



Community Development Department  
Planning Division  
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## **STAFF REPORT**

STAFF REPORT DATE: December 26, 2018

HEARING DATE: January 2, 2019

TO: Planning Commission

FROM: Sandra Monsalvè-Freund, AICP, Senior Planner / Development Process Coordinator

PROPOSAL: **Timberland Middle School Parking Lot Expansion (ADJ2018-0007 / DR2018-0151)**

LOCATION: The subject property is ±16.28 acres and is generally located at 650 NW 118<sup>th</sup> Avenue, on the north side of NW Stone Mountain Lane and east of NW 118<sup>th</sup> Avenue, on Washington County Tax Assessor's Map # 1N1-34CA Tax Lot 900.

NEIGHBORHOOD: Central Beaverton

ZONING: Town Center – High Density Residential (TC-HDR)

SUMMARY: The applicant, Angelo Planning Group, representing the Beaverton School District, requests approval by the Planning Commission to consider a request to approve modifications to the previously approved Design Review Three permit for the Timberland Middle School originally approved in April 2015. The applicant requests to modify the numeric parking standards in order to exceed the maximum parking standard, as well as change on-site vehicular parking, maneuvering, and circulation. Applications include a Major Adjustment (to exceed the maximum parking standard), and Design Review Two (for changes to on-site vehicular circulation and maneuvering). The applicant proposes to provide additional parking (an increase of 61-spaces) next to the northern parking lot to accommodate school parking demand when school reaches full capacity in 2021.

APPLICANT/  
PROPERTY OWNER: Beaverton School District  
Attn: Scott Johnson  
16550 SW Merlo Road  
Beaverton, OR 97003

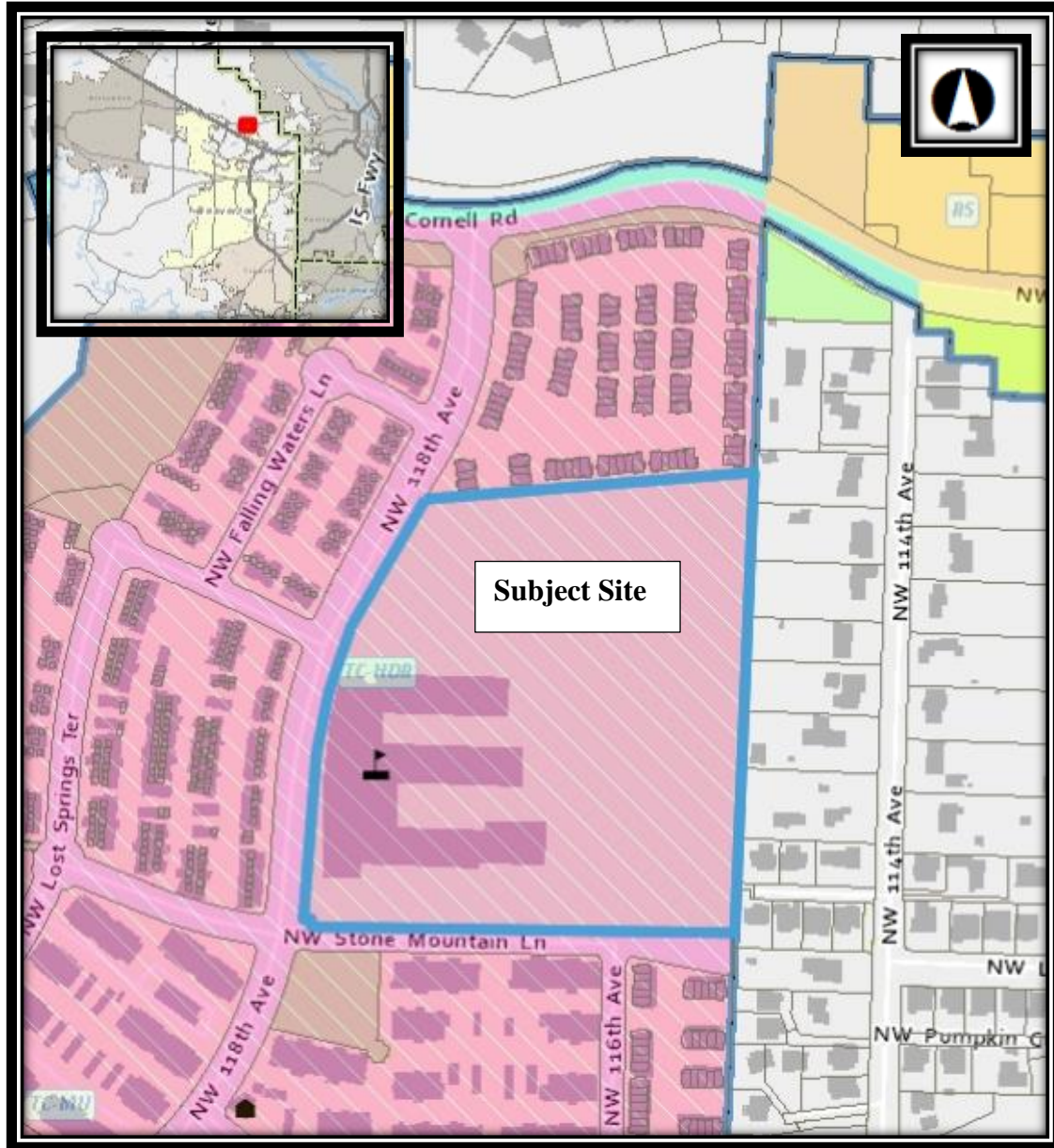
APPLICANT'S REPRESENTATIVE: Angelo Planning Group  
 Attn: Frank Angelo  
 921 SW Washington St. Suite 468  
 Portland, OR 97205

RECOMMENDATION: **APPROVAL of Timberland Middle School Parking Lot Expansion (ADJ2018-0007 / DR2018-0151)**, subject to conditions identified at the end of this report.

