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Planning Division  
06/02/2021



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# **Vose Elementary School Classroom Additions**

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***Design Review Two***

***Major Modification of a Conditional Use***

Prepared by Angelo Planning Group  
Submitted to City of Beaverton  
Community Development Department, Current Planning  
March 2021





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**LIST OF EXHIBITS**

**Exhibit A: Plan Set (provided under separate cover)**

Sheet L2.0-L2.4	Existing Conditions
Sheet AS1.1	Site Plan
Sheet A4.1	Elevations
Sheet E9.2	Lighting Plans
Sheet L2.1	Landscape Plans

**Exhibit B: Pre-Application Summary Notes**

**Exhibit C: Clean Water Services Service Provider Letter**

**Exhibit D: Tualatin Valley Fire & Rescue Service Provider Letter**

**Exhibit E: City of Beaverton Water District Service Provider Letter**

**Exhibit F: Lighting Cut Sheets**

**Exhibit G: Neighborhood Meeting Documentation**

## I. Proposal Summary Information

**File No:**

**Applicant:**

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**Request:**

Design Review Two  
Major Modification of a Conditional Use

**Location:**

Vose Elementary School  
11350 SW Denney Rd  
Beaverton, 97008

**Legal Description:**

1S1 22DB

**Zoning Designation:**

R7 - Residential Standard Density

**Site Size:**

8.83 acres

## II. Project Team

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### III. Project Introduction

#### A. Project Description and Existing Conditions

Vose Elementary School (Vose ES) is located at 11350 SW Denney Road in the Vose neighborhood (Figure 1: Location Map). Enrollment at Vose ES as of September 21, 2020 is 684 students. Enrollment at Vose ES is not projected to increase in upcoming years. Vose ES was rebuilt in 2016/2017 as a part of the 2014 School Bond program. The rebuild project was approved by the Beaverton Planning Commission in January 2016 (CU2015-0011 / DR2015-0120). The Vose replacement project included the demolition of the existing Vose ES and construction of the replacement school. Vose ES was designed with a capacity of 750 students based on 30 students per classroom and opened in September 2017. The design of the replacement school was based on the District's Staffing Allocation Methodology (SAM) in place at the time of construction (2016/17) and allocated bond resources for project completion. With a recent update of the SAM and additional resources from the Student Success Act (SSA), an increase in staffing for higher-poverty schools to achieve a reduction in class size is now possible. This opportunity to increase staffing and reduce class size has precipitated the need for additional classroom space.

The proposed Vose ES project includes the addition of four new permanent classrooms and one renovated classroom (existing space) to support the increase in staffing and achieve a reduction of class size. The scope of the proposed project will only add new interior floor area below an existing covered area. See Figure 2 and Figure 3 for the existing and proposed site plans. Other improvements include site improvements around the building addition, including pedestrian walkways, relocating the existing garden beds and bike racks, and exterior lighting around the building addition.

The 2016 land use approval for the rebuild of Vose ES included approval for:

- 750 students
- 77 full-time staff
- 49 staff parking spaces, 54 parent/staff parking spaces (total of 103 parking spaces)<sup>1</sup>
- 83,000SF

The current project that is the subject of this application includes the addition of five new classrooms to building. No increase in the school's 750 student capacity is proposed with this improvement. The four new classrooms will add 4,950 square feet, raising the overall school size to 87,950 sf. The four new classrooms and one renovated classroom will add the ability to provide up to five new teachers to the school, bringing the staffing potential total to 82 staff. This will raise the minimum vehicle parking requirement to 82 spaces, well within the number of parking spaces currently provided at the school (103 spaces). No changes to the parking area, access to the site or circulation patterns are proposed as a part of this project.

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<sup>1</sup> The minimum required number of parking spaces at Vose ES was 77 spaces and the maximum allowed 116 spaces.

The improvements that are the subject of this application are limited to the new classrooms. There are no significant alterations to the site proposed as a part of this application. The existing raised garden beds located in the vicinity of the new classrooms will be relocated and an existing pedestrian path will be extended to provide continued pedestrian connectivity on the site. Other than these two items, no other site improvements (nor alterations to the 2016 land use approval) will be made.

