible loss of historic integrity (Exhibit Q). Review of the building demonstrated that the building design has been heavily modified over time. Little historic fabric remains, and the exterior has been substantially altered; windows have been replaced; the original entry has been reoriented; and additions were added to the east and west sides of the building.

The limited remaining historic fabric includes: the exterior brick cladding, a small portion of the remaining historic windows, and an exposed truss roof that is still visible in the southeast wing. The majority of the window sashes have been replaced with aluminum and the new windows were installed within the existing wood frames. Portions of the original gym floor have been salvaged and reinstalled in various locations throughout the building. The workmanship of the school is no longer extant. The interior has been significantly modified with modern finishes and no historic materials remain. The majority of the windows have been replaced. The historic entry has been removed and renovated into a large conference room space.

The Merle Davies Building is no longer a neighborhood elementary school, but rather a part of the larger school campus. The setting of the school has changed from being a neighborhood school to being part of the larger Beaverton High School campus. The building still retains its association as an academic building, but it is no longer easily identifiable as an elementary school building. In addition, the Beaverton Historic Inventory, and the Washington County Inventory both note the connection to the former Beaverton School District employee Merle Davies rather than any architectural significance.

Therefore, the historic or architectural significance of the building is not sufficient to warrant its continued preservation, and this criterion is met.

6. *If applicable, the physical condition of the building is such that it is not practical to improve its condition to meet applicable building codes.*

**Response:** This criterion is not applicable since the physical condition of the building has not deteriorated to a point requiring improvement. However, as noted in the responses to Criterion 3 above, the cost to bring the building into compliance with current building codes is prohibitive with limited economic, social, environmental, and energy benefit. The District proposes demolishing the Merle Davies Building in order to construct a new school building and to meet the educational requirements for a new high school. The District is not attempting to meet applicable building codes with the existing building.

When the existing building is demolished and the new building is constructed, existing water and sewer services will be modified as needed to conform to the new building. Building permits will be secured for the new building.

7. *If within a Historic District, the loss of the structure will not diminish the overall integrity of the [District](#).*

**Response:** The existing structure is not located within a Historic District. Therefore, this 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.*

**Response:** All required documents have been submitted along with this application. Therefore, this criterion is met.

#### **40.58. Sidewalk Design Modification (SW 5<sup>th</sup> Street)**

*40.58.15. Application. There is a single Sidewalk Design Modification application which is subject to the following requirements.*

*A. Threshold. An application for Sidewalk Design Modification shall be required when one of the following thresholds applies:*

- 1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.*
- 2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.*

**Response:** Minimum planter strip width is proposed to be modified to 4.5' from the 7.5' standard along the eastern and western sections of SW 5<sup>th</sup> Street. The sidewalk will be 6.0' wide along the portions of 5<sup>th</sup> Avenue where a 4.5' planter strip is proposed. Along the center portion of 5<sup>th</sup> Avenue south of the track, the planter strip will be reduced to 0' and a 5.5' sidewalk will be provided to avoid impacting the existing track. These conditions are highlighted on the Typical Sections and SW 5<sup>th</sup> St Plan and Profile sheet (Exhibit A, Sheets ST2.2 and ST8.1). Therefore, Threshold #1 is met.

*B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Sidewalk Design Modification. The decision making authority is the Director.*

**Response:** It is understood that the sidewalk design modification request is subject to a Type 1 procedure. However, this application will be combined with other applications in this package and subject to a Type 3 procedure, where the Planning Commission will be the decision-making authority.

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

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

**Response:** The proposal satisfies Threshold #1 above. Therefore, this criterion is met.

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

**Response:** All application fees are included with this application. Therefore, this criterion is met.

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

- a. *That there exist local topographic conditions, which would result in any of the following:*
  - i. *A sidewalk that is located above or below the top surface of a finished curb.*
  - ii. *A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.*
- b. *That there exist local physical conditions such as:*
  - i. *An existing structure prevents the construction of a standard sidewalk.*
  - ii. *An existing utility device prevents the construction of a standard sidewalk.*
  - iii. *Rock outcroppings prevent the construction of a standard sidewalk without blasting.*
- c. *That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.*
- d. *That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.*

**Response:** An existing physical condition – the high school track, which is to remain and not be changed as part of the proposed development – prevents construction of a standard landscape strip adjacent to the track. See the Typical Sections and SW 5<sup>th</sup> Street Plan and Profile Sheets (Exhibit A, Sheets ST2.2 and ST8.1). A standard minimum 6' sidewalk can be provided east and west of the track on 5<sup>th</sup> Street, but a 5.5' wide sidewalk is proposed along the central portion of the street adjacent to the track. Therefore, this criterion is met.

4. *The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).*

**Response:** This section of SW 5<sup>th</sup> Street features bike lanes and sidewalks, which will be provided consistent with the applicable provisions of Section 60.55.25. See the responses to those provisions later in this narrative.

This section of 5<sup>th</sup> Street complies with minimum dimensions in Section 60.55.30 for travel lanes, bike lanes, and sidewalks. See those findings of compliance in responses to

applicable provisions in Section 60.55.30. However, this section of SW 5<sup>th</sup> Street does not comply with the required right-of-way, planter strip, and sidewalk widths. This Sidewalk Design Modification application addresses the planter strip and sidewalk widths. An Engineering Design Manual (EDM) Design Exception addresses modifications to dimensions within the roadway and overall right-of-way width. The project team is filing an EDM Design Exception with City of Beaverton Engineering for substandard right-of-way width.

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

**Response:** Applications and documents related to the request have been submitted to the City in proper sequence. Therefore, this criterion is met.

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

**Response:** See the Typical Sections and SW 5<sup>th</sup> Street Plan and Profile Sheets (Exhibit A, Sheets ST2.2 and ST8.1) and Pedestrian Circulation Diagram (Exhibit M). The proposed Sidewalk Design Modification affects the planter strip along all of SW 5<sup>th</sup> Street, as well as the sidewalk width just south of the existing track. Sidewalks on the majority of the street will be provided to standard; however, directly south of the existing track the sidewalk width will be reduced by half a foot to 5.5'. (Note: While this is less than the Collector standard that applies 5<sup>th</sup> Street, it does exceed the Local Street standard.) The sidewalk will continue to provide connections to other pedestrian facilities like the sidewalk on Erickson Avenue, the multi-use path through the southern part of the campus, and the sidewalk on the south side of SW 5<sup>th</sup> Street via a marked crossing. Therefore, this proposed Sidewalk Design Modification provides and maintains safe and efficient pedestrian circulation. Therefore, this criterion is met.

#### **40.58. Sidewalk Design Modification (SW Erickson Street)**

*40.58.15. Application. There is a single Sidewalk Design Modification application which is subject to the following requirements.*

*A. Threshold. An application for Sidewalk Design Modification shall be required when one of the following thresholds applies:*

- 1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.*
- 2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.*

**Response:** No landscape strip is proposed to be provided for a section of the east side of SW Erickson Avenue adjacent from the southernmost existing stadium light to north of the existing maintenance building (Exhibit A, Sheets ST7.1-ST7.3). Not providing this landscape strip is a modification to the 7.5' standard. Therefore, Threshold #1 is met.



*B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Sidewalk Design Modification. The decision making authority is the Director.*

**Response:** It is understood that the Sidewalk Design Modification request is subject to a Type 1 procedure. However, this application will be combined with other applications in this package and subject to a Type 3 procedure, where the Planning Commission will be the decision-making authority.

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

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

**Response:** The proposal satisfies Threshold #1 above. Therefore, this criterion is met.

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

**Response:** All application fees are included with this application. Therefore, this criterion is met.

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

- a. That there exist local topographic conditions, which would result in any of the following:*
  - i. A sidewalk that is located above or below the top surface of a finished curb.*
  - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.*
- b. That there exist local physical conditions such as:*
  - i. An existing structure prevents the construction of a standard sidewalk.*
  - ii. An existing utility device prevents the construction of a standard sidewalk.*
  - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.*
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.*
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.*

**Response:** The applicant and the City have reviewed the required amount of right-of-way dedication for both the east and west frontages of Erickson Avenue. There are several existing structures on the eastern side of Erickson Avenue that will be located within the

newly dedicated areas of Erickson Avenue. These structures include a grandstand (stadium seating), stadium retaining wall, maintenance building, and field lighting. These existing structural improvements are not being modified by the proposed development and will remain as currently situated.

As a result, while the applicant will dedicate the required right-of-way, the full street improvement cannot be provided at this time where these existing structures are located. The City and the applicant have previously agreed to an encroachment permit for these existing structural improvements, and when the applicant proposes to modify, in the future, one or all of the existing improvements, one or all of those new improvements will be placed outside of the right-of-way. See Public Street Improvements/SW Erickson (Exhibit A, Sheet 3 and Sheets ST7.1-ST7.3). A standard minimum 6' wide sidewalk can be provided for the entire frontage.

Therefore, this criterion is met.

*4. The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).*

**Response:** SW Erickson Avenue is planned for bike lanes and features sidewalks, which will be provided consistent with the applicable provisions of Section 60.55.25. See the responses to those provisions later in this narrative.

This section of SW Erickson Avenue complies with minimum dimensions in Section 60.55.30 for travel lanes and sidewalks. See those findings of compliance in responses to applicable provisions in Section 60.55.30. However, this section SW Erickson Avenue does not comply with required right-of-way and planter strip (landscape strip) widths. This Sidewalk Design Modification application addresses the planter strip width. An EDM Design Exception addresses modifications to dimensions within the roadway and overall right-of-way width. The project team is filing an EDM Design Exception with City of Beaverton Engineering for substandard right-of-way width.

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

**Response:** Applications and documents related to the request have been, and will continue to be, submitted to the City in proper sequence. Therefore, this criterion is met.

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

**Response:** See the Typical Sections and SW Erickson Avenue Plan and Profile Sheets (Exhibit A, Sheets ST7.1 and ST7.3) and Pedestrian Circulation Diagram (Exhibit M). The proposed Sidewalk Design Modification affects just the planter strip on SW Erickson Avenue; sidewalks on the street will be provided to standard. The sidewalk will continue to provide connections to other pedestrian facilities like the sidewalks on SW 5<sup>th</sup> Street, SW 2<sup>nd</sup> Street, and SW Farmington Road, as well as to new walkways that will be created on the main campus on the east side of SW Erickson Avenue. Therefore, this proposed Sidewalk Design Modification provides and maintains safe and efficient pedestrian circulation. Therefore, this criterion is met.

**40.75. Street Vacation (SW 3<sup>rd</sup> Street)***40.75.15. Application.**1. Street Vacation.*

*A. Threshold. An application for Street Vacation shall be required when the following threshold applies:*

- 1. Abandonment or otherwise vacation of an existing public transportation right-of-way or public easement that is within the City of Beaverton.*

**Response:** The District is petitioning for the vacation of SW 3<sup>rd</sup> Street from SW Erickson Avenue to the western/southwestern school property line. SW 3<sup>rd</sup> Street in this area is an unimproved dedicated right-of-way (Exhibit K). The District has previously constructed a parking lot and athletic fields over the right-of-way. Therefore, Threshold #1 is met.

At the western/southwestern property line, SW 3<sup>rd</sup> Street is an improved street and shortly thereafter intersects with SW Fairmount Drive. The District does not propose vacating this small segment of the existing SW 3<sup>rd</sup> Street right-of-way.

*B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Street Vacation. The decision making authority is the City Council.*

**Response:** The District is requesting approval from the City Council. Therefore, this criterion is met.

*C. Approval Criteria. In order to approve a Street Vacation application, the City Council 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 Street Vacation application.*

**Response:** As stated above, the proposal involves the vacation of SW 3<sup>rd</sup> Street and, thus, meets Threshold #1. Therefore, this criterion is met.

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

**Response:** All applicable fees related to the application have been submitted. Therefore, this criterion is met.

- 3. The proposed Street Vacation meets the eligibility provisions of ORS 271.080.*

**Response:** See petition signatures and documentation in Exhibit K. Therefore, this criterion is met.

- 4. The proposed Street Vacation will not adversely impact street connectivity as identified in the Transportation Element of the Comprehensive Plan.*

**Response:** The proposed vacation is procedural. The land that officially needs to be vacated – SW 3<sup>rd</sup> Street from SW Erickson Avenue to the western/southwestern high school property line – has not been used as a street since the right-of-way was platted by

the Beaverbrook Addition Plat in 1940. As can be seen in Figure 1 and the Existing Conditions Site Plan (Exhibit A, Sheet L1.0), school uses occupy the land previously used as SW 3rd Street. Because the proposed vacation involves no change in existing conditions, there are no associated impacts to street connectivity. Furthermore, the Comprehensive Plan does not show this portion of SW 3<sup>rd</sup> Street as a needed bicycle, pedestrian, or vehicular connection.

Therefore, this criterion is met.

- 5. The proposed Street Vacation will not adversely impact police, fire, and emergency service in the area.*

**Response:** Because the proposed vacation of 3<sup>rd</sup> Street involves no change in existing conditions, there are no associated impacts to police, fire, and emergency service.

Therefore, this criterion is met.

- 6. That the vacation of the street will not hinder accessibility to any above ground or underground public facilities.*

**Response:** Because the proposed vacation of 3<sup>rd</sup> Street involves no change in existing conditions, there are no associated impacts to above-ground or underground public facilities.

Therefore, this criterion is met.

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

**Response:** All required documents related to the request have been submitted with this application. Therefore, this criterion is met.

## **40.90. Tree Plan**

### *40.90.15. Application.*

#### *2. Tree Plan Three*

*A. Threshold. An application for Tree Plan Three shall be required when none of the actions listed in Section 40.90.10. or none of the thresholds listed in Section 40.90.15.1. or Section 40.90.15.2. apply and one or more of the following thresholds apply: [ORD 4782; April 2020]*

#### *3. Removal of individual Historic Trees.*

**Response:** The proposed development includes the removal of Historic Trees. Therefore, Threshold #3 is satisfied.

*B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Tree Plan Three. The decision making authority shall be the Planning Commission. [ORD 4532; April 2010]*

**Response:** As demonstrated above, the application meets the threshold for a Tree Plan Three and will be reviewed by the Planning Commission. Therefore, this standard is met.

*C. Approval Criteria. In order to approve a Tree Plan 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 Tree Plan Three application.*

**Response:** As demonstrated above, the application meets Threshold #3 for a Tree Plan Three. Therefore, this criterion is met.

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

**Response:** All applicable City application fees have been submitted as part of this application package. Therefore, this criterion is met.

*3. If applicable, removal of a diseased tree or a tree is necessary because the tree has been weakened by age, storm, fire, or other condition.*

**Response:** This criterion does not apply because the tree removal is not due to a diseased or hazardous tree. Trees are of varying health (Exhibit A, Sheet TR-L1.00C, Tree Table). The reason for removal is proposed development (a new school building) on a constrained site.

*4. If applicable, removal is necessary to enhance the health of the grove or adjacent tree(s) to reduce maintenance, or to eliminate conflicts with structures or vehicles.*

**Response:** The proposed tree removal is not to enhance health, reduce maintenance, or eliminate conflicts with vehicles. The tree removal is for the proposed redevelopment of the BHS site. The removal is to eliminate conflicts with proposed structures, not existing structures. Therefore, this criterion is not applicable.

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

**Response:** Tree removal is not proposed to observe good forestry practices. Therefore, this criterion is not applicable.

*6. If applicable, removal is the minimum necessary to accommodate physical development because no reasonable alternative exists for the development at another location on the site and variances to setback provisions of the Development Code will not allow the tree(s) to be saved or will cause other undesirable circumstances on the site or adjacent properties.*

**Response:** As can be seen when comparing the Tree Plan Existing Conditions and Site Plan (Exhibit A, Sheets TR-L1.00B and TR-L2.00C), trees are only proposed for removal when they and their root zones intersect with proposed structures, necessary right-of-way

upgrades, and proposed pedestrian and vehicular circulation. In this way, tree removal is limited, and 49 on-site trees will be preserved (Tree Table, Exhibit A, Sheet TR-L1.00C). Therefore, this criterion is met.

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

**Response:** Tree removal is not proposed due to trees having become nuisances. Therefore, this criterion is not applicable.

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

**Response:** The proposed development is a long-needed renovation of a public high school. In addition, this project involves street widening in increasing the right-of-way along the site's frontages to meet – or move in the direction of meeting – City standards. There is not a reasonable alternative given the site's established use as a high school, and this development is proposed to address goals of increased safety, including building and campus safety as well as pedestrian and vehicle circulation safety.

Therefore, this criterion is met.

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

*10. If applicable, removal of tree or trees within a Significant Grove will not reduce the size of the grove to a point where the remaining trees may pose a safety hazard due to the effects of windthrow*

**Response:** No SNRA or Significant Groves are located on the project site. Therefore, these criteria are not applicable.

