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**Planning Division**  
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**DESIGN REVIEW TWO | ISI05AB01100 | 595 SW 150TH AVE, BEAVERTON, OR**  
**WRITTEN STATEMENT | CHAPTER 20 PROVISIONS**

**SUMMARY**

The property was recently annexed into the City of Beaverton and concurrently rezoned to NS Neighborhood Service. The property meets all of the required development standards found in 20.10.15 related to minimum parcel area and lot dimensions. The proposed development is an approximately 17,660 sq ft commercial building and associated vehicle and bicycle parking. The proposed development also meets all development standards in 20.10.15 related to setbacks and building height. Land use for the development is proposed as an escape room-type adventure (Recreation/Entertainment as outright permitted under 20.10.20.23.B) as well as shared office use (Office as outright permitted under 20.10.20.8).

All activities are conducted wholly within the enclosed structure, complying with 20.10.30. No other provisions of Chapter 20 appear to apply to this development.

**20.05.15. - SITE DEVELOPMENT STANDARDS**

The Standards in this section relate to residential development and do not apply to this property.

**20.05.20. - LAND USES**

The Standards in this section relate to residential development and do not apply to this property.

**20.05.25. - USE RESTRICTIONS**

The Standards in this section relate to residential development and do not apply to this property.

**20.10.15. - SITE DEVELOPMENT STANDARDS**

The NS, Neighborhood Service zone requires a minimum 7,000 sq ft parcel. The proposed parcel is 35,200 sq ft.

- Minimum lot width is 70 ft; actual is 220 ft.
- Minimum lot depth is 100 ft; actual is 160 ft.
- Minimum front yard setback is 20 ft, which is met with the proposed design.
- Minimum side yard setbacks are 10 ft; actual are 71 ft and 76 ft, respectively.
- Rear yard setback is 20 ft, which is met with the proposed design.
- Minimum open air display setbacks do not apply to this proposal.



- Building height maximum is 35 ft; actual is 29 ft.
- Maximum heights and yard setbacks for wireless communication facilities do not apply.

#### **20.10.20. - LAND USES**

Land use for the development is proposed as an escape room-type adventure (Recreation/ Entertainment as outright permitted under 20.10.20.23.B) as well as shared office use (Office as outright permitted under 20.10.20.8).

#### **20.10.25. - USE RESTRICTIONS**

There are no use restrictions that apply to this proposed development.

#### **20.10.30. - OTHER NS ZONING REQUIREMENTS**

The prosper development is an activity that is “conducted wholly within an enclosed structure.” There is no open air sales/display/storage associated with this proposed development. The proposed building is less than 15,000 sq ft of gross floor area.

#### **20.10.35. - OTHER CS ZONING REQUIREMENTS**

The Standards in this Section do not apply to this property.

#### **20.10.40. - OTHER CC ZONING REQUIREMENTS**

The Standards in this Section do not apply to this property.

#### **20.15. - EMPLOYMENT/INDUSTRIAL LAND USE DISTRICTS**

The Standards in this Section do not apply to this property.

#### **20.15.15. - SITE DEVELOPMENT STANDARDS**

The Standards in this Section do not apply to this property.

#### **20.15.20. - LAND USES**

The Standards in this Section do not apply to this property.

#### **20.15.25. - USE RESTRICTIONS**

The Standards in this Section do not apply to this property.

#### **20.15.30. - SUPPLEMENTAL DEVELOPMENT REQUIREMENTS**

The Standards in this Section do not apply to this property.

#### **20.20. - MULTIPLE LAND USE DISTRICTS**

The Standards in this Section do not apply to this property.

#### **20.20.15. - SITE DEVELOPMENT STANDARDS**

The Standards in this Section do not apply to this property.

#### **20.20.20. - LAND USES**

The Standards in this Section do not apply to this property.

#### **20.20.25. - USE RESTRICTIONS**

The Standards in this Section do not apply to this property.

#### **20.20.30. - OTHER TC-MU AND TC-HDR ZONING REQUIREMENTS**

The Standards in this Section do not apply to this property.

**20.20.35. - OTHER SC-E ZONING REQUIREMENTS**

The Standards in this Section do not apply to this property.

**20.20.40. - OTHER SC-S ZONING REQUIREMENTS**

The Standards in this Section do not apply to this property.