Figure 1. Location Map

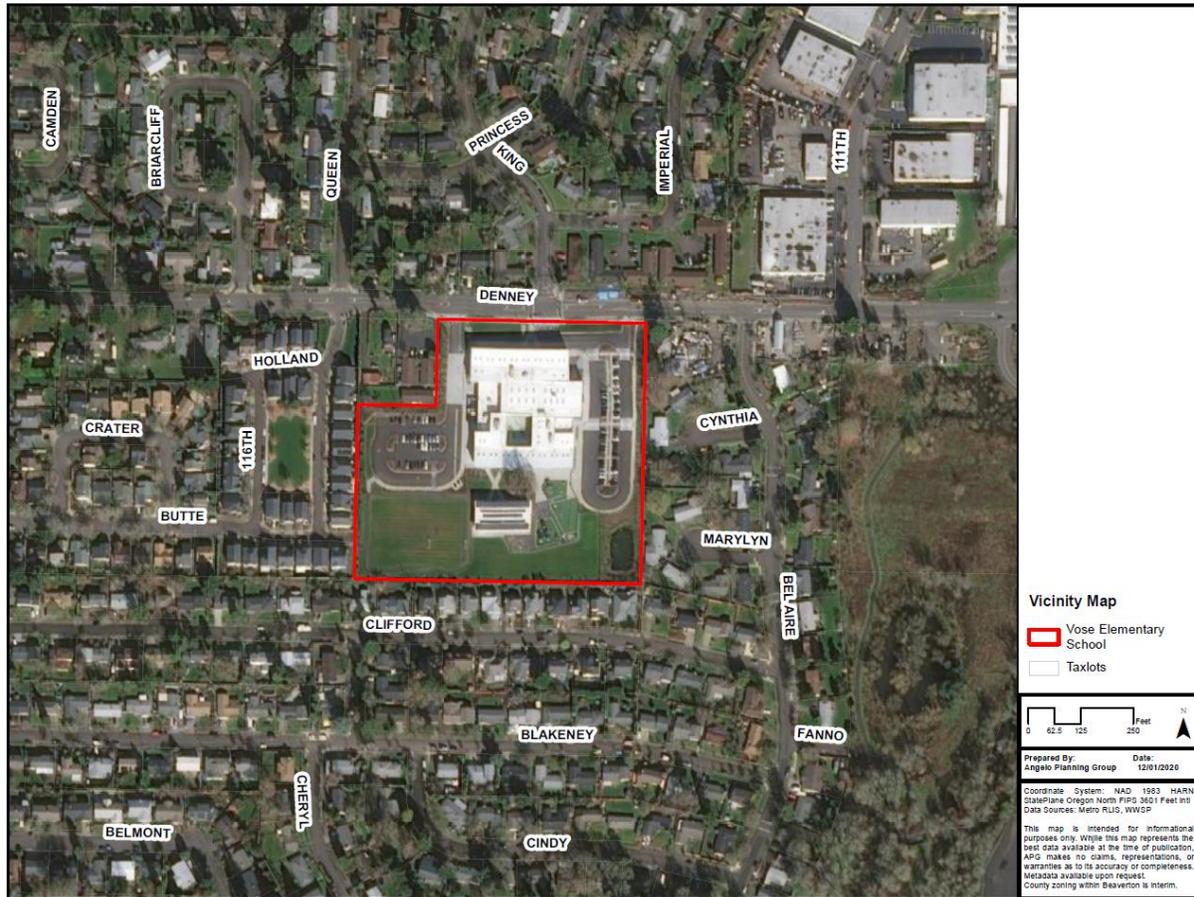


Figure 2. Existing Site Plan (2015/16 application)

