

Beaverton School District



Temporary Portable Classrooms @ Greenway Elementary School

Design Review Three Minor Modification of a Conditional Use

Submitted to City of Beaverton,
Planning Division

April 30, 2024

**Development Application Project Team for
Beaverton School District: Temporary Portable Classrooms @ Greenway ES**

Applicant: Steven Sparks, Exec Admin for Long Range Planning
Beaverton School District
1260 NW Waterhouse Avenue
Beaverton, OR 97006
Phone: (503) 356-4449
Email: Steven_Sparks@Beaverton.K12.or.us

Civil Engineer Bobby Jacobson, PE
Harper Houf Righellis, Inc
205 SE Spokane Street, Suite 200
Portland, OR 97202
Phone: (503) 221-1311
Email: RobertJ@HHPR.com

**Development Application Summary Information for
Beaverton School District: Temporary Portable Classrooms @ Beaverton HS**

Site Address: 9150 SW Downing Drive
Tax Map and Tax Lot: Tax Map: 1S127CB, Tax Lot: 00100
Site Size: Approx. 9.46 acres
Current Zoning: Residential Mixed C (RMC)
Community Plan: Lower Density Neighborhood
Applications Submitted for: Design Review Three
Conditional Use – Minor Modification

TABLE OF CONTENTS
Development Application for Beaverton School District: Temporary Portable Classrooms @ Greenway ES

Section 1: General Information	1
Project Description	1
Requested Land Use Review	1
Project Timeline	1
Project Site and Context	2
Section 2: Conformance with the Applicable Review Criteria	4
40.03. Facilities Review Committee	4
40.15. Conditional Use	9
40.20. Design Review	11
60.05. Design Review Principles, Standards and Guidelines	13
60.30. Off-Street Parking	21
60.30. Sign Regulation	21
60.50. Special Use Regulations	22
60.55. Transportation Facilities	23
60.60. Tree and Vegetation	28
60.65. Utility Undergrounding	28

FIGURES

- Figure 1: Vicinity Map
- Figure 2: Zoning Map

EXHIBITS

- A. Land Use Plan Set
 - Existing Conditions
 - Site Plan

- B. Service Provider Letters
 - Clean Water Services (CWS)
 - Tualatin Valley Fire & Rescue (TVF&R)

- C. Neighborhood Review Meeting Documentation
 - Meeting Notice
 - Mailing List
 - Affidavits of Mailing and Posting
 - Meeting Materials
 - Meeting Notes

- D. Pre-Application Notes

Section 1: General Information

Project Description

Beaverton School District (BSD) is seeking approval to temporarily place up to three portable classroom structures immediately north of the permanent school building which is currently being used as an athletic field. The proposal will include an extension of the existing parking lot to the east side of the property. 22 parking spaces will be created and 5 parking spaces will be removed to allow the extended parking area creating a proposed net increase of 17 parking spaces. The portable classrooms are needed because Greenway ES has been designated as the school location where Raleigh Hills Elementary School students will be temporarily located while the rebuilding of Raleigh Hills ES takes place. The temporary portable structures consist of two classrooms each. Based on the current and forecasted enrollment of both schools, the enrollment will not exceed the authorized capacity of Greenway ES. The number of staff at the school will exceed the authorized capacity by approximately 25 staff positions. However, the staffing allocations for School Year 2024-25 is expected to be lower than currently allocated thus reducing the number of staff exceeding the previously authorized capacity.

Requested Land Use Review

Based on the pre-application meetings with City staff, the applicant is seeking the following land use approvals.

1. Conditional Use – Minor Modification (Type 2)
2. Design Review Three (Type 3)

Pursuant to the City of Beaverton's pre-application notes dated April 12, 2023, this application package addresses the following Code sections identified as applicable to the proposed project:

- Chapter 40 – Procedures
 - 40.15 Conditional Use
 - 40.20 Design Review
- Chapter 60 – Special Requirements
 - 60.05 Design Review Principles, Standards, and Guidelines
 - 60.30 Off-Street Parking
 - 60.40 Sign Regulations
 - 60.50 Special Use Regulations
 - 60.55 Transportation Facilities
 - 60.60 Trees and Facilities
 - 60.65 Utility Undergrounding

Project Timeline

The land use application process is expected to run from May 2024 through July 2024. Other permitting is planned to wrap up in time for site preparation and placement of the

portables in Summer 2024. The portable classrooms are to be open for students and staff in August 2024 and to be in use until June 2026. The portable structures and added parking area will be removed from the site in Summer 2026 once the new Raleigh Hills School building is complete and open for students and staff.

