



Polkinghorn Group Architects, Inc.

12/01/2023

City of Beaverton  
Community Development – Planning Department  
12725 SW Milkian Way  
Beaverton, OR, 97076

Re: Conditional Use – Written Statement  
Emler Swim School – Tanasbourne  
1225 NW Waterhouse Ave

Dear Sir/Miss:

This written statement is in regard to the proposed Emler Swim School project at the address mentioned above. We're seeking a conditional use approval as a "Commercial School" to be constructed within an Office-Industrial (OI) Zoning District.

**Description of the project:**

The project is a tenant-improvement renovation to a 7609 sf building which was formerly a restaurant, to become an indoor swimming lesson facility for children. The project includes the construction of an indoor pool where the lessons take place, a reception area, a staff office, a staff lounge, a dry storage, restrooms, a wet storage, changing areas, and a pool equipment room. All of the proposed work is to be done inside the building, with no changes to the exterior, landscaping, or parking. There is minor structural work related to shoring and existing column, and repouring the new column at a lower depth beneath the shell of the pool bottom. Existing primary building entrances are remaining as-is in their current location.

We believe the project will have a significant benefit to the area providing parents and families with a valuable resource for safety and training of young children in and around pools or other bodies of water. These lessons prepare children and babies invaluable life saving techniques that can be deployed when accidental or unsupervised exposure to water occurs at a young age.

**Hours of Operation:**

9:00a.m to 9:00p.m.

20 Employees at this locations

The maximum number of employees per shift would be 12.

This proposal conforms to the applicable chapters of the Beaverton Development Code and is evidenced by the responses below.

## **Chapter 20 – Land Use**

### **20.15.15 Site Development Standards**

A. Minimum Parcel Area – Office Industrial: None

Not Applicable

B. Residential Density – Office Industrial: N/A

N/A – no residential in this proposal

C. Floor Area Ratio – Office Industrial: N/A

Not Applicable

D. Lot Dimensions – Office Industrial: None

No changes to the lot in this proposal.

E. Minimum Yard Setbacks – Office Industrial

1. Any Yard Abutting a Residential Zone: 75’

2. Front: 35’

2. Side, abutting lot: 10’

3. Rear: None

No proposed additions or changes to existing structures on the site to impact setback requirements

F. Building Height – Office Industrial: 80’ Max

No proposed changes to existing building height.

G. Public Parks – Office Industrial: Exempt

Exempt

### **20.15.20 Land Uses**

Employment/Industrial – Category and Specific Use

20. Education

A. Commercial Schools; C: Conditional

Conditional use permit for Commercial School use is requested with this narrative.

### **20.15.30 Supplemental Development Requirements**

1. Off Street Parking and Loading. In addition to the provisions of Section [60.25](#) (Off-Street Loading) and Section [60.30](#) (Off-Street Parking), the following shall apply to all development in industrial zoning districts.

A. No parking shall be allowed within the first 20 feet of the front yard setback. Parking shall be permitted within side or rear yard setbacks; provided, however, when the side and/or rear yards abut a residentially developed property or developable property in a Residential zoning district there shall be no parking within the first 20 feet of the setback.

No proposed changes included to the existing sites parking.

B. In addition to the requirements of Section [60.25](#)., off-street loading shall not be permitted within side or rear yard setbacks abutting a residentially developed property or developable property in a Residential zoning district or within front yard setbacks abutting any residentially developed property or developable property in a Residential zoning district unless the setback is increased to 75 feet and the first 20 feet from the property line is landscaped or screened.

No off-street loading is being proposed.

2. *Adjacent Residential Zoning District(s). No service roads, spur trackage, hardstands, outside storage areas, etc. shall be permitted within required yards adjacent to Residential zoning district(s).*

**None of the above mentioned items are being included with this proposal.**

3. *Required Conditions. The following is required for development within the Office Industrial and Industrial zoning districts:*

A. *All business, service, repair, processing, storage or merchandise display shall be conducted wholly within an enclosed building unless screened by a sight-obscuring fence or wall, excluding outdoor seating, domestic violence shelters, emergency shelters, mass shelters, and vehicle camping. [ORD 4779; March 2020] [ORD 4838; March 2023]*

**All business, storage, or merchandise display is being conducted within the enclosed building. No activities are conducted as an exterior function.**

B. *Motor vehicle, boat, or trailer storage lots shall be drained and surfaced with crushed rock or pavement except in those portions of the lot maintained as landscaped areas.*