*11. If applicable, removal of a tree within a Historic Grove will not substantially reduce the significance of the grove in terms of its original designation on the list of Historic Groves.*

**Response:** There are fourteen Historic Trees on the site but no Historic Groves (Tree Table, Exhibit A, Sheet TR-L1.00C). Therefore, this criterion is not applicable.

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

**Response:** See the responses to applicable provisions of Section 60.60 later in this narrative. Section 60.67 does not apply to this site. Therefore, this criterion is met.

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

**Response:** The proposed grading of the site is designed to have surface drainage conveyed to appropriate treatment and detention facilities (Grading Plan, Exhibit A, Sheets C2.01-C2.12). The Preliminary Stormwater Report (Exhibit E) finds that no stormwater drainage will discharge onto neighboring properties and the proposed development will not increase runoff into the public storm drainage system as the post-development discharge will not increase compared to the current development conditions. As noted in the Preliminary Stormwater Report:

The proposed stormwater management plan will achieve pollutant removal to the maximum extent practicable via LIDA planters, water quality catch basins and manholes, and a regional water quality facility designed to target pollutants associated with urban development. Stormwater quantity requirements will be met with the installation of underground storm detention systems. Proposed private water quality and water quantity facilities satisfy the City of Beaverton and CWS water quality and water quantity requirements. As designed, this project shall not create any adverse impacts to the downstream storm system.

Therefore, this criterion is met.

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

**Response:** All required materials are included in the application. Therefore, this criterion is met.

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

**Response:** All required applications and documents related to this request have been submitted to the City in proper sequence. Therefore, this criterion is met.

## **40.95. Variance**

### *40.95.15. Application*

*A. Threshold. An application for Variance shall be required when the following threshold applies:*

*1. A change of more than fifty percent (50%) to the numerical standards specified in the Site Development Requirements contained in CHAPTER 20 (Land Uses) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District. This threshold does not apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described in Sections 60.12.40.4., .5., .6. and .7. [ORD 4799; January 2021]*

**Response:** The applicant is requesting a Variance to allow for a maximum building height of 62'-3" (Exterior Elevations, Exhibit A, Sheets LU-A3.01 and LUA3.02) from the maximum of 35'. The 27'-3" difference in height is an approximately 78% increase. Therefore, this threshold is met.

*B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Variance. The decision making authority shall be the Planning Commission. [ORD 4532; April 2010]*

**Response:** The proposed development meets Threshold #1 for a Variance application and, thus, is subject to a Type 3 procedure. The applicant will be requesting approval from the Planning Commission. Therefore, this standard is met.

*C. Approval Criteria. In order to approve a Variance 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: [ORD 4473; March 2008]*

*1. The proposal satisfies the threshold requirements for a Variance application.*

**Response:** The proposal meets Threshold #1 for a Variance application. Therefore, this criterion is met.

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

**Response:** All required documents and fees related to this application have been submitted. Therefore, this criterion is met.

*3. Special conditions exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, buildings, or structures in the same zoning district.*

**Response:** The proposed development and the existing use of the site as a high school is unique in the RMC zone in this area. The site is also exceptional because, unlike other adjoining RMC zoning to the west and southwest, the whole east edge of the primary BHS site is adjacent to a Regional Center zone (RC-OT) and the Downtown Design District. See the zoning map in Figure 1.

The existing site is constrained given the number and size of activities to be accommodated on the site. As can be seen in views of the Existing Conditions Site Plan and Landscape Plan, half or more of the site is needed for athletic facilities, parking, and circulation. Advantages of the proposed site plan over the existing site plan include that it organizes the site more efficiently and safely for vehicle and pedestrian circulation, particularly for students and staff accessing classrooms and support spaces. Those spaces will now all be consolidated in one new building in addition to preserving the existing cafeteria/commons building.

However, in order to accommodate a consolidated new school building as well as more clustered parking, a preserved cafeteria building, and athletic facilities important to both the school and the community, it is necessary to locate the new school building on the north end of the site. As shown in the Landscape Plan, the proposed school building maximizes its use of the north end of the site, particularly compared to existing conditions. Given the planned student and staff capacity of the school and the floor area and ceiling heights needed for the programming, the new building must be a multi-story building and must be more than two stories. Thus, meeting all these needs results in a three-story building that is taller than the 35' maximum permitted in the RMC zone.



Therefore, this criterion is met.

*4. Strict interpretation of the provisions of this ordinance would deprive the applicant of the rights commonly enjoyed by other properties in the same zoning district under the terms of the Development Code. [ORD 4584; June 2012]*

**Response:** This site was first improved with a two-level four-classroom school which opened in January 1911. BHS was established on the site in 1915 and has operated continuously since that date. As the City of Beaverton has grown and educational institution standards have evolved, using the existing site to accommodate student and staff needs has become increasingly challenging. To expand the school facility on the existing site under the current development standards would not allow for the reasonable development of the land for what the Development Code defines as an essential public facility. Therefore, this criterion is met.

*5. The special conditions and circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.*

**Response:** As described in response to Criteria 3 and 4, the special conditions and circumstances essentially result from the need for greater safety and greater land use efficiency on the school site as well as from needs unique to high school uses. It is more costly to build multi-story buildings than the single-story buildings currently on campus; thus, financial considerations do not drive this request. Therefore, this criterion is met.

*6. If more than one (1) variance is being requested, the cumulative effect of the variances result in a project which is still consistent with the overall purpose of the applicable zone.*

**Response:** Only one variance is requested. Therefore, this criterion is not applicable.

*7. Any variance granted shall be the minimum variance that will make possible a reasonable use of land, building, and structures.*

**Response:** With the constraints of the BHS site, the northern part of the site was determined to be optimal as discussed in the response to Criterion 3 above. That response refers to the need for the school building to have sufficient floor area and floor-to-ceiling heights, including Education Specifications that require a theater – with multi-story height requirements – in high school facilities. This northern part of the site is also preferable because of the existence of a floodplain and the proximity to residential uses on the southern side of the site.

Because the site is smaller and in an urban setting, the only way to accommodate the required programming for the planned capacity of the school is to go up in height. A topographic feature of this northern section of the site is the south-to-north declining slope. This naturally occurring slope allows the design to utilize Universal Design Principles within the building and main courtyard, improving ADA accessibility while also connecting programs that have various volume requirements. The design creates various floor heights on the ground floor ranging from approximately 14' clear in the Administration wing to proximately 19' clear in Career Technical Education (CTE) Shop and theatrical back-of-house spaces as noted above. This will allow the instructional spaces which require higher

ceilings, e.g., CTE programs, to be located efficiently in the building. While a potential option could be to go below grade to accommodate the theater height within the RMC zone's height limit, the proposed development is not able to go sub-grade on this site due to the high groundwater level. Thus, the building must be constructed in multiple stories above grade. Additionally, this design allows the internal corridor ramps to be at a more gradual slope, which will provide enhanced ADA accessibility.

In these ways, the building size and height is the minimum necessary to meet those needs. The height of the building is the minimum required to meet a series of factors unique to the site. The proposed project is a redevelopment of an existing high school site in an urban setting. The site does not have the standard acreage that other high school sites possess, which means BHS has to offer the same instructional, extra-curricular, and operational programming as other high schools that are located on larger sites.

Therefore, this criterion is met.

*8. For a proposal for a variance from sign regulations, no variance shall be granted unless it can be shown that there are special circumstances involving size, shape, topography, location or surroundings attached to the property referred to in the application, which do not apply generally to other properties in the same zoning district, and that the granting of the variance will not result in material damage or prejudice to other property in the vicinity and not be detrimental to the public safety and welfare. Variances shall not be granted merely for the convenience of the applicant or for the convenience of regional or national businesses which wish to use a standard sign.*

**Response:** No variance from sign regulations is requested. Therefore, this criterion is not applicable.

*9. The proposal is consistent with all applicable provisions of CHAPTER 20 (Land Uses) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal. [ORD 4799; January 2021]*

**Response:** See responses to the applicable provisions in Chapter 20 and Section 70.15 later in this narrative, which demonstrate compliance with the applicable provisions. Therefore, this criterion is met.

*10. The proposal is consistent with all applicable provisions of CHAPTER 60 (Special Requirements) and that all improvements, dedications, or both required by the applicable provisions of CHAPTER 60 (Special Requirements) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

**Response:** See responses to the applicable provisions in Chapter 60 later in this narrative, which demonstrate compliance with the applicable provisions. Therefore, this criterion is met.

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

**Response:** This application package includes all applicable submittal requirements. Therefore, this criterion is met.

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

**Response:** All materials related to this request have been submitted to the City in proper sequence. Therefore, this criterion is met.

## CHAPTER 50 – PROCEDURES

### 50.30. Neighborhood Review Meeting

2. Prior to submittal of an application subject to a Type 3 procedure, the applicant shall provide an opportunity to meet with neighboring property owners, residents and businesses (hereinafter collectively referred to as "neighbors") as well as representatives from the NAC within whose boundaries the site is located or within the notice radius to review the proposal. The applicant shall not be required to hold more than one Neighborhood Review Meeting provided such meeting is held within six months prior to submitting an application for one specific site. This requirement does not apply to applications required by Design Review Three threshold number 7 (Section 40.20.15.3.A.7.) or applications for Quasi-Judicial Zoning Map Amendment (Section 40.97.15.1.), Discretionary Annexation Related Zoning Map Amendment (Section 40.97.15.4.)

[...]

4. To comply with this section, an applicant shall submit the following information with the application:

A copy of the notice sent to surrounding property owners and the NAC Representatives as described in Section 50.30.3.B.

B. A copy of the mailing list used to send out meeting notices as described in Section 50.30.3.B.

C. A written statement containing the information posted on the property as described in Section 50.30.3.C.

D. An affidavit of mailing and posting notices as described in Sections 50.30.3.A through C.

E. Copies of written materials and 8.5" x 11" size plans presented at the Neighborhood Review Meeting.

F. Notes of the meeting, including the meeting date, time, and location, the name and address of those attending, and a summary of oral and written comments received.

G. A certified mail receipt indicating mailing of the meeting notes to the Chairperson of the NAC.

H. If responses to the meeting notice were not received by the applicant and no one attended the Neighborhood Review Meeting or persons in attendance made no comments, the applicant shall submit evidence as indicated above, with the notes reflecting the absence of comment, attendance, or both.

**Response:** The Neighborhood Review Meeting was held at the BHS cafeteria on October 27, 2022. The meeting included project and process overviews by the applicant, design team members, and the project's land use planner. Group discussion followed the presentation, and topics that were raised are documented in the meeting summary.

Pursuant to this Section, the following is included in the Neighborhood Meeting Documentation submitted as part of this application (Exhibit L):

- Neighborhood meeting notice letter
- Copy of mailing list for notice letter
- Picture of posted notice boards

- Mailing and posting signed affidavits
- Meeting agenda
- Neighborhood meeting presentation
- Neighborhood meeting summary
- Receipt of certified mailing to NAC Chairperson

Therefore, this standard is met.

**CHAPTER 60 – SPECIAL REQUIREMENTS**

**60.05. Design Review Principles, Standards and Guidelines**

Pursuant to the design review criterion in Section 40.20.15.3.C.3, this proposal is subject to the applicable Design Review Guidelines in Section 60.05.35 through Section 60.05.50.

Code Criteria	Response
<p><b>60.05.35. Building Design and Orientation Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</b></p>	<p>The new school building, west fieldhouse, and stadium storage building are addressed in response to regulations in this section.</p>
<p><i>1. Building articulation and variety.</i></p>	
<p><i>B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)</i></p>	<p>See Exterior Elevations (Exhibit A, Sheets LU-A3.01-A3.02 and A3.25-A3.26) and the Landscape Plans (Exhibit A, Sheets L3.00-L3.04) for the new school building.</p> <p>The proposed building elevations incorporate variations in height, roof pitch, architectural features, and building materials.</p> <p>While the new school building will be predominantly three stories, roof levels step down at major road intersections on Farmington Road at Stott Avenue and Erickson Avenue, as well as along the length of Stott Avenue.</p> <p>Where possible, rooflines are broken up by large inset aperture windows. In addition, at the longest frontage (along Farmington Road), façade planes are angled and a portion of the upper-level massing cantilevers over the ground level to provide visual interest and relate to the context.</p> <p>Colored operable windows add articulation and scale as well as visual interest. In addition, alternating strips of metal siding of varying widths and fiber cement panels provide articulation and visual interest.</p> <p>Horizontal datum lines help to further break down the scale of the building and windows are featured prominently on all elevations.</p>

Code Criteria	Response
	<p>Landscaping against the building adds visual interest as well as a visual buffer between the streets and the building.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>The Erickson Street façade of the west fieldhouse has vertical elements of smooth textured, black colored fiber cement board and painted metal louvers. These elements break up the continuous chevron profiled metal wall panels. Due to the nature of this building (storage and batting cages), windows are not appropriate, but the louvers and fiber cement board are designed to be proportional to the windows and panels of the main building across the street. Additionally, a 2'-0" high base of dark gray colored, ground face concrete masonry block has been added to ground the building and this element has been carried around to all sides of the fieldhouse. For durability, the north side of the restroom and storage areas have been clad in the same concrete masonry unit (CMU) as the rest of the building. All the blocks on the fieldhouse are stacked in a bond pattern and the roof has a pitch of 4:12.</p> <p>See the Site Plan (Exhibit A, Sheet L2.0) for the stadium storage building.</p> <p>This building is set back approximately 115' from the nearest property line (5<sup>th</sup> Street). It is not clearly visible to pedestrians as is the focus of this guideline. This guideline, where applicable, is met.</p>
<p><i>C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)</i></p>	<p>See Exterior Elevations (Exhibit A, Sheets LU-A3.01-A3.02) for the new school building.</p> <p>The primary building entry on the south façade includes a two-story entry vestibule, highlighted with an accent color and awning to help emphasize its presence and use as the main entry.</p> <p>The predominant pattern on the façade is vertically oriented. At the north, west and east facades, window and entry apertures connect multiple floors to break</p>

Code Criteria	Response
	<p>up facades, create visual interest, and balance horizontal features.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>The restroom entrance is the only significant building entry. The doors have been recessed to provide weather protection as well as visual privacy. Above the doorways on the north and west facades black fiber cement board has been placed to provide scale and balance the broad facades with vertically proportioned lines.</p> <p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>This building is set back approximately 115' from the nearest property line (5<sup>th</sup> Street). It is not clearly visible to pedestrians. The building is used seasonally; its only function is to store equipment for Spring Track &amp; Field and Fall Football. There are no regular users or occupants of this building.</p> <p>Chain link gates on the north and south elevations are placed to allow natural ventilation of the Track &amp; Field storage areas. They provide a vertical element to balance the horizontally oriented building material.</p> <p>Therefore, this guideline is met.</p>
<p><i>D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B) [ORD 4531; April 2010]</i></p>	<p>See the Exterior Elevations, Site Plan, and Landscape Plan (Exhibit A, Sheets LU-A3.01-A3.02, L2.00-L2.02, and Sheets L3.00-L3.02) for the new school building. See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>The school building orientation and building elements, as well as those of the west fieldhouse, contribute to the pedestrian orientation and scale of the proposed development. The school building itself is shaped around a central courtyard. The building has a significant number of windows and glazing on the ground floor.</p>



Code Criteria	Response
	<p>Where possible, windowsills extend to the floor slab to allow views into interior spaces of the ground floor (Level 1) from the sidewalk and walkways.</p> <p>Small, colorful, operable windows contribute to a smaller pedestrian scale. Awnings over exterior doors as well as landscaping at the building.</p> <p>The fieldhouse has vertical elements of smooth textured, black colored fiber cement board and painted metal louvers. These elements break up the continuous chevron profiled metal wall panels. Although this building has no windows, the louvers and fiber cement board are designed to be proportional to the windows and panels of the main building across the street.</p> <p>See the Site Plan (Exhibit A, Sheet L2.0) and plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>This building is set back approximately 115' from the nearest property line (5<sup>th</sup> Street). It is not clearly visible to pedestrians. Nonetheless, the overall small size of the building – roughly 34' wide by 40' tall and 16' tall – makes it human-scale.</p> <p>Therefore, this guideline is met.</p>
<p><i>E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court or major parking area should be avoided. (Standards 60.05.15.1.B, C and D) [ORD 4542; June 2010]</i></p>	<p>See Exterior Elevations (Exhibit A, Sheets LU-A3.01-A3.02), with an emphasis on the north, east, and west elevations that face Farmington Road, Stott Avenue, and Erickson Avenue.</p> <p>All facades are articulated with (a) alternating vertical strips of metal siding of different widths; and (b) fiber cement panel that shifts between floor levels to add interest and reduce the perceived scale of the building.</p> <p>Other articulation includes:</p> <ul style="list-style-type: none"> <li>• Several stair plinths and exits at street level with awnings;</li> <li>• A significant number of windows and glazing on all stories;</li> </ul>