**20.25. - DENSITY CALCULATIONS**

The Standards in this Section do not apply to this property.

**20.25.05 - MINIMUM RESIDENTIAL DENSITY**

The Standards in this Section do not apply to this property.

**20.25.10 - FLOOR AREA RATIO**

The Standards in this Section do not apply to this property.

**20.25.15 - DENSITY ALLOWANCES**

The Standards in this Section do not apply to this property.

**20.25.20 - SUPPLEMENTAL MULTIPLE USE DENSITY STANDARDS**

The Standards in this Section do not apply to this property.

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**WRITTEN STATEMENT | CHAPTER 40 PROVISIONS**

**40.03.01 - FACILITIES REVIEW COMMITTEE**

- A. Refer to Utility drawings for critical facilities review. All critical facilities and services have adequate capacity to serve the proposed development.
- B. Refer to Utility drawings for essential facilities review. All essential facilities and services have adequate capacity to serve the proposed development.
- C. The proposed development is consistent with all provisions of Chapter 20 (Land Uses) as noted in the text above.
- D. The proposed development is consistent with all provisions of Chapter 60 (Special Requirements) as noted in the text below and as modified in requested Loading Determination and Parking Determination applications submitted concurrently.
- E. Regular landscape maintenance will be provided by the owner. Additionally, required stormwater facility maintenance will be provided as needed and as required.
- F. The parking lot is a standard configuration, with adequate stall sizes and back up area, which provides a safe and efficient vehicular circulation system. Pedestrian sidewalks are wide (minimum 5 feet) and direct, also creating a safe and efficient pedestrian circulation system.
- G. Both the pedestrian and vehicular circulation systems connect directly to the public system in a manner that is clear, efficient and safe. This can be verified on the enclosed site plans.
- H. The proposed structure is a concrete tilt-up building with fire sprinklers. Per the utility plans and enclosed information, adequate fire flow is provided for the fire sprinkler system. Thus, adequate fire protection is provided.

- I. The proposed building meets adopted City codes and standards related to safety and security.
- J. The grading of the site accommodates the proposed use and is designed in a way to mitigate any adverse effects related to neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.
- K. The development complies completely with all provisions of the ADA for physically challenged individuals.
- L. All submittal materials are provided in this application and associated applications.

**40.20.15.02 - DESIGN REVIEW COMPLIANCE LETTER | DESIGN REVIEW TWO**

- C1. The proposed project meets the threshold for Design Review Two under 40.20.15.02.
- C2. All City application fees have been submitted for this project.
- C3. All relevant submittal materials per 50.25.1 of the Development Code have been provided.
- C4. The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).
- C5. The proposal is a new project, not an addition or modification, so this section does not apply.
- C6. All applications have been submitted to the City in the proper sequence, as far as we know.

**WRITTEN STATEMENT | CHAPTER 60 PROVISIONS**

**60.05.10 - DESIGN PRINCIPLES**

**1. BUILDING DESIGN AND ORIENTATION**

The building design enhances the visual character of the community by creating a commercial project that is attractive, permanent and establishes a location that enhances the sense of place by anchoring the project to the site in an appealing, safe and pedestrian-oriented streetscape with street-facing entries and generous sidewalks to S W 150th Avenue.

**2. MULTIPLE USE DISTRICT BUILDING ORIENTATION AND DESIGN**

Although the building is not in a multiple use district, it is conveniently accessed by on-site sidewalks from the off-street parking areas as well as the public sidewalk at S W 150th Avenue.

**3. CIRCULATION AND PARKING DESIGN**

The off-street parking improvements allow for safe and convenient connections to the surrounding neighborhood and street. Access is directly off S W 150th Avenue, adequately serving the needs of the development. Because the development has uses that are accessed at differing times of day, the puff-street parking has been reduced through the Parking Determination for Shared Parking application separately. Transit stops both directions are just a block away on either side of the intersection of S W 150th Avenue and Walker Road.

**4. LANDSCAPE, OPEN SPACE, AND NATURAL AREAS DESIGN**

Landscaped areas and stormwater mitigation are placed in both front and rear yard setback areas as well as the north side yard. Native species, that are drought-resistant, are incorporated wherever possible.

## **5. LIGHTING DESIGN**

Exterior lighting is such that all pedestrian walks, vehicular parking and circulation areas are safe and convenient, but not overly illuminated. Special care to minimize lighting spilling onto adjacent properties will be taken.