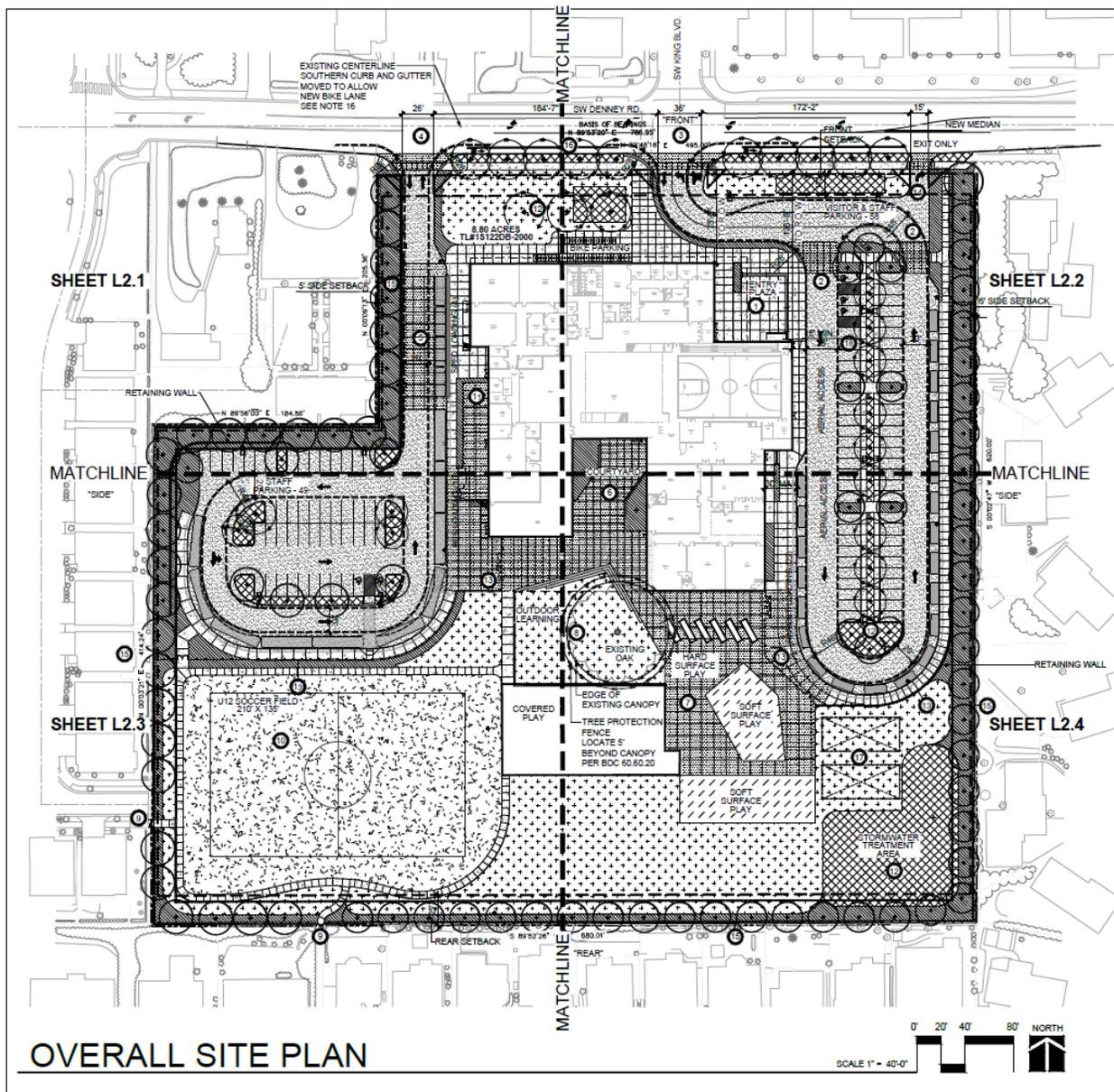
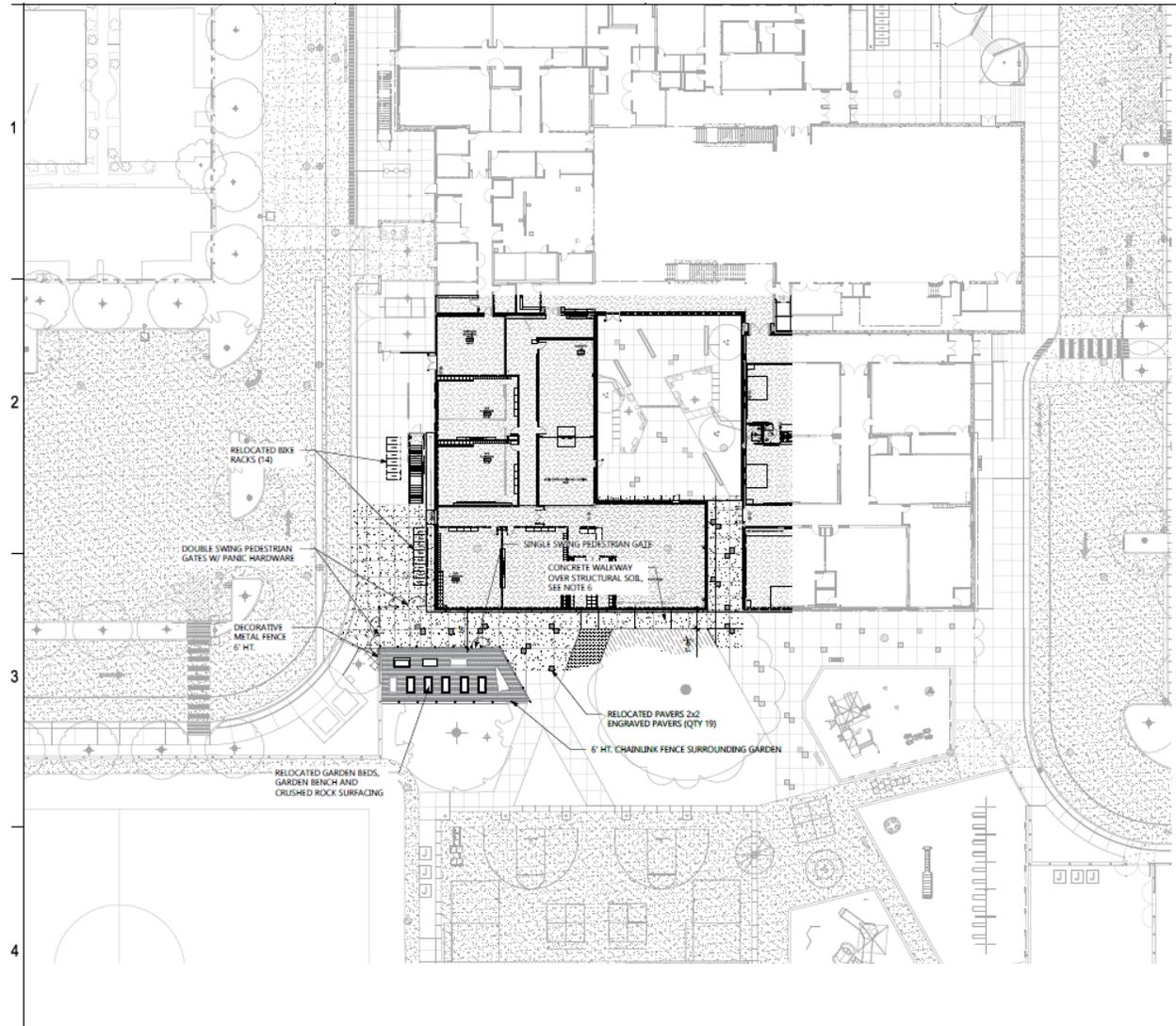


Figure 3. Aerial of Proposed Improvement Location



Figure 4. Proposed Floor Plan



## B. Site Context

Vose Elementary School is located in a Residential Standard Density (R7) zoning district (Figure 5). The school building is located on the northern side of the parcel, with parking on the northeast and northwest portions of the site and athletic fields to the south. North and east of the site are areas zoned Residential Standard Density (R7). South and west of the school are residential neighborhoods zoned R5. Transit service near the site includes TriMet line 78 on SW Denney Road.