Code Criteria	Response
	<ul style="list-style-type: none"> <li>• Large aperture windows to break up facades, create visual interest, and balance horizontal features; and</li> <li>• Colored operable windows that contribute to a human scale and visual interest, as well as articulation.</li> </ul> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>There are vertical elements of smooth textured, black colored fiber cement board and painted metal louvers on the fieldhouse. These elements break up the continuous chevron profiled metal wall panels. Although there are no windows, louvers and fiber cement board are designed to be proportional to the windows and panels of the main building across the street. Additionally, a 2'-0" high base of dark gray colored, ground face concrete masonry block has been added to ground the building and this element has been carried around to all sides of the fieldhouse.</p> <p>See the Site Plan (Exhibit A, Sheet L2.0) and plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>This building is set back approximately 115' from the nearest property line (5<sup>th</sup> Street) and is not clearly visible to pedestrians on 5<sup>th</sup> Street. Nonetheless, the south elevation is differentiated by the chain link gate and a peaked, gabled roof.</p> <p>Therefore, this guideline – as applicable – is met.</p>
<p><b>2. Roof forms</b></p>	
<p><i>A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)</i></p>	<p>See Exterior Elevations (Exhibit A, Sheets LU-A3.01-A3.02) for the new school building.</p> <p>The proposed roofs are flat. See the next response, which addresses requirements related to distinctiveness, variety, detail, and visual interest.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03) and the plans</p>

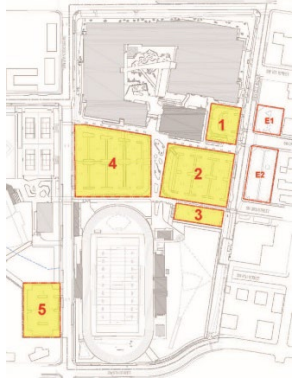
Code Criteria	Response
	<p>and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>The fieldhouse and storage building have distinctive gabled roofs with a pitch of 4:12.</p> <p>Therefore, this guideline is met.</p>
<p><i>B. Flat roofs should include a roofline that provides visual interest such as cornice treatments. (Standard 60.05.15.2.C)</i></p>	<p>See Exterior Elevations (Exhibit A, Sheets LU-A3.01-A3.02) for the new school building.</p> <p>There is variation in the roofline because the roofline follows the building massing and the massing consists of a variety of one-, two- and three-story buildings with different portions of the massing at different angles.</p> <p>There are apertures on Level 3, which are insets in the facade where exterior walls splay outward and the adjacent exterior walls that frame the apertures are an accent color. At these apertures, the roofline is broken to accentuate these spaces and further break down the scale of the building.</p> <p>Thus, roofline interest comes from it being broken by the apertures, as well as it steps down with the massing and being treated similarly to the horizontal banding at floor levels to create a cohesive composition.</p> <p>The west fieldhouse and stadium storage building do not have flat roofs.</p> <p>Therefore, this guideline is met.</p>
<p><b>3. Primary Building entrances</b></p>	
<p><i>A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating,</i></p>	<p>See Building Elevations and Site Plan (Exhibit A, Sheets LU-A3.01 and L2.05) for the new school building.</p> <p>The primary school building entrance is located on the south façade. It is recessed, with a large canopy at Level 1 that extends outward. Other building exits are protected with canopies as well.</p>

Code Criteria	Response
<p><i>processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)</i></p>	<p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>As described previously, the fieldhouse restroom entrance is the only significant building entry. The doors have been recessed to provide weather protection as well as visual privacy. Above the doorways on the north and west facades black fiber cement board has been placed to provide scale and balance the broad facades with vertically proportioned lines.</p> <p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>The building is used seasonally; its only function is to store equipment for Spring Track &amp; Field and Fall Football. There are no regular users or occupants of this building and, thus, no pedestrians using the building and needing weather protection.</p> <p>Therefore, this guideline – as applicable – is met.</p>
<p><i>B. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)</i></p>	<p>See the Building Elevations (Exhibit A, Sheet LU-A3.01) for the new school building.</p> <p>The primary building entry on the south façade is the building’s only primary entrance. It is designed as a recessed two-story aperture, with cladding in an accent color surrounding it to draw attention to it. The entry includes a large canopy that extends outward, further signaling that it is the main entry.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>The restroom entrance is the only significant building entry for the fieldhouse. The doors have been recessed to provide weather protection as well as visual privacy.</p> <p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>This building is not used by pedestrians. Nonetheless, entrances on the north and south facades are distinguished by a large metal door and</p>

Code Criteria	Response
	<p>chain link gates to allow natural ventilation of the Track &amp; Field storage areas.</p> <p>Therefore, this guideline is met.</p>
<p><i>4. Exterior building materials.</i></p>	
<p><i>A. Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)</i></p>	<p>See the Building Elevations and Materials Board (Exhibit A, Sheet LU-A3.01, and Exhibit I) for the new school building.</p> <p>The proposed primary building materials are profiled metal panels and high-density fiber cement panels, both prefinished, with the cement panels also being integrally colored. Metal and cement convey durability.</p> <p>Accent materials include brightly colored fiber cement panels (FCB-1).</p> <p>Windows are provided throughout the ground floor where the interior program allows. Where possible and the floor is above grade, glazing extends to the top of the foundation slab to allow for as much light and transparency as possible.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>The fieldhouse uses many of the same elements as the school building, as well as including fiber cement board and painted metal louvers. These elements break up the continuous chevron profiled metal wall panels but, due to the nature of this building's use, windows are not appropriate. However, the louvers and fiber cement board are designed to be proportional to the windows and panels of the main building across the street. Additionally, a 2'-0" high base of dark gray colored, ground face concrete masonry block has been added to ground the building and this element has been carried around to all sides of the fieldhouse. Additionally, all the blocks on the fieldhouse are stacked in a bond pattern.</p>

Code Criteria	Response
	<p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>Durability is a primary consideration for this building; thus, concrete masonry block (CMU) is the primary wall material. The dark gray ground face block is used to match the existing nearby stadium concession stand. Windows are not appropriate for this building but chain link gates and walling are used on the north and south elevations for natural ventilation of the Track &amp; Field storage areas. Therefore, this guideline is met.</p>
<p><i>B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)</i></p>	<p>See Brick Veneer (BV-1) in the Building Elevations and Materials Board (Exhibit A, Sheet LU-A3.01, and Exhibit I) for the new school building. See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>Dark gray brick is proposed – and proposed in a running bond pattern – but not as a primary material in the school building. Rather, this brick would be at grade, below the lowest horizontal datum; it is a minor finish material. In this way, this guideline is not applicable. For the fieldhouse, all the blocks have been stacked in a bond pattern.</p> <p>Both buildings’ primary materials are designed to provide visual interest, as described in responses above.</p> <p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building.</p> <p>This building is not used by pedestrians, as is the focus of this guideline.</p> <p>Therefore, this guideline – as applicable – is met.</p>
<p><b>5. Screening of equipment.</b></p>	<p>See the Roof Plan, Exterior Elevations, Building Sections, and Screen Diagrams (Exhibit A, Sheets LU-A2.04, LU-A3.01-A3.02, LU-A3.31, and LU-A3.32-A3.33) for the new school building.</p>

Code Criteria	Response
	<p>Rooftop equipment that is visible per specifications in Section 60.05.15.5.B is screened with the same metal panel as the building facades.</p> <p>See all the plan and elevation views for the west fieldhouse (Exhibit A, Sheet LU-A3.03).</p> <p>There is no significant mechanical equipment called for in the design of the fieldhouse.</p> <p>See the plans and Elevations 11 through 16 on Sheet LU-A3.04 (Exhibit A) for the stadium storage building. There is landscaping at site perimeters that would provide screening of this location from adjacent streets.</p> <p>This building is set back approximately 115' from the nearest property line (5<sup>th</sup> Street) and is not clearly visible to pedestrians. The football storage room will have a wall- or roof-mounted exhaust fan. However, this is not significant mechanical equipment and will not be screened.</p> <p>Therefore, this guideline – as applicable – is met.</p>
<p><b>60.05.40. Circulation and Parking Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</b></p>	
<p><i>1. Connections to public street system. The on-site pedestrian, bicycle and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1) [ORD 4531; April 2010]</i></p>	<p>See the Site Plan and Pedestrian Circulation Diagram (Exhibit A, Sheet L2.0, and Exhibit M).</p> <p>The proposed development has five parking areas in two clusters that take access from SW Erickson Avenue and SW Stott Avenue.</p>

Code Criteria	Response
	 <p>The internal pedestrian network will connect to the public sidewalks, including those on Farmington Road, Erickson Avenue, Stott Avenue, 5<sup>th</sup> Street, and 2<sup>nd</sup> Street.</p> <p>Therefore, this guideline is met.</p>
<p><i>2. Loading area, solid waste facilities, and similar improvements.</i></p>	
<p><i>A. On-Site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)</i></p>	<p>See Site Plan and Site Building Plans/Elevations (Exhibit A, Sheets L2.00, L2.02, L2.04, L2.06, and LU-A3.04).</p> <p>New on-site service areas, outdoor storage areas, disposal facilities, and recycling containers include two new trash/recycling enclosures for the school building/cafeteria area and the new fieldhouse and one new enclosure in conjunction with the new stadium storage. These do not abut a public street and are enclosures and, thus, are screened from public view.</p> <p>Existing trash/recycling and storage areas will be retained as shown on the Existing Conditions Site Plan (Exhibit A, Sheet L2.02).</p> <p>Therefore, this guideline is met.</p>
<p><i>B. Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible</i></p>	<p>See the Site Plan (Exhibit A, Sheets L2.00, L2.02, and L2.06).</p> <p>Parking Lot 1 to the east of the cafeteria and south of the new school building is a staff parking lot with SPED bus loading, cafeteria service, and general</p>



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<p><i>with local business operations. (Standard 60.05.20.2)</i></p>	<p>loading. The loading area along the southern curb of this parking lot is consistent with local operations as the site already operates as a high school and the loading area is compatible with the other bus queuing use of the parking lot. The District will schedule deliveries and service to occur outside 7-8 a.m. and 2-3 p.m. bus queuing times.</p> <p>Therefore, this guideline is met.</p>
<p><b>3. Pedestrian circulation.</b></p>	
<p><i>A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)</i></p>	<p>See the Site Plan and Pedestrian Circulation Diagram (Exhibit A, Sheet L2.0, and Exhibit M).</p> <p>The internal pedestrian systems connects all on-site buildings, parking areas, and open spaces including the main school building, cafeteria, fieldhouse, sports facilities, and the parking areas. Two parking lots are located across from Stott Avenue, outside of the project limits, and connect to the campus with marked pedestrian crossings.</p> <p>Therefore, this guideline is met.</p>
<p><i>B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)</i></p>	<p>See the Site Plan and Pedestrian Circulation Diagram (Exhibit A, Sheet L2.0, and Exhibit M).</p> <p>As shown in the Pedestrian Circulation Diagram the internal pedestrian paths connect all on-site facilities to abutting streets including Farmington Road, Erickson Avenue, Stott Avenue, 5<sup>th</sup> Street, and other pedestrian destinations on the campus. Additionally, a multi-use path along the SW portion of the property connects the main campus to 5<sup>th</sup> Street, 4<sup>th</sup> Street, and 3<sup>rd</sup> Street. No natural barriers, topographical conditions, or existing structures prevent pedestrian connectivity.</p> <p>Therefore, this guideline is met.</p>
<p><i>C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)</i></p>	<p>See the Site Plan and Pedestrian Circulation Diagram (Exhibit A, Sheet L2.0- L2.09, and Exhibit M).</p> <p>The internal pedestrian system connects building entrances and exits to the adjacent public sidewalk on Farmington Road, Erickson Avenue, Stott Avenue,</p>

Code Criteria	Response
	<p>5<sup>th</sup> Street, and other pedestrian destinations on the campus. The primary school building entrance on the south façade connects to the parking lot, courtyards and plazas, sports fields, and other important pedestrian destinations on-site via the internal pedestrian network.</p> <p>Therefore, this guideline is met.</p>
<p><i>D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)</i></p>	<p>See Site Plan (Exhibit A, Sheets L2.05-L2.07) and Landscape Plan (Exhibit A, Sheets L5.05-L5.07).</p> <p>Connections from parking areas to the rest of campus are provided by walkways and sidewalks around the edges of the parking lots.</p> <p>Therefore, this guideline is met.</p>
<p><i>E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standards 60.05.20.3.A through H)</i></p>	<p>See Site Plan, Right-of-Way Plan and Profile sheets, and Typical Sections (Exhibit A, Sheets L2.0, ST2.1-ST2.2 and ST4.1-ST8.1).</p> <p>Because the use is a high school, all abutting streets are considered to be for high pedestrian activity.</p> <p>A minimum 6’ wide sidewalk is provided on all site frontages where this standard applies – Farmington Road, Erickson Avenue, Stott Avenue, and 5<sup>th</sup> Street. The exception is a small segment of the central portion of 5<sup>th</sup> Street just south of the existing track where 5.5’ is provided. This exception is addressed in a Sidewalk Design Modification application for 5<sup>th</sup> Street included in this application package.</p> <p>Therefore, this guideline is met.</p>
<p><i>F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)</i></p>	<p>See Landscape Plan and Legend (Exhibit A, Sheets L3.01-L3.09).</p> <p>Pedestrian connections to the public sidewalks and throughout the site will be constructed of concrete paving.</p> <p>Therefore, this guideline is met.</p>
<p><i>4. Street frontages and parking areas. Landscape or other screening should</i></p>	<p>See the Landscape Plan (Exhibit A, Sheet L3.00).</p>

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<p><i>be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)</i></p>	<p>Trees and landscaping are proposed to be planted along the perimeter of the five parking areas. Lot 4 will frontage on Erickson Avenue; and Lot 5 has existing frontage on Erickson Avenue. All parking areas will feature landscaping along their frontages.</p> <p>Therefore, this guideline is met.</p>
<p><i>5. Parking area landscaping. Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)</i></p>	<p>See the Landscape Plans (Exhibit A, Sheets L3.00-L3.09) and Planting Schedule (Exhibit A, Sheet L3.0A).</p> <p>Landscape islands are provided in all the parking areas, with trees and other plantings. Their maximum spacing is one every 11 parking spaces (Parking Lot 5). Landscaping and trees are also provided around the perimeter of the parking areas.</p> <p>Therefore, this guideline is met.</p>
<p><i>8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones. [ORD 4584; June 2012]</i></p>	<p>See the Site Plan (Exhibit A, Sheets L2.00-L2.02, L2.05, and L2.06).</p> <p>The proposed development and parking lots will be connected to Erickson Avenue and Stott Avenue with drive aisles. The drive aisles will provide clear access and will be delineated with paint and signage.</p> <p>Therefore, this guideline is met.</p>
<p><i>A. On-Site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8) [ORD 4531; April 2010]</i></p>	<p>See Landscape Plans (Exhibit A, Sheets L3.00-L3.09) and Turning Diagrams (Exhibit J).</p> <p>The proposed parking areas include clear pavement markings, curbs, raised pedestrian walkways, and landscaped islands with trees. The layout of the parking areas will provide suitable turning space for large trucks, school buses, and fire trucks as shown on the Turning Diagrams.</p> <p>Therefore, this guideline is met.</p>
<p><i>B. Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize</i></p>	<p>See the Landscape Plan (Exhibit A, Sheets L3.00-L3.10).</p> <p>Long continuous parking aisles are not included in this proposal as the parking areas are broken up into</p>

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<p><i>the visual impact. (Standard 60.05.20.8)</i></p>	<p>five smaller areas. As stated above, landscaping is provided around the perimeter of the parking areas to minimize their visual impact.</p> <p>Therefore, this guideline is met.</p>
<p><b>60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</b></p>	
<p><i>3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.</i></p>	
<p><i>A. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)</i></p>	<p>See Landscape Plans (Exhibit A, Sheets L3.00-L3.09).</p> <p>Landscaping is proposed in the form of trees, shrubs, and other plantings throughout the site. This includes plantings around new buildings, parking areas, loading areas, pedestrian circulation areas, and along all abutting roads: Farmington Road, Erikson Avenue, Stott Avenue, 2<sup>nd</sup> Street, and 5<sup>th</sup> Street. The proposed street trees will soften the edges of the development as viewed from the street.</p> <p>Landscaping is proposed along the exterior of the proposed school building and in landscape islands in the parking areas, which will break up the view of the new school building and add aesthetic interest to the building and the site as a whole. Perimeter planting for parking lots and fields will consist of trees to soften the appearance and increase the attractiveness of the campus from the surrounding properties.</p> <p>Therefore, this guideline is met.</p>

