



memo

to Steve Regner, City of Beaverton

from Shayna Rehberg, MIG|APG

cc Beaverton High School Project Team

re Beaverton High School Rebuild (LU32023-00260)
Land Use Application Final Submittal – ONLINE SUBMITTAL

date August 11, 2023

On behalf of the Beaverton School District (BSD or “The District”), MIG|APG is submitting this final application package for the rebuilding of Beaverton High School (BHS). This submittal responds to comments that City staff have emailed to the applicant team during application review as well as the Facilities Review Committee process – the report, meeting, and follow-up.

Updated materials in this application package include the following:

- Application narrative – tracked-change and “clean” versions
- Exhibit A (Plan Set) - updated architectural, civil, landscape, and lighting plans
- Exhibit J (Turning Diagrams)
- Exhibit M (Pedestrian Circulation Diagram)
- Exhibit N (Vehicle Circulation Diagram)
- Exhibit O (Bike Rack Cut Sheet)
- Exhibit R (Parking Lot Diagram)
- Exhibit S (Bike Parking Diagram)
- Exhibit T (Notice Posting Affidavits and Photographs) - new exhibit
- Exhibit U (Merle Davies Public Notice) - new exhibit

The remainder of this memorandum summarizes how the application has been updated in response to City email comments and the Facilities Review Committee process.

Table 1 – Application Updates

	Comment/Item	Team Member	Response
	CITY EMAIL COMMENTS		
1.	In an email on July 11, 2023, staff noted that a response to Beaverton Development Code (BDC) Section 20.30 (Additional Height Limitations in	MIG (narrative) WM (plans)	In order to comply with this requirement, the front property line (for the lot on which the main school building is located) has been modified in application materials to be Stott Avenue

	Comment/Item	Team Member	Response
	<p>RMB and RMC) was missing from the application narrative.</p> <p>The requirement 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.</p>		<p>instead of Farmington Road, and the rear property line to be Erickson Avenue instead of 5th Street. As shown in Sheets L2.01 and L2.02 (Exhibit A.4 in application materials), this allows the proposed development to comply with Section 20.30 because the building – at its closest – is set back a minimum of 20 feet from Stott Avenue and 25 feet from Erickson Avenue.</p> <p>Staff and applicant team members searched for any conflicts that this modification may create in other application materials (e.g., fencing regulations), and found no conflicts.</p> <p>Consequently, this submittal includes findings for Section 20.30, as well as minor narrative and plan sheet (setback) modifications – Exhibit A, Sheets L2.00, L2.01, L2.02, L2.05, L2.06, L2.08, TR2.00A, TR2.01, TR2.02, TR2.04, TR2.06, TR2.08, and TR2.10 – to reflect the reorientation of the front, sides, and rear of the main school building property.</p>
2.	<p>A July 20, 2023 email from Steve Regner requested the following information for Planning and Transportation staff:</p> <p><i>Parking Lot 1 - Submitted site plans show three SPED buses queuing along SW Stott Avenue. Please confirm the number of SPED buses expected to serve the site, whether or not they can all be accommodated in Parking Lot 1, and why spillover queuing is proposed.</i></p> <p><i>Parking Lot 2 - Please provide the anticipated number of vehicles expected to utilize the parent pick-up/drop-off, and how does the timing of parent queuing coincide with students arriving and leaving. Please propose any warranted added signage and striping, as well as how the District will communicate with students and families about the uses.</i></p> <p><i>Please also provide details on how Lot 3 is expected to be utilized - presumably for student overflow.</i></p> <p><i>Parking Lot 4 - Please provide the anticipate number of standard buses</i></p>	MIG (narrative) WM (plans)	<p>The applicant prepared a memo (dated July 27, 2023) that responded to staff questions from July 20 and provided the memo to staff prior to the Facilities Review Committee Report and Meeting on July 28 and August 2. That memo is included with this memo as Attachment A.</p> <p>The Parking Area Vehicular Signage figure in the attached memo shows the flow of traffic and directional information (including directional arrows), as well as prohibiting signage and striping of areas that are denoted no parking and fire access.</p> <p>Some of the information from the memo in Attachment A has been added to the narrative where appropriate.</p>