## C. Requested Approvals

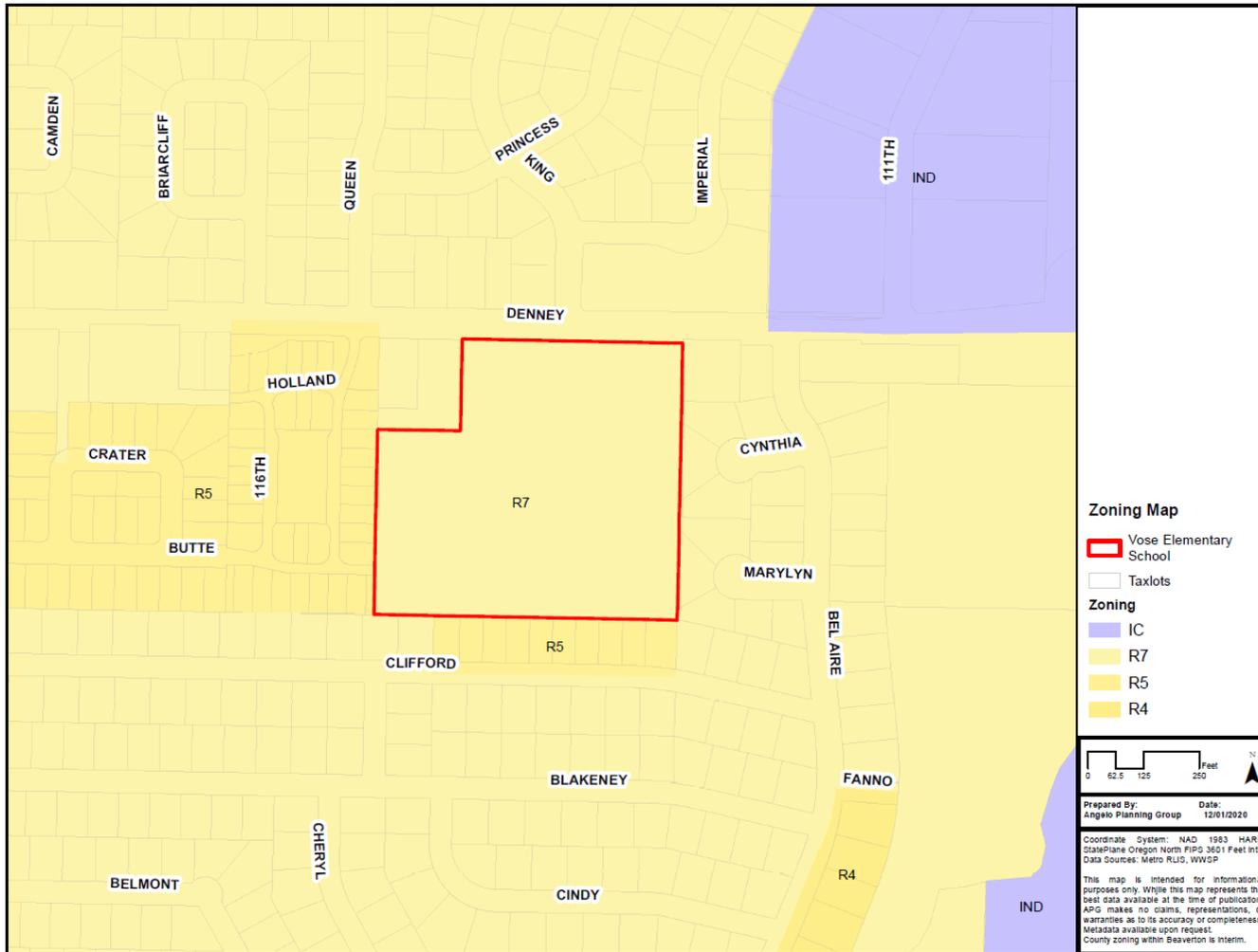
The District is requesting the following approvals to receive the necessary land use permits to construct the addition and renovations to the school:

- **Design Review Two.** The project meets the threshold #5 for Design Review Two because it includes building additions in a residential zone that are less than 25% of the existing floor area or a maximum 30,000 square feet.
- **Major Modification of a Conditional Use.** The project meets the threshold #1 for a Major Modification of a Conditional Use because it includes building additions that are more than 1,000 square feet.

The above applications are being submitted with this application package and the District understands that they will be reviewed concurrently through a Type 3 review process. This narrative contains written responses to all applicable standards, requirements, and approval criteria for each application. Applicable provisions were identified during the Pre-Application Conference with City staff on December 2, 2020.

A Neighborhood Meeting was held with as a part of the January 28, 2021 Vose NAC meeting. Documentation of the meeting is included with this application in Exhibit G.

Figure 5. Zoning Map



## IV. Conformance with City of Beaverton Development Code

This section of the application contains responses that demonstrate how the proposed project conforms to the City of Beaverton Development Code (BDC). Only code text that contains applicable approval criteria or otherwise requires a response related to the requested land use actions have been included.