<b>Code Criteria</b>	<b>Response</b>
<p><i>B. Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)</i></p>	<p>See Site Plan (Exhibit A, Sheets L2.01 and L2.04-L2.06).</p> <p>A courtyard is proposed in the center of the new school building. It connects to the existing cafeteria building. The courtyard incorporates trees and landscaping, concrete seat wall platforms, and paved concrete walkways.</p> <p>Three additional plazas or common areas are also proposed: one adjacent to the baseball field seating and tennis courts (the “Field Entry Plaza” in Sheet L2.04); one at the school entry/arrival area (the “Drop-Off Plaza” in Sheets L2.05-L2.06); and one northeast of the stadium (the “Stadium Entry Plaza” in Sheet L2.06). The plazas incorporate trees and landscaping, concrete seat wall platforms, and paved concrete walkways.</p> <p>Therefore, this guideline is met.</p>
<p><i>C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)</i></p>	<p>See the Plant Schedule (Exhibit A, Sheet L3.0A).</p> <p>All proposed plant species consist of native and drought-adapted species that are appropriate for the region. Proposed plantings have been developed based on site microclimates and to provide appropriate mixture for shared zones around buildings, more exposed southern edges of the site, and transitions around east and west edges of the site.</p> <p>Therefore, this guideline is met.</p>
<p><i>D. Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standards 60.05.25.5.A and B)</i></p>	<p>See Existing Conditions Plans (Exhibit A, Sheets L1.00-L1.09) and Tree Table (Exhibit A, Sheet L1.0A).</p> <p>See responses to criteria in Section 40.90 and Section 60.60 for how the proposed development protects and includes existing trees. The site design incorporates existing mature trees and vegetation where possible.</p> <p>Therefore, this guideline is met.</p>
<p><i>E. A diversity of tree and shrub species should be provided in</i></p>	<p>See Plant Schedule (Exhibit A, Sheet L3.0A).</p>

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<p><i>required landscaped areas. (Standard 60.05.25.5)</i></p>	<p>A diversity of tree and shrub species are proposed in required landscaping areas.</p> <p>Therefore, this guideline is met.</p>
<p><i>6. Retaining walls. Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8) [ORD 4576; January 2012]</i></p>	<p>See the Site Plan, Planting Schedule, and Landscape Plan (Exhibit A, Sheets L2.06, L2.09, L3.0A, L3.06, and L3.09).</p> <p>A retaining wall that is approximately 300' long by 4' high is proposed on the north and northeast sides of the athletic field east of the stadium. This retaining wall will allow additional field surface to be provided.</p> <p>It is incorporated into the overall landscape plan, with adjacent planting areas providing a minimum 10' depth of vegetation for the entire length of the wall. Slopes will be graded to reduce exposure of the wall face. Planting includes a variety of landscape materials, including evergreen shrubs at least 4' tall that will provide screening year-round.</p> <p>The wall is also a significant distance from the adjacent property lines – a minimum of 400' from 5<sup>th</sup> Street to the south and a minimum of 500' from Erickson Avenue to the west. This avoids visual impacts from public rights-of-way.</p> <p>Therefore, this guideline is met.</p>
<p><i>7. Fences and walls.</i></p>	
<p><i>A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9) [ORD 4576; January 2012]</i></p>	<p>See the Site Plan (Exhibit A, Sheets L2.00-L2.09)The proposed fence is a 72" black vinyl-coated chain-link fence, along the side property line and rear property lines on the main campus lot and east campus lot.</p> <p>Black metal ornamental fencing with gates (6'-8' high) is also proposed in the interior of the site near the new school building as well as entries to public plaza areas near the stadium and fieldhouse.</p>

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	<p>Additional fencing for athletics, including field fencing and tennis court enclosures, varies in height based on sport-specific requirements.</p> <p>Therefore, this guideline is met.</p>
<p><i>B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E) [ORD 4576; January 2012]</i></p>	<p>No fences are proposed within the front yard setback on Stott Avenue.</p> <p>Therefore, this guideline is not applicable.</p>
<p><i>8. Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10) [ORD 4576; January 2012]</i></p>	<p>See Grading Plans and Erosion Control Plans (Exhibit A, Sheets C2.01-C2.12 and C6.01-C6.04).</p> <p>Appropriate grading and erosion control measures will be undertaken. Grading adjacent to residential properties to the west, southwest, and southeast of the school site will be limited and existing contours will largely be maintained. Thus, grading in these areas will not result in any conflicts in drainage, damage to tree root zones of trees to be retained, or the blocking of sunlight.</p> <p>Therefore, this guideline is met.</p>
<p><i>9. Integrate water quality, quantity, or both facilities. Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11) [ORD 4576; January 2012]</i></p>	<p>See Stormwater Report (Exhibit E).</p> <p>The proposed stormwater management plan will achieve pollutant removal to the maximum extent practicable via LIDA planters, water quality catch basins and manholes, and a regional water quality facility designed to target pollutants associated with urban development.</p> <p>Stormwater quantity requirements will be met with the installation of LIDA planters and underground storm detention systems. Proposed private water quality and water quantity facilities satisfy City and CWS water quality and water quantity requirements. As</p>

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	<p>designed, this project shall not create any adverse impacts to the downstream storm system. These storm water elements are integrated into the design of the landscaping and parking facilities.</p> <p>Therefore, this guideline is met.</p>
<p><i>10. Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12) [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]</i></p>	<p>No natural areas or features indigenous to the site are present on the property.</p> <p>Therefore, this guideline is not applicable.</p>
<p><i>11. Landscape buffering and screening</i></p>	
<p><i>A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13) [ORD 4531; April 2010]</i></p>	<p>The school site provides landscape buffers. See Landscape Plans (Exhibit A, Sheets L3.01-L3.04 and L3.07-L3.09) and the Plant Schedule (Exhibit A, Sheet L3.0A) for locations, dimensions, and plant and tree palettes for the field buffers and parking perimeters.</p> <p>A landscape buffer is provided for areas of the campus that directly abut residential properties to the west and southwest, where there is generally a minimum 20' landscape buffer (Exhibit A, Sheets L3.03 and L3.07). A portion of the existing baseball field abuts residential properties and is to remain as part of the redeveloped school site. Most of these areas consist of athletic fields where a "field buffer" of trees and shrubs is provided between the field and the residential properties.</p> <p>The existing fields to be retained in the southeast corner of the campus abut residential properties to the east. The residences are buffered from the school</p>



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	<p>by vacated Stott Avenue right-of-way, which has and will continue to have a multi-use path through it. In addition, the east side of the field has a planting area of trees and shrubs that is at least 8' wide (Exhibit A, Sheet L3.09).</p> <p>Therefore, this guideline is met.</p>
<p><i>B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13) [ORD 4531; April 2010]</i></p>	<p>As shown in Figure 1, adjacent properties to the west, south, and east are zoned primarily residential, including RMC, Residential Mixed B (RMB), and Multi-Unit Residential (MR) zoning. Mixed-use Downtown Design District zoning (Regional Center-Old Town, RC-OT) is also found to the east of the school site.</p> <p>See Figure 1, the Existing Conditions Site Plan, and Landscape Plans (Exhibit A, Sheets L1.00-L1.09 and L3.00-L3.09). The proposed development does not change the use; it replaces existing educational institutional buildings and makes site improvements in the RMC zoning district. The existing sports fields, including a baseball and softball field are also to remain.</p> <p>Therefore, this guideline is met.</p>
<p><i>C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)</i></p>	<p>See Landscape Plan (Exhibit A, Sheets L3.00-L3.09) and Plant Schedule (Exhibit A, Sheet L33.0A).</p> <p>Native vegetation and vegetation compatible with local conditions are proposed in the Landscape Plan and are listed in the Plant Schedule.</p> <p>Therefore, this guideline is met.</p>
<p><i>D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E). [ORD 4531; April 2010] [ORD 4576; January 2012]</i></p>	<p>Due to the existing sports fields on the southwest portion of the property, a 20' buffer is not provided along approximately 200' of the property line adjacent to the property line, 50' of which abuts public ROW and 150' adjacent to residential properties. The existing baseball field located in the 20' buffer area is to remain. The baseball and softball fields will be upgraded so that the space can also be utilized as a soccer field to fully maximize the use of the space and provide the highest quality sports facilities to the</p>

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	<p>school and community. A reduction to the existing sports fields would limit the ability of students to play on a full-sized baseball and soccer field and reduce the overall quality of the sports fields.</p> <p>The use of the space and its visual impact on the adjacent properties will maintain existing conditions and will not change because of the redevelopment. The existing 15' chain link fence provides protection from balls, and the fencing has site obscuring screening slats in the bottom 6' of the entire length of the SW property line for visual buffering. (Refer to Exhibit A, Sheet L2.03).</p> <p>The existing sports fields constitute a unique site characteristic where providing a 20' buffer is not necessary or feasible.</p> <p>Therefore, this guideline is met.</p>
<p><b>60.05.50. Lighting Design Guidelines.</b></p>	
<p><i>1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)</i></p>	<p>See the Overall Site Plan Photometrics and Overall Site Plan (Exhibit A, Sheets EPH 1.00 and 2.00) and Luminaire Schedule (Exhibit A, Sheet EPH0.01).</p> <p>Various pole-mounted and non-pole-mounted lighting sources are proposed throughout the site. Pedestrian-scale light poles are proposed in the courtyard and plaza areas to illuminate walkways. Pedestrian-scale light columns will also be placed throughout the campus along walkways. LED light poles will illuminate the parking areas and bus drop-off areas.</p> <p>Field lighting is addressed separately and is shown on the Luminaire Schedule. This lighting is designed more for sufficiently illuminating activities on the fields than for safety.</p> <p>Therefore, this guideline is met.</p>

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<p><i>2. Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)</i></p>	<p>See Overall Site Plan Photometrics and Overall Site Plan (Exhibit A, Sheets EPH 1.00 and 2.00).</p> <p>Poles and pole-mounted fixtures will consist of the same four designs throughout the site.</p> <p>Therefore, this guideline is met.</p>
<p><i>3. Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)</i></p>	<p>See the Overall Site Plan Photometrics and Luminaire Schedule (Exhibit A, Sheets EPH0.01 and EPH1.00-EPH1.09) for design and location of lighting. See Lighting Cut Sheets (Exhibit H) for specifications.</p> <p>Direct and indirect glare from BHS exterior lighting will be minimized using shields and direction/positioning of the lighting.</p> <p>Interior lighting is designed to be aimed to the interior and not exterior. Thus, only ambient interior light will be seen from the outside.</p> <p>Therefore, this guideline is met.</p>
<p><i>4. On-Site lighting should comply with the City's Technical Lighting Standards. (Standards 60.05.30.1 and 2.) Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary. [ORD 4531; April 2010]</i></p>	<p>See responses below.</p>

**Table 60.05-1. TECHNICAL LIGHTING STANDARDS**

**D. Standards.** *The following standards are required of all exterior lighting:*

1. *When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of an angle greater than ninety (90) degrees, the minimum required interior illumination, the maximum permitted illumination at the property line, and the maximum permitted height of Luminaires shall be as shown on Table 60.05-1.*
2. *When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of light at an angle less than ninety (90) degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground, then the minimum permitted interior illumination, the maximum permitted illumination within five (5) feet of any property line, and the maximum permitted height of Luminaires is also shown on Table 60.05-1.*

<i>Table 60.05-1. Technical Lighting Standards</i>						
<i>Zoning District Type</i>	<i>Minimum Required Illumination (internal) in Foot-candles</i>		<i>Maximum Permitted Illumination (internal) in Foot-candles</i>		<i>Maximum Permitted Illumination at property line in Foot-candles</i>	<i>Maximum Permitted Height of Luminaires</i>
	<i>&gt;90</i>	<i>&lt;90</i>	<i>&gt;90</i>	<i>&lt;90</i>		
<i>Residential</i>	<i>1.0</i>	<i>0.7</i>	<i>None</i>	<i>None</i>	<i>0.5</i>	<i>Pole-mounted Luminaires (inclusive of above grade base and light fixture):</i> <ul style="list-style-type: none"> <li>• <i>15 feet for on-site pedestrian ways.</i></li> <li>• <i>20 feet for on-site vehicular circulation areas.</i></li> </ul> <i>Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas:</i> <ul style="list-style-type: none"> <li>• <i>20 feet above building finished grade.</i></li> </ul>

**Response:** As shown or noted on the Overall Site Plan Photometrics and Luminaire Schedule (Exhibit A, Sheets EPH0.01 and EPH1.00-EPH1.09), all proposed lighting meets required lighting specifications.

- **Minimum illumination** – A minimum lighting level of 1.0-foot candles (fc) is provided along walkways and in parking lots on campus. A minimum of 0.9 fc is provided in the courtyard and plazas. This lighting has cutoffs less than 90 degrees and, thus, is subject to a minimum standard of 0.7 fc.
- **Maximum illumination** – On-site lighting is not subject to maximum lighting levels. However, for reference, maximum lighting levels include 4.2 fc on campus walkways,

1.9 fc in the parking lots, and 3.8 fc in the plazas. Maximum standards (0.5 fc) do apply at the property lines shared with non-BHS sites, except for field lighting. As shown in the photometric plans, lighting levels do not exceed 0.5 fc along the property lines.

- Luminaire height – The pole-mounted luminaires for pedestrian-scale lighting are proposed to be 12' and 15' high. The vehicular area poles are proposed to be 20' high. As shown or noted on the Site Plan Photometrics and Luminaire Schedule (EPH0.01 and EPH1.00-EPH1.09), wall-mounted lighting is mounted at 9'-0".

Therefore, the standards are met.

The high school field lighting is exempt from these standards. See response to "Exemption for Specified Public Outdoor Recreation Uses" below.

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

- 1. Design Standards for Residential, Commercial, Industrial and Multiple-Use Districts:*
  - a. No flickering or flashing lights shall be permitted.*
  - b. No bare bulb lights shall be permitted for townhouse development and multi-dwelling development. [ORD 4822; June 2022]*
  - c. No strobe lights shall be permitted.*
  - d. Light sources or Luminaires shall not be located within areas identified for screening or buffering except on pedestrian walkways.*
- 2. Special Design Standard for Residential Districts. No exterior neon lights shall be permitted.*

**Response:** No flickering, flashing or strobe lights are proposed. No light sources are proposed within the required buffering. No exterior neon lights are proposed. Therefore, this standard is met.

*F. Exemption for Specified Public Outdoor Recreation Uses:*

*1. Because of their unique requirements for nighttime visibility, public ball diamonds, public playing fields, and public tennis courts only, inclusive of facilities located on school district properties, are exempted from the exterior lighting standards of Sections D.1 through D.2 above. These outdoor recreational uses must meet all other requirements for this Section and of the Code.*

**Response:** The proposed field lighting for the high school fields meets the exemption to the exterior lighting standards of Sections D.1 through D.2 above. All other lighting standards will be met.

*2. The outdoor recreational uses specified above shall not exceed a maximum permitted post height of eighty (80) feet.*

**Response:** The Sports Field Luminaire Schedule (Exhibit A, Sheet EF0.01) provides the maximum height of the post lighting, which will be 80'. Therefore, this standard is met.

*3. The outdoor recreational uses specified above may exceed a total cutoff angle of ninety (90) degrees, provided that the luminaire is shielded to prevent light and glare spillover to adjacent*

*properties. The maximum permitted illumination at the property line or, if required, the interior buffering line, shall not exceed two (2) foot-candles.*

**Response:** The proposed field lighting does not exceed the total cutoff angle. The maximum illumination at the property line is 0.69 foot fc. See the Illumination Summaries (Exhibit A, Sheets EF1.13-EF1.14). The maximum field lighting levels at east and west properties lines are summarized in three tables for the west property line (“West PL Spill”) and three tables for the east property line (“East PL Spill”) in the upper righthand corner of each of the insets on Sheets EF1.13-EF1.14. Therefore, this standard is met.