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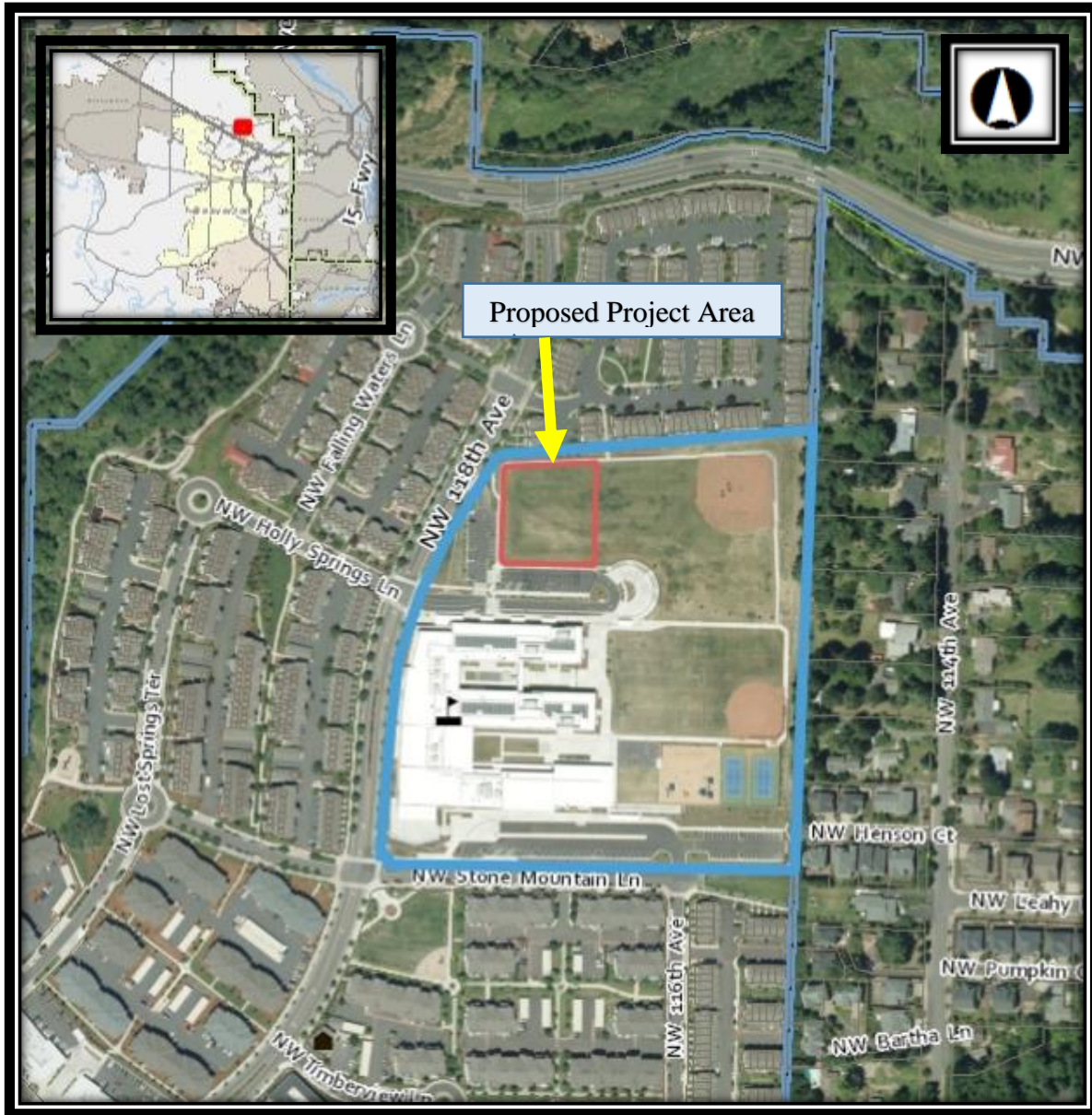
<b>Attachment A:</b> <i>Facilities Review Committee Technical Review and Recommendation Report</i>	FR1 – FR10
<b>Attachment B: ADJ2018-0007</b> <i>Major Adjustment</i>	ADJ1-ADJ8
<b>Attachment C: DR2018-0151</b> <i>Design Review Two</i>	DR1-DR10
<b>Attachment D:</b> <i>Proposed Conditions of Approval;</i>	COA1-COA4
<b>Exhibit 1: Exhibits by City Staff</b> <b>Exhibit 1.1 Zoning Map</b> <b>Exhibit 1.2 Aerial Map</b>	Page Numbers: SR3 – SR4
<b>Exhibit 2: Exhibits by Applicant</b> <b>Exhibit 2.1 Applicant Materials</b> <b>Exhibit 2.2 Applicant Supplemental Memo</b>	Combined materials package
<b>Exhibit 3: Public Testimony / Comments</b> <b>Exhibit 3.1:</b> Letter received 12/12/18 from Ruchi Yadav, 655 NW 118 <sup>th</sup> Ave., Unit 103, Portland, OR 97229. <b>Exhibit 3.2:</b> Letter received 12/17/18 from Dr. Bernard P. Conway, 700 NW 118 <sup>th</sup> Ave., #103, Portland, OR 97229. <b>Exhibit 3.3:</b> Letter received 12/17/18 from Rushang Shah, 718 NW 118 <sup>th</sup> Ave., #103, Portland, OR 97229.	Exhibits by #

Zoning Map



**Timberland Middle School Parking Lot Expansion  
ADJ2018-0007 / DR2018-0151**

Aerial Map



**Timberland Middle School Parking Lot Expansion  
ADJ2018-0007 / DR2018-0151**

## BACKGROUND FACTS

### Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day*
<b>ADJ2018-0007 DR2018-0151</b>	October 23, 2018	November 14, 2018	March 14, 2018	November 14, 2019

\*Pursuant to Section 50.25.8 of the Development Code this is the latest date, without a continuance, by which a final written decision on the proposal can be made.

### Existing Conditions Table

<b>Zoning</b>	Town Center – High Density Residential (TC-HDR)	
<b>Current Development</b>	The site is currently developed with a middle school with associated athletic fields, landscaping, parking and vehicle circulation areas.	
<b>Site Size &amp; Location</b>	The overall site ±16.28 acres and bounded by NW 118 <sup>th</sup> Avenue, on the north side of Stone Mountain Lane.	
<b>NAC</b>	Central Beaverton	
<b>Surrounding Uses</b>	<p><b><u>Zoning:</u></b></p> <p>North: TC-HDR</p> <p>South: TC-HDR</p> <p>East: Washington County R5</p> <p>West: TC-HDR</p>	<p><b><u>Uses:</u></b></p> <p>North: Attached Residential</p> <p>South: Attached Residential</p> <p>East: Detached Residential</p> <p>West: Attached Residential</p>

## **Subject Site History / Past Land Use Actions by Planning Commission**

In April 2015 the applicant, Beaverton School District, received approval by the Planning Commission to construct Timberland Middle School and all associate improvements. Since construction, the school has operated as a “swing school” for schools that have been remodeled and/or rebuilt, as part of the Beaverton School District’s Bond program. It is anticipated that the site will continue to operate as such until it is formally used as a middle school in the 2021-2022 school year.

## **Project Overview**

In order to accommodate increased parking demand, the applicant proposes additional parking next to the existing northern parking lot, just north of the school building. The lot will be built on an undeveloped portion of the site adjacent to the sports field. Currently there are 96 parking spaces on the site, the applicant proposes adding an additional 61 net spaces, raising the total amount of parking on-site to 157 spaces, including handicap spaces. The number of required parking spaces is based on the number of faculty and staff at the school. At full capacity of 1,100 students, the number of full time staff will be approximately 90, consistent with the BSD average of a 1:12 ratio of students to staff for middle schools. The anticipated 90 staff members result in a minimum parking requirement of 90 spaces and a maximum of 135 spaces. The requested number of parking spaces, 157, exceeds the allowed maximum by the Beaverton Development Code; consequently, the applicant has submitted a Major Adjustment land use application to the parking standards, as well as a Design Review Two application for the additional parking area and the changes to on-site vehicular circulation and maneuvering.