### A. Chapter 20 – Land Uses

The site is zoned R-7 Residential Standard Density. Per Table 20.05.20. Educational institutions are allowed as a Conditional Use in the R7 zone. The school is permitted under an existing Conditional Use approval (see City of Beaverton file CU2015-0011 / DR2015-0120). This application is a Major Modification to the Conditional Use approval.

Table 2 demonstrates that the addition and renovations conform to the applicable site development standards in the R7 zone. The school is not located on a Major Pedestrian Route.

Table 2. Site Development Standards

Standard	R7 Zone	Response
A. Minimum Land Area	7,000 sq. ft.	The site is approximately 1,408,294 sq. ft.
C. Lot Dimensions	Min. width: 65 Min. depth: 75	The lot is approximately 740 feet wide and 1,400 feet deep.
F. Minimum Yard Setbacks		
Front	17 feet	As shown on the Site Plan (Sheet AS1.1, Exhibit A), the building addition will be at least 50 feet from the front property line at its closest point.
Side	5 feet	As shown on the Site Plan (Sheet AS1.1, Exhibit A), all structures on the site are at least 5 feet from side property lines, 25 feet from rear property lines.
Rear	25 feet	
H. Maximum Building Height	35 feet	As shown on the Elevations (Sheet A4.1, Exhibit A), the highest point on the building addition is approximately 20 feet, 6 inches.

## B. Chapter 40 – Applications and Approval Criteria

### 40.03. FACILITIES REVIEW COMMITTEE

1. *All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:*

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

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

Water. As stated in the Pre-Application Summary Notes provided in Exhibit B, the City of Beaverton will continue to be the water service provider for the site. A service provider letter from the City of Beaverton confirming the water service provision will continue to the site is provided in Exhibit E.

Sewer and stormwater. As stated in the Pre-Application Summary Notes provided in Exhibit B, the City will be the storm drainage and sanitary sewer provider for the subject site. The existing city utilities are sufficient to support the new improvements. No changes to the existing landscaping is proposed. A service provider letter from Clean Water Services is included as Exhibit 3. Per the City Pre-Application Summary Notes, stormwater management is not triggered by the proposed expansion.

Transportation. As noted in the Pre-Application Summary Notes, the proposed improvements will not meet the threshold for a Traffic Impact Analysis or requirements for off-site improvements. The site frontage on SW Denney Ave is improved with sidewalks and no further frontage improvements are proposed with this application. No changes to the existing parking and circulation systems are proposed with this improvement.

Fire. Proposed improvements were reviewed by Tualatin Valley Fire & Rescue (TVF&R) during the pre-application conference (see Exhibit B). The Fire Marshall stated no concerns with the proposal. A service provider letter from TVF&R is included as Exhibit D.

*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 to include schools, transit improvements, police protection, and pedestrian and bicycle facilities.

Schools. The proposal includes improvements to an existing school and is intended to ensure quality educational facilities and services.

Transit. Transit service near the site includes TriMet line 78 on SW Denney Road. The proposed improvements will not require additional transit service.

Police. The City of Beaverton Police Department will provide service to the site. The proposed improvements will not affect police protection services.

Pedestrian and bicycle facilities. The improvements will maintain existing connections between the internal circulation system of the site and adjacent streets. Pedestrian and bicycle circulation is addressed below, in response to Chapter 60. As the improvements are not anticipated to generate additional trips to the site, no off-site pedestrian or bicycle improvements are proposed.

*C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application.*

**Response:** Consistency with applicable provisions of Chapter 20 is demonstrated in the responses to Chapter 20 Section above in this application narrative.

*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 responses to Chapter 60 Section below in this application narrative.

*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:** Beaverton School District is the property owner and developer responsible for overseeing development and maintenance of the school site. The District will provide continued maintenance and necessary replacement of private common facilities and areas such as drainage facilities, sidewalks, parking areas, access driveways, landscaping, screening, fencing, and garbage and recycling areas.

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

**Response:** The project does not include any modifications to the vehicular access, circulation, or parking areas on the site. The project will connect to and extend existing pedestrian walkways around the perimeter of the school building addition (see Site Plan, Exhibit A, Sheet AS1.1). All new walkways meet the City of Beaverton design standards for width, materials, lighting, and separation from vehicle traffic. No new walkways cross vehicle circulation or parking areas and all are separated from vehicle areas with curbs.

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

**Response:** The project does not include any modifications to vehicular access, circulation, or parking areas on the site.

*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:** The proposed building addition will be constructed to meet the 2018 International Fire Code as published by the International Code Council as amended by Tualatin Valley Fire & Rescue.

*I. Structures and public facilities and services serving the site are designed 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:** All structures and facilities and services serving the site will be designed in accordance with adopted City codes and standards. Compliance with vision clearance, lighting, and glazing standards will provide protection from crime and accidents. Existing fencing around the site will provide security. Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions.

*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 improvements will not change existing grading on the of the site. The project will be an infill of the existing building footprint, which includes adding a paved walkway along the southern edge of the building over the structured soil, north of the oak tree (which will be preserved and protected). No changes to grade near neighboring properties, right-of-way, or drainage or water storage facilities are proposed.