## **60.10 Floodplain Regulations**

### *60.10.15 Development in Floodway.*

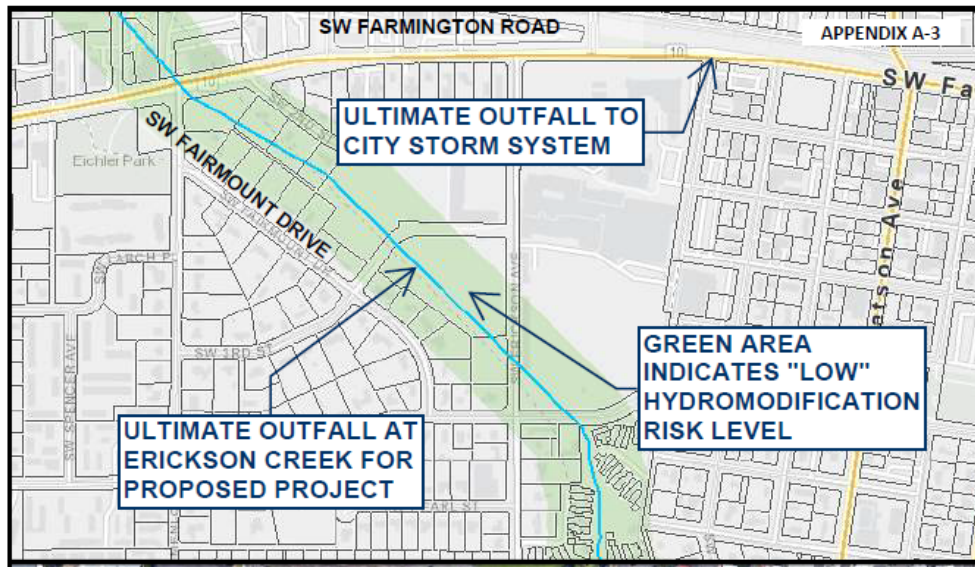
*1. Development in the floodway is prohibited, with the following exceptions, pursuant to the site development ordinance, which requires hydrological and hydraulic analyses demonstrating the proposed encroachment would not increase flood levels during the base flood discharge; [ORD 4744; October 2018]*

- A. Stormwater outfall pipes and other drainage; improvements;*
- B. Bridges;*
- C. Culverts;*
- D. Public utility lines;*
- E. Trails or bike paths;*
- F. Roads and other uses identified on the City’s Transportation Plan; and*
- G. Stream habitat restoration, including vegetated corridor enhancement. [ORD 4744; October 2018]*
- H. Grading associated with A through G above. [ORD 4744; October 2018]*

**Response:** The Erickson Creek floodway passes under the existing athletic track, roadway, tennis courts, and athletic fields – running from the southeast to the northwest – before exiting the school site on the west. See Appendix A-3 of the Preliminary Stormwater Report (below and in Exhibit E) and Existing Conditions Plans (Exhibit A, Sheets L1.03, L1.04, L1.07, and L1.08).

These uses will not change with the proposed development and do not affect the creek floodway as it is in a sub-surface piped system. Therefore, development is not proposed in the floodway and this standard is not applicable.

**Figure 4: Preliminary Stormwater Report Appendix A-3**



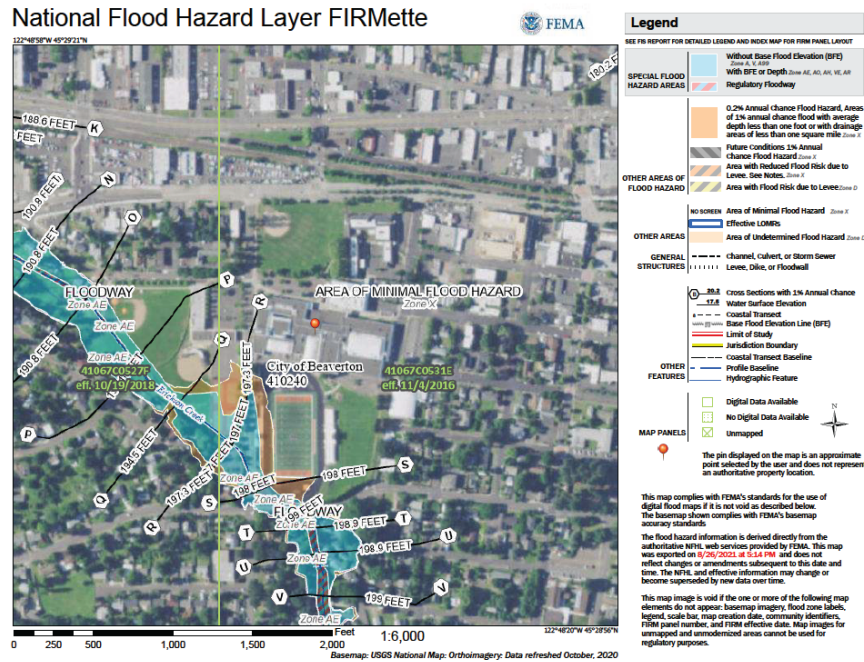
**60.10.30. Development of Critical Facilities within the Floodway Fringe.**

1. Construction of critical facilities shall be, to the extent possible, located outside the limits of the floodplain. Construction of new critical facilities within the floodway fringe shall be permissible if no feasible alternative site is available. Critical facilities that are constructed or substantially improved within the floodway fringe shall have the lowest floor elevated three feet above the base flood elevation or to the height of the 500-year flood, whichever is higher. Access to and from the critical facility shall be protected to the height utilized above. Floodproofing and sealing measures shall be taken to ensure that toxic substances will not be displaced by or released into floodwaters. Access routes elevated to or above the level of the base flood elevation shall be provided to new critical facilities and to existing critical facilities to the extent possible. [ORD 4692; October 2016] [ORD 4744; October 2018] [ORD 4822; June 2022]

**Response:** The floodplain associated Erickson Creek is shown in the Federal Emergency Management Agency (FEMA) map below. It overlaps with southern, southwestern, and western sections of the school site.

Per Chapter 90 (Definitions), critical facilities are defined as “hospitals, significant medical care facilities, fire stations, police stations, storage of critical records, emergency community shelters, emergency operation centers, emergency management offices, and similar facilities,” for the purposes of floodplain regulation. Critical facilities are not proposed as part of this development, let alone in the floodplain. Therefore, this standard is not applicable.

**Figure 5: Flood Hazard Layer**



**60.25 Off-Street Loading**

**60.25.10 Loading and Berth Design.**

Required off-street loading space shall be provided in berths which conform to the following minimum specifications:

2. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron. [ORD 4224, 09/19/2002]

**60.25.15 Number of Required Loading Spaces.**

Table 60.25.15 Number of Required Loading Spaces.

	Use	AGGREGATE FLOOR AREA (SQ. FT.)	Berths Required	Type
8.	Schools	over 14,000	1	B

[ORD 4224, 09/19/2002; ORD 4584, 06/01/2012; ORD 4799, 01/08/2021]

**Response:** See the Site Plan (Exhibit A, Sheet L.2.06) and Turning Diagrams (Exhibit J). A loading space is provided that is approximately 100' long by 25' wide. The area is east of the existing cafeteria, in Parking Lot 1, accessed from Stott Avenue. The length and configuration of the loading space provides the ability to front or back load. It allows for pull-through navigation to exit without backing up. The area is open to the sky and, thus, has no height restrictions. Therefore, this standard is met. 60.25.20 Loading Facilities Location.

1. The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.



2. No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code. [ORD 4224, 09/19/2002]

**Response:** The proposed loading berth, shown in Sheet L2.06 (Exhibit A), is on the school property that it is serving. The space is not located close enough to a public street to project into the street. It does have access to the nearest streets, both Stott Avenue and 2<sup>nd</sup> Street to the east. The space does not extend into a front, side, or rear setback. Therefore, these standards are met.

Furthermore, see the Site Plan, (Exhibit A, Sheets L2.05 and L2.06) and the parking lot diagram below. The loading/unloading areas for buses (Lot 4), SPED buses (Lot 1), and parents (Lot 2) are separated to reduce conflicts. While not the loading spaces required by this Section, they are on the school lot they serve, do not project into adjacent streets, and are not located in any required front, side, or rear yard.

**Figure 3: Parking Lot Diagram**



### 60.30 Off-Street Parking

#### 60.30.05. Off-Street Parking Requirements.

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

1. *Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.*

**Response:** Parking spaces proposed on the site will be available only for operable vehicles and bicycles. Therefore, this standard will be met.

*2. Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.*

**Response:** Vehicle parking will be provided as shown in the Site Plan (Exhibit A, Sheet L2.0).

Also see the responses for Section 60.30.10.5 below.

*3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for quadplexes, townhouses (with 4 or more units), cottage clusters, multi-dwellings, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006] [ORD 4822; June 2022]*

**Response:** Bicycle parking is required for the institutional uses proposed in this development. The number of bicycle parking spaces will be provided as required by Section 60.30.10.5. See the responses for Section 60.30.10.5 further below. Bicycle parking facilities meet criteria in the Engineering Design Manual (EDM) as addressed directly below. Therefore, this standard is met.

### ***Engineering Design Manual (EDM) Chapter 3 – Bicycle and Pedestrian Facilities***

#### ***340.1 Number and Location of Bicycle Parking Spaces***

*A. The number and location of bicycle parking spaces required in new development is specified in the Development Code.*

**Response:** See responses to standards in Section 60.30 for compliance with bike parking requirements in the Development Code.

*B. Bicycle parking shall be visible and conveniently located for cyclists.*

*C. Bicycle parking shall offer security in the form of either a stationary rack to which the bicycle can be locked, a bicycle locker, or inside a building or lockable enclosure.*

*D. Bicycle parking spaces shall not obstruct walkways.*

*E. Bicycle parking for multiple uses may be clustered in one or several locations.*

*F. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance. If there are site, setback, building design, or other constraints, short-term bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.*

*G. For buildings with multiple entrances, short-term bicycle parking spaces shall be distributed proportionately.*

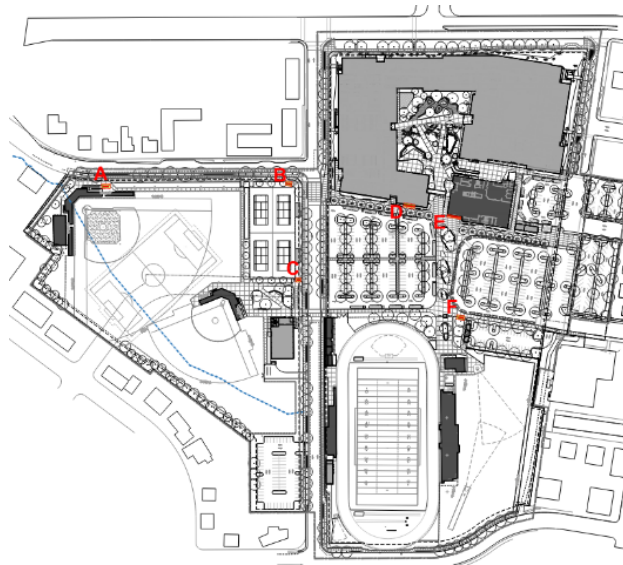
*H. Directional signage to the bicycle parking should be provided if the parking is not directly visible and obvious from an entrance or public right-of-way.*

**Response:** Proposed bike parking will be visible and conveniently located in six areas around the campus – near the new school building, the cafeteria, and near sports facilities – as shown in the diagram below.

A cluster of secure bike racks adjacent to the school building is within 20-50' of the primary building entrance on the south side of the building. That bike parking is also within 50-100' of secondary building entrances and the entrance to the building's interior courtyard. Bike racks adjacent to the cafeteria are within 50-100' of that building's primary entrance, which opens onto an edge of the courtyard.

The proposed bike parking is located on the way to each of these buildings' primary entrances. Thus, signage should not be needed.

**Figure 6: Bike Parking Diagram**

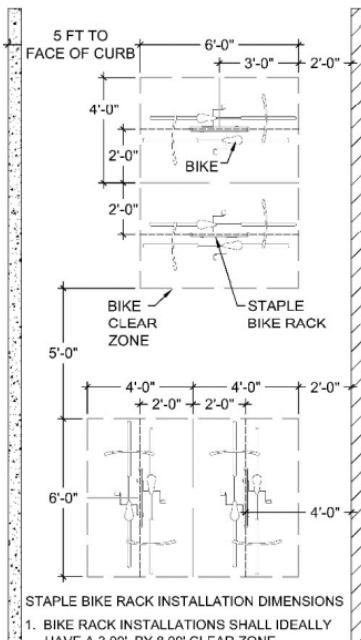


### **340.2 Bicycle Parking Design**

- A. A bicycle parking space shall measure at least two (2) feet wide by six (6) feet long, so staple racks, which hold two bicycles, shall be installed at least 36 inches apart. Bicycle parking spaces shall also be a minimum of six (6) feet in length and shall have a vertical clearance of seven (7) feet. A width of three (3) feet is encouraged.*
- B. The minimum distance between rows of bicycle parking spaces shall be five (5) feet.*
- C. Minimum clearance between a bicycle parking space and a wall or structure shall be two (2) feet.*
- D. Bicycle parking spaces next to the curb shall be separated by at least two (2) feet, although a width of three (3) feet is encouraged.*
- E. Every bicycle parking space shall be accessible without moving another bicycle.*

*F. Developments that are required to have bike parking must demonstrate that such facilities will meet projected demand.*

**Figure 340.1 – Bicycle Parking Design**



- STAPLE BIKE RACK INSTALLATION DIMENSIONS**
1. BIKE RACK INSTALLATIONS SHALL IDEALLY HAVE A 3.00' BY 8.00' CLEAR ZONE SURROUNDING EACH INDIVIDUAL RACK. THE MINIMUM ALLOWABLE CLEAR ZONE FOR A BIKE RACK IS 2.00' BY 6.00'.
  2. WHEN INSTALLING MULTIPLE BIKE RACKS THE SAME GUIDANCE SHOULD BE FOLLOWED WITH A 4.00' IDEAL AND 3.00' MINIMUM SPACING BETWEEN BIKE RACKS.

**Response:** As shown on the Site Plan (Exhibit A, Sheets L2.00-L2.09), proposed bike parking spaces in each of the six bike parking areas are 2' wide and 6' long per space. The bike parking spaces have more than 7' of vertical clearance because they are outside with no overhead structure. As applicable, the spaces are at least 2' from walls or similar features.

**340.3 Covered Bicycle Parking Spaces**

*A. Required covered bicycle parking spaces shall be provided in a location that protects the bicycle from prolonged direct exposure to the elements. The location shall be acceptable to the City review authority.*

*Examples include but are not limited to: inside a building or a bicycle locker, under a roof overhang or awning, within or visible from an individual's office, or in the case of multi-family residential units, within a unit.*

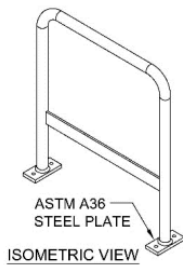
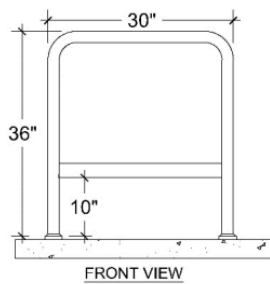
*B. Cover for required long-term bicycle parking is required. School buildings are exempt from covering long-term bicycle parking.*

**Response:** Per Section 60.30.10.2.B.2, schools are exempt from the requirement to cover long-term bike parking.

**340.4 Bicycle Parking Facility Design**

- A. A bicycle rack shall accommodate common bicycle frame sizes and styles including bicycles without kickstands;
- B. A bicycle rack shall support the bicycle frame at a minimum of two contact points; one contact point shall be the frame.
- C. A rack shall allow both the frame and two wheels to be locked to the rack with the use of a cable or the frame and one wheel to be locked to the rack with a U-type lock.
- D. Bicycle racks and bicycle lockers shall be securely anchored to concrete with vandal-resistant concrete mounting hardware.
- E. Racks are to be a minimum of 30 inches wide by 36 inches tall.

**Figure 340.2 – Bicycle Facility Design**



BIKE RACK 'STAPLE'

**Response:** The proposed bike racks will be ground-mounted racks that are securely anchored and accommodate common bike frame sizes and styles, allowing two contact points and locking with a u-type lock. The racks will be approximately 30” wide and 36” tall, as noted on the Site Plan and shown in the Bike Rack Cut Sheet (Exhibit A, Sheet L2.00-L2.09, and Exhibit O).

F. For indoor bicycle parking facilities (“bike rooms”), wall-mounted racks are permitted, provided that at least a portion of the bicycle parking spaces are provided by floor-mounted racks. Wall-mounted racks are exempt from the requirements of section 340.2, but shall be installed according to the rack manufacturer’s recommendations and may be subject to City review.

**Response:** Indoor bike parking facilities and wall-mounted racks are not proposed.

G. The inverted “U” or staple style bicycle racks are common and meet the requirements of this section. Other types of bicycle racks or innovative designs, that meet the requirements of this section, will be considered on a case by case basis and must be

*approved by the City Traffic Engineer prior to fabrication. Innovative and/or unusual designs will also need to be approved by the Beaverton Planning Department.*

**Response:** Staple racks are proposed. Other types of bike racks or innovative designs are not proposed.

**60.30.10. Number of Required Parking Spaces.**

**Table 60.30.10.5.A. - PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES**

Land Use Category	Required Parking Spaces		Max. Permitted Parking Spaces	
	Multiple Use Zones	All Other Zones	Zone A	Zone B
<i>Educational Institutions: College, University, High School, Commercial School (spaces/number of FTE students and FTE staff)</i>	0.2	0.2	0.3	0.3

**Response:** As of January 1, 2023, the State of Oregon required elimination of vehicle parking minimums in certain jurisdictions based on proximity to transit, which pertains to this site. The policy is part of the State’s Climate Friendly and Equitable Communities (CFEC) directives intended to reduce emissions that contribute to climate change.<sup>6</sup> The policy applies to the BHS site.