	Comment/Item	Team Member	Response
	<p><i>expected, and whether or not they can all be accommodated on site. If they cannot be accommodated at the same time, please provide details on staggering and/or other strategies to prevent buses and vehicles queuing onto Erickson. Please also provide details of expected arrival and departures for staff, and how staff traffic is expected to interact with busses.</i></p> <p><i>Parking Lot 5 - The submitted narrative notes this will be used as "flexible parking for events, overflow". Please confirm whether or not this lot will be open for use during regular school hours. And if it will be open during school hours, who are the expected users and when are they expected to arrive and depart?</i></p>		
<p>3.</p>	<p>City email comment on August 8, 2023 regarding historic trees/tree inventory:</p> <p><i>Looking at the original inventory compared to the 2001/2002 removals, the following appeared to have happened. I have a headful of Dayquil, so feel free to challenge me here if I possibly am misinterpreting the original inventory, it's not the best diagram. Groups in bold require at least some follow up.</i></p> <p>Group A – My best guess is that this is 2 flowering plums? Does not appear on 2001/2002 approval, I don't see it on the current materials either. Are these trees still present on site?</p> <p>Group B – Red Maple, has notation referencing Arbor Day event? Does not appear on 2001/2002 approval, I don't see it on the current materials either. Is this tree still present on site?</p> <p><i>Group C – Large Cedar, proposed to remain, no issue here</i></p> <p><i>Group D – Norway Maples, all appear removed in 2001/2002, ok to disregard</i></p>	<p>WM MIG</p>	<p>Exhibit A – Land Use Tree Table (Sheet TR1.00C) has been updated to include the Historic Trees in the inventory as noted in original inventory.</p> <p>Specific information related to removal of additional historic trees includes the following:</p> <p>Group A - Flowering Plums: There is one Cherry still on-site; removal due to required ROW dedication along Farmington that shifts the sidewalk and curb line south.</p> <p>Group B - Red Maple: This tree is not currently on-site.</p> <p>Group E – Ponderosa Pines: These are existing on-site; removal due to required ROW dedication and new utility undergrounding along Erickson that shifts the sidewalk and curb line to the east.</p> <p>Group F – Norway Maples: These are on-site; removal due to required ROW dedication along Farmington that shifts the sidewalk and curb line south.</p> <p>Minor corresponding updates have been made in the narrative regarding the removal of 14 historic trees.</p>

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	<p>Group E – Ponderosa Pines, appear to be still on site, to be removed with this approval, not referred to as historic in the applicant’s materials</p> <p>Group F – Originally 8 Norway Maples, six appeared to be preserved in 2001/2002 to be removed with this approval, not referred to as historic in the applicant’s materials</p> <p>Group G – 5 London Plane Trees originally, 4 preserved in 2001/2002 (though they are called sycamore trees in that approval, apparently, they are easy mistake one for the other). These are the historic trees referenced in the applicant’s materials.</p> <p>Group H – American Elm, all appear removed 2001/2002, ok to disregard Group I – Two trees along Stott, one is a maple, the other is not legible on the original inventory. Both appear removed in 2001/2002, ok to disregard.</p> <p>In summary, for trees in Groups A and B, I would like confirmation on whether they are still on site. If not, then so be it. If they are present and proposed for removal, please include in the narrative, and update the tree table.</p> <p>Groups E and F appear to quite clearly show the removal of Historic Trees according to the inventory. Please update the narrative and tables to justify the removal of these trees.</p>		
4.	City email comment on August 8, 2023 regarding additional building height variance justification	BSD MIG	Narrative has been added to the Variance Application findings in Chapter 40, which further explain the reasons for the height variance.
FACILITY REVIEW COMMITTEE PROCESS			
5.	<p>Design Review (DR) Condition of Approval (COA) 7</p> <p><i>Have closed out the site development permit associated with the grading and erosion control for the Merles-Davies building demolition. (Site Development Div. / SAS)</i></p>	BSD KPF	The Beaverton School District will work with the City of Beaverton to establish an approved methodology to provide 1200CN and Site Development grading and erosion close-out for the Merle Davies demolition, prior to the initiation of the 1200C Erosion Control permit for the entire site construction.