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

### **1. Building Articulation and Variety**

**60.05.15.1.A:** Does not apply. The project is not residential.

**60.05.15.1.B:** As can be seen from the enclosed drawings, the proposed building has a primary building entrance facing the street. The glazed, storefront entrance occupies an area of 148 sq ft of the total facade area of 1,978 sq ft (about 7%) and projects five feet from the main facade. Total window area facing the street (including the entrance storefront) is 612 sq ft (about 31%). Additionally, small build-outs with a change in material type (stucco) are provided as indicated on the drawings and cover 1,018 sq ft (about 51%), complying with 60.05.15.1.B.2.

**60.05.15.1.C:** The maximum spacing between permanent architectural features of 40 feet is dimensioned and illustrated on the elevation drawings.

**60.05.15.1.D:** This Section does not apply, as the project is not a residential building.

### **2. Roof Forms**

**60.05.15.2.A:** No roofs are visible from the adjacent public street.

**60.05.15.2.B:** The project does not have sloped roofs of 4:12 pitch or greater. Refer to Section 60.05.15.2.C. following for parapets and decorative cornice.

**60.05.15.2.C:** Parapet wall features are provided on the street facing facade and the south facade that meet the requirements of this section projecting 24" vertically above the roof and incorporated into the change in material type noted above. The north facade has stucco build-outs as well, creating the required decorative cornice. The exposed painted concrete is a total of 781 sq ft, which is only 27% of the north facade area.

**60.05.15.2.D:** This Section does not apply, as the project is not a residential building.

**60.05.15.1.E:** This Section does not apply, as the project does not have a smaller featured roof.

### **3. Primary Building Entrances**

**60.05.15.3.A:** The primary building entrance facing the street as well as those facing the south and west are covered with roof overhangs 4 feet deep and 15 feet wide. Refer to drawings for compliance.

### **4. Exterior Building Materials**

**60.05.15.4.A:** This Section does not apply, as the project is not a residential building.

**60.05.15.4.B:** As indicated above, approximately 51% of the street-facing facade is architecturally treated. Only 348 sq ft is smooth concrete (about 18%). At the south elevation, the gross area of the facade is 3,217 sq ft. The entire facade is architecturally treated except for 352 sq ft (11%) as exposed, painted concrete. At the north elevation, the gross building facade is 2,817 sq ft with architectural treatment at all but 781 sq ft (27%) of painted, exposed concrete.

**60.05.15.4.C:** This Section does not apply, as the project is not a conditional use in a residential zone.

## **5. Roof Mounted Equipment**

**60.05.15.5.A:** All roof-top mounted equipment will be both screened from view by a screen wall (per A.1) and/or set back so as not to be visible from the street (per A.3). See drawings.

**60.05.15.5.B:** The vertical measuring distance is such that no roof top equipment will be visible from the development site's front property line.

**60.05.15.5.C:** Duly noted.

## **6. Building Location and Orientation along Streets in Commercial and Multiple Use Zones**

**60.05.15.6.A:** This Section does not apply as the project is not within a Multiple Use Zone.

**60.05.15.6.B:** This Section does not apply as the project site is less than 60,000 sq ft.

**60.05.15.6.C:** This Section does not apply because the building is not subject to the public street frontage standard. Regardless, the building is located 20 feet from the front property line and the area between the building and the property line is landscaped to the required standards in 60.05.25.5.B.

**60.05.15.6.D:** This Section does not apply because the building is not on a corner lot.

**60.05.15.6.E:** This Section does not apply because the building is not subject to the public street frontage standard. However, one primary building entrance faces the street as noted above and shown on the attached drawings. The secondary entrances face the off-street parking areas, complying with 60.05.15.6.F.

**60.05.15.6.F:** Secondary entrances to the building face the off-street parking areas.

## **7. Building Scale Along Major Pedestrian Routes**

**60.05.15.7.A:** This Section does not apply because the building is not along a Major Pedestrian Route.

**60.05.15.7.B:** This Section does not apply because the building is not a detached residential dwelling.

**60.05.15.7.C:** The maximum heights specified in Section 20.20.50 are not exceeded.

## **8. Ground Floor Elevations on Commercial and Multiple Use Buildings**

**60.05.15.8.A:** The ground floor area facing the street between 3 ft and 10 ft is 511 sq ft. Of that area, 288 sq ft is glazed (about 56%) which complies with A.3.