While minimum parking requirements do not apply, the District is still opting to provide on-site parking for BHS staff, students, and visitors. The use of the school for athletic, music, drama, and other activities will bring families and other visitors to the site, which will require parking to prevent any potential adverse impacts to the surrounding neighborhood. Furthermore, off-street parking has been shown to be needed for the site and the area given aggressive on-street parking time limits east of the school property.

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<sup>6</sup> As a result of this State policy, the City is engaged in a Parking Policy and Code. Per the City’s website about this project, amendments are being proposed to the BDC that would:

- Remove the City’s current minimum off-street parking requirements, including those in Table 60.30.10.5.A (Parking Ratio Requirements For Motor Vehicles) and Table 60.30.10.6 (Parking Ratio Requirements For Motor Vehicles in the Regional Center).
- Adjust maximum off-street vehicle parking limits to comply with the State’s CFEC rules, including mapping of applicable locations.
- Remove or adjust references to “required parking” in several places in the BDC because minimum vehicle parking is no longer required in the city.

The first hearing on the proposed BDC amendments was scheduled for March 1, 2023 before the City of Beaverton Planning Commission. Following that public hearing, the City Council is scheduled to consider adoption of the amendments on May 2, 2023.

[Parking Policy and Code Project | Beaverton, OR - Official Website \(beavertonoregon.gov\)](https://www.beavertonoregon.gov/parking-policy-and-code-project)

CFEC does not eliminate parking maximum requirements. The maximum number of parking spaces allowed for BHS is 0.3 x 1,620 FTE staff and students, or 486 parking spaces total.

As shown in the Site Plan and the Parking Legend (Exhibit A, Sheets L2.00 and L2.05-L2.07), a total of 335 spaces are proposed on the development site. Thus, the maximum number of spaces will not be exceeded. Therefore, these standards – as applicable – are met.

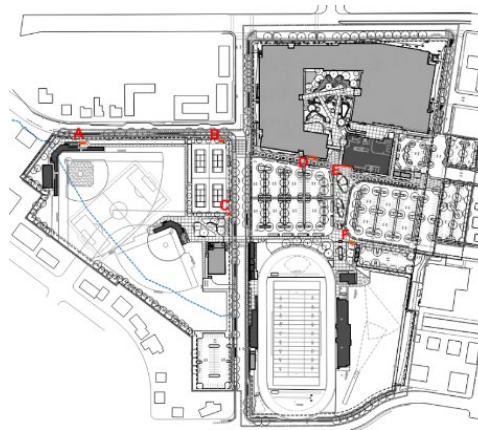
*Table 60.30.10.5.B. - PARKING RATIO REQUIREMENTS FOR BICYCLES*

<i>Land Use Category</i>	<i>Minimum Required Bicycle Parking Spaces</i>	
	<i>Short Term</i>	<i>Long Term</i>
<i>Educational Institutions: High School</i>	<i>Not required</i>	<i>1 space per 18 students</i>

**Response:** The rebuilt high school is designed to accommodate 1,500 students. Per Table 60.30.10.5.B, 83 bicycle parking spaces are therefore required. The Site Plan and Bike Parking Legend (Exhibit A, Sheets L2.00 and L2.03-L2.06), as well as the diagram below, show six clusters of bike racks – ranging from 5 racks (or 10 spaces) to 17 racks (or 34 spaces). The clusters are distributed across the campus, in an east-west pattern, where they are strategically close to the new school building, the cafeteria, and various sports facilities on campus. A total of 114 spaces are proposed. Therefore, this standard is met.

While the spaces are required to be “long term,” Section 60.30.10.2.B.2 specifies that schools are exempt from the requirement to cover long-term bike parking. Thus, simple unsheltered racks will be provided. See the responses to the EDM standards above for more information about bike parking design.

**Figure 6: Bike Parking Diagram**



**60.30.15 Off-Street Parking Lot Design.**

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

A = Parking Angle

B = Stall Width

C = Stall Depth (no bumper overhang)

D = Aisle Width

E = Stall Width (parallel to aisle)

F = Module Width (no bumper overhang)

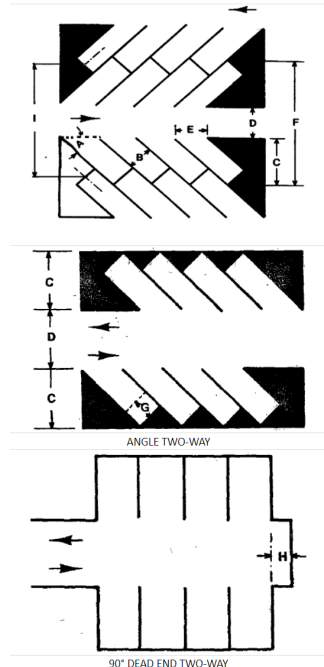
G = Bumper Overhang

H = Backing Area

I = Module Intermesh

A	B	C	D	E	F	G	H	I
45 degrees	8.5	18.7	12.0	12.0	49.4	2.0	5.0	43.4
60 degrees	8.5	19.8	14.5	9.8	54.1	2.5	5.0	49.9
75 degrees	8.5	19.6	23.0	8.8	62.2	2.5	5.0	60.0
90 degrees	8.5	18.5	24.0	8.5	61.0	3.0	5.0	61.0
90 degrees*	7.5	15.0	24.0	7.5	58.0	2.0	5.0	58.0

\* "Compact" Car (Section 60.30.10.12.)



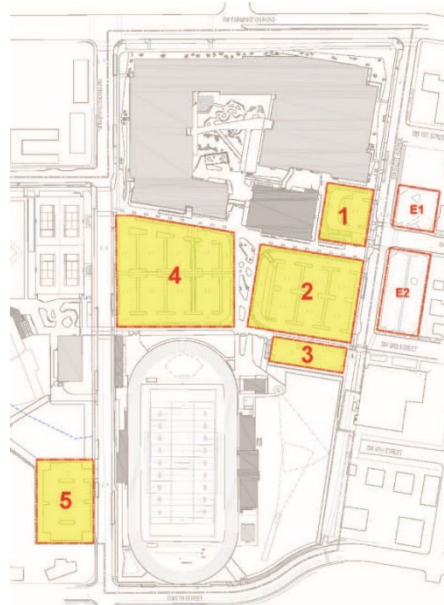
**Response:** See the Site Plan (Exhibit A, Sheets L2.05-L2.07) and Figure 3.

The parking lots have 90-degree parking spaces where the spaces are 8.5' wide and 18.5' long and the two-way drive aisles are a minimum of 24' wide. Lot 5 also includes some smaller stalls that meet the standard for compact stalls, which are 90-degree, measuring a minimum of 7.5' wide and 15' long.



Therefore, these standards are met.

**Figure 3: Parking Lot Diagram**



**60.30.20. Off-Street Parking Lot Construction.**

*Every parcel of land hereinafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings. [ORD 3293; November 1982] [ORD 4302; June 2004] [ORD 4332; January 2005]*

**Response:** The proposed parking areas will conform to requirements of the Engineering Design Manual and Standard Drawings, which will be demonstrated in the project's construction drawings. *60.50 Special Use Regulations*

**60.50.10 Height Regulations.**

*The height limitations contained in this Code do not apply to normal appurtenances placed on or extending above the roof level, such as spires, belfries, cupolas, chimneys, antennas, ventilators, elevator housing, or other structures; provided, however, that no structure shall be erected which fails to comply with any applicable state or federal law or regulation. Antennas for wireless communication facilities are not exempted by this section from the applicable height regulations as specified in this Code. [ORD 3293; November 1982] [ORD 4107; May 2000] [ORD 4248; May 2003] [ORD 4498; January 2009]*

**Response:** See Exterior Elevations (Exhibit A, Sheets LU-A3.01 to LU-A3.02). The new school building will have mechanical equipment on its rooftop. Per this provision, height limitations will not apply to those building features.

**60.50.20 Fences.**

*Fences in any district may be constructed at the lot line; provided, however, that fences shall comply with all applicable sight clearance standards established in the Engineering Design Manual and meet the following standards: [ORD 3162; April 1980] [ORD 3287; October 1982] [ORD 4365; October 2005] [ORD 4782; April 2020]*

1. *Fences and walls shall not exceed the following height:*

A. *Six (6) feet in a required front yard along designated Collector and Arterial streets.*

B. *Three (3) feet in height in a required front yard along all other street classifications.*

C. *Four (4) feet in height in a required front yard for required above ground stormwater facilities.*

D. *Eight (8) feet in height for all other yards.*

*[ORD 3162, 04/03/1980; ORD 3287, 10/21/1982; ORD 4224, 09/19/2002; ORD 4365, 10/20/2005; ORD 4782, 04/17/2020]*

**Response:** See the Site Plan (Exhibit A, Sheets L 2.00-2.09). Fencing is proposed around the edges of the campus to create a total of three secured perimeter areas: 1) the main high school building; 2) the stadium zone; and 3) the sports fields west of Erickson Avenue. Notes and labels in the Landscape Plan indicate the following fencing heights:

- Erickson Avenue West – Ornamental fencing that is 6’ tall is located near the new West Fieldhouse; not in (beyond) the front setback.
- Erickson Avenue East – Fencing along the stadium perimeter is 6’ tall chain link fencing; in the rear setback.
- 2<sup>nd</sup> Street South (west of Erickson Avenue) – Fencing along the side yard is 6’ tall chain link fencing.
- 5<sup>th</sup> Street – Chain link fencing that is 6’ tall is proposed for entire length of stadium zone; in the side setback.
- Other existing chainlink fencing is located on the east side of the stadium zone, adjacent to the multi-use path.

Also see responses to Section 60.05.45.7 (Landscape, Open Space, and Natural Areas Design Guidelines) regarding fencing.

Therefore, this standard is met.

## **60.55 Transportation Facilities**

### *60.55.20. Traffic Impact Analysis.*

*For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.*

**Response:** The proposed development does not increase the school capacity for students and staff; thus, a Traffic Impact Analysis (TIA) was determined not to be needed. However, as noted in the Pre-Application Conference Summary (Exhibit C), the City still requires some extent of transportation documentation, including a queueing analysis for the intersection of Farmington Road and Erickson Avenue. The Transportation Memorandum (Exhibit D) in this application package provides that documentation.

*60.55.25. Street and Bicycle and Pedestrian Connection Requirements.*

*1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.*

**Response:** See responses to Subsections 40.03.B, F, and G and Section 60.05.40 (Circulation and Parking Design Guidelines) for details about the proposed development's access and circulation for motor vehicles, bicycles, pedestrians, and transit and for findings of compliance with this standard. Therefore, this standard is met.

*2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.*

**Response:** The Transportation Element does not indicate future potential street or bicycle/pedestrian connections through the school site. City staff identified ultimate right-of-way in the Pre-Application Conference Summary (Exhibit C) and in subsequent discussions with the project team. These sources have been used as the basis for proposed transportation improvements as well as the proposed Sidewalk Design Modifications included in this application package and proposed EDM Design Exceptions being filed with City Engineering.

Design Guideline responses in Sections 60.05.40.1 and 60.05.40.3 address bicycle, pedestrian, and vehicle facilities and connections to the surrounding transportation system.

Therefore, this standard is met.

*3. Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to enable reasonably direct access between and among neighboring properties, the applicant shall submit as part of a complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas.*

**Response:** The City does not identify future street or bicycle and pedestrian connections on the school site. The abutting properties are developed and not expected to be redeveloped in the near term. The Pedestrian Circulation Plan (Exhibit M) provides a plan for how bicycle and pedestrian connections will be made through the site. Therefore, this standard is met.

*4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.*

**Response:** See the Site Plan (Exhibit A, Sheets L2.00-L2.09) and Pedestrian Circulation Plan (Exhibit M). Vehicle, pedestrian, and bicycle connections will be available between the school site and Farmington Road, Erickson Avenue, Stott Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, 3<sup>rd</sup> Street, and 5<sup>th</sup> Street. Closed-end transportation facilities are not needed or proposed. Therefore, this standard is met.

*5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.*

**Response:** Right-of-way dedication is required as part of the proposed development in order to meet – or move in the direction of meeting – roadway standards in the EDM. See the Typical Sections and the Right-of-Way Plan and Profile sheets (Exhibit A, Sheets ST2.1-ST2.2 and ST4.1-ST8.1) and the Sidewalk Design Modification application section earlier in this narrative.

Therefore, this standard is met and will be met upon approval of Sidewalk Design Modification and EDM Design Exception requests.

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

**Response:** The campus is adjacent to one signalized intersection at Erickson Avenue/ Farmington Road, where sidewalks on Erickson and Farmington converge. The site's pedestrian and bicycle circulation – including sidewalks on the street frontages – converge with streets with the following treatments for safe crossings:

- 2<sup>nd</sup> Street and Erickson Avenue – At-grade pedestrian crossing east-west will be expanded. Bike lanes on Erickson Avenue will continue north-south.
- Erickson Avenue and 5<sup>th</sup> Street – Striped crosswalks
- Stott Avenue and 3<sup>rd</sup> Street – Striped crosswalks
- Stott Avenue and 2<sup>nd</sup> Street – Striped crosswalks
- Stott Avenue and 1<sup>st</sup> Street – Striped crosswalks
- Stott Avenue and Farmington Road – There is no signal or marked crossing of Farmington Road at this intersection. There is a marked crossing for continuing on the sidewalk east or west on Farmington Road.

The above-described crossings are shown on Site Plan Enlargement, Typical Sections, and the Right of Way Plan and Profile sheets (Exhibit A, Sheets L2.01-L2.09, ST2.1-ST2.2, and ST4.1-ST8.1)

Also see responses to Section 60.05.40 (Circulation and Parking Design Guidelines).

Therefore, this standard is met.

*7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining*

*properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.*

**Response:** The on-site bicycle/pedestrian circulation system connects directly to Farmington Road, Erickson Avenue, Stott Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, SW 3<sup>rd</sup> Street, and 5<sup>th</sup> Street. See the Site Plan and Pedestrian Circulation Plan (Exhibit A, Sheet L2.00, and Exhibit M). Therefore, this standard is met.

*8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.*

*An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.*

**Response:** The City has not identified special setbacks for the BHS site. Accessways are addressed in the next response.

*9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14. [ORD 4397; August 2006] [ORD 4697, December 2016]*

*An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.*

*A. Accessways shall be provided as follows:*

*1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.*

*2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006] [ORD 4697; December 2016]*

*14. Street and Bicycle and Pedestrian Connection Hindrances. Street, bicycle, and/or pedestrian connections are not required where one or more of the following conditions exist:*

*A. Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;*

*B. Existing buildings or other development on adjacent lands physically preclude a connection now and in the future, considering the potential for redevelopment;  
or,*

*C. Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.*

**Response:** The main campus block east of Erickson Avenue is roughly 680' wide at its widest and roughly 1,300' long. The west campus block west of Erickson Avenue is roughly 615' wide at its widest and roughly 900' long. See Sheet L1.00 (Exhibit A) for these approximate dimensions.

Per the standards above, the main campus block would be required to have an accessway north-south through and near the middle of the block and at least two accessways east-west through the block. The west campus block would be required to have an accessway north-south and east-west through the block. Accessways north-south through both blocks and east-west through the west block are precluded by existing development as identified and allowed for in Section 60.55.25.14.B. In the case of the main campus block, this existing development consists of the cafeteria and stadium. In the case of the west block, existing development consists of sports fields and related facilities.

That leaves the requirement of two east-west accessways through the main campus block. In this Subsection and in BDC Definitions, an accessway is defined as a connection that provides bicycle and pedestrian passage between streets or a street and a destination. Neither the BDC nor the Beaverton Code specify that these connections are public or must be established through particular legal instruments.

Accordingly, paths are proposed across the main campus block that link Erickson Avenue to Stott Avenue roughly in alignment with 2<sup>nd</sup> Street and 3<sup>rd</sup> Street. These paths will provide access to students and staff while school is in session and to all community members all the other hours of the day and days of the year.

See pedestrian and bicycle access that will be provided north-south and east-west through the site as illustrated in the Pedestrian Circulation Plan (Exhibit M). In addition, see more extensive findings related to connectivity, connectivity needs, and school safety and security in response to BCP Transportation Goal 6.2.2, Policy (e) earlier in this narrative.

Therefore, this standard is met.