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6.	<p>DR COA 12</p> <p><i>Submit executed and ready for recording public easements including PUE along all frontages of the site when required, to the City for recordation. The city will require approval of legal description and form prior to execution. (Site Development Div. / SAS)</i></p>	KPFF MIG	<p>Executed and ready-for-recording public easements (including all frontage PUEs) will be provided before issuance of the Site Development Permit for the entire site.</p> <p>Minor narrative updates were made to ensure current civil sheets identifying PUEs are properly referred to in narrative.</p>
7.	<p>DR COAs 34 and 48</p> <p><i>Submit plans demonstrating that the eastern frontage of SW Erickson north of the stadium seating and south of the maintenance building will be built to the three-lane collector standard including 6-foot sidewalks and 7.5-foot landscape strips, except for the transition areas for curb tight sidewalks. (Planning / SR)</i></p> <p><i>Submit plans demonstrating that all existing stadium lights along the eastern SW Erickson frontage do not conflict with the sidewalks as designed by the applicant or otherwise required by this approval. (Planning / SR)</i></p>	BSD WM KPFF MIG	<p>Updated Sheets ST7.1, ST7.2, and ST7.3 (Exhibit A) show that the three-lane collector standard will be built on Erickson Avenue, except where the curb-tight sidewalk is required to avoid the existing stadium retaining wall, stadium lighting, stadium seating, and the maintenance building on the east side. These existing structures (particularly existing stadium lighting) and the need for approximately 20 feet to transition between curb-tight sidewalk and sidewalk with a landscape strip preclude providing a landscape strip between the stadium seating and the maintenance building.</p> <p>Updated Sheets L2.08 and L3.08 (Exhibit A) show the site plan and planting for this area.</p> <p>Minor narrative updates were made in Section 40.58 Sidewalk Design Modification (SW Erickson Street) and Section 60.55 Transportation Facilities to reflect the situation on the east side of Erickson Avenue.</p>
8.	<p>DR COA 38</p> <p><i>Submit plans with sufficient detail to ensure that the driveway apron located in Parking Lot 1 for site service and emergency access includes removable bollards or other forms of physical separation to prevent vehicles from obstructing the pedestrian walkway. (BDC 40.03.1.B and F, and BDC 60.55.10.2) (Transportation / KM)</i></p>	WM	<p>Updated Sheet L2.06 (Exhibit A) shows the location of removable bollards (labeled).</p>
9.	<p>DR COAs 39 and 40</p> <p><i>Submit preliminary sight distance for all new and modified accesses to the site. Sight distance shall be measured in accordance with the City's Engineering Design Manual, Section 2. (BDC 40.03.1.A, D, and G, and BDC 60.55.35) (Transportation / KM)</i></p>	DKS	<p>The Transportation Memo (Exhibit D in land use applications for this project) will be updated before Site Development permit issuance to include preliminary sight distance analysis at all new or modified accesses and modified public street intersections.</p>