**Not Applicable**

C. *All materials, including wastes, shall be stored and all grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create health or fire hazards. All areas for storage of waste shall be fully screened.*

**The proposal included no new waste storage, and existing is already screened and located at the rear of the site.**

4. *Performance Standards.*

A. *Vibration. No vibration other than that caused by highway vehicles, trains and aircraft shall be permitted which is discernible without instruments at the property line of the use concerned.*

**None of the proposed equipment create discernable vibration at the property line.**

B. *Odors. The emission of odorous gasses or matter as to be readily detectable at any point beyond the property line is prohibited.*

**No odorous gasses or matter emitted by the proposed use are readily detectable beyond the property line**

C. *Heat and Glare. Except for exterior lighting, operations producing heat and glare shall be conducted entirely within an enclosed building.*

**All operations of the proposed use are conducted entirely within an enclosed building.**

D. *Administration and Enforcement. Prior to the City taking any action on a Type 1, Type 2, or Type 3 application or the issuance of an occupancy permit, information sufficient to determine the degree of compliance with the standards in this subsection shall be furnished by the applicant. Such request may include continuous records of operations, for periodic checks to assure maintenance of standards, or for special surveys.*

We can provide as required.

**Chapter 30 – Nonconforming Uses**

Proposal is not subject to compliance with this chapter, per pre-application conference notes and memorandum.

**Chapter 40 – Applications**

***40.03. Facilities Review Committee***

*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.*

Existing critical facilities have adequate capacity to serve the proposed development at the time of its completion.

Public Water: As demonstrated by the attached service provider letter, the City of Beaverton through Tualatin Valley Water District’s system provides service to the subject property via a waterline located in SW Division Street. The applicant believes this line is adequately sized and has enough capacity to serve the proposed development based on the criteria provided to City of Beaverton as TVWD stating our load requirements.

Sanitary Sewer: Sanitary sewer service to the subject property is provided by the City of Beaverton via an eight-inch line located at the NW end of the property, our building is the only structure served directly by this 8” line and based on the drainage fixture units of the proposed project is adequate to serve our proposed use.

Stormwater Systems: There are no changes to the exterior of the building or the site to affect stormwater run-off.

Transportation: BDC 60.55.20.2.A requires a traffic impact analysis if the proposed development will generate 300 vehicles or more per day in average weekday trips. Per the attached trip generation report the proposed development will produce 520 **fewer** trips than the previous establishment and a traffic impact analysis will not be required.

Fire Protection:

The proposal does not include and site work and/or building additions, and per the Pre-Application notes a SPL from TVF&R to address fire code issues related to the development is not required. Existing fire service is adequate for the building our proposal only included modification to the location and quantities of existing sprinkler heads and branch lines.

*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.*

Essential facilities defined as “schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way” by BDC Chapter 90. A review of each of these facilities is as follows:

Schools: The proposal does not include new, existing, or additional dwelling units and will have no impact on the capacity of nearby schools”

Transit Improvements: The proposal does not include direct access to public transit, however there is a TriMet bus route near the proposed development at NW Cornell & Bethany Ct which is approximately .4 miles from the property. Another stop is located at NW Cornell and 158<sup>th</sup> which is .2 miles away and a third stop is located at NW 158<sup>th</sup> and Greenbrier Pkwy which is also .2 miles away. There for adequate existing transit is available adjacent to the property.

Police Services: City of Beaverton Police Department serves and will continue to serve the property. Therefore, adequate access to police services is provided.

Pedestrian and Bicycle Facilities: Per the transportation response of the Pre-Application Conference, bicycle and pedestrian circulation requirements do not apply. However, the proposed development is required and will provide 2 short-term bicycle parking spaces and 2 long-term bicycle parking spaces due to the proposed change in use and as detailed in Table BDC 60.30.10.5.B. These are shown and detailed on the attached site plan.

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

*This development requires one conditional use permit, see Chapter 20 responses precluding this Chapter within this Narrative.*

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

*Following responses to this Chapter, see responses to all requirements of Chapter 60 as applicable per the Pre-Application Conference Notes.*

*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.*

All existing structures and site features on the property will be maintained by the Owner's maintenance team. No new site features or elements are included in this proposal.

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

Existing pedestrian walkways are provided on site from parking areas to main entrances. Existing parking areas on site have been retained. Per the transportation response of the Pre-Application Conference, bicycle and pedestrian circulation requirements do not apply to this proposal.