#### *10. Pedestrian Circulation. [ORD 4487; August 2008]*

##### *B. Standards for Other Development. [ORD 4822; June 2022]*

*Walkways are required between parts of a development where the public is invited or allowed to walk.*

*1. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.*

*2. Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multi-dwelling, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development. [ORD 4822; June 2022]*

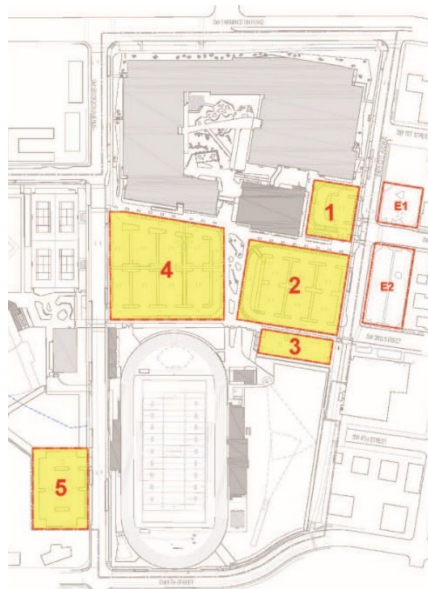
3. *Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.*

**Response:** Walkways, a multi-use path, and sidewalks will provide pedestrian and bicycle connections to and through the site, in addition to walkways leading from the new school building to adjoining sidewalks on Farmington Road, Erickson Avenue, and Stott Avenue. See the Pedestrian Circulation Plan (Exhibit M) and Site Plan (Exhibit A, Sheets L2.00-L2.09).

Walkways into the site are provided roughly every 300 feet on each frontage, apart from the school building and the athletic fields/facilities where that spacing is not feasible due to their size and programming.

Arrows on the Pedestrian Circulation Plan show how walkways are made to be direct and walkways and sidewalks are provided on the edges of all the proposed parking areas on campus (Site Plan, Exhibit A, Sheet L2.00). Therefore, these standards are met where feasible.

**Figure 3: Parking Lot Diagram**



4. *Walkways shall be paved and shall maintain at least five (5) feet of unobstructed width.*

5. *Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards. [ORD 4782; April 2020]*

6. *The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.*

**Response:** See the Site Plan, Landscape Plan, and Grading Plan (Exhibit A, Sheets L2.00-2.09, L3.00-3.09, and C2.01-C2.12).

On-site walkways are paved and at least 5' wide. Next to parking spaces, they are 7' wide. Curb stops have been adjusted to provide 3' spacing from curb to prevent overhang in Lot 2 (6' walk). All other walkways adjacent to parking are greater than 7'.

All walkways have maximum cross slopes of less than 2% and slopes of less than 5% in the direction of travel, unless noted as an ADA ramp. All plaza spaces have cross slopes any direction less than 2%. ADA ramps, as noted, do not exceed 1:12 slope and include handrails, landings, and other designs per ADA regulations.

Therefore, these standards are met.

*7. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.*

**Response:** See the Overall Site Plan Photometrics (Exhibit A, Sheet EPH 1.00) and responses to criteria in Section 60.05.50. On-site walkways are lit to the minimum lighting requirements. Per Section 60.05.50.4, site lighting does not exceed 0.5 foot-candles at the property line. Therefore, this standard is met.

*11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:*

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

*1. Either locate buildings within 20 feet of the property line closest to the transit stop, a transit route or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;*

*2. Provide a transit passenger landing pad accessible to persons with disabilities if required by TriMet and the City;*

*3. Provide a reasonably direct pedestrian connection between the transit stop and building entrances on the site;*

*4. Where substantial evidence of projected transit ridership or other transit impacts is presented to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification, the City may require the developer to grant a public easement or dedicate a portion of the parcel for transit passenger bench(es), shelter, or both, and, if appropriate, the construction of a transit passenger bench, shelter, or both; and,*

*5. Provide lighting at the transit stop to City standards.*

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



**Response:** BDC Chapter 90 defines Major Transit Stops as existing or planned light rail stations, park and ride lots, and transit transfer stations, and transit stops that have 20-minute service during the weekday commute peak hour. The TriMet stop adjacent to the school (Line 52) – on Farmington Road near the intersection with Erickson Avenue – does not provide 20-minute service during peak hour. Thus, the property is not located within 200 or 300 feet of a Major Transit Stop. Therefore, this standard is not applicable.

Nevertheless, a high level of pedestrian connectivity will be provided between the site and the surrounding pedestrian network – including the sidewalk on Farmington Road – as illustrated in the Pedestrian Circulation Diagram (Exhibit M).

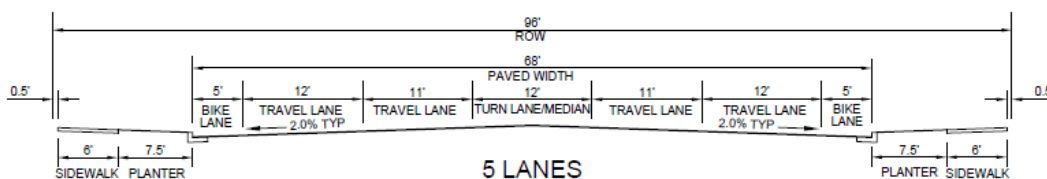
*12. Assessment, review, and mitigation measures (including best management practices adopted by local agencies) shall be completed for bicycle and pedestrian connections located within the following areas: wetlands, streams, areas noted as Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protection, and Significant Riparian Corridors within Volume III of the Comprehensive Plan Statewide Planning Goal 5 Resource Inventory Documents and Significant Natural Resources Map, and areas identified in regional and/or intergovernmental resource protection programs.*

**Response:** No wetlands, streams, Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protections, and Significant Riparian Corridors are identified on the property. Therefore, this standard is not applicable.

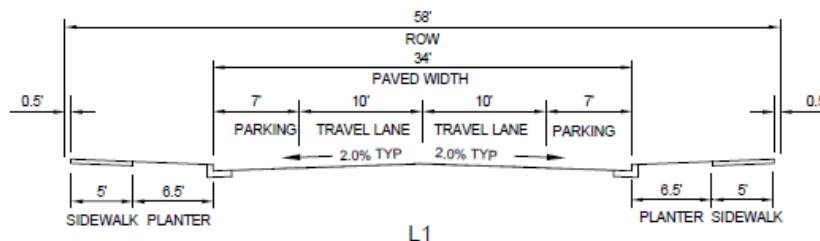
**60.55.30 Minimum Street Widths**

The following City EDM standards were referred to by the City in the Pre-Application Conference (Exhibit C) and by the project team during the site design process.

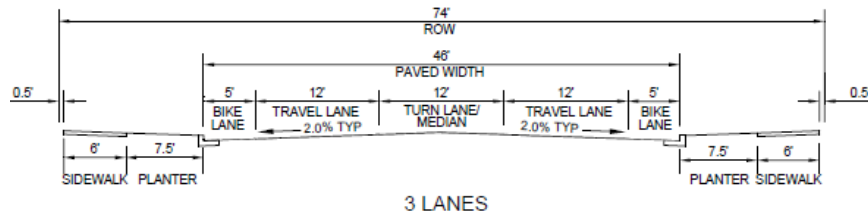
- a. Farmington Road – 5-lane Arterial (below); City will require right-of-way dedication accordingly.



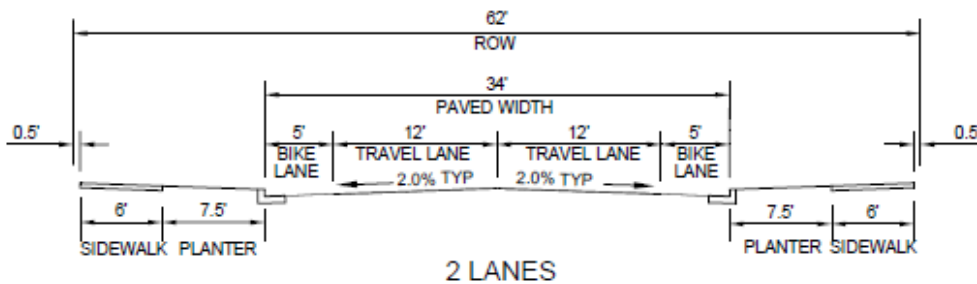
- b. 2<sup>nd</sup> Street (west of Erickson Avenue) – Local Street (L1) (below); City will require full right-of-way dedication and half-street improvements (southern half).



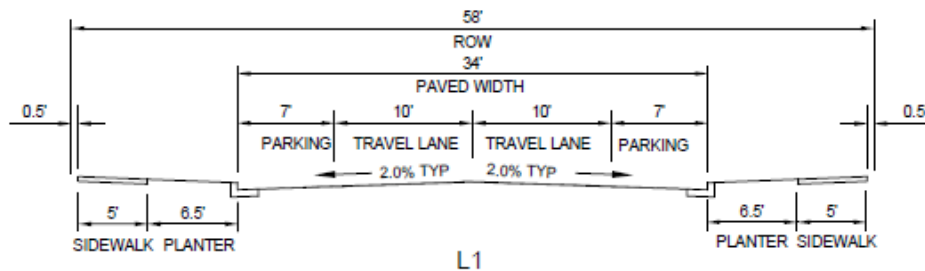
- c. Erickson Avenue – 3-lane Collector (below); City will require full frontage improvements while acknowledging that existing structures may impede full right-of-way dedication and buildout and that alternative designs will need to be considered.



- d. 5<sup>th</sup> Street – 2-lane Collector (below); City will require full sidewalk improvements.



- e. Stott Avenue – Local Street (L1) (below); City will require half-street improvements (western half).



Proposed dedications and right-of-way dimensions are presented in the Typical Sections and Right-of-Way Plan and Profile Sheets (Exhibit A, Sheets ST2.1-ST2.2 and ST4.1-ST8.1).

1. Any project-specific modifications of the standards contained in the Engineering Design Manual regarding the widths of features relating to the movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features shall be processed in accordance with the provisions contained in the Section 145 Design Modifications of the Engineering Design Manual. [ORD 4418; February 2007]

**Response:** The project’s civil engineer, KPFF, is filing EDM Design Exception requests with City Engineering to address two areas of proposed substandard right-of-way widths on Erickson Avenue and 5<sup>th</sup> Street.

2. *Any project-specific modifications of the standards of the Engineering Design Manual relating to the location and dimensions of required street landscaping and pedestrian features including, but not limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture are subject to the procedures contained in CHAPTER 40 (Applications). The required application will depend on the scope of the proposed project and the type of application filed with the City. [ORD 4418; February 2007]*

**Response:** Two Sidewalk Design Modifications are included in this application package. They address two constrained areas on Erickson Avenue and 5<sup>th</sup> Street where planter strips are not proposed or are proposed to be substandard width to accommodate full-width sidewalks, travel lanes, and bike lanes.

3. *Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist. Proposed tree wells shall be designed to meet standards in the City Engineering Design Manual. [ORD 4782; April 2020]*

**Response:** Street trees will be planted with a maximum spacing of 30'. See the Landscape Plan (Exhibit A, Sheets L3.01-3.09). Therefore, this standard is met.60.55.35. Access Standards.

1. *The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved.*

**Response:** The Existing Conditions Site Plan, Site Plan, and Right-of-Way Plan show the access for the existing and proposed development (Exhibit A, Sheets L1.00-L1.09, L2.00-L2.09, and ST4.1-ST8.1). The proposed development will significantly improve access safety because of the better organization of the site and management of driveways (e.g., one-way entries and one-way exits). Therefore, this standard is met.

2. *No more than 25 dwelling units may have access onto a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03. [ORD 4584; June 2012]*

**Response:** No dwelling units are proposed. Therefore, this standard is not applicable.

### 3. Intersection Standards

A. *Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers. [ORD 4462; January 2008]*

1. *The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual and Standard Drawings, and other applicable criteria. [ORD 4111; July 2000]*

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

**Response:** The proposed development is consistent with vision clearance at corners (triangular areas), per EDM Section 210.18.1. These vision clearance areas are shown for all the school driveways onto Erickson Avenue and Stott Avenue (Exhibit A, Sheets C2.06, C2.10, ST5.1-ST5.2, ST7.1-ST7.3, L2.02, L2.04-2.07, L3.02, and L3.04-3.07). Therefore, this standard is met.

*B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.*

**Response:** Three driveways are proposed on Erickson Avenue (Exhibit A, Sheet ST7.1-7.3). Four driveways are proposed on Stott Avenue (Exhibit A, Sheets ST5.1-5.2).

Intersection angles between proposed driveways and the intersecting street are 90 degrees (right angles) and, thus, are consistent with the EDM and Standard Drawings.

A posted speed limit of 25 miles per hour requires the distance between the face of the curb of the intersecting street and the nearside edge of the driveway on a Collector (Erickson Avenue) to be at least 150', per EDM Section 210.21.C. Regarding the driveways proposed on Erickson Avenue, the northernmost driveway of Parking Lot 4 (staff parking and bus drop-off/pick-up lot) on SW Erickson is about 400' from Farmington Road. The driveway of Parking Lot 5 is about 450' from 5<sup>th</sup> Street. See Right-of-Way Plan and Profile sheets (Exhibit A, Sheets ST7.1-ST7.3).

The distance between the face of the curb of the intersecting street and the nearside edge of the driveway on a Local Street must be at least 25', per EDM Section 210.21.C. The driveways proposed for Parking Lots 1 and 2 on Stott Avenue are more than 25' apart. See Right-of-Way Plan and Profile sheets (Exhibit A, Sheets ST5.1-5.2).

Therefore, this standard is met.

*C. Driveways.*

*1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.*

*2. Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement.*

*Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area. Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.*

**Response:** The proposed development will not access Farmington Road (Arterial) by any existing or new driveways. The development proposes access onto Erickson Avenue (Collector) but with three driveways as compared to the existing four driveways. Four driveways. See the Existing Conditions Plan and Site Plan (Exhibit A, Sheets L1.00 and L2.00).

The scale and nature of the high school use and this site do not otherwise lend themselves to driveways shared with neighboring properties and uses.

For compliance with EDM vision clearance areas and driveway spacing standards, see the responses above to Subsections 3.B and 3.C.

Therefore, these standards – as applicable – are met.

#### *60.55.40. Transit Facilities.*

*[ORD 4302; June 2004] Transit routes and transit facilities shall be designed to support transit use through provision of transit improvements. These improvements shall include passenger landing pads, accessways to the transit stop location, or some combination thereof, as required by TriMet and the City, and may also include shelters or a pad for a shelter. In addition, when required by TriMet and the City, major industrial, institution, retail, and office developments shall provide either a transit stop on site or a pedestrian connection to a transit stop adjacent to the site.*

*1. Transit Shelters. [ORD 4332; January 2005] All transit shelters and sidewalk furniture shall meet the following standards.*

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

**Response:** See the Existing Conditions Plan and the Farmington Road Plan and Profile Sheet (Exhibit A, Sheets L2.01 and ST4.1). The TriMet stop is – and will continue to be – located in public right-of-way. It is not located within the vision clearance area of the Farmington Road/Erickson Avenue intersection, nor within 8' of a structure or within 12' of a window display area. Therefore, these standards are met.

## **60.60 Tree and Vegetation**

### *60.60.10. Types of Trees and Vegetation Regulated.*

*Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90 of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:*

1. *Significant Individual Trees.*
2. *Historic Tree.*
3. *Trees within Significant Natural Resource Areas.*
4. *Trees within Significant Groves.*
5. *Landscape Trees.*
6. *Community Trees.*
7. *Mitigation Trees. 60.60.15. Pruning, Removal, and Preservation Standards.*

**Response:** See the Existing Conditions Tree Table (Exhibit A, Sheet TR1.00C). The existing trees on the site consist of Historic Trees, Landscape Trees, and Community Trees.

*2. Removal and Preservation Standards.*

*A. All removal of Protected Trees shall be done in accordance with the standards set forth in this section. [ORD 4697; December 2016]*

*B. Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.*

**Response:** See responses to applicable criteria in Section 40.90 (Tree Plan) and in the remainder of this section for compliance with these standards.

*C. For SNRAs and Significant Groves, the following additional standards shall apply...*

**Response:** No SNRAs or Significant Groves are located on this site. Therefore, these standards are not applicable.

*60.60.20. Tree Protection Standards during Development.*

*1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:*

*A. A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:*

- a. The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.*
- b. Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.*

*B. Within the protected root zone of each tree, the following development shall not be permitted:*

- 1. Construction or placement of new buildings.*
- 2. Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.*
- 3. New impervious surfaces.*
- 4. Trenching for utilities, irrigation, or drainage.*
- 5. Staging or storage of any kind.*
- 6. Vehicle maneuvering or parking*

**Response:** See the Tree Protection Detail, Tree Protection Plan, and the Erosion Control Plans (Exhibit P and Exhibit A, Sheets L2.00B, L2.00C, and C6.01-C6.14). During construction, protection will be provided to new and existing trees consistent with these plans. Therefore, this standard is met.