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	<i>Submit preliminary sight distance for all modified public street intersections resulting from the required property dedication for right of way purposes and street improvements. Sight distance shall be measured in accordance with the City's Engineering Design Manual, Section 2. (BDC 40.03.1.A, D, and G, and BDC 60.55.35) (Transportation / KM)</i>		
10	DR COA 41 <i>Resubmit site plans removing the proposed new access off SW 5th Street. New accesses will not be permitted on SW 5th Street, a street with a functional classification of 3-lane collector. (BDC 40.03.1.D and 60.55.35) (Transportation / KM)</i>	KPFF WM	Updated Exhibit A (Sheets C4.12 and ST8.1) no longer show the access drive for water quality facility (FCMH-11 and SD WQV(28)-05) maintenance. The storm structures have been moved to be adjacent and parallel to the 5 th Street PUE, which provides an 18' side access vactor truck distance from the face of the curb to the storm structures. A concrete pad and thickened sidewalk section will be provided, in case the vactor truck needs to 'jump' the curb and get closer to the storm structures. Other sheets in updated Exhibit A (Sheets L2.08 and L3.08) also show removal of the maintenance access driveway off SW 5 th Street. Exhibits M and N (Pedestrian and Vehicle Circulation Diagrams) have been updated to reflect this change as well.
11	DR COAs 42 and 43 <i>Submit turning templates for standard size school buses travelling through the modified intersection of SW Stott Avenue and SW 3rd Street, in both directions, to demonstrate there is sufficient width for these turning movements. (BDC 40.03.1.A, B, D, and G, and BDC 60.55.10) (Transportation / KM)</i> <i>Submit turning templates for a standard garbage truck accessing the proposed trash enclosure in Parking Lot 3. (BDC 40.03.1.A, B, D, and F, and BDC 60.55.10) (Transportation / KM)</i>	KPFF	Updated Exhibit A (Sheet N.1) provides the bus turning movements at the intersection of SW Stott Avenue and SW 3 rd Street. Sheet Updated Exhibit A (Sheet N.3) illustrates the standard garbage truck accessing the proposed trash enclosure in Parking Lot 3. Minor narrative updates have been made to include references to these turning diagram sheets.
12	DR COA 44 <i>Resubmit site plans removing any parking stalls withing Parking Lot 1 that are located within 20-feet of the street</i>	WM MIG	Updated Exhibit A (Sheets L2.06 and L3.06) show revised parking lot ADA stalls outside of the 20' zone.

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	<i>right of way, consistent with the City's Engineering Design Manual Section 210.21.1, "Parking Lot Driveways and Parking Stalls". (BDC 40.03.1 B, D, and F, BDC 60.30.15, and BDC 60.55.10) (Transportation / KM)</i>		Updated Exhibit R includes this change and updated parking space numbers (a reduction of three spaces). Narrative updates include the new parking space total for Parking Lot 1 and the site overall.
13	DR COA 45 <i>Resubmit site plans demonstrating that there are no encroachments located within the vision clearance triangle for every new and modified driveway associated with the proposal consistent with the City's Engineering Design Manual Section 210.18.1, "Visibility at Intersections". (BDC 40.03.1.A, D, and G, and BDC 60.55.35) (Transportation / KM)</i>	WM	Updated Exhibit A (Sheets L2.02, L2.04, L2.05, L2.06, and L2.07, Site Plan Enlargements) show vision clearance triangles on all driveways and demonstrate that there are no site elements or other encroachments. Updated Exhibit A (Sheets L3.02, L3.04, L3.05, L3.06 and L3.07, Planting Plan Enlargements) show vision clearance triangles on all drives, along with note related to planting meeting clearance requirements between 36" (3') and 120" (10'). Narrative references to vision clearance have been updated to include the sheet numbers above.
14	DR COA 46 <i>Submit plans demonstrating compliance with the City's minimum standards for long- term bicycle parking (BDC 60.30.10.2.B.2 and EDM Section 340). (Planning / SR)</i> Email from Steve Regner on August 3, 2023: <i>The submittal did in fact contain a bike parking detail sheet. However, the EDM requires bike parking racks to be a minimum of 30 inches wide and 36 inches tall. The detail in Exhibit O provided only show a width of 28.25 and a height of 32 inches. At this time I will be amending the narrative to acknowledge the provided detail, but that the dimensions of the proposed rack are not consistent with the requirements of the EDM, and a COA for compliant bike racks will be included, unless a new detail showing compliant bike racks is provided.</i>	WM	An updated Bike Rack Cut Sheet is provided in Exhibit O; it meets dimensional requirements of 30" wide and 36" tall. The typical detail for bike parking is included on updated Exhibit S.
15	DR COA 47 <i>Submit plans showing the proposed loading berth in Parking Lot 1 to be relocated along the southern curb line</i>	WM MIG	Updated Exhibit A (Sheet L2.06) shows a Type B Loading Berth measuring 30' x 12' on the south curb line.