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

Existing drive aisle connections into parking areas, and pedestrian walkways are safe, efficient, and direct. Per the Transportation response of the Pre-Application Conference, the proposed development doesn't impact the requirement for an accessway.

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

N/A - no new structures or public facilities are being proposed for the site.

*I. Structures and public facilities serving the development 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.*

N/A – no off-site structures or public facilities are included in this proposal.

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

No new grading or site modification is included in this proposal.

*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.*

No new site development is included with this proposal, and the interior construction will meet ADA requirements.

*L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]*

Applications signed by the owner, this written narrative, neighborhood meeting requirements, pre-app conference notes, and other required documentation will be submitted with this application.

An applicant for a Conditional Use shall address compliance with all of the following Approval Criteria as specified in 40.15.15.3.C.1-6 of the Development Code:

1. *The proposal satisfies the threshold requirements for a Conditional Use application.*  
The proposed use (Commercial School) is conditionally permitted in the underlying zoning district (Office-Industrial) and a prior Conditional Use approval for the proposed use is not already in effect.
2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*  
City application fees will be submitted with this application as required.
3. *The proposal will comply with the applicable policies of the Comprehensive Plan.*  
The applicable Comprehensive Plan policies being addressed by this proposal are as follows:

*Goal 3.9.1: Successful employment lands*

- a) *Emphasize and prioritize employment and industrial uses – ensure that other uses allowed within these plan designations support and do not detract from the desirability of these areas for employment and industrial uses.*

The proposed Swim School will provide employment opportunities to the site that come in a variety of positions and skill sets. There will be a need for not only swim instructors, but managers, and directors, and well as maintenance and cleaning staff members. Their current swim schools often employ a wide range of ages and demographics. This goal is satisfied.

- b) *Encourage design features and other measures that increase the availability and desirability of non-auto transportation options for employees and visitors.*

No changes are proposed to the existing building exterior. Bicycle parking will be added to the site to bring the site into current code conformance for bicycle parking. There is an existing sidewalk along the site's frontage of NW Waterhouse Avenue. The addition of bicycle parking will increase the availability and desirability of non-auto transportation options for employees and visitors. This goal is satisfied.

- c.) *Provide employment land suitable to meet long-term and short-term employment growth forecasts, including encouraging increased employment densities and the reuse of underutilized employment land.*

The proposal is for a new use to the existing facility on site. The new use of a swim school will provide an abundance of long-term and short-term employment to the community. Many of the existing swim schools have employees that have been with the company for decades, or transitioned to a variety of positions within the company. The existing swim school locations have offered positions for seasonal employment as well as long-term employment. This goal is satisfied.

*Goal 3.9.1: Successful employment lands*

- a) *Provide for a mix of office, industrial and other employment space and complementary uses such as retail, restaurants, hotels, and services to meet the needs of businesses and employees.*

The proposal is for a commercial school conditional use an existing building that was previously a restaurant. No new buildings are being proposed, or changes to the site. The proposed new use on the site would serve the community to provide Swim Lessons and

water safety courses for children. The proposal satisfies the need of providing complementary uses to the employment and industrial spaces.

- b) *Limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses and employees of the Employment Areas.*

There is no proposed new or expanded commercial retail use on the site. This goal is not applicable.

- c) *Require new development and significant redevelopment projects to support walking and biking through measures such as:*
  - i. *Providing covered and/or indoor bicycle parking available to employees and visitors*
  - ii. *Providing safe and direct pedestrian connections to any nearby streets, transit stops or stations, multi-use or pedestrian trails and retail areas*
  - iii. *Providing preferential parking for carpools and vanpools*

The proposed conditional use does not include new development or a significant redevelopment of the site. This goal is not applicable.

- d) *Encourage other measures to reduce driving alone by employees, such as:*
  - i. *Providing shuttle service to nearby light rail stations*
  - ii. *Providing lockers and shower facilities on-site*
  - iii. *Providing secure bike storage for employees*
  - iv. *Offering employees incentives not to drive to work*

*Bicycle parking will be provided if the conditional use application is approved. There is no existing bicycle parking on the site. Short term bicycle parking will be provided via uncovered bike racks outside of the main entry. Long term covered bicycle parking will be provided outside of the main entry under the entry canopy. The site also has 2 existing bicycle parking spaces in addition to the new ones being provided, which are to remain. This goal is satisfied.*

*Goal 8.4.1 Noise: Create and protect a healthy acoustical environment within the City.*

The proposed swim school will operate on the interior of the building only, and is the only building located on the site. The swim school will operate during normal business hours and no activities or business will be conducted during after-hour time periods. This goal is satisfied.