**60.05.15.8.B:** The ground floor area at the south elevation has 4 ft x 15 ft roof canopies as shown, which comprise a total projected lineal footage of 62 feet of the 120 foot length of the building, which is 52%, exceeding the 35% minimum. The east elevation is 72.75 feet in width with a projected canopy of 15.5 feet plus two additional canopies, each 4 feet deep and 16 feet wide. This totals 65%, also exceeding the 35% minimum. The north elevation has five 8.5 ft wide x 4 ft deep canopies at each man door for a total of 42.5 ft. To meet the minimum 35% requirement, 42 ft is needed.

## **9. Compact Detached Housing Design**

**60.05.15.9:** This Section does not apply because the project is not housing.

## **10. Ground Floor Elevations on Eligible Residential-Only Buildings**

**60.05.15.10:** This Section does not apply because the project is not housing.

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

### **I. Connections to the Public Street System**

**60.05.20.1.A:** All pedestrian, bicycle and motor vehicle connections are provided as specified in the Comprehensive Plan Transportation Element and connect to the adjacent streets.

## **2. Loading Areas, Solid Waste Facilities and Similar Improvements**

**60.05.20.2.A thru E:** Loading areas and solid waste facilities will be modified via a Loading Determination under 40.50 and documented separately in this document. No at-grade mechanical equipment is proposed.

## **3. Pedestrian Circulation**

**60.05.20.3.A:** Pedestrian circulation is provided from all parking areas to the building entrances as well as from building entrances to the public sidewalk at the street. These are noted on the attached drawings.

**60.05.20.3.B:** Pedestrian walkway connections are direct and clearly identifiable. All main points of entry, public streets, nearby transit stops and other pedestrian destinations are easily navigated.

**60.05.20.3.C:** Two direct means of access are provided within the 220 feet of street frontage, exceeding the one access point per 300 feet of frontage.

**60.05.20.3.D:** All sidewalks adjacent to the parking stalls are separated by extruded curb bumpers. Extruded curb bumpers are the same dimension (6" x 6" profile) as an integral curb edge at a sidewalk. Parking lot and building lighting are shown on the drawings.

**60.05.20.3.E:** Pedestrian circulation through the parking lot is delineated by separate material and color (concrete pedestrian walks and asphalt parking lots/driveways).

**60.05.20.3.F:** Pedestrian walkways through the site are all a minimum five feet wide as unobstructed clearances. They are all constructed of concrete. All walkways meet the Americans with Disabilities Act (ADA).

## **4. Street Frontages and Parking Areas**

**60.05.20.4.A.1:** Surface parking areas abutting the street have parking lot landscaping complying with A.1 of this section. The north planting strip between the parking and the street is required area for the stormwater facility and as such requires different planting materials.

**60.05.20.4.A.2:** Compliance with A.1 above, negates the need to comply with this Section.

## **5. Parking Area Landscaping**

**60.05.20.5:** Surface parking areas shall have planter island landscaping complying with A.2, B, C and D of this section. Refer to the drawings to confirm compliance.

## **6. Off-Street Parking Frontages in Multiple Use Zones**

**60.05.20.6.A:** This Section does not apply because the project is not a Multiple use zone.

## **7. Sidewalks Along Streets and Primary Building Elevations in Commercial and Multiple Use Zones**

**60.05.20.7.A:** A new 5 ft public sidewalk will be provided along SW 150th Ave to connect with existing public sidewalks north and south of the site. Refer to the drawings for details.

**60.05.20.7.B:** New sidewalks will be provided along all building elevations that include a primary building entrance or display window. This occurs at the south and east elevations. The sidewalk along the north side still maintains the 5 ft unobstructed path, but the doors and windows at this elevation are not primary entrances or display windows.

**60.05.20.7.C:** This Section does not apply because the project is not a residential development.

**8. Connect on-Site Buildings, Parking, and Other Improvements with Identifiable Streets and Drive Aisles in Residential, Commercial and Multiple Use Zones**

**60.05.20.8.A:** The parking lot drive aisle provides direct access to perpendicular parking stalls per sub 3 at both the north and south parking areas at the building and is thus exempt from this requirement.

**60.05.20.8.B:** This Section does not apply because the project does not contain private streets, common greens or shared courts.