## **Public Testimony Response**

Staff has received public testimony referencing the following major points and provides a response to the key points below.

- The expansion is a poor use of Beaverton School District funds;
- Late night parking, noise, and trash in existing northern parking lot;
- Loss of large green space/fields;
- Loss in home values;
- Large increase in parking being requested;
- Why was additional parking not considered at time of original approval?

The expansion is a poor use of Beaverton School District funds. The expenditure of funds by Beaverton School District is not a land use issue that can be considered by the decision making authority. Concerns about expenditures by BSD should be directed to BSD’s board.

Late night parking, noise, and trash in existing northern parking lot. Unauthorized use of the parking lot area should be addressed with BSD if the problem is ongoing and with the Beaverton Police Department is specific incidents warrant their attention. Staff has forwarded the comments regarding parking, noise and trash to BSD.

Loss of large green space/fields. The applicant proposes to meet the minimum landscape requirements for the subject site. The City does not have requirements for schools in relation to the number of fields that are provided.

Loss in home values. Property values are not an approval criteria for land use review and may not be considered in land use decision making.

Large increase in parking being requested. The amount of parking being requested is under consideration with the Major Adjustment application to exceed the maximum permitted parking spaces for the site.

Why was additional parking not considered at time of original approval? Staff cannot speculate as to why the applicant did not ask for additional parking at the time of original approval. Any development may come in for modifications of their site at any time so long as they follow the procedures of the Development Code, as the applicant has by requesting the Major Adjustment.

**DRAFT  
FACILITIES REVIEW COMMITTEE  
TECHNICAL REVIEW AND RECOMMENDATIONS  
Timberland Middle School Parking Lot Expansion  
ADJ2018-0007 / DR2018-0151**

**Section 40.03 Facilities Review Committee:**

The Facilities Review Committee has conducted a technical review of the application in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

**The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:**

- **All twelve (12) criteria are applicable to the submitted Land Division (Preliminary Partition) application as submitted.**
- A. *All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.***

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water, and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services that shows compliance with stormwater and wetland requirements.

*Public Water*

Water service will continue to be provided by Tualatin Valley Water District (TVWD). As the proposed parking lot addition will not increase the capacity of the school site, no impacts to the existing water service are anticipated. The expected water usage has been identified in the previous land use approval (DR2015-0006) for the overall school site. Water will be utilized for all landscaping treatments/irrigation associated with the proposed parking lot, such as landscape islands, and landscaping along parking lot pedestrian paths.



*Public Sanitary Sewer*

Sanitary sewer service will be provided by the City of Beaverton. The applicant, under the previously approved land use application (DR2015-0006) has connected to the existing sanitary sewer system along SW Stone Mountain Lane. The proposed parking lot expansion will not require additional sanitary sewer service, as service has been taken into consideration for the entire school site as part of the land use application review in 2015.

*Stormwater*

The applicant has stated that existing utilities are sufficient to serve the project site. The applicant has prepared plans for utility provisions and stormwater management, as well as a preliminary Stormwater Report, dated October 16, 2018 (Exhibit 4 of application materials). The applicant has indicated that stormwater will be treated with LIDA planters before discharging to the onsite stormwater system. The existing system includes a StormTech underground detention system, which, according to the Report, has sufficient capacity to accommodate the additional impervious area with minor modifications to maintain existing discharge rates. The stormwater system has been designed to meet the City of Beaverton requirements, as well as CWS design and construction standards. The Committee has found the report and associated utility plans to be adequate in addressing the site's on-site surface water management (drainage patterns, treatment, and quantity control).

*Transportation*

The applicant states the proposed parking lot expansion and related improvements will not meet the threshold for a Traffic Impact Analysis (TIA), or require additional off-site improvements. All half-street frontage improvements to NW 118<sup>th</sup> Avenue and NW Stone Mountain Lane have been completed under the previous land use approval in 2015 (DR2015-0006). The applicant states all circulation improvements will be internal to the proposed parking lot and will comply with City requirements accordingly. Previously, a TIA was submitted by Kittelson & Associates in which the project site was analyzed for all traffic impacts for a Middle School. Kittelson has included a Memo, dated October 9, 2018 (Exhibit 5 of application materials) which illustrates comparisons between eight existing middle schools within the Beaverton School District. This comparison assesses the district's operational needs based upon student enrollment in order to evaluate parking ratios, and thus recognizes that staffing levels can vary. Required parking, based on 90 full-time staff, is 135 spaces. However, the applicant is requesting 157 spaces, which is 16 percent more than the allowed maximum parking in Zone A. Because the threshold for a TIA has not been met, it is not required as part of this application. Further analysis of additional parking spaces exceeding the maximum allowed in Zone A will be reviewed in the Major Adjustment staff report.

*Fire Protection*

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). TVF&R has no comments or conditions for the proposal.

The Committee finds that the proposed development will provide the required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

**FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.**

***B. Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to 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 years of occupancy.***

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were forwarded to City Transportation staff and City Police Department.

The site will continue be served by the Tualatin Hills Park and Recreation District (THPRD).

The proposal includes improvements to the existing middle school site, currently operating as a “swing school”. The improvements are intended to support educational facilities and services of the Beaverton School District.

The City of Beaverton Police will continue to serve the development site. The Police Department has submitted no comments or recommendations to the Facilities Review Committee as of the date of this report. Any comments received from the Police will be shared with the applicant team as soon as they are received by staff.

Tri-Met does provide service to the development site. Bus line 62-Murray Blvd. provides two locations along NW Barnes Road, at the intersection of NW Barnes and NW 118<sup>th</sup> Avenue, on both the north and south sides of NW Barnes. Additionally, bus line 48-Cornell, and line 50-Cedar Mill, have stops along NW Cornell Road at its intersection with SW 118<sup>th</sup> Avenue on both the north and south sides of NW Cornell Road. There are currently no bus stop locations directly in front of the school site on NW 118<sup>th</sup> Avenue or NW Stone Mountain Lane.

Pedestrian, Bicycle, and Transit Facilities are, by definition Essential Facilities and are typically required to be in place prior to occupancy. The applicant has completed these improvements under the previously approved land use application(s). As shown on Plan Sheet L100, new parking lot improvements will maintain existing connections between the internal circulation system of the site and adjacent streets. The school is located on NW 118<sup>th</sup> Avenue, a Class 1 Major Pedestrian Route, which was improved when the middle school was built in 2015-2016. All pedestrian facilities were provided at that time in accordance with the land use approvals.