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

The proposal is an interior tenant improvement, and is not proposing any modifications or additions to the existing site.

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

The functional characteristics of the proposal can be assumed reasonably compatible as there is no modifications to the existing site, parking, landscaping, or surrounding areas.

The use will operate during normal business hours and no activities will occur between the hours of 10:00PM and 7:00AM. The existing building and site provides more than enough



parking to meeting minimum parking requirements. No increase in trip generation is being caused by the proposed use.

6. *The proposed residential use located in the floodway fringe meets the requirements in Section 60.10.25.*

No residential use is being proposed with this development.

7. *For parcel(s) designated Interim Washington County, the proposed use, identified in the land use designation previously held for the subject parcel(s), meets the use requirements identified in Washington County's Development Code.*

The proposed development is not within the designated Interim Washington County.

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

Required documents are submitted with this application.

## **Chapter 60 (Special Requirements)**

### **60.55 Transportation Facilities**

#### **60.55.10 General Provisions**

1. *For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.*

Per the attached trip generation memo provided by a registered traffic engineer, the proposed development does not meet the thresholds that require a Traffic Impact Analysis or Traffic Management Plan.

#### **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.*

No new streets or pedestrian connections are proposed. Per the transportation response of the Pre-Application Conference, bicycle and pedestrian circulation requirements do not apply. However, the proposed development is required and will provide 2 short-term bicycle parking spaces and 2 long-term bicycle parking spaces due to the proposed change in use and as detailed in Table BDC 60.30.10.5.B. These are shown and detailed on the attached site plan.

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.*

Per the Transportation Response of the Pre-Application Conference notes, property dedication for public right of way purposes are not anticipated. No proposed changes to public right of way are included in this proposal.

*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.*

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

*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.*

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

*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.*

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

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

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

*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.*

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

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

**No new streets or pedestrian connections are proposed, no existing streets or pedestrian connections are impacted by the proposed development.**

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

*An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.*  
**The proposed development doesn't impact the requirement for an accessway.**

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.*

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by the development.**

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.*

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by 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.*

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by the development.**

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

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by the development.**

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.*

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by the development.**

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*

**Existing walkways are unmodified as part of the proposed development. No new walkways are being proposed by the development.**

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.*

**No new walkways are being proposed by the development.**

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:*

**N/A - Site is not located within 200 or 300 feet of a Major Transit Stop.**

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.*

**No new bicycle and pedestrian connections are included with this proposed development.**

13. *New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.*

**N/A - no new bicycle and pedestrian connections are proposed along rear lot lines.**

### **60.55.30 Minimum Street Widths**

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.*

**No modifications to the widths of features relating to the movement of vehicles are requested.**

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.*

**No modifications to the site are being requested with this proposal.**

*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.*

**No modifications to the site are being requested with this proposal.**

### **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.*

**No new proposed streets or accessways provided in the development.**

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

**N/A – No dwelling units are proposed on site.**

*3. Intersection Standards.*

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

**N/A – no new intersections are proposed.**

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

**N/A – no new intersections are proposed.**

*C. Driveways.*

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

**No new driveways being provide in proposed development.**

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

**N/A – No shared driveway access on site.**

*3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or*

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*an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision-making authority may approve access from a detached dwelling to an Arterial or Collector.*

**N/A – No detached dwellings on site.**

**60.55.40 Transit Facilities**

The property in this proposal does not include direct access to public transit, however there is a TriMet bus route near the proposed development at NW Cornell & Bethany Ct which is approximately .4 miles from the property. Another stop is located at NW Cornell and 158<sup>th</sup> which is .2 miles away and a third stop is located at NW 158<sup>th</sup> and Greenbrier Pkwy which is also .2 miles away. There for adequate existing transit is available adjacent to the property.

**60.67 Significant Natural Resources**

**60.67.05 Local Wetland Inventory**

No LWI DSL Wetland exists on the site. Per the attached pre-screening letter from CWS, the proposed activity does not meet the definite of development and no site assessment or service provider letter is required.

**60.67.05 Significant Riparian Corridors**

No Significant Riparian Corridors exist within the lot lines of the proposed development.

Per the attached pre-screening letter from CWS, the proposed activity does not meet the definite of development and no site assessment or service provider letter is required.

Thank you for your consideration to this proposal, let us know if you have any questions.



Lindsay J. Works, AIA  
Project Principal

Chris Park  
Property Owner