**9. Ground Floor Uses in Parking Structures**

**60.05.20.9.A:** This Section does not apply because the project does not contain a parking structure.

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

**1. Minimum Landscape Requirements for Residential Developments Consisting of Two (2) or Three (3) Units of Attached Housing or Compact Detached Housing**

**60.05.25.1:** This Section does not apply because the project is not a residential development.

**2. Minimum Landscape Requirements for Residential Developments Consisting of Four (4) to Seven (7) Units of Attached Housing or Compact Detached Housing**

**60.05.25.2:** This Section does not apply because the project is not a residential development.

**3. Minimum Landscape Requirements for Attached Housing or Compact Detached Housing**

**60.05.25.3:** This Section does not apply because the project is not a residential development.

**4. Additional Minimum Landscape Requirements for Residential Developments Consisting of Two (2) or Three (3) Units of Attached Housing or Compact Detached Housing**

**60.05.25.4:** This Section does not apply because the project is not a residential development.

**5. Minimum Landscape Requirements for Non-Residential Developments and Mixed Use Development**

**60.05.25.5.A:** A minimum 15% of the site is landscaped, conforming to this Section. Refer to drawings for compliance.

**60.05.25.5.B:** The minimum landscape requirements comply; refer to drawings for verification of compliance.

**6. Common Greens**

**60.05.25.6:** This Section does not apply because the project does not contain common greens.

**7. Shared Courts**



**60.05.25.7:** This Section does not apply because the project does not contain shared courts.

#### **8. Retaining Walls**

**60.05.25.8:** This Section does not apply because the project does not contain retaining walls.

#### **9. Fences and Walls**

**60.05.25.9:** The existing arborvitae hedge shall remain and be infilled for site screening at property lines (north and west sides). Additionally, a 6 foot fence will be provided along the north and west property lines. See drawings (site plan and landscape plan).

#### **10. Minimize Significant Changes to Existing On-Site Surface Contours at Residential Property Lines**

**60.05.25.10:** No changes to on-site surface counters at property lines are proposed..

#### **11. Integrate Water Quality, Quantity, or Both Facilities**

**60.05.25.11:** Stormwater facilities shall comply with this section and are noted on the drawings.

#### **12. Natural Areas**

**60.05.25.12:** This Section does not apply because the project does not contain any City-adopted natural resource features.

#### **13. Landscape Buffering and Screening**

**60.05.25.13.A:** The existing arborvitae hedges at the north and west property lines will remain as a landscape buffer/screen and will be infilled with matching planting material where needed to accomplish screening. See drawings for compliance.

**60.05.25.13.B through D:** The landscape buffer noted in sub A above provides screening between the project use and the residential uses to the north and west. See revised landscape plan demonstrating compliance.

**60.05.25.13.E:** No changes to required buffer widths, where applicable, are requested.

**60.05.25.13.F:** The landscape buffering proposed will be installed prior to occupancy permit issuance.

**60.05.25.13.G:** This Section does not apply because the project does not contain any pedestrian plazas.

#### **14. Community Garden**

**60.05.25.14:** This Section does not apply because the project does not contain any community gardens.

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

#### **1. Adequate On-Site Lighting and Minimal Glare on Adjoining Properties**

**60.05.30.1.A:** All on-site lighting shall conform to the City's Technical Lighting Standards and shall be reviewed at building permit submittal.

**60.05.30.1.B:** Lighting is provided in vehicular and pedestrian circulation areas. Refer to drawings for compliance.

**60.05.30.1.C:** The project does not contain any pedestrian plazas.

**60.05.30.1.D:** Lighting is provided at each building entrance. Refer to drawings for compliance.

**60.05.30.1.E:** Lighting provided at canopy areas will be recessed so the bulb or lens is not visible from the public right-of-way. Refer to drawings for compliance.

## **2. Pedestrian-Scale On-Site Lighting**

**60.05.30.2.A through C:** All on-site lighting shall be pedestrian-scale and shall conform to the City's Technical Lighting Standards and shall be reviewed at building permit submittal. Pole lights in the parking areas are noted as 20 ft high, complying with sub 3. Non-pole mounted lights are wall mounted at heights conforming to the City's Technical Lighting Standards. Refer to drawings for compliance.

## **60.25. - OFF-STREET LOADING REQUIREMENTS**

**60.25.25:** A Loading Determination is being applied for per 40.50.05 to eliminate the loading berth and loading space.