#### *60.60.25. Mitigation Requirements.*

*9. The following standards apply to the replacement of a Landscape Tree:*

- A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.*
- B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.*
- C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:*
  - 1. Calculate the sum of the total linear DBH measurement of the tree to be removed.*
  - 2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.*

**Response:** See the Tree Schedule (Exhibit A, Sheet TR2.00D). A total of 643 linear diameter at breast height (DBH) of Landscape Trees will be removed from the site. A total of 675 linear DBH is proposed to be planted. Each tree will be at least 2 caliper inches.

Therefore, this standard is met.

Proposed plant species are substantially similar mix to the existing trees on the site, including evergreen and deciduous trees. Small and medium trees will provide scale and buffering for buildings and will accent entries/exits, walks and plazas. Medium and large trees provide buffers and shading for paving, including parking lots.

## 60.65 Utility Undergrounding

### 60.65.15. Regulation.

*All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.*

*1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects. [ORD 4343; April 2005] [ORD 4363; August 2005]*

**Response:** See the Utility Plans (Exhibit A, Sheets C3.01-C3.12). All utilities will be undergrounded except for existing fire department connections and fire hydrants and proposed reduced pressure backflow devices. Two fire hydrants will be relocated, and the remaining fire hydrants are to be preserved. Electric and communications connections will be located underground per BDC requirements.

- Sheet C3.01 – Existing hydrant located at southwest corner of Farmington Road/Erickson Avenue intersection
- Sheet C3.02 – Existing hydrant located at southeast corner of Farmington Road/Stott Avenue intersection
- Sheet C3.02 – Existing hydrant at northeast corner of 1<sup>st</sup> Street/Stott Avenue intersection
- Sheet C3.05 – Existing hydrant located at northwest corner of 2nd Street/Erickson Avenue intersection
- Sheet C3.06 – Existing hydrant located at southwest corner of 2nd Street/Stott Avenue intersection
- Sheet C3.09 – Existing hydrant located northwest of the track, to be relocated just south of proposed driveway off of Erickson Avenue just north of the track
- Sheet C3.09 – Existing hydrant located northeast of the track, south of a proposed parking lot
- Sheet C3.10 – Existing hydrant located southwest of 3rd Street/Stott Avenue intersection to be relocated from proposed turf field to the adjacent parking access near 3rd Street/Stott Avenue

Therefore, this standard is met.

*2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;*



**Response:** Necessary arrangements with utility companies have been and are being made. Therefore, this standard is and will be met.

3. *The City reserves the right to approve surface mounted facilities;*

**Response:** A reduced pressure backflow device is proposed at the southeast corner of the proposed school building. See the Utility Plan (Appendix A, Sheet C3.06).

4. *All underground public and private utilities shall be constructed or installed prior to the final surfacing of the streets; and*

**Response:** Underground utilities will be constructed and installed prior to final street surfacing, as applicable. Therefore, this standard is met.

5. *Stubs for service connections and other anticipated private extensions at street intersections shall be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas when service connections are made.*

**Response:** There are no future service connections proposed for this development. Therefore, this standard is not applicable.

6. *Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.*

**Response:** Conversion of existing customer equipment and private utilities will be addressed if applicable.

7. *If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.*

**Response:** It is understood that the private utility service provider shall be financially responsible for installing oversized facilities.

60.65.20. *Information on Plans.*

*The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:*

1. *Easements for all public and private utility facilities;*
2. *The location of all existing above ground and underground public and private utilities within 100 feet of the site;*
3. *The proposed relocation of existing above ground utilities to underground; and*

**Response:** See the Demolition, Storm, and Utility Plans (Exhibit A, Sheets C1.00-1.12, C4.00-4.12, and C3.00-3.11) for the location of all existing above-ground and underground public and private utility easements. The public and private utility easements are dimensioned on the individual Street Plan and Profile sheets (Exhibit A, ST4.1-9.2). The Utility Plan and Storm Plan (Exhibit A, Sheets C3.00-C3.11 and Sheets 4.00-4.12) shows the proposed location of all on-site utilities.

- Demolition Plan, Sheets C1.05 and C1.06 – Existing 10' wide electrical easement to Portland General Electric to be vacated
- Demolition Plan, Sheets C1.05 and C1.06 – Existing 15' wide public pedestrian and bicycle pathway easement to the City of Beaverton to be vacated
- Demolition Plan, Sheets C1.05 and C1.06 – Existing 15' wide telecommunication easement to Electric Lightwave, Inc.
- Demolition Plan, Sheets C1.05 and C1.06 – Existing 15' wide waterline easement to the City of Beaverton to be vacated
- Demolition Plan, Sheets C1.09 and C1.10 – Existing 15' wide waterline easement to the City of Beaverton to be vacated
- Utility Plan, Sheet C3.05 – Proposed 15' wide telecommunications easement to Electric Lightwave, Inc.
- Utility Plan, Sheets C3.09, C3.10, ST9.1, and ST9.2 – Proposed 15' wide waterline easement to the City of Beaverton

Therefore, this standard is met.

*4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code. [ORD 4697; December 2016]*

**Response:** The above-ground public and private utility facilities and any associated driveway vision clearance areas are shown on the public street plan and profile sheets, as well as in site plans and planting plans (Exhibit A, Sheets ST4.1- ST8.1, L2.02, L2.04-2.07, L3.02, and L3.04-3.07). The drawings show the required vision clearance areas (triangular areas) on the corners of driveways and intersecting streets. No above-ground utilities are proposed in the vision clearance areas. Therefore, this standard is met/this standard is not applicable.

*60.65.25. Optional Fee In Lieu of the Undergrounding Requirement*

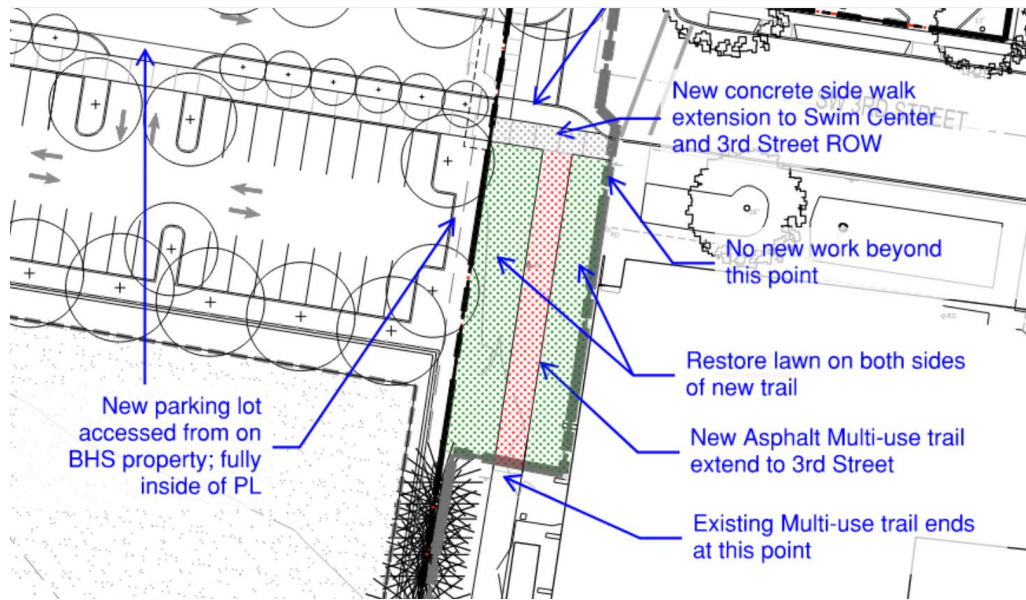
*If any of the following criteria are met as determined by the City, after receiving a recommendation from the Facilities Review Committee, at the applicant's option, applicant shall either immediately place the private utilities underground or pay a fee to the City toward future undergrounding in lieu of immediately placing private utilities underground. [ORD 4224; August 2002]*

**Response:** Fee-in-lieu is not proposed. Therefore, this standard is not applicable.

**CHAPTER 70 – DOWNTOWN DESIGN DISTRICT**

**Note:** There is a small portion (roughly 4,000 square feet) of the THPRD property within the development site and the RC-OT zone. Therefore, improvements to this portion of the overall site are in the Downtown Design District and subject to Downtown Design Review and related design standards.

**Figure 7: Multi-Use Path in RC-OT Zone**



**70.20 Downtown Design Guidelines and Standards**

*70.20.05 Site Design Guidelines*

*70.20.05.6. Pedestrian Circulation*

*C. Design Guideline and Standards*

**Table 70.20.05.6.A Design Guidelines and Standards: Pedestrian Circulation**

Design Guideline	Design Standard
<i>Pedestrian Connections</i>	
<b>G1.</b> On-site pedestrian connections shall provide sufficient and high-quality connections among important destinations on a site and to off-site transportation routes and facilities.	<b>S1.</b> At least one pedestrian connection to the public street network shall be provided for every 300 feet of street frontage. On-site pedestrian connections shall link to abutting streets, planned accessways in the Comprehensive Plan Transportation Element; multi-use paths on or adjacent to the site, including those required to meet Block Design standards identified in

**Table 70.20.05.6.A Design Guidelines and Standards: Pedestrian Circulation**

<b>Design Guideline</b>	<b>Design Standard</b>
	<p><i>Figure 70.20.05.3.1 Future Connections; transit stops; building entries; automobile and bicycle parking; loading areas, solid waste facilities and similar improvements; and outdoor open spaces. Connections that are not feasible because of topographic features; buildings or other synthetic structures; natural areas; or similar obstacles may be waived as approved by the decision-making authority.</i></p>

**Response:** As shown on the Site Plan (Exhibit A, Sheet L2.06), this section of RC-OT zoning has less than 300’ of frontage on 3<sup>rd</sup> Street. Yet this part of the overall site provides a pedestrian connection (multi-use path) between 3<sup>rd</sup> Street and 5<sup>th</sup> Street. Sheet L2.06 (Exhibit A) and the Pedestrian Circulation Plan (Exhibit M) illustrate how connections are provided from the pedestrian network in this part of the site to sidewalks on the adjacent public streets. Therefore, this standard is met.

<p><b>G2.</b> <i>On-site pedestrian walkways shall be of adequate width and design to provide unobstructed walking areas that accommodate the anticipated amount of pedestrian traffic, be Americans with Disabilities Act compliant, and incorporate high-quality and attractive materials that promote sustainability and reduce heat island effect.</i></p>	<p><b>S2.</b> <i>On-site pedestrian walkways shall be at least 5 feet in width with 5 feet of unobstructed clearance, shall be paved with scored concrete, modular paving material, or other high quality hard surfaced material approved by the decision-making authority, and be compliant with Americans with Disabilities Act standards. In addition, development shall incorporate one of the following sustainability features:</i></p> <ul style="list-style-type: none"> <li><i>a. At least 30 percent of paving material shall be permeable pavement; or</i></li> <li><i>b. At least 30 percent of the paving material shall be made from recycled content; or</i></li> <li><i>c. At least 50 percent of the pedestrian walkway pavement shall have a solar reflective index rating of a least 29; or</i></li> <li><i>d. Provide shading for at least 50 percent of the total pedestrian walkway surfaces on the site. Shade can be provided by current or proposed buildings that shade the paving material at 3 p.m. June 21 and current or proposed trees, with the amount of shade</i></li> </ul>
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*On-site Pedestrian Walkways Shaded by Tree Canopy (Portland, OR)*

*included for each planted tree to be measured by the diameter of the mature crown cover stated for the species of the tree.*

*e. Walkways or other pedestrian connections within 25 feet of a creek as measured from top of bank shall meet Section 70.20.05.6.S2.4 and one of the sustainability features in 70.20.05.6.S2.1 through 3.*

**Response:** The Site Plan (Exhibit A, Sheet L2.06) shows this section of pedestrian facility – a multi-use path that is 9’-6” wide with more than 5’ of unobstructed clearance.

The extension of the multi-use pathway will be scored concrete with a SRI of 40 (exceeds min. of 29). Trees will be planted adjacent to the pathway to provide shading for at least 50 percent of total walkway surfaces at summer solstice (Exhibit A, Sheet L3.06).

Therefore, this standard is met.

**G7.** *The project must meet the Design Standard.*

**S7.** *Sidewalks are required along all streets. Except where approved through a Sidewalk Design Modification, the sidewalk shall be at least 10 feet wide, and provide an unobstructed path at least 5 feet wide.*

**Response:** Sidewalks the Downtown Design District consist of a short section of sidewalk on the south side of 3<sup>rd</sup> Street. This sidewalk will be 10’ wide, with a minimum 5’ unobstructed path, as shown in Figure 7 and the Site Plan (Exhibit A, Sheets L2.06). Therefore, this standard is met.

**70.20.05.8 Landscaping**

**C. Design Guideline and Standards**

**Table 70.20.05.8.A Design Guidelines and Standards: Landscaping**

**Design Guideline**

**Design Standard**

*Site Landscaping*

**Table 70.20.05.8.A Design Guidelines and Standards: Landscaping**

<b>Design Guideline</b>	<b>Design Standard</b>
<p><b>G1.</b> Sites shall be landscaped with live plantings to soften the edges of buildings and paved areas, add visual interest, and increase the attractiveness of the development. Landscaped areas may be at-grade or integrated with structures. and shall provide options for storm water management and/or provide shade to on-site hardscaped areas. Sites one acre and larger in particular shall ensure a balance of hardscape and landscape features where structures are not present.</p>	<p><b>S1.</b> Sites one acre and larger shall have landscaped areas with live plantings equal to 10 percent of the site area. Up to 50 percent of the landscaping required by this provision may be met by areas with live plantings provided to satisfy the requirements of 70.20.10.7 Usable Open Space and 70.20.10.8 Roof Elements. Landscaping with plantings that is provided to meet other requirements of this code, including, but not limited to, screening requirements, buffering requirements, parking lot island requirements, and setback design requirements, may be used to meet up to 100 percent of the landscaping required by this provision. Sites under one acre do not have minimum landscaping requirement, but must still meet all other applicable provisions of this code.</p>

**Response:** The Downtown Design District portion of the BHS site is less than one acre in size. Therefore, this standard is not applicable.

Nonetheless, as shown in Figure 7, at least 50 percent of this part of the development site that is in the RC-OT zone is and will be landscaped.

<p><b>G2.</b> Landscaped areas shall be fully planted or hardscaped to create sustainable, attractive developments that are consistent with the uses on site, prevent erosion and preserve and enhance nature. Mulch shall be used sparingly, and shall have a material and color that is appropriate for the uses on site and contributes to site aesthetics.</p>	<p><b>S2.</b> All site areas not planted with trees, shrubs or other vegetated landscaping and also not occupied by structures, hardscaped areas (including paved areas), and sensitive natural areas shall be planted with live ground cover plants or other plants identified 70.20.05.8.S4 Plant Specifications, subsection e-f, as well as turf grasses. Mulch, as a ground cover, shall be composed of a naturally occurring material, have a natural color, and confined to areas underneath plants and within areas expected to be underneath plants at maturity. Mulch is not a substitute for ground cover plants.</p>
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**Response:** The Landscape Plan and Planting Schedule (Exhibit A, Sheets L3.0A and L3.06) provide planting information for the Downtown Design District portion of the site.

Areas not paved for sidewalk or multi-use path in this portion of the site are landscaped. Therefore, the standard is met.

**Establishment**

**G3.** Irrigation shall be provided as appropriate, based on plant species and site conditions, to ensure proper establishment of plantings in all landscaped areas.

**S3.** Irrigation shall be provided to ensure plants will survive their establishment period. Applications shall provide establishment period irrigation through one of the following options or a combination of options as long as the options cover all site plantings:

a. A permanent, in-ground irrigation system with an automatic controller.

b. An irrigation system designed and certified by a licensed landscape architect this is part of a landscape plan that provides sufficient water to ensure that the plants will become established. The system does not have to be permanent if a licensed landscape architect certifies that the plants chosen can survive.

c. Irrigation by hand for a maximum of 500 square feet per site.

**Response:** The Landscape Planting Schedule and Plans (Exhibit A, Sheets L3.0A and L3.06) provide information on the permanent, in-ground irrigation system to be installed. The system has been designed and certified by the project’s landscape architect and will have an automatic controller. Therefore, the standard is met.

70.20.05.9 Lighting

3. Design Guideline and Standards

Table 70.20.05.9.A Design Guidelines and Standards: Lighting

Design Guideline	Design Standard
G1. On-site lighting shall meet the Guidelines of Development Code Section 60.05.50.	S1. On-site lighting shall meet the standards of Development Code Section 60.05.30.

**Response:** See the responses to Section 60.05.30 earlier in this narrative.

Lighting in this portion of the BHS site consists of 15’ tall pole-mounted luminaires.. See the Site Plan Photometrics and General Notes (Exhibit A, Sheet EPH1.06).

Therefore, this standard is met.