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	<i>to not conflict with the fire lane. (Planning / SR)</i>		Minor narrative updates have been made to reflect this change in berth location.
16	DR COA 50 <i>Submit plans showing the segment of the SW Stott curb space adjacent to Parking Lot 1 signed for bus parking only consistent with the applicant's queueing memo dated July 27, 2023. (Planning / SR)</i>	WM	Updated Exhibit A (Sheet L2.02) shows signage for bus-parking-only stalls along Stott frontage for queuing outside Parking Lot 1.
17	August 1, 2023 email from Steve Regner re: pedestrian connectivity through site (east-west): <i>After a wider internal review of the Facilities Review draft circulated last Friday, it was brought to my attention that there was no analysis provided by staff in the report regarding BDC 60.55.25. Street and Bicycle and Pedestrian Connection Requirements. Most specifically, requirements for connectivity in the case of large block redevelopment. Subsection 9 of this code section discusses required accessways for blocks longer than 600 feet. Since there are viable reasons for not requiring full street connections, as described in in BDC 60.55.25.14.A & B, the city will not be asking for any physical changes in response to these code provisions. However, staff will be including specific analysis and requirements for public access across the site connecting SW Erickson and SW Stott in a future draft.</i>	BSD WM MIG	Findings have been added to narrative responses to Goal 6.2.2/Policy (e) and BDC Section 60.55.25.9 to expand upon connectivity and school safety and security.

Please contact Shayna Rehberg (srehberg@miqcom.com; 503-297-1005 x2320) if you have any questions or need additional information. If Shayna is not immediately available, you can also contact Cathy Corliss (ccorliss@miqcom.com, 503-297-1005 x2230).

Thank you for your time and consideration.

Attachment A
Parking Lot and Queuing Memorandum (July 27, 2023)

MEMORANDUM

TO: City of Beaverton Facilities Review Committee

FROM: Steven. A. Sparks, AICP

DATE: July 27, 2023

SUBJECT: Beaverton HS Rebuild

The City of Beaverton Transportation staff shared with the Beaverton School District a number of questions concerning several of the parking lots proposed for the Beaverton HS Rebuild project. The following are the questions provided identified in an email dated July 20, 2023 and the District's responses:

- *Parking Lot 1 - Submitted site plans show three SPED buses queuing along SW Stott Avenue. Please confirm the number of SPED buses expected to serve the site, whether or not they can all be accommodated in Parking Lot 1, and why spillover queuing is proposed.*

Response: The transportation scheduled for SPED buses at Beaverton HS is 7 buses dropping students at the school at approximately 7:30 AM in the morning. There are 11 SPED buses arriving at Beaverton HS beginning at 2:00 PM with the last bus departing at approximately 2:35 PM. Parking Lot 1 can accommodate 9 SPED buses at one time. During the morning drop-off, Parking Lot 1 will have sufficient capacity to accommodate the 7 buses serving the school. The afternoon dismissal will have 11 buses which will be more than can be accommodated in Parking Lot 1. The SPED buses arrive and depart at differing times during student arrival and dismissal. The likelihood of all 11 SPED buses being present at the same time is a worst case scenario which is the reason for proposing a limited spillover queuing on Stott Street. The assumed time for potential spillover queuing is, at most, approximately 30 minutes. However, because buses are leaving the site independently, rather than as a group, spillover queuing is anticipated to be de minimus. To ensure the space is available, the District requests the ability to create a bus loading zone with appropriate signage along Stott Street. If acceptable, the restriction would be 2:00 PM to 2:30 PM, M-F.

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As illustrated in the attached graphic, Parking Lot 1 is for staff parking. Staff arrive before students and depart after students. There will be no vehicle conflict with SPED buses since the parking lot will be fully occupied by staff vehicles. The lot will also be signed as staff parking only. The graphic further illustrates that there is sufficient space in the travel lanes to eliminate any possibility of vehicles becoming blocked in the parking lot.

- *Parking Lot 2 - Please provide the anticipated number of vehicles expected to utilize the parent pick-up/drop-off, and how does the timing of parent queuing coincide with students arriving and leaving. Please propose any warranted added signage and striping, as well as how the District will communicate with students and families about the uses. Please also provide details on how Lot 3 is expected to be utilized - presumably for student overflow.*

Response: Parking Lots 2 and 3 will be for student parking. Approximately 22 parking spaces will be provided at the curb of Parking Lot 2 for family drop off and pick up. These parking lots will be in heavy use both at arrival and dismissal times by student drivers and families. The attached graphic illustrates that there will be sufficient space in the travel lanes to eliminate any possibility of vehicles becoming blocked in the parking lot. Further, the street system onto which vehicles will exit the parking lot are classified as Local Streets with very low non-school traffic use. The traffic study submitted for this land use proposal indicates that existing traffic on Stott Street during non-school days is below 50 vehicles for any given hour. The highest traffic volume occurs midday from 12:00-1:00 pm with approximately 35 vehicles. Therefore, it is reasonable to conclude that the vast majority of the vehicular traffic on Stott Street is school related.