Project Site and Context

Project site and vicinity are shown in Figure 1, and zoning is shown in Figure 2.

Figure 1. Vicinity Map

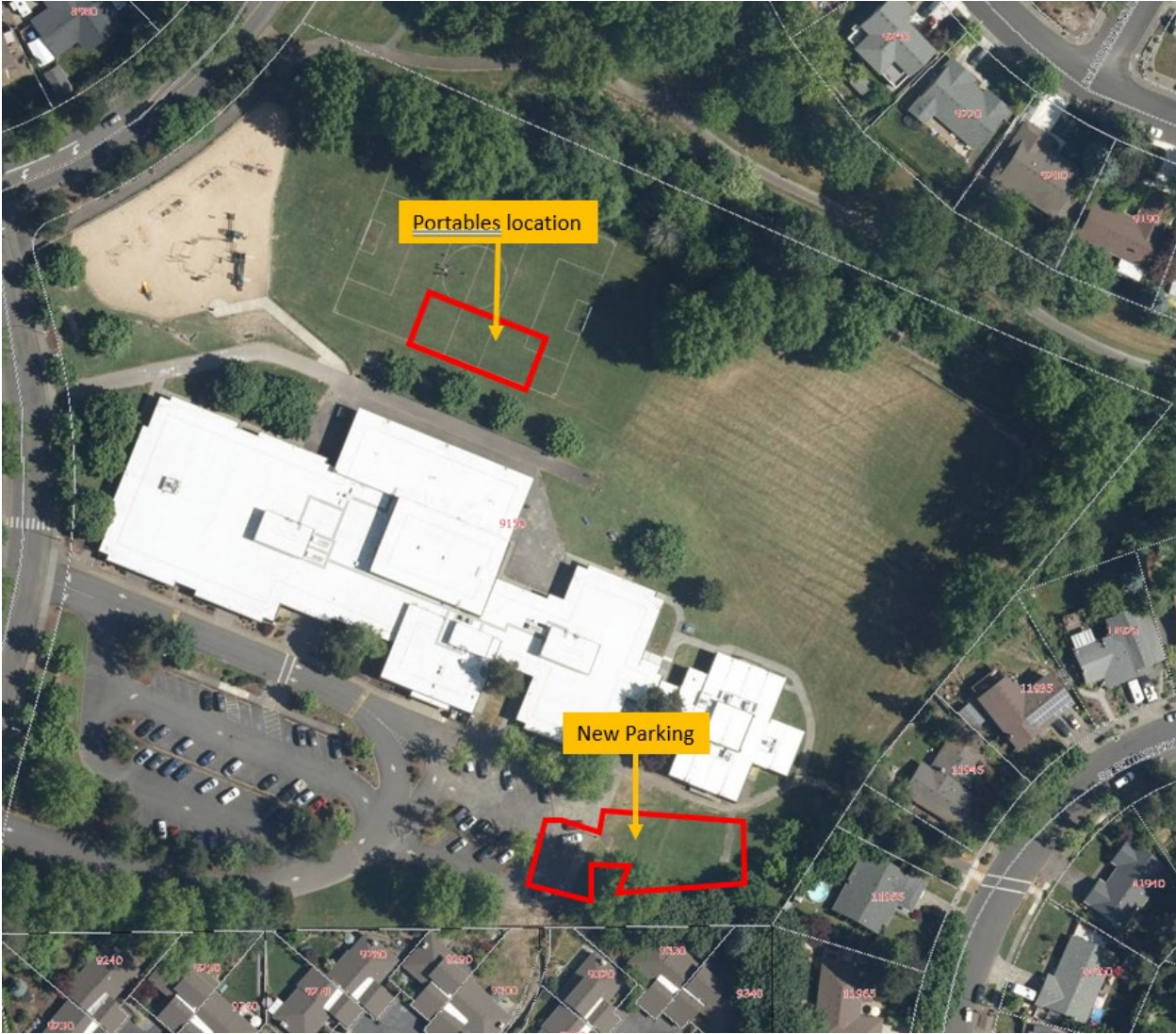
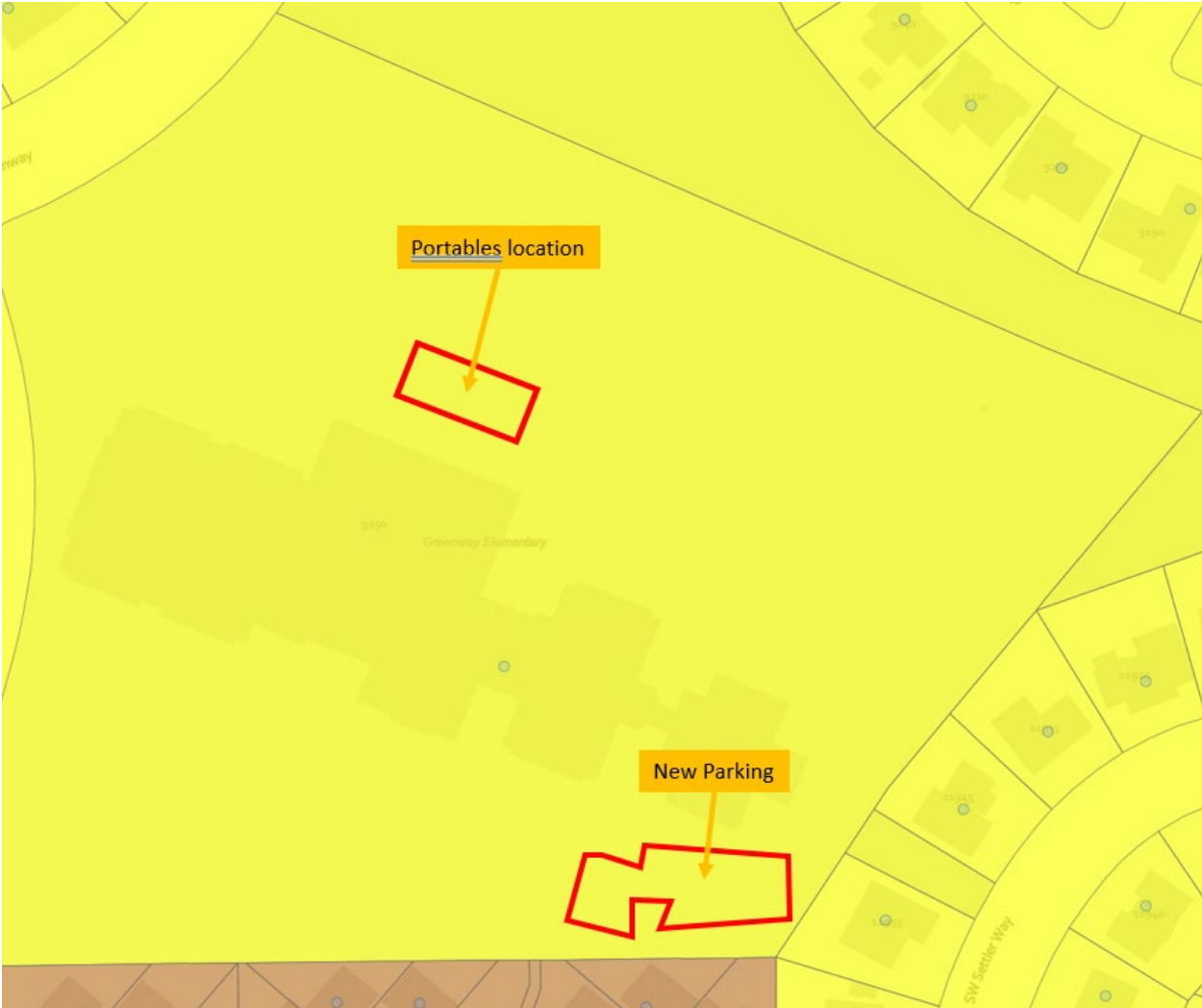