**FINDING:** Therefore, the Committee finds the proposal meets the criterion.

- C. *The proposal 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 proposal.***

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Town Center-High Density Residential (TC-HDR) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards of the TC-HDR zone.

**FINDING:** Therefore, the Committee finds that the proposal meets the criterion.

- 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 proposal.***

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60, in response to the above mentioned criteria. As demonstrated on the chart, the proposal meets all applicable sections of Chapter 60.

**FINDING:** Therefore, the Committee finds that the proposal meets the criterion.

- 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 ditches, 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.***

The Beaverton School District, a public agency, is the applicant for the project and will be responsible for the maintenance of all on-site improvements. The proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

**FINDING: Therefore, the Committee finds that the proposal meets the criterion.**

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

The applicant proposes safe and efficient vehicular circulation to and from the northern parking lot. Vehicles will continue to access the site from NW 118<sup>th</sup> Avenue, and will access the northern parking lot from the existing western parking area. The proposed northern parking lot will be wide enough to provide vehicular circulation without the need to queue. Pedestrian pathways will be easily accessible to the west of the new parking area via an existing pedestrian sidewalk.

The proposed project connects to and expands upon existing pedestrian pathways around the perimeter of the school site. All new proposed pathways will meet the City of Beaverton design standards for width, materials, lighting, and separation from vehicular traffic. Paved sidewalks will also provide access to the northern athletic fields, which will have a chain link gate providing secure entry during appropriate hours.

The concrete walkway located at the center of the parking lot expansion is proposed to be 10 feet wide, with a 5-foot clear path.

The applicant has proposed safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the project site.

**FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.**

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

On-Site Vehicular Circulation

There are currently two existing entrances to the northern parking area off NW 118<sup>th</sup> Avenue, a full access driveway across from NW Holly Springs Lane onto NW 118<sup>th</sup> Avenue, and a second northern driveway providing for right-in/right-out driveway movements only onto NW 118<sup>th</sup> Avenue. The existing parking area also includes vehicular circulation that is used for parent drop-off with curbside space for students, plus an additional loop and dedicated space for special education students' drop-off.

The new northern parking lot addition is proposed to add 61 net parking spaces as shown on Plan Sheet C-200 of the applicant materials. The proposed parking lot will have looping parking and vehicular circulation separated by a paved and landscaped island, fencing, and a walkway for safe and efficient circulation. Five (5) parking spaces in the existing western parking lot (adjacent to the subject project area) are proposed to be removed in order to accommodate the new driveway for the proposed northern parking lot; however, 35 spaces will remain in the existing western parking area adjacent to the proposed northern parking lot. There will be 101 parking spaces for the combined parking areas north of the school building. The proposed parking lot expansion connects internally to the existing parking lot and does not adversely impact connections to the surrounding circulation system as originally approved.

The existing parking and vehicular circulation area located on the south side of the school will remain unchanged. The lot is designed as a bus drop-off area with curbside and island spaces for 14 school buses, as well as 23 angled parking spaces, and 33, ninety-degree parking spaces, yielding 56 parking spaces.

On-Site Pedestrian Circulation

In the new northern parking area, the applicant proposes walkways for the northern and western perimeter, fully connected to one-another. All proposed parking spaces will provide for direct pedestrian connection to the school building, other areas of the school site, and the sidewalk system on NW 118<sup>th</sup> Avenue via walkways and marked crossings, also facilitating safe and efficient pedestrian circulation.

On the northern part of the site, an existing walkway around existing athletic fields connects to the sidewalk of the Timberland Reserve Condominiums on the north central border of the site, as well as to the existing sidewalk along NW 118<sup>th</sup> Avenue at the northwest corner of the site. (Sheet C200 of applicant materials). The applicant proposes a six-foot high chain link fence along the eastern edge of the new parking lot and a gate

at this northeastern portion of the site to connect the walkway for pedestrians, while maintaining the security needed during school hours. In the central part of the project site, an on-site east to west pedestrian walkway between the parking area and school buildings connects to the existing sidewalk system on NW 118<sup>th</sup> Avenue. The southern half of the site will remain unchanged and maintain the existing pedestrian walkway connections. The site's vehicular and pedestrian circulation system connects in a safe and efficient manner.

**FINDING: Therefore, the Committee finds that the proposal meets the criterion.**

- 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.***

The applicant does not propose any new structures or new public facilities related to this project. Review through the City's Site Development process will ensure that the proposed stormwater facilities will meet public standards. TVF&R has reviewed the proposal and has no comments or conditions.

**FINDING: Therefore, the Committee finds that the proposal meets the criterion.**

- I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from hazardous conditions due to inadequate, substandard or ill-designed development.***

The Conditions of Approval stated herein, provide requirements of the applicant to obtain Site Development and Building Permits from the City, to ensure that public facilities will be designed and built in accordance to all applicable codes and standards. Compliance with the vision clearance and lighting standards will also provide protection from crime and accidents. Fencing around the project site will also provide additional security. All construction documents will provide for Site Development permitting review to ensure protection from hazardous conditions.

**FINDING: Therefore, staff finds that the proposal meets the criterion for approval.**

- 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.***

The applicant has indicated grading and contouring will be minimal. The original land use approval was designed to meet the City of Beaverton standards for grading and drainage. The applicant has indicated that the project was designed to minimize adverse effects on neighboring properties, public rights-of-way, surface drainage, water storage facilities, and the public drainage system. The proposed grading and other site-specific improvements are set back a minimum of 20 feet from external property lines and will not have an adverse impact on the adjacent neighboring properties.

**FINDING: Therefore, the Committee finds that the proposal meets the criterion for approval.**

***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.***

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the new on-site sidewalks, as well as walkways internal to the new parking area appear to meet applicable accessibility requirements, and through the site development and building permit reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.25 and the criterion will be met.

**FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion for approval.**

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

The applicant submitted the land use applications on October 23, 2018 and was deemed complete on November 14, 2018. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements, as identified in Section 50.25.1 are contained within this proposal.