## **60.30.10 - OFF-STREET PARKING**

**60.30.10.1:** Parking calculations are based on the ratios per 1,000 sq ft as delineated herein.

### **60.30.10.02:**

- A. Vehicle Parking categories are selected and calculated based on the table at 60.30.10.5 for the minimum ratios. A1. The minimum number of spaces required is calculated per each use. A2, A3, and A4. The uses anticipated have the same required parking in Zones A or B. Also, because of this, the Dual Parking Zone is not applicable. A5. The parcel is not located within a Regional Center Parking District.
- B. B1, B2. Bicycle parking is provided as required in 60.30.10.5 with short term and long term parking per Code. B3. The bicycle parking is designed to the Standards in the EMDS. B4. The site is not located in the Old Town Parking Zones.

**60.30.10.03:** The parking space requirements, where calculated as a fraction, are rounded up to the nearest whole number.

**60.30.10.04:** The uses not listed category does not apply to this property.

**60.30.10.05:** Off-street vehicle and bicycle parking will be provided as noted on the drawings and indicated in this text. We are also applying for an on-site Parking Determination for Shared Parking based on "indoor recreation facility" use, although we would purport that movie theater use is a much more accurate descriptor.

**60.30.10.05:** Following is the off-street motor vehicle parking calculation for the project. The building is to be 17,660 gross square feet total on two levels. The two uses proposed are Portal Escape Room adventures and standard Office Space. It is anticipated that the Portal will occupy 2/3 of the building and the office use(s) the remaining 1/3. The Portal use is a scheduled adventure for about 1 to 2 hours with generally two adventures each evening, much like a movie theater. Additionally, people often come in groups for the same adventure and leave before the next adventure starts. Adventure start times are also occasionally staggered. A limited number of people are allowed in each adventure during each time slot. Based on this similarity to movie theaters, we are using the 0.3 parking spaces per "seat" as the metric and calculating the maximum number of people anticipated per adventure, per scheduled time slot.

With the square footage allotment of 2/3 of the building (11,773 sq ft) the owner expects up to 8 adventures. Each adventure is limited to 10-12 people at a time due to space allocation and the nature of progressing through as a team. If all 8 adventures were operating at the same time, each with 12 people, that would be just under 100 people maximum. At a parking ratio of 0.3 per person, this would require 30 parking spaces.

The office use, at the remaining 5,887 sq ft requires 2.7 spaces per 1,000 sq ft for a total of 16 required parking spaces. Totaling the two together, a minimum of 46 parking spaces would be required. We are providing 54 spaces.

Additionally, office use is typically 8 am - 5 pm Monday through Friday; the Portal use is 4 pm to 10 pm evenings and weekends. So there is virtually no overlap in use and parking. These calculations and this proposal are based on existing conditions and data from the Portal use in Springfield, Oregon, which has been operating now for about two years. This metric conforms with 60.30.10.9.B. (Springfield use and parking data is available on request).

Seven vehicle parking spaces are provided as compact spaces, which is 13%, less than the 20% allowable noted in 60.30.10.12.B. All of the off-street parking lot dimensions and design conform to 60.30.15.

**ALTERNATE PARKING CALCULATION:** If the movie theater calculations are not acceptable to the City, using the recreation facility calculation of 4.3 spaces per 1,000 sq ft, a total of 51 spaces are required. Adding this to the office use, a total of 67 vehicle spaces. With 54 spaces proposed, an on-site Parking Determination for Shared Parking will be requested.

**60.30.10.06:** The project is not in a Regional Center, so this section does not apply.

**60.30.10.07:** The parking ratios are provided at virtually the same as the minimum. The maximum number of parking spaces is not approached, so the requirements of this section are met.

**60.30.10.08:** The project is not residential, so this section does not apply.

**60.30.10.09:** The parking space calculations are based on the ratios listed above and on the Parking Determination criteria submitted by our Traffic Engineer.

**60.30.10.10:** All required parking is provided on the development site. The total number of spaces is adjusted per the separate Parking Determination request. No parking or loading is related to residential uses, nor are they located in the front yard.

**60.30.10.11:** No parking reductions or exceptions are requested except under 60.30.10.11C and outlined in the Parking Determination request.

**60.30.10.12:** Compact car spaces are provided as seven of the total, which is 13%. This is less than the 20% allowable.