Figure 2. Zoning Map



Section 2: Conformance with the Applicable Approval Criteria

Section 40.03 Facilities Review Committee

Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following land use applications: all Conditional Use, . . . Design Review Three, In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable:

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 – Water and sanitary sewer service exists on the site. The portable structures will not be connected to the existing services. Students and staff will use restroom facilities inside the permanent structure.
- Transportation – See responses to Chapter 60 Transportation Facilities for compliance with applicable standards.
- Fire – A Service Provider Permit from Tualatin Valley Fire & Rescue (TVF&R) has been approved. They will continue to service the site.

Therefore, this criterion is and will be 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 site is located within the Beaverton School District and is being developed by the District consistent with District long-range plans and funded by the voter-approved bond. A service provider letter is not required.
- Transit. TriMet does not provide service along Brockman and Greenway roads. The nearest service is on Hall Boulevard and on Scholls Ferry Road.

- Police. The City of Beaverton Police Department will provide service to the site.
- Pedestrian and bicycle facilities. As shown on the existing conditions plan, the existing sidewalks, pedestrian areas, and bicycle facilities will not be impacted by the proposed project.

Therefore, this criterion is and will be 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.

Response: The subject property is located within the RMC – Residential Mixed C zoning district. Section 20.05.15 lists the site development standards for the RMC zone. The following table lists the applicable site development standards and how the proposed project meets those standards.