**FINDING: Therefore, the Committee finds the proposal meets the criterion for approval.**

**Code Conformance Analysis**  
**Chapter 20 Use and Site Development Requirements**  
**Town Center-High Density Residential (TC-HDR) Zoning District**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 20.20.20 (TC-HDR)</b>			
Use	Educational Institution – Permitted	No new Uses Proposed – Additional Parking Lot for School is proposed and ancillary to the existing school.	<b>YES</b>
<b>Development Code Section 20.20.15 (TC-HDR)</b>			
Land Area Minimum	0	There is no minimum parcel size in the TC-HDR Zone.	<b>N/A</b>
Lot Dimensions Minimum	N/A	There are no minimum lot dimension requirements in the TC-HDR Zone.	<b>N/A</b>
Yard Setbacks Minimum	Front: 0 Side: 0 Rear: 0	There are no minimum yard setback requirements in the TC-HDR Zone.	<b>N/A</b>
Yard Setbacks Maximum	Front: Governed by Chapter 60 along MPR.	The setback is governed by the Design Review Process.	<b>N/A</b>
Maximum Building Height	50 feet	No structures are proposed with this project.	<b>N/A</b>
Minimum/Maximum Floor Area Ratio (FAR)	0.20 / 1.00	FAR requirements do not apply, as Schools are considered undevelopable for purposes of calculating net acreage. The same goes for the proposed parking lot addition for the school.	<b>N/A</b>



## Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review Standards will be reviewed in the Design Review portion of the staff report.	<b>See DR Findings</b>
<b>Development Code Section 60.07</b>			
Drive-Up Window Facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	<b>N/A</b>
<b>Development Code Section 60.10</b>			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No mapped floodplains are located within the subject site.	<b>N/A</b>
<b>Development Code Section 60.12</b>			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development techniques are proposed.	<b>N/A</b>
<b>Development Code Section 60.15 – Land Division Standards</b>			
Land Division Standards	Standards pertaining to Land Divisions	No Land Divisions are required.	<b>N/A</b>
<b>Development Code Section 60.30 – Off-Street Parking</b>			
Off-street motor vehicle parking Parking Zone A	Minimum: 90 spaces Maximum: 135 spaces	<u>Vehicle Parking</u> 96 spaces exist – applicant proposes an additional 61 net spaces.	<b>See ADJ Findings</b>
Required Bicycle Parking	Long Term Total: 122	<u>Bicycle Parking</u> No changes to previous approval of 122 Long Term spaces.	
<b>Development Code Section 60.55 - Transportation</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	<b>Yes-with COA</b>
<b>Development Code Section 60.60</b>			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No trees are proposed to be removed.	<b>N/A</b>
<b>Development Code Section 60.65</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	Undergrounding has taken place under the previous land use approvals.	<b>N/A</b>

**ADJ2018-0007  
ANALYSIS AND FINDINGS FOR  
MAJOR ADJUSTMENT**

**Section 40.10.05. Adjustment Applications; Purpose**

*The purpose of an Adjustment application is to provide a mechanism by which certain regulations in this Code may be adjusted if the proposed development continues to meet the intended purpose of such regulations. This Section is carried out by the approval criteria listed herein.*

**Section 40.10.15.2.C Approval Criteria**

*In order to approve a Major Adjustment 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 Adjustment application.***

Section 40.10.15.2.A. Threshold: *An application for Major Adjustment shall be required when the following threshold applies:*

- 3. Any change from the numerical requirements contained in Section 60.30 (Off-Street Parking).*

The maximum number of parking spaces for Educational Facilities, including Middle School and Elementary Schools is 1.5 spaces per full time employed staff (FTE). It is anticipated there will be 90 FTE once the school is at capacity. This equates to a maximum of 135 parking spaces. The applicant has submitted the Major Adjustment application requesting to exceed the maximum permitted parking spaces by 22 spaces, thereby bringing the maximum number of parking spaces up to 157, a variation from the numerical requirements of Section 60.30 (Off-Street Parking), thereby meeting threshold 3 for a Major Adjustment.

**Therefore, staff finds that the proposal meets the criterion for approval.**

**2. *The application complies with all applicable submittal requirements as specified in Section 50.25.1 and includes all applicable City application fees.***

The City of Beaverton received the appropriate fee for a Major Adjustment application.

**Therefore, staff finds that the proposal meets the criterion for approval.**

**3. *Special conditions exist on the site that make it physically difficult or impossible to meet the applicable development standard for an otherwise acceptable proposal.***

The applicant has stated the current off-street parking for Timberland Middle School is well below the amount of parking typically provided at similar Beaverton School District Middle Schools. The current parking (96 spaces) is roughly two-thirds (67%) of the average available parking at other middle schools (144 spaces). In 2021, Timberland Middle School will have 1,100 students, which is greater than the average middle school student body size of 800 students. The parking addition will bring parking closer to the similar standard the District has found necessary at other middle schools. (See Exhibit 5 *Parking Demand Memo* of applicant materials)

While parking provided under the original school approval in April 2015 met City of Beaverton parking standards, the number of parking spaces provided was on the lower side of the allowed parking range. However, after now operating as a “swing school” for three elementary schools, it has become apparent that parking is constrained as the building operates even as an elementary school. Currently the school is being used by William Walker Elementary School students (431 students); as well as Rachel Carson (182 students) option school, which occupies six classrooms, two each for 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> graders. Rachel Carson is normally at Five Oaks Middle School, however with construction taking place at Five Oaks, the students have been moved to the Timberland Middle School site. Additionally, in September 2019 through June 2021 students from ACMA will use the school site as a middle and high school until the programming changes over to Timberland Middle School in September 2021. While the District does encourage walking, biking, transit and carpooling to the school, it recognizes that when the school becomes a fully operation middle school, the parking provided will need to more closely reflect parking provided at other BSD middle schools.

In addition to the school operating as a “swing school” the applicant has also indicated that the surrounding neighborhood has very limited on-street parking. The Timberland PUD development is a dense mixed use development with a variety of uses and limited on-street parking opportunities. The on-street parking close to Timberland MS is consistently utilized by the residents and visitors of the residential and commercial uses, as off-street parking areas are limited. The applicant has heard from the community members at the neighborhood meeting that complaints have been given to the City regarding lack of on-street parking. Additionally, the applicant heard at the neighborhood meeting that the Timberland parking lot is used by neighbors for overnight parking or for visitor parking as their only option. Since the District opened the school to in school year 2015-16, a frequent complaint to the District has been the use of street parking by parents and visitors when available.

Although the school functions mainly as a school, there is year-round use of the school site which exceeds the normal parameters of a school. When not in session, the site is used by the community. Although the sports fields will be reduced in size by the expansion of the parking lot area, BSD and THPRD sports programs will continue to use the existing fields for athletic programming. The gyms inside the building are uses year-round by the community. The “theater”

room has been constructed as a proper theater with a sprung floor, audio and lighting to support “black box” type performances. Both the gym and theater are used by the community after school hours and can be utilized concurrently leading to additional parking demand during peak usage times.

During these school and community events, the parking demand has exceeded the supply. This has led to visitors parking in the surrounding neighborhood. On days when parents are required to attend school conferences or events, the parking has been insufficient. In addition to parent visitors, there are school vendors, maintenance vehicles, and delivery trucks that take up a number of parking spaces throughout the day, thereby reducing parking availability.