**60.30.10.13:** The project does not require 50 or more employee spaces, so this section does not apply.

#### **60.40 - SIGN REGULATIONS**

**60.40.05:** All signs shall conform to the Beaverton Comprehensive Plan sign regulations. All signs shall be constructed and installed subject to the requirements in 60.40. Sign permit application(s) shall occur at time of building permits.

#### **60.55 - TRANSPORTATION FACILITIES**

**60.55 GENERAL:** The adjacent street (150<sup>th</sup> Ave) will be improved to a minimum 34' width within a 60' right of way; there already exists a 30' right-of-way width on the west side of the centerline, so no additional right-of-way dedication is needed. The east half of the street is developed with 18' of new paving, measured from the centerline of the 60' right-of-way.

The development will generate less than the 300 trip threshold to trigger a Traffic Impact Analysis or a Traffic Management Plan.

**60.55.25.01:** The project will provide a new sidewalk at the street side to interconnect with the existing street sidewalk, providing safe pedestrian access. The nearest bike lanes are at Walker Road, just south of the property.

**60.55.25.02:** All right of way widths are determined per the Comprehensive Plan. Refer to Civil Drawings for details.

**60.55.25.03:** There are no identified future streets, so this section does not apply.

**60.55.25.04:** There are no identified future streets, so this section does not apply.

**60.55.25.05:** There are no identified streets or connections of inadequate width, so this section does not apply.

**60.55.25.06:** The nearest bike lanes are at Walker Road, just south of the property.

**60.55.25.07:** The on-site circulation system connects to the existing street (SW 150th) via sidewalk connections from within the site.

**60.55.25.08:** No special setback has been requested or provided.

**60.55.25.09:** The site is not large enough to warrant the need for access ways. This section does not apply.

**60.55.25.10:** Pedestrian circulation is provided at the street sidewalk as well as into the site at each face of the building that has entrances. They are a minimum 5 feet wide, exceeding the 4 foot minimum. All walkways conform to the ADA requirements. All walkways are lit to exceed the minimum standards (see enclosed photometrics).

**60.55.25.11:** The site is not within 200 feet of a Major Transit stop, so this section does not apply.

**60.55.25.12:** The project is not located within any sensitive areas identified in this section.

**60.55.25.13:** No bicycle or pedestrian connections are provided along residential rear lot lines.

**60.55.25.14:** There are no hindrances to providing standard bicycle or pedestrian accesses.

**60.55.30:** The adjacent street (150<sup>th</sup> Ave) will be improved to a minimum 34' width within a 60' right of way; there already exists a 30' right-of-way width on the west side of the centerline, so no additional right-of-way dedication is needed. The east half of the street is developed with 18' of new paving, measured from the centerline of the 60' right-of-way.

The development will generate less than the 300 trip threshold to trigger a Traffic Impact Analysis or a Traffic Management Plan.

**60.55.35:** Refer to enclosed letter from our Traffic Engineer regarding the access standards of this section and specifically the visibility related to safe access from the development site and the adjacent street (SW 150th).

## **60.60 - TREES AND VEGETATION**

**60.60 GENERAL:** The development necessitates the removal of 10 trees on or adjacent to the site. The five trees within the right-of-way near the northeast corner of the site will need to be removed to facilitate the street improvements, likewise the three Arbor Vitae adjacent to the south side of the north driveway access will also need to be removed. Note that all of the eight trees are directly under the power lines and are interfering with the utility lines or have been significantly pruned back; in addition the required construction of the new curb/gutter will significantly impact the trees' root zones.

The majority of the site DBH will be retained; the arborvitae on the west and north lines as well as the 18" Oak at the southwest corner of the property will be retained.

New trees will be planted that will mitigate any loss from the trees that are removed.

## **60.65 - UTILITY UNDERGROUNDING**

**60.65 GENERAL:** All new utilities serving the new building are underground (see Sheet C-3). No other overhead utilities on the existing poles are impacted by the development. Refer to Civil Engineering drawings for utility undergrounding.

## **WRITTEN STATEMENT | CHAPTER 40 LOADING DETERMINATION**

Per 60.25.15.4, a single off-street Type B loading berth is required. Under 40.50.15.1.A.2, we are requesting the elimination of the one off-street loading berth.