Standard:	Response:
<i>A. Minimum Land Area – N/A</i>	This standard is not applicable.
<i>E. Minimum Lot Width – 20 [feet]</i>	The width of the parcel, at its narrowest point, is approximately 500 feet wide. The minimum lot width standard is met.
<i>F. Minimum Yard Setbacks</i> <i>1. Front – 10 [feet]</i> <i>2. Side – 5 [feet]</i> <i>3. Rear – 15 [feet]</i> <i>[...]</i> <i>6. Minimum Between Buildings¹² – 6 [feet]</i>	As shown on the Site Plan, the proposed site plan meets the required rear and side setbacks for the subject property. All temporary portable structures are more than 6 feet from the primary structure. Therefore, this standard is met.
<i>G. Building Height</i> <i>1. Maximum – 35 [feet]</i>	The maximum height of the portable structures is approximately 15 feet above grade. Therefore, this standard is met.

¹² *Minimum spacing between buildings on the same lot or in the same development.*

The following is an excerpt from 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.

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

This proposal meets the applicable site development standards for the RMC zoning district and the land use being requested is an educational institution as defined in Chapter 90 of the BDC. The applicant is requesting Minor Modification of a Conditional Use approval for this land use. Therefore, this standard 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. As noted in the next section, the applicable provisions of Chapter 60 will be 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: BSD will be responsible for overseeing development of the site. The maintenance responsibilities of the site and the portable buildings will be the role of the District, who is the property owner. The District will manage the steps necessary to provide continued maintenance to the structures and the site. The placement of the structures and the parking lot on the site will be temporary and are anticipated to be removed in Summer 2026. The site will be restored as currently exists. 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: The site on which the portable structures will be placed is currently used as a sports field area. The portable structures will not have an impact on the efficient movement of vehicles. Students and staff will be able to move freely between the portable structure and with the permanent building. The placement of portables has been proposed to maximize the efficiency of pedestrian access to the classrooms in the

portables and to continue to provide pedestrian access to existing programs in the existing building on the site.

The proposed parking area will be located east of the existing parking lot. Vehicles will continue to be able to circulate through the site as currently accomplished. Therefore, this criterion is and will be 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: As noted above, the proposed development will extend the existing parking lot east and will maintain the existing on-site vehicular access and circulation pattern. Pedestrians will enter and leave the site through an existing access point along the eastern property line. Pedestrians will also be able to move between the portable structures and the permanent structure via a raised decking system to an existing sidewalk. Therefore, this standard is and will be 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. A Service Provider Permit from TVF&R has been obtained. Therefore, this criterion is and will be 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: The portable structures are pre-fabricated and placed on footings in compliance with all building codes. The portable structures are placed with appropriate ramps and stairs to accommodate all users. Each structure has lighting and glazing to promote safety. Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions. Therefore, this criterion is and will be 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 project will undertake minor grading in the area of the proposed temporary parking lot. The proposed grading is to place an appropriate based over which a new parking lot will be placed. The parking lot will be removed in Summer 2026 and the site restored to existing conditions. 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 people with disabilities are incorporated into the development site and building design. All pedestrian paths will be ADA-compliant, and each classroom will be accessible to all students and staff consistent with ADA requirements. 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 Notes. Therefore, this criterion is met.

Section 40.15.15.2 Conditional Use – Minor Modification

Pursuant to Subsection C., in order to approve a Minor 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 Minor Modification of a Conditional Use application.*

Response: Section 40.15.15.2.A.5 states: “The addition of portable classrooms to an elementary, middle, or high school campus” shall be subject to a Minor Modification of a Conditional Use. The proposal is to place three portable structures at Greenway Elementary School. Therefore, this criterion is satisfied.

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

Response: All fees have been paid by the property owner. Therefore, this criterion is satisfied.

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

Response: The application has been deemed complete and has all applicable materials necessary to render an action on the proposed placement of temporary portable structures on the site. Therefore, this criterion is satisfied.

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.*

Response: BHS has been the subject of prior conditional use approvals. The school was constructed in 1979 with an addition of five more classrooms completed in 1987. Portable structures were placed on the side in 1992, 1995, and 1996. The portables were removed in approximately 2005. The 1987 land use approval place the capacity of the school at 539 students and 45 staff. The enrollment of Greenway ES in SY 2023-24 is 267 students. The enrollment at Raleigh Hills ES in SY 2023-24 is 271 students.