The number of staff is dependent on the number of students and the programs in the building. Within Beaverton School District, the staff-to-general education student ration is 1:12 for middle schools. Assuming an attendance of 1,100 students once the school is at full capacity, the staff load at Timberland MS will be approximately 90 FTE. The original application submittal assumed a staff load of 80. Based on a staff load of 90, the vehicle parking requirements would increase to a minimum of 90 spaces and a maximum of 135 spaces, thus requiring the Major Adjustment application to provide an additional 22 parking spaces to reach the proposed 157 vehicle parking spaces. The staff number could be higher or lower, depending on programs, especially special education (SPED). Some SPED programs have 1:1 or even 2:1 staff/volunteers to student ratios in classrooms. Typical SPED classrooms have 10 students. No SPED programming has been identified for Timberland, however, it may be a possibility in the future.

While the needed parking is calculated by City standards for full-time staff and employees only, the school does have a constant rotation of volunteers, parents, and visitors. All BSD middle schools have a large contingent of volunteers assisting in the schools. At any given time, there is an average of 8-10 volunteers on site. This number is derived from the sign-in logs of several BSD middle schools, which should be consistent with Timberland once it is operating as a full-time middle school. Volunteer numbers can be much higher, depending on activities at the school, but the average number is 8-10 volunteers at any given time throughout the day. This number does not factor in volunteer teachers and teachers on assignments doing specialized work in the school, technical district employees who go to the school to work with teachers/students, or maintenance staff for the district. In addition, the school will host specialized school meetings with district staff in its meeting spaces, including trainings specific to the school or region.

Lastly, in addition to the volunteers, each school needs at least five parent/visitor parking spaces. Parents come and go from the school site all day picking up and dropping off students outside the normal start and end times for the school day. The front office logs show the frequency of parents visiting to drop-off/pick-up students for a wide range of reasons. These are typically very short visits, 10 minutes or less. Other visitors include, but are not limited to, Central Office or other District staff that need to be on-site from time-to-time. The Superintendent and other administrators also visit schools frequently.

In summarizing, the special conditions existing on the site making it difficult or impossible to meet the standards are as follows:

- The current parking (96 spaces) is roughly two-thirds (67%) of the average available parking at other middle schools;
- The school operates as a “swing school” accommodating three elementary schools, until the 2021-22 school year when it will operate as a middle school, with enrollment up to 1,100 students;
- On-street parking in the surrounding neighborhoods is limited and highly utilized by residents, visitors and commercial uses;
- Year-round community use of the school site for sports programs and theater and special all school events like back to school night and parent teacher conferences.
- Parent, visitors, vendors, maintenance vehicles, and delivery trucks take up a number of parking spaces throughout the day, thereby reducing staff parking availability.
- Anticipation of 90 FTE rather than 80 projected, as well as potential Special Education Programs.
- Volunteers, on average 8-10 at any given time;
- Specialized District meetings and trainings occurring on site.

Staff finds that there exists special conditions on the site making it difficult to meet the standards of the Development Code for maximum number of parking spaces.

**Therefore, staff finds that the proposal meets the criterion for approval.**

***4. The special conditions or circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.***

The applicant notes the constraints cited in Criterion 3 above, especially the unavailability of on-street parking, do not result from the actions of the applicant. That the school has operated as a “swing school” for current schools under construction or remodel and it is apparent that parking is constrained even at the elementary school level, and the District recognizes the need to provide parking more in-line with parking provided at other BSD middle schools. The applicant also references the memo provided by Kittleson & Associates (Exhibit 5 of the applicant materials) that the average number of parking spaces at BSD middle schools is 144 spaces (based on the average middle school enrollment of 800 students). The memo notes that the ratio of parking spaces to number of students at existing BSD middle schools is 0.18 spaces per student. With 1,100 students expected at Timberland in school year 2021-22, this ratio would suggest, at the high end, 198 parking spaces could be provided at Timberland. This application proposes to

provide 157 vehicle parking spaces on-site at Timberland Middle School.

Staff concur, that the Major Adjustment to maximum number of vehicle parking spaces will provide the additional parking necessary to alleviate the insufficient amount of parking spaces currently at the Timberland Middle School site. The request to increase the maximum number of vehicle parking spaces does not stem from financial hardship or inconvenience.

**Therefore, staff finds that the proposal meets the criterion for approval.**

**5. *Granting the adjustment as part of the overall proposal will not obstruct pedestrian or vehicular movement.***

The applicant states that the adjustment to vehicle parking standards will not obstruct any existing pedestrian or vehicular movement, as the additional parking area will meet pedestrian and circulation standards listed in Section 60.05 and 60.30 of the Development Code. The additional parking area will be adjacent to the existing parking lot and share the same vehicle entrance and exit as the northern parking lot for the school along NW 118<sup>th</sup> Avenue. Pedestrian traffic will be directed from the parking area to existing pedestrian paths towards the school and existing sidewalks along NW 118<sup>th</sup> Avenue. By providing enough vehicle parking, vehicles will be able to find parking on the site, rather than searching the surrounding neighborhoods for on-street parking. Staff finds that granting the request will not obstruct pedestrian or vehicular movement to and through the site.

**Therefore, staff finds that the proposal meets the criterion for approval.**

**6. *City-designated significant trees and/or historic resources, if present, will be preserved.***

There are no City-designated significant trees and/or historic resources on the subject site.

**Therefore, staff finds that this approval criterion is not applicable.**

**7. *If more than one (1) adjustment is being requested concurrently, the cumulative effect of the adjustments will result in a project which is still consistent with the overall purpose of the applicable zoning district.***

The proposal includes one (1) request for adjustment.

**Therefore, staff finds that this approval criterion is not applicable.**

**8. *Any adjustment granted shall be the minimum necessary to permit a reasonable use of land, buildings, and structures.***

The applicant states that the proposed adjustment will match the amount of parking deemed necessary to meet the District's standard for Middle School vehicular parking spaces, based on the District's needs analysis (Exhibit 5 of applicant materials). Given the importance of providing adequate parking and the previously discussed constraints, staff find that the requested adjustment to the maximum number of parking spaces is necessary to permit a reasonable use of land, buildings, and structures.

**Therefore, staff finds that the proposal meets the criterion for approval.**

**9. *Either it can be demonstrated that the modification equally or better meets the intent of the standard to be modified or the proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.***

The intent of the maximum vehicle parking space limit is to promote reliance on public transit, which is available within a one-quarter mile walking distance and to ensure that too much parking is not provided on a site. While transit is available on SW Barnes Road and NW Cornell Road the bus headways of 26 minutes, on average, may not make it practical for large numbers of the teaching staff to commute via transit. The District recognizes, and encourages walking, biking, transit and carpooling at the school. Most students arrive via school buses. However, at the same time, the District recognizes that once the school becomes a fully operational middle school, the parking provided will need to more closely reflect parking provided at other BSD middle schools, thereby incorporating site design that will equally meet the standards' intent and compensate for the requested adjustment. When the middle school is in operation, the District will examine ways to provide alternative transportation options for students to the school via Safe Routes to School programming. However, the additional parking will help to reduce the impacts to the existing neighborhood by visitors and staff to the school utilizing the limited on-street parking network.