*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:** The proposed development will meet all applicable accessibility standards of the Oregon Structural Specialty Code (OSSC, 2010) and other standards as required by the American Disabilities Act (2010 ADA). All of the proposed additions will meet all accessibility code requirements. Access for the new classrooms will be provided internally from the main building and through a new western entrance. The walkway south of the addition will be paved, unobstructed, at least five feet wide, less than 5% slope in the direction of travel, and 2% cross-slope.

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

**Response:** This application package includes all required submittal materials as specified. Required materials include:

- Signed original application forms and application checklists.
- A written statement (narrative) demonstrating compliance with applicable criteria and regulations.
- A copy of the Pre-Application Summary Notes.
- Documentation from Clean Water Services, City of Beaverton, and Tualatin Valley Water District.
- Application fees.

#### **40.20. DESIGN REVIEW**

##### *2. Design Review Two.*

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

*[..]*

*5. Building additions in Residential, Commercial, Industrial, or Multiple Use zones less than 30,000 gross square feet of floor area that do not qualify for consideration under the Thresholds for Design Review Compliance Letter.*

**Response:** Existing building area on the site totals approximately 83,000 square feet. The new building addition will total 4,950 square feet. Thus, the net addition of floor area to the site is over 1,000 square feet, which meets this threshold.

*B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Design Review Two. The decision making authority is the Director.*

**Response:** While the design review application is a Type 2 procedure, the application has been elevated to a Type 3 procedure due to a Major Modification of a Conditional Use application.

*C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Two 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 Two application.*

**Response:** As demonstrated above, the proposed improvements satisfy the threshold for a Design Review Two application.

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

**Response:** All applicable City application fees have been submitted as part of this application.

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

**Response:** This application package includes all required submittal materials as specified. Required materials include:

- Signed original application forms and application checklists.
- A written statement (narrative) demonstrating compliance with applicable criteria and regulations.
- A copy of the Pre-Application Summary Notes.
- Documentation from Clean Water Services, City of Beaverton, and TVF&R.
- Application fees.

*4. The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).*

**Response:** Consistency with applicable provisions of Sections 60.05.15 through 60.05.30 of Chapter 60 is demonstrated in the responses to Chapter 60 Section below in this application narrative.

*5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the proposed additions or modifications are moving towards compliance with specific Design Standards if any of the following conditions exist:*

**Response:** The proposed additions to the site meet all applicable Design Standards, as demonstrated in the responses to Chapter 60 Section below in this application narrative.

#### **40.15. CONDITIONAL USE**

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

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

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

**Response:** As demonstrated above, the net addition of floor area to the site is 4,950 square feet, which meets this threshold.

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

**Response:** The District understands that this application will be reviewed as a Type 3 procedure.

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

*1. The proposal satisfies the threshold requirements for a Major Modification of a Conditional Use application.*

**Response:** As demonstrated above, the proposed improvements satisfy the threshold for a Major Modification of a Conditional Use application.

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

**Response:** All applicable City application fees have been submitted as part of this application.

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

**Response:** All applicable Comprehensive Plan policies are included in this application narrative (see Section V).

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

**Response:** The school is approved as a Conditional use (see City of Beaverton file CU2015-0011 and DR2015-0120). The addition and site improvements comply with all conditions of the Conditional Use approval and do not modify any established conditions of approval related to the 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.*

**Response:** No changes to the location and functional characteristics of the existing school are proposed. The addition will be an infill of existing covered space at the school adjacent to the staff parking lot at the center of the site, reducing any potential impact to the surrounding area. The school has a positive influence on the livability of the surrounding residential area and will support households by providing a quality public education for residents in the Vose neighborhood.

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

**Response:** The proposed classroom addition is not a modification to the conditions of approval from the 2016 Conditional Use Application.

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

**Response:** The Applicant understands that future applications and documents for the classroom addition will need to be submitted in the appropriate order.

## C. Chapter 60 – Special Requirements

### 60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS, AND GUIDELINES

#### 60.05.15. BUILDING DESIGN AND ORIENTATION STANDARDS.

*[Standard 1 through 3 omitted]*

##### 4. Exterior building materials.

*C. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones, plain, smooth, exposed concrete and concrete block used as foundation material shall not be more than three (3) feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In Industrial districts, foundations may extend up to four (4) feet above the finished grade level. [ORD 4584; June 2012]*

**Response:** None of the building addition will have the foundation more than three feet above finished grade; therefore, this standard does not apply.

##### 5. Roof-mounted equipment.

*A. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:*

- 1. A parapet wall; or*
- 2. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or*
- 3. Setback from the street-facing elevation such that it is not visible from the public street(s).*

*B. The vertical measuring distance for required screening shall be measured at five (5) feet above the finished or existing grade of the property line or public right-of-way abutting the development site's front yard setback for a distance of one hundred (100) lineal feet measured outward from the development site's front property line. Once the vertical measuring distance is established for the site's front yard, this same vertical measuring distance shall be applied to all sides of the development site's perimeter property lines.*

*C. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.*

**Response:** One new roof-mounted equipment (mechanical shaft) is proposed, which will be located over 200 feet from the northern (street facing) elevation.