The enrollment at both schools has declined over the past five years. For Greenway ES, the average decline in enrollment has been 10 students each year. For Raleigh Hills ES, the decline in enrollment has averaged 18 students each year. If the two schools were consolidated in SY 23-24, the total enrollment will be below the capacity authorized in 1987. The District’s enrollment forecast completed in September 2023 does not see a change in the enrollment trends for either school in the next two school years when the two schools will be collocated at Greenway ES.

Currently, there are 39 staff at Greenway and 30 staff at Raleigh Hills. If all of the current staffing occupies Greenway ES, the staffing capacity designated in the prior land use approval will be exceeded by 24 staff. Assuming all staff will be present for the next two school years, the additional staff will add approximately 92 daily vehicle trips to the local street system while school is in session. The District proposes that this is a de minimus impact to the street system and does not make the use of the site inconsistent with the prior land use approvals. Based on current staffing projections for School Year 2024-25, the total staffing is anticipated to be 61 which would exceed the staffing capacity by 16 staff thus further reducing the potential impact to the street network.

Therefore, this criterion is met.

5. *The proposal will not remove or modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6. of the Development Code.*

As noted above, the subject site has previously accommodated portable classroom structures placed on the site to accommodate students. The student enrollment will not exceed that which was established in 1987. The proposed development will not alter any other prior conditions of approval for Greenway ES. Therefore, this criterion is met.

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

Response: The District has filed a Design Review 3 land use application concurrently with the proposed Conditional Use application. All applications have been and will be filed in their proper sequence. Therefore, this criterion has been satisfied.

Section 40.20.15.3 Design Review Three

Pursuant to Subsection C., 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: Section 40.20.15.3.A.9 states: “A project meeting the Design Review Two thresholds which does not meet an applicable design standard.” shall be subject to a Design Review Three application process. The proposal is to place three portable structures at Greenway Elementary School which will not meet all of the applicable design review standards. Therefore, this criterion is satisfied.

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

Response: All required 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 #9. Therefore, this criterion is not applicable.

4. *For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35. through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist:*

Response: The proposed development is not an addition or modification to an existing structure. The proposal is adding temporary portable structures on an existing grass area. 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 will involve a minor amount of grading to create a new parking lot east of the existing parking lot. The amount of grade change is approximately one foot as illustrated in the attached plan set. 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 does not apply.

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).*

Response: The applicant is electing to have the decision making authority to review the proposed development using the applicable Design Guidelines as identified in approval criterion #8 below. Therefore, this criterion is not applicable.

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 proposal meets Threshold number 9 in that the proposal meets the thresholds for a Design Review 2 application; however, the proposal cannot fully comply with the applicable design standards. Therefore, the proposal will, to the extent possible, demonstrate compliance with the applicable Design Guidelines as specified in the Chapter 60 table, below. It must be noted that the Beaverton Design Standards and Guidelines have been written to address new, permanent development. The proposed project is a temporary development of pre-fabricated movable structures and the construction of a new parking lot. The Beaverton Development Code does not distinguish between temporary structures and permanent structures. The project proponent does not object to processing a Design Review 3 application, but wishes to observe that the “new development”, including the new parking, will be removed from the site in Summer 2026.

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 are included in proper sequence. The criterion is met.

CHAPTER 60 – SPECIAL REQUIREMENTS

60.05 Design Review Principles, Standards and Guidelines

Code Criteria	Response
<p>60.05.35. Building Design and Orientation Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</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>The temporary portable structures are prefabricated with T-111 siding, windows, and two doors to access the classrooms. The articulation in the elevations are the windows and doors. The proposed location of the portable structure closest to a public pedestrian route adjacent to SW Greenway is approximately 250 feet distant. The view of the portable structures from passing vehicles will be screened by existing vegetation.</p> <p>There will be varying distances between each of the portable structures to facilitate pedestrian access to the temporary classrooms.</p> <p>Given the distance of the structures from public view and their temporary placement on the site, the project proponent suggests that this guideline 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>The building elevations feature various vertical elements including stairs, stair screens, railings, and windows. Existing mature landscaping located along SW Greenway will largely obscure the elevations from SW Greenway.</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>The proposed temporary structures are clustered to maximize the efficiency of the pedestrian circulation to the temporary classrooms. There will be a safe and efficient pedestrian circulation between all of the temporary structures. Pedestrians connection to the permanent structure will be direct and efficient for students and staff.</p> <p>Therefore, this guideline is met.</p>