40.50.15.1.C lists the criteria for this determination:

1. The threshold requirements are met by virtue of the modification request under 60.25.25.
2. Fees associated with this determination will be paid at the time of Design Review Two application.
3. The determination will not create adverse impacts. The types of uses proposed (escape room and office use) by their nature, do not require deliveries of large parcels beyond what would normally occur via a UPS or FedEx delivery van (average size 6.8' wide x 18' long x 8' high). Such deliveries would also occur perhaps once or twice per week and involve normal office supplies for the office use and perhaps toiletry supplies for both uses. The UPS and FedEx vans are smaller vehicles and could easily maneuver into one of the standard parking stalls to make their delivery. No truck and trailer deliveries are expected at all.
4. Once the van is parked in a standard stall, sidewalk access to the main entrances to each tenant space are readily available and easily navigated. See enclosed drawings.
5. As mentioned above, deliveries for these spaces may occur possibly twice per week at the most and can be easily accommodated by the existing parking lot configuration.
6. There are no additional special requirements in Chapter 60 that would impact removing the loading berth.
7. Periodic maintenance and trash/recycle access would also be via pick-up trucks and garbage trucks. Trash collection is typically during off-hours as is the typical time for landscape maintenance. There is minimal trash generation and the trash/recycle will be contained within the building.
8. Application will meet the submittal requirements of 50.25.1 with the information required.
9. Application and documents will be submitted as required concurrent with the Design Review Two application.

## **WRITTEN STATEMENT | CHAPTER 40 PARKING DETERMINATION**

Per 60.30.10.9.A and B, discuss the calculation of required parking spaces in the case of multiple uses. The proposal is a determination that "shared parking" as identified in 40.55.15.2.A.1 will be allowed when the two use types will share the required parking spaces.

As noted in the text for 60.30.10 above, the off-street parking calculation for the project notes the shared uses of the same parking spaces for the office and the adventure uses.

The building is proposed to be 17,660 gross square feet total on two levels. The two uses proposed are Portal escape room adventures and standard office space. It is anticipated that

the Portal will occupy 2/3 of the building and the office use(s) the remaining 1/3. The Portal use is a scheduled adventure for about 1 to 2 hours with generally two adventures each evening, much like a movie theater. Additionally, people often come in groups for the same adventure and leave before the next adventure starts. Adventure start times are also occasionally staggered. A limited number of people are allowed in each adventure during each time slot. Based on this similarity to movie theaters, we are using the 0.3 parking spaces per "seat" as the metric and calculating the maximum number of people anticipated per adventure, per scheduled time slot.

With the square footage allotment of 2/3 of the building (11,773 sq ft) the owner expects up to 8 adventures. Each adventure is limited to 10-12 people at a time due to space allocation and the nature of progressing through as a team. If all 8 adventures were operating at the same time, each with 12 people, that would be just under 100 people maximum. At a parking ratio of 0.3 per person, this would require 30 parking spaces.

The office use, at the remaining 5,887 sq ft requires 2.7 spaces per 1,000 sq ft for a total of 16 required parking spaces. Totaling the two together, a minimum of 46 parking spaces would be required. We are providing 54 spaces.

Additionally, office use is typically 8 am - 5 pm Monday through Friday; the Portal use is 4 pm to 10 pm evenings and weekends. So there is virtually no overlap in use and parking. These calculations and this proposal are based on existing conditions and data from the Portal use in Springfield, Oregon, which has been operating now for about two years. This metric conforms with 60.30.10.9.B.

To the specific criteria:

1. The threshold requirements are met by virtue of the modification request under 60.30.10.
2. Fees associated with this determination will be paid at the time of Design Review Two application.
3. The shared off-street parking is actually on the same property; the determination is based on time-of-use and there being minimal overlap of uses.
4. All on-site parking spaces are connected via pedestrian walkways.
5. This criterion does not apply.
6. This criterion does not apply.
7. As noted above, the peak times between the shared uses are at different times of the day and on different days.
8. Per the calculations above, more than adequate parking is available for both uses when in operation.
9. There are no additional special requirements in Chapter 60 that would impact providing the shared parking.
10. As can be seen on the enclosed drawings, safe and efficient vehicle and pedestrian circulation is provided throughout the site.
11. Application will meet the submittal requirements of 50.25.1 with the information required.
12. Application and documents will be submitted as required concurrent with the Design Review Two application.