Staff finds that the proposal meets the intent of the maximum parking limits, as alternative modes of transportation are utilized and encouraged, as well as recognizing the need to implement Safe Routes to School programming in the future. As BSD has shown in the information provided the demand for additional parking, in excess of the maximum parking ratio exists on the site given the operations of the site and the additional community uses that utilize the site. The increase in maximum number of vehicular parking spaces allows the District to maximize on-site parking, and minimize impacts to nearby residential uses.

**Therefore, staff finds that the proposal meets the criterion for approval.**

- 10. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more application that have been approved or are considered concurrently with the subject proposal.***

Staff cites the findings in the Code Conformance Analysis chart in the Facilities Review section of this report for the TC-HDR zone as applicable to the above-mentioned criteria. As demonstrated on the chart, the proposal meets the site development standards, with the exception of maximum vehicular parking space limits. The applicant requests modification of the maximum vehicular parking space limits through the subject Major Adjustment application.

**Therefore, staff finds that the proposal meets the criterion for approval.**

- 11. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both 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 proposal.***

Staff finds that this Major Adjustment proposal, which is limited to maximum vehicular parking space limits, will have no impact on the development's ability to meet applicable Code requirements of Chapter 60. Compliance with Chapter 60 is also discussed in the Facilities Review (Attachment A), Design Review Two (Attachment C), sections of this report.

**Therefore, staff finds that the proposal meets the criterion for approval.**

- 12. *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: drainage ditches, 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 periodic maintenance by the City or other public agency.***

The applicant states that the Beaverton School District, as the property owner, will be responsible for overseeing maintenance of the site. The District will provide continued maintenance and necessary replacement of facilities. Staff find that the design of the new parking area will allow for adequate maintenance.

**Therefore, staff finds that the proposal meets the criterion for approval.**



**13. *The proposal does not include any lot area averaging as specified in Section 20.05.50.1.B or include any lot dimension reductions as specified in Sections 20.05.50.2.A.2 and .4 or 20.05.50.2.B.2 and .4.***

The proposal does not include any lot area averaging.

**Therefore, staff finds that this approval criterion is not applicable.**

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

The applicant has submitted this Major Adjustment application with associated Design Review Two application. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. Staff suggests a condition of approval that approval of the Major Adjustment application is dependent upon the Design Review Two approval.

**Therefore, staff find that by meeting the conditions of approval the proposal meets the criterion for approval.**

### **RECOMMENDATION**

Based on the facts and findings presented, staff recommends **APPROVAL** of **ADJ2018-0007 (Timberland Middle School Parking Lot Expansion)**.

**DR2018-0151  
ANALYSIS AND FINDINGS FOR  
DESIGN REVIEW TWO APPROVAL**

**Section 40.20.05. Design Review Applications; Purpose**

*The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by insuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development.*

**Section 40.20.15.2.C Approval Criteria**

**C. Approval Criteria.** 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.***

The applicant proposes to add additional parking to the site. The proposed development will change the on-site vehicular parking, maneuvering, and circulation to create additional vehicular parking, including removing an existing playing field to construct the parking lot. The proposal therefore meets Threshold 5 of a Design Review Two application.

*7. Any new or change to existing on-site vehicular parking, maneuvering, and circulation area which adds paving or parking spaces.*

**Therefore, staff finds that the proposal meets the criterion for approval.**

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

The applicant paid the required fees for the Design Review Two application.

**Therefore, staff finds that the proposal meets the criterion for approval.**

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

This proposal is consistent with all applicable application requirements, as submitted.

**Therefore, staff finds the criterion not applicable.**

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

Staff cites the findings found in the Code Conformance Analysis chart further in this report, which evaluates the project as it relates to applicable code requirements of Sections 60.05 through 60.65. As demonstrated on the chart, the proposal complies, or through conditions of approval, can be made to comply with applicable Design Standards.

Staff finds that this Design Review Two proposal, which is limited to the additional parking lot area, pedestrian connection and minor landscaping modifications will have no impact on the development's ability to meet applicable Code requirements of Chapter 60.

**Therefore, staff finds the criterion not applicable.**

**5. *For additions to or modifications to 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 additions or modifications are moving towards compliance of specific Design Standards if any of the following conditions exist:***

- a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or**
- b. The location of existing structural improvements prevent the full implementation of the applicable standard; or**
- c. The location of the existing structure to be modified is more than 300 feet from a public street.**

***If the above listed conditions are found to exist and it is not feasible to locate a proposed addition in such a way that the addition abuts a street, then all applicable design standards except the following must be met:***

- d. **If in a Multiple Use District, building location entrances and orientation along streets, and parking lot limitations along streets.**
- e. **If in a Multiple Use or Commercial District, ground floor elevation window requirements.**

The application for the proposed vehicular parking lot addition to the site meet all applicable Design Standards as outlined in the code conformance analysis below.

**Therefore, staff finds that the proposal meets the criterion for approval.**

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

The applicant has submitted this Design Review Two application with an associated Major Adjustment application for this project. Concurrent review of the applications satisfies this criterion. The Design Review Two application is dependent upon the increase in maximum vehicular parking spaces exceeding the limits of the parking standards requested in ADJ2018-0008, as such staff has provided a condition of approval that the Design Review Two is dependent upon approval of the Major Adjustment application. No other applications are required of the applicant at this stage of City review.

**Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion for approval.**

### **Recommendation**

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2018-0151 (Timberland Middle School Parking Lot Expansion)**, subject to the proposed conditions of approval in Attachment E.

**Design Review Standards Analysis**  
**Section 60.05.15 Building Design and Orientation**

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Building Articulation and Variety</b>		
<b>60.05.15.1.A-D</b> Building Articulation and Variety	The proposed project does not include modifications to the existing building; therefore, the standards do not apply.	N/A
<b>Roof Forms</b>		
<b>60.05.15.2.A-E</b> Roof Form	The proposed project does not include modifications to the existing building; therefore, the standards do not apply.	N/A
<b>Primary Building Entrances</b>		
<b>60.05.15.3</b> Weather protection for primary entrance	The proposed project does not include a building; therefore, the standards do not apply.	N/A
<b>Exterior Building Materials</b>		
<b>60.05.15.4.A</b> Residential double wall construction	The proposed project does not include a building; therefore, the standards do not apply.	N/A
<b>Roof-Mounted Equipment</b>		
<b>60.05.15.5.A through C</b> Equipment screening	The proposed project does not include a building; therefore, the standards do not apply.	N/A