Code Criteria	Response
<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>As stated above, the proposed temporary portable structures are approximately 250 feet from the adjacent street, SW Greenway. This guideline is not applicable.</p>
<p><i>2. Roof forms</i></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>The roofs of the temporary portable structures are sloped. The placement of the portables on the site will be approximately 250 feet distant from the closest street. Roof forms will be difficult to distinguish from distance. The slope of the roof is approximately 1':4'. Therefore, this guideline is met.</p>
<p><i>3. Primary Building entrances</i></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, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)</i></p>	<p>There will be separate entrances to each of the temporary portable structures. The purpose of the temporary portable structures is to allow students and staff to have classroom space. There is not frequent moving of pedestrians between the structures and access to the structures are not available to the public. The intent of the guideline is to address building design for primary building entrances. The portable structure entrances are not the primary entrance to Greenway ES and are incidental uses as they are in other locations within the City of Beaverton. Furthermore, the buildings will be on site temporarily and will be removed in August 2026. Therefore, this guideline is not applicable.</p>
<p><i>4. Exterior building materials.</i></p>	

Code Criteria	Response
<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>The proposed portable structures are to be on site temporarily. The exterior building siding is T-111 which is a wood product of sufficient quality to maintain durability while the temporary structures are on site. Metal framed windows exist on the longer elevations of the portable structures which will allow views to interior activity.</p> <p>Therefore, this guideline is met.</p>
<p><i>5. Screening of equipment. All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)nt.</i></p>	<p>Mechanical units are located on one of the “end” elevations of the portable structures. To the extent possible, the ends of the structures with the mechanical equipment will be placed to the interior of the site facing the school building. The site has existing mature landscape and street trees which will assist with the screening of mechanical equipment if the equipment is on the north side of the portable structures.</p> <p>Therefore, this guideline is met.</p>
<p>60.05.40. Circulation and Parking Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</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>Greenway ES has pedestrian connections to SW Downing Drive and SW Settler Way. The proposed placement of the temporary portable structures and parking area will not have an adverse impact the existing pedestrian system on the Greenway ES site. The portable structures will connect with the existing pathway system on site.</p> <p>Therefore, this guideline is met.</p>

Code Criteria	Response
<i>3. Pedestrian circulation.</i>	
<i>A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)</i>	<p>The temporary portable structures will be connected with one another by elevated walkways. The cluster of portables structures will be connected to the existing pedestrian system of Greenway ES via existing access points. The temporary parking area will also have pedestrian access.</p> <p>Therefore, this guideline is met.</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>The pedestrian features of the portable structures will be connected with the existing pedestrian infrastructure of the immediate area.</p> <p>Therefore, this guideline is met.</p>
<i>C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)</i>	<p>The temporary classroom entrances will be connected with the pedestrian system in the area and an entrance to Greenway ES.</p> <p>Therefore, this guideline is met.</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>The pedestrian connects are designed to be suitable for frequent pedestrian use during the school day. The cluster of temporary portable structures will operate in conjunction with Greenway ES classrooms and support program locations.</p> <p>Therefore, this guideline is met.</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>The elevated pedestrian, platforms, ramps, and stairs will be constructed of metal and all ground level pedestrian routes will be existing paved areas.</p> <p>Therefore, this guideline is met.</p>
<i>5. Parking area landscaping.</i>	
<i>A. 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>The proposed parking lot will be approximately 6,000 square feet in size for 22 parking spaces. The existing trees will remain to provide screening and shade. The parking lot will be removed in summer 2026 which would remove any trees that are planted</p>

Code Criteria	Response
	in landscape islands. The guideline is being met by the existing tree canopy.
60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.	
3. Minimum landscaping for Conditional Uses in Residential zones	
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)	<p>There is existing mature landscaping along the north, west, east and south property lines, within the existing parking area, and along the SW Downing Drive frontage. The existing landscaping and fencing will largely obstruct the view of the proposed temporary portable structures from the street and neighboring properties. The new temporary parking area will be adjacent to existing mature trees.</p> <p>Therefore, this guideline is met.</p>
C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)	<p>Plantings within the stormwater treatment areas will meet City and Clean Water Services.</p> <p>Therefore, this guideline is met.</p>
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)	<p>Existing trees and plants are included in the site design and will not be adversely impact by the placement of the temporary portable structures and temporary parking lot on the site.</p> <p>Therefore, this guideline is met.</p>
E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)	<p>Plantings within the stormwater treatment areas will meet City and Clean Water Services.</p> <p>Therefore, this guideline is met.</p>
7. Fences and walls.	
A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9) [ORD 4576; January 2012]	<p>No new fencing is proposed.</p> <p>Therefore, this guideline is not applicable.</p>