*[Standard 6 through 9 omitted]*

**60.05.20. CIRCULATION AND PARKING DESIGN STANDARDS.**

1. *Connections to the public street system.*
2. *Loading areas, solid waste facilities and similar improvements.*
3. *Pedestrian circulation.*
  - A. *Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except when one or more of the following conditions exist:*
    1. *Where physical or topographic conditions, such as a grade change of ten (10) feet or more at a property line to an adjacent pedestrian facility, make connections impractical,*
    2. *Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,*
    3. *Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or*
    4. *Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.*

**Response:** There are no existing or planned pedestrian facilities identified in the Comprehensive Plan Transportation Element in the vicinity of the proposed improvements. The school currently has pedestrian walkways to SW Denney Road, the parking areas, and the building entrances. As shown in the Site Plan (Exhibit A, Sheet AS1.1), a walkway will be reconfigured to serve the southern perimeter of the new classroom addition and will connect the western parking area and walkways to the central school courtyard and playground south of the school. All other pedestrian circulation will remain unchanged from previously approved in CU2015-0011 / DR2015-0120. No exceptions to the pedestrian connection requirement are proposed.

- B. *A reasonably direct walkway connection is required between primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.*

**Response:** No new walkway connections to the primary entrance are proposed.

*[Standards C through E omitted]*

- F. *Pedestrian walkways shall have a minimum of five (5) foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials. In the event that the Americans with Disabilities Act (ADA) contains stricter standards for any pedestrian walkway, the ADA standards shall apply. [ORD 4531; April 2010]*

**Response:** As shown on the Site Plan (Sheet AS1.1, Exhibit A), the pedestrian walkway along the southern perimeter of the building will be paved with concrete.

*[Standard 4 through 9 omitted]*

#### **60.05.25. LANDSCAPE, OPEN SPACE, AND NATURAL AREAS DESIGN STANDARDS.**

*[Section 1 through 4 omitted]*

5. *Minimum landscape requirements for non-residential developments and Mixed Use Development.*

**Response:** No changes to the landscaping are proposed, which was previously approved in CU2015-0011 / DR2015-0120.

*[Section 6 through 8 omitted]*

9. *Fences and walls.*

**Response:** No new fences or walls are proposed on the site; therefore, this standard does not apply.

*[Sections 10 through 14 omitted]*

#### **60.05.30. LIGHTING DESIGN STANDARDS.**

1. *Adequate on-site lighting and minimal glare on adjoining properties.*

A. *Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.*

**Response:** As demonstrated by the Lighting Plan (Sheet E9.2, Exhibit A) and the Lighting Cut Sheets (Exhibit 8), proposed lighting will be consistent with the City's Technical Lighting Standards.

B. *Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.*

**Response:** As shown on the Lighting Plan (Sheet E9.2, Exhibit A), lighting will be provided in all pedestrian and vehicular circulation areas.

C. *Lighting shall be provided in pedestrian plazas, if any developed.*

**Response:** As shown on the Lighting Plan (Sheet E9.2, Exhibit A), all pedestrian plaza areas will be illuminated with a combination of pole-mounted and wall-mounted lighting.

D. *Lighting shall be provided at building entrances.*

**Response:** As shown on the Lighting Plan (Sheet E9.2, Exhibit A), all entrances will be illuminated with canopy, wall-mounted, and pole-mounted lighting.

- E. *Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.*

**Response:** As shown on the Lighting Plan (Sheet E9.2, Exhibit A) and the Lighting Cut Sheets (Exhibit F), all canopy lighting will be recessed or shielded to conform with this standard.

2. *Pedestrian-scale on-site lighting.*

- A. *Pole-mounted luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:*

1. *Fifteen (15) feet in height for on-site pedestrian paths of travel.*
2. *Twenty (20) feet in height for on-site vehicular circulation areas for residential uses in Residential zoning districts.*
3. *Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.*
4. *Fifteen (15) feet for the top deck of non-covered parking structures.*
5. *The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finished grade.*
6. *The height of the poles on the top deck of non-covered parking structures shall be measured from the finished floor elevation of the top deck.*
7. *The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.*

**Response:** As shown on the Lighting Plans (Sheet E9.2, Exhibit A) and Lighting Cut Sheets (Exhibit F), pedestrian circulation areas will be illuminated with pole-mounted luminaires 15 feet in height. Parking and vehicular circulation areas will be illuminated with pole-mounted luminaires 20 feet in height.

- B. *Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.*

**Response:** As demonstrated by responses to the standards below, all luminaires will comply with City's Technical Lighting Standards.

- C. *Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.*

**Response:** No lighted bollards are proposed; therefore, this standard does not apply.

### **60.30 OFF-STREET PARKING REQUIREMENTS**

**Response:** No change to the school's parking is proposed. The four new classrooms and one renovated classroom will add the ability to provide five new teachers to the school, bringing the staffing potential total to 82 staff. This will raise the minimum vehicle parking requirement to 82 spaces, well within the number of parking spaces currently provided at the school (103 spaces). No changes to the parking area are proposed.

**60.50 SPECIAL USE REGULATIONS**

**Response:** No special use listed in Chapter 60.50 is proposed. Therefore, this section does not apply.

**60.55 TRANSPORTATION FACILITIES**

*60.55.15. Traffic Management Plan.*

*60.55.20. Traffic Impact Analysis.*

**Response:** Per discussions with the City, the proposed classroom additions will not increase the capacity of the school and is not expected to increase the vehicle trips to the site. Therefore, no Traffic Impact Analysis is required.