Parking lots 2 and 3 will have 123 stalls. There are 2 existing parking lots which will remain in use for student parking located on the east side of Stott Street. The existing parking lots contain another 78 parking stalls. On the eastern side of the Beaverton HS campus along Stott Street there will be approximately 200 student parking spaces. It is reasonable to conclude that there will be traffic congestion on Stott Street, especially during dismissal time. However, given that the Beaverton Development Code does not require the provision of parking for the school use, the alternative could be much worse with no available off-street parking.

The number of vehicles anticipated to use the family pick up and drop off is difficult to establish since those numbers will depend on a number of variables. For example, the start of the school year will typically experience a higher level of family use and will decline after 2-3 weeks. Further, the composition of the student body also influences the use. The number of students who can or cannot drive will influence the number of family trips. Additionally, the weather influences family trips. The District's experience with family pick up and drop off at the high school level has witnessed higher use of family trips for student drop off. Families tend to do drop off since the high school day begins before traditional work hours and students are dropped off as a part of their family's work commute. Afternoon dismissal sees a much lower family pick up use and does not share the same pick up characteristic as experienced at the elementary school level. For these reasons, the District cannot provide a meaningful number of family trips to the school.

Nevertheless, the opening of the new parking lots will provide an opportunity for the District to conduct an education campaign to inform all drivers on how to effectively and efficiently arrive at and depart from the new parking lots. This will be a substantial improvement for students and their families. Examples for education could include, and not be limited to, noting that the 22

queuing spots can be rotated through as students depart. There is adequate travel lane space in the parking lot to pull from the curb and leave the parking lot thus freeing up curb space for more queuing. Further, as stalls become available in the parking lot, families can pull into the stalls to wait.

The attached graphic illustrates the proposed traffic markings and signage for the parking lots.

- *Parking Lot 4 - Please provide the anticipate number of standard buses expected, and whether or not they can all be accommodated on site. If they cannot be accommodated at the same time, please provide details on staggering and/or other strategies to prevent buses and vehicles queuing onto Erickson. Please also provide details of expected arrival and departures for staff, and how staff traffic is expected to interact with busses.*

Response: Parking Lot 4 will be for staff parking and bus transportation of general education students. There are 10 general education buses that drop students between 7:15 and 7:25 AM. There are 10 general education buses that arrive at Beaverton HS beginning at 2:10 PM, and depart at 2:35 PM. As illustrated in the attached graphic, Parking Lot 4 has queuing capacity for 12 general education buses. School staff arrive approximately one hour before the school day begins at 7:45 AM. Departure times can vary depending on assignment and classification. However, all staff departure times are after students have been dismissed from school. Therefore, the arrival and departure times of students and staff are staggered. The District does not anticipate any vehicles obstructing Erickson Avenue during arrival or dismissal times.

- *Parking Lot 5 - The submitted narrative notes this will be used as "flexible parking for events, overflow". Please confirm whether or not this lot will be open for use during regular school hours. And if it will be open during school hours, who are the expected users and when are they expected to arrive and depart?*

Response: Parking Lot 5 is an existing parking lot currently used by students and will continue to be used by students. The lot will be open during school hours and for any events taking place at the school. Use will be predominately be active during student arrival and dismissal which are 7:15 – 7:45 AM and 2:30 – 3:00 PM respectively.

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The District prohibits discrimination and harassment based on any basis protected by law, including but not limited to, an individual's actual or perceived race, color, religion, sex, sexual orientation, gender identity, gender expression, national or ethnic origin, marital status, age, mental or physical disability, pregnancy, familial status, economic status, veterans' status, or because of a perceived or actual association with any other persons within these protected classes.