Code Criteria	Response
<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)</i></p>	<p>No new fencing is proposed. Therefore, this guideline is not applicable.</p>
<p><i>8. Changes to existing on-site surface contours at residential property lines.</i></p>	
<p><i>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>The proposed grading to accommodate the temporary parking lot and the associated stormwater facility will be at least five feet from the abutting property lines. The grading will comply with City standards. Therefore, the guideline is met.</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>Fencing and landscaping exist along the property lines between the school and residential properties. Additional screening will not meaningfully alter the existing buffer between the uses. Therefore, this guideline is not applicable.</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>Detrimental impacts are not expected as a result of this Conditional Use, particularly because the site already operates as a school. The location of the proposed portable structures is located on the north side of the existing school and away from neighboring residential properties. Therefore, the 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</i></p>	<p>As noted above, the proposed project is not creating a conflict with the existing area or neighborhood. The existing mature landscaping and fencing will provide</p>

Code Criteria	Response
<p><i>complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)</i></p>	<p>some concealment and not adversely impact the character of the surrounding uses in the area.</p> <p>Therefore, the 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>The proposed development is subject to design guidelines, not standards.</p> <p>Therefore, this guideline does not apply.</p>
<p>60.05.50. Lighting Design Guidelines.</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>New lighting is being placed on site to illuminate pedestrian areas and promote the safety of pedestrians on site. Together the new and existing exterior lighting will provide sufficient illumination to navigate safely to and between the temporary portable structures and the temporary parking lot.</p> <p>Therefore, this guideline is met.</p>
<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>Existing exterior lighting and new lighting will provide sufficient illumination to navigate safely to and between the temporary portable structures.</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>Interior lighting is designed to be aimed at the interior and not exterior spaces. Thus, only ambient interior light will be seen from the outside. The portable structures will be used as classrooms during the day so any interior light visible during hours of darkness will be incidental. The new exterior “porch” lighting at the doors of the portables will be interior to the site and will be obstructed by the structures so that neighboring properties will not be able to see the new lighting.</p>

Code Criteria	Response
	Therefore, this guideline is met.
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]	See responses below.

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

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

<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>>90</i>	<i><90</i>	<i>>90</i>	<i><90</i>		
						<i>Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas:</i> <ul style="list-style-type: none"> ● <i>20 feet above building finished grade.</i>

Response: There proposed lighting plan illustrates how the Code specified standards will be satisfied. There will not be any illumination of lighting at the property lines.

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 required buffering. No exterior neon lights are proposed. Therefore, this standard is met.

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.

Response: As noted in the pre-application conference notes dated April 12, 2023, staff noted Section 60.30 as being applicable to the proposed project. However, the notes also state under item 5 “Required Parking” that “. . . the entirety of the Greenway Elementary School campus is no longer required to provide the minimum number of motor vehicle spaces”. The District has determined that for a limited duration of time, there will be a need to add approximately 17 additional spaces at the school site while there are two elementary schools at Greenway Elementary School. The parking will be removed from the site one the Raleigh Hills Elementary School staff return to their school in summer 2026. The maximum parking of 1.5 spaces per staff FTE equates to approximately 90 spaces. The proposed parking will total 85 spaces including ADA parking.

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 elementary schools. The District currently provides bicycle parking on the site. The project will not increase the capacity of students and will not necessitate the increase in bicycle parking spaces. Therefore, this standard is not applicable to this application proposal.

60.40 Sign Regulations

Section 60.40.05. Purpose: The general purpose of this Chapter is to implement the Beaverton Comprehensive Plan, to protect the health, safety, property, and welfare of the public, and to ensure compliance with State and Federal constitutional protections to freedom of speech. To achieve these purposes, the text of this Chapter is to establish a regulatory framework for signs

Response: As noted in the pre-application conference notes dated April 12, 2023, staff noted Section 60.40 as being applicable to the proposed project. However, the project proposal does not include any signage. Therefore, this standard is not applicable.

60.50 Special Use Regulations

City of Beaverton staff noted in the pre-application notes dated April 12, 2023 that Section 60.50. Special Use Regulations would be applicable to the proposed project. The District has reviewed all sections within the Special Use Regulations and believe the only applicable section is as follows:

60.50.05 Accessory Use and Structures.

1. Structures or uses incidental and subordinate to the uses allowed as Permitted and Conditional Uses in any zone are allowed as accessory uses and structures subject to the provisions of this section.