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

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

**Response:** No changes to the street or vehicle connections are proposed. The pedestrian walkway along the southern portion of the building will be redeveloped to account for the additional classrooms. As shown in the Site Plan, Exhibit A, Sheet AS1.1, the new connection will allow for efficient access to the building, while still accounting for the security of the school building.

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

**Response:** None of the figures or tables in the Transportation Element of the Comprehensive Plan identify improvements needed on SW Denney Road. Improvements to SW Denney Road were previously provided as a part of the Vose ES rebuild project.

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

**Response:** No future street or bicycle connection is identified in the Comprehensive Plan Transportation Element. The Transportation Element identifies a planned pedestrian trail along SW Denney Road, which was improved during the redevelopment of Vose Elementary School in 2016/17. The neighboring properties are developed, with access to the school provided for pedestrian and bicycles along the southwest boundary, through SW Butte Lane.

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

**Response:** An existing bicycle and pedestrian connection already provides access to the school from the neighboring homes to the southwest of the site through SW Butte Lane. No additional connections to the site from the surrounding area are proposed.

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

**Response:** The existing street, bicycle, and pedestrian connections to the site are considered adequate, per the Transportation Element of the Comprehensive Plan. No improvements to the surrounding streets and connections are proposed.

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

**Response:** No changes to the existing connections to the site are proposed. Therefore, this standard does not apply.

*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:** As shown on the Existing Conditions (Exhibit A, Sheet L2.0-L2.4), the existing on-site circulation connects to the surrounding streets. The proposed development will include updates to the pedestrian circulation where existing walkways are impacted by the building addition. See connectivity in Site Plan, Exhibit A, Sheet AS1.1.

*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.*

*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.*

**Response:** No special setbacks or accessways are proposed.

*10. Pedestrian Circulation.*

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

**Response:** A walkway along the southern perimeter of the building addition will be added (see Site Plan, Exhibit A, Sheet AS1.1) to connect the staff parking area to the central courtyard of the building.

*B. 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.*

**Response:** No changes to the walkways along the frontage or accessways to abutting properties are proposed.

*C. 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, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.*

**Response:** The proposed addition includes a secondary entrance facing the staff parking area. The area in front of this entrance is already paved. No new walkways to additional building entrances, streets, transit stops, or adjacent properties are proposed.

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

**Response:** No changes to pedestrian crossings are proposed. The walkway along the south of the building addition is as close to the courtyard and building as possible, providing as direct a connection around the building as possible.

*E. 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.*

**Response:** As shown on the Site Plan (Exhibit A, Sheet AS1.1), the walkway along the southern perimeter of the building addition will be paved with a concrete pathway over structural soil. The walkway will be about seven feet wide, with no improvements obstructing the walkway. No ramps or stairs are proposed.

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

**Response:** No walkways to building entrance, transit stops, or parking areas to building entrances are proposed. Therefore, this standard does not apply.

*G. 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:** As shown on the Photometric plan, the area abutting the southern building walkway will be illuminated at a level at or above 0.5 foot-candles on average, will mounted lights at regular intervals around the building addition's perimeter.

*[Section 11 through 14 omitted]*

**60.65 UTILITY UNDERGROUNDING**

**Response:** The applicant is not proposing any underground utilities, which were installed during the previous development of the school (CU2015-0011 / DR2015-0120).

**60.60 TREES AND VEGETATION**

**Response:** No changes to the existing trees or vegetation are proposed.

## V. Conformance with Beaverton Comprehensive Plan Policies

### **Goal 3.8.1: Complete and Livable Neighborhoods.**

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

**Response:** Vose Elementary School's site is well integrated into the surrounding residential neighborhood and has pedestrian and bicycle connections at several points on the site to allow students and staff to arrive to school using active transportation options. The classroom additions will not increase the building footprint, and pedestrian and bicycle circulation is addressed in the Site Plan (Exhibit A, Sheet AS1.1).

### **Goal 3.8.2 Low and Standard Density Neighborhoods: Provide Residential Neighborhoods that Emphasize Detached Housing and Integrate Parks, Schools, and Other Community Institutions.**

**Response:** Vose Elementary School is located in the Vose neighborhood. The site is within the R7 (Residential Urban Standard Density) zone and is surrounded by low and standard density housing which is serviced by the school. The additional classrooms will ensure the Vose School continues to support the surrounding families with quality education.

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

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

**Response:** The proposed Vose School addition supports this policy by redeveloping the existing school site without the need for additional land. The school is not expected to increase in capacity, but the student-to-teacher ratio will be decreased to allow for improved student experiences.

### **Goal 8.4.1 Create and Protect a Healthy Acoustical Environment within the City.**

*a) Noise impacts shall be considered during development review processes.*

**Response:** With the exception of the temporary noise associated with standard construction, the classroom addition is not expected to increase the noise of the school. School noise impacts on the surrounding neighborhood are most common during recess time, which is mostly during the middle of the day on weekdays. No additional capacity is proposed with the additional classrooms, as the proposed addition is to decrease the student to teacher ratios at the school. Construction noise will meet City time requirements, and no construction outside allowable work hours is proposed.