2. All accessory buildings must comply with the following provisions:

A. Size. For lots ten thousand (10,000) square feet or less, the combined footprint of all accessory structures may not exceed five hundred (500) square feet. For lots greater than ten thousand (10,000) square feet, the combined footprint may not exceed seven hundred (700) square feet. However, regardless of size, the lot coverage by all accessory structures shall be no more than twenty five (25) percent of a rear yard area. Community buildings associated with cottage cluster developments are exempt from these size limitations;

B. Height. Accessory structures shall not exceed one story and shall be no greater than fifteen (15) feet in height. Community buildings associated with cottage cluster developments are exempt from this height limitation, and are instead subject to height limits in Section 20.05.15.G.;

C. They shall not be allowed in a required front yard, unless indicated in Section 60.50.05.3.;

D. They shall not be located within six (6) feet of the main building for residential lots. Required separation distances for commercial and industrial zoned lots shall be determined by the applicable Building Code;

E. Setbacks. A structure with a height of eight feet or less shall be located no closer than three (3) feet to any lot line nor built over an easement. For each foot of height, or fraction thereof, in excess of eight feet, the accessory structure shall be set back one additional foot from all lot lines;

F. They shall cause no encroachment upon or interference with the use of any adjoining property or public right-of-way;

G. Attached accessory structures. When an accessory structure is attached to the main structure, such accessory structure shall be considered as part of the main structure. Attached means wall-to-wall or any permanent attachment, as determined by the Director;

H. They shall be built in accordance with the applicable building codes and as determined by the Building Official.

Response: The proposed temporary portable structures are subordinate to the conditionally permitted Greenway ES. The structures are less than 14 feet tall, are not located in any required setback, do not encroach in any right-of-way, and will be placed in accordance with all applicable building code(s). 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.

1. Engineer Certification. The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.

2. Analysis Threshold.

A. Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. [ORD 4706; May 2017]

B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.

Response: A Traffic Impact Analysis is not required since less than 300 new trips are being generated by the proposed project. The attached traffic memorandum dated February 12, 2024 concludes that the proposed project will add 92 daily new vehicle trips to the local street system.

Therefore, this standard is met.

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.

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.

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.*

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.*

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.*

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

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 pre-application conference notes dated April 12, 2023, transportation staff note that *“Right-of-way dedication is not anticipated at this time.”* The proposal does not include any dedication or frontage improvement to the property. Therefore, this standard is not applicable.

10. Pedestrian Circulation.

B. Standards for Other Development.

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

2. *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.*

3. *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.*

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

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

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.

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: The proposed development provides required pedestrian connections and access requirements for students and staff who will use the portable structures. The public will not be allowed to use the site. Pedestrians will use existing pedestrian areas to access the portable structures. The structures will have elevated pedestrian decking for access. Walkways and entrances meet requirements of the ADA. Illumination will be provided for the pedestrian access to the portable classrooms and proposed parking lot. The attached lighting plan demonstrates the compliance with the lighting standards.

Therefore, these standards are 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: The location of the proposed portable structures is greater than 300 feet from a Tri-Met transit stop. Therefore, this standard does not apply.

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 where the portables and parking will be located. Therefore, this standard does not apply.

60.55.30 Minimum Street Widths

Minimum street widths are depicted in the Engineering Design Manual.

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.

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.

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.

Response: The proposal does not include any proposed modification to the City EDM standards. Therefore, these standards are not applicable.

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 proposal does not include any proposed modification to the existing access to the site. Therefore, this standard is not applicable.

The standards specified in Section 60.55.35.2. and 3.A.-C. are not applicable to the proposed portable structures.

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.

- 1. The proposal is located entirely within the existing public right-of-way, public access easement, or property owned by a public agency.*
- 2. 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.*
- 3. The proposal is not located within eight feet (8') of a point of ingress or egress of an existing structure.*
- 4. The proposal is not located within a vision clearance area for a street, driveway, or other facility where vehicles regularly travel.*
- 5. The proposal is not located within twelve feet (12') of a window display area.*
- 6. The proposal does not consist of solid panels other than what is required to post transit schedules.*

Response: The standards specified in Section 60.55.40. are not applicable to the proposed portable structures.

60.60 Tree and Vegetation

60.60.15. *Pruning, Removal, and Preservation Standards.*

2. *Removal and Preservation Standards.*

A. *All removal of Protected Trees shall be done in accordance with the standards set forth in this section.*

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

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

Response: As noted in the pre-application conference notes dated April 12, 2023, staff noted Section 60.60 as being applicable to the proposed project. The project proposal includes the removal of one tree. The tree does not appear in any City inventory and may be a landscape tree. The tree removal will be mitigated consistent with City standards based on DBH of the existing tree.

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.*

Response: Any new utilities will be undergrounded. Electric and communications connections will be located underground per BDC requirements. 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: District will obtain City approval for any surface mounted facilities. Therefore, this standard will be met.

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

Response: No new utility lines will be in the area of existing streets; therefore, this standard is not applicable.

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: No stubs for future service connections are necessary with this proposal. Therefore, this standard does not apply.

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.