**Section 60.05.20 Circulation and Parking Design**

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Connections to the public street system</b>		
<b>60.05.20.1</b> Connect on-site circulation to existing and planned street system	The additional parking area will connect with existing pedestrian and motor vehicle connections to NW 118 <sup>th</sup> Avenue and the school building, as well as to existing sidewalks adjacent to the new parking area. Vehicular access will be available via the existing parking area to the new parking area.	YES
<b>Loading Areas, solid waste facilities and similar improvements</b>		
<b>60.05.20.2.A-E</b> Screening of loading and waste facilities.	The proposed project does not include loading areas, solid waste facilities or other similar improvements.	N/A
<b>Pedestrian Circulation</b>		
<b>60.05.20.3.A</b> Link to adjacent facilities	Pedestrian circulation to the north of the proposed parking area will be retained, Pedestrian access internal and central to	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	the new parking area will provide access to the west and southern sidewalks via an internal 5-foot wide pathway. A concrete crossing has been provided from this internal walkway, thus adjoining the existing sidewalk. (Sheet C200 of Site Plan)	
<b>60.05.20.3.B</b> Direct walkway connection	No changes are proposed between primary building entrances and pedestrian destinations and walkways. The new parking area will have walkways connecting to existing sidewalks which connect to the school and to NW 118 <sup>th</sup> Ave.	<b>YES</b>
<b>60.05.20.3.C</b> Walkways every 300 feet	No additions or site improvements are proposed to necessitate new walkways between the school street frontage and the street.	<b>N/A</b>
<b>60.05.20.3.D</b> Physical separation	The pedestrian walkways from the new parking lot will be separated by a raised curb, as well as with landscaping and a stormwater facility on the western side of the new parking area.	<b>YES</b>
<b>60.05.20.3.E</b> Distinct paving	All pedestrian crossings will have a continuous walkway. Materials for the crossings will be concrete, while primary on-site paving materials for the driveways will be light asphalt.	<b>YES</b>
<b>60.05.20.3.F</b> 5' minimum width	The proposed pedestrian walkways are a minimum of 5 feet in width, meet ADA standards, and include concrete paving materials.	<b>YES w/COA</b>
<b>Street Frontages and Parking Areas</b>		
<b>60.05.20.4.A.1</b> Screen from public view	The new parking area will abut a small area along NW 118 <sup>th</sup> Avenue but be separated by more than 20 feet of landscaping, including the existing tree and five (5) new trees in the northwest corner of new parking area. These additional trees have been added in response to community concerns for additional screening.	<b>YES</b>
<b>60.05.20.4.A.2</b> Screen from public view	In response to community concerns regarding screening from vehicular headlights in the existing parking area, the applicant proposes a new 30-36 inch tall wall to run parallel to NW 118 <sup>th</sup> Avenue between the existing parking area and the sidewalk.	<b>YES</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Parking and Landscaping</b>		
<b>60.05.20.5.A-D</b> Parking area landscaping	Sheet C200 of applicant materials show landscaping planters with one (1) tree every ten (10) contiguous parking spaces.	<b>YES</b>
<b>60.05.20.6.A</b> Off-street parking frontages	The applicant indicates the parking area is to the side of the school building which fronts NW 118 <sup>th</sup> Avenue, a Major Pedestrian Route. With the additional parking, approximately 40% of street frontage will be parking, meeting the maximum of 50%.	<b>YES</b>
<b>60.05.20.7.A-B</b> Sidewalks along streets and primary building elevations.	Sidewalks will continue to run along NW 118 <sup>th</sup> Avenue and the school building and provide an unobstructed path at least five (5) feet in width. No changes to internal walkways along building elevations is proposed.	<b>YES</b>
<b>60.05.20.8.A</b> Connect on-site buildings, parking, and other improvements with streets and drive aisles.	The proposed parking area will be linked to the public street by the two existing parking lot drive aisles, which connect the northern parking area to NW 118 <sup>th</sup> Avenue. Drive aisles will be 24 feet wide, connecting the sidewalk on either side. The aisles are less than 100 feet long, therefore not designed to private street standards.	<b>YES</b>
<b>60.05.20.9</b> Ground floor uses in parking structures	The proposed project does not involve a parking structure.	<b>N/A</b>

## Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Minimum Landscaping</b>		
<b>60.05.25.1-4</b> Residential Open Space	The proposal is does not involve residential development or open spaces.	N/A
<b>60.05.25.5.A-D</b> Non-residential and Mixed-Use Development	Total lot size is 16.28 acres requiring 10 percent landscaping. Proposal will remove 23,000 square feet of open space, leaving approximately 303,210 square feet of landscaping for the entire site. New landscaping ratio will be 42.7% landscaped, exceeding the minimum of 10%.	YES
<b>60.05.25.6.A</b> Common Greens	The proposal does not include changes to any common greens on the site.	N/A
<b>60.05.25.7.A-B</b> Shared Courts	The proposal does not include shared courts.	N/A
<b>Retaining Walls</b>		
<b>60.05.25.8</b> Retaining Walls	No retaining walls are proposed on the site.	N/A
<b>Fences and Walls</b>		
<b>60.05.25.9.A-B</b> Fences and Walls	New fencing (galvanized chain link) will be limited to the perimeter of the new parking lot area and the landscaped area on the northeast side. In order to screen vehicle headlights, the applicant proposes a black vinyl fence with slats along the northern and western inner perimeter. Fence height on northern side will be 3 feet, and 4-feet on the western side. The east side fence, 6-feet in height, will not use vinyl slats, as the District requires visibility into open areas for school security purposes. There is an existing fence along the southern side of the new parking area, as well as an existing wooden fence at the northern property line between the residential uses and the proposed new parking area.	YES
<b>60.05.25.9.C-D</b> Masonry Walls	No masonry walls are proposed. No manufacturing on this site, not in an industrial district.	N/A



DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>60.05.25.9.E</b>	The applicant proposes a six (6) foot high security fence along the perimeter of the new parking area in order to guide pedestrians towards the pedestrian walkways. The fencing will not be placed in the front setback area, and will connect to the existing 6-foot tall security fence that runs along the southern and western sides of the proposed parking area, except for the proposed driveway entrance.	<b>YES</b>
<b>Minimize Significant Changes to Existing On-Site Surface Contours At Residential Property Lines</b>		
<b>60.05.25.10</b> Minimize grade changes	The proposed site work will not be within 25 feet of residentially zoned properties.	<b>N/A</b>
<b>Integrate water quality, quantity, or both facilities</b>		
<b>60.05.25.11</b> Location of facilities	The applicant proposes integrating stormwater detention and treatment facilities on the western side of the new parking area and will not be located adjacent to a street or front of the school building.	<b>YES</b>
<b>Natural Areas</b>		
<b>60.05.25.12</b> Encroachment into buffer areas.	No natural resources exist on the site.	<b>N/A</b>
<b>Landscape Buffering Requirements</b>		
<b>60.05.25.13.A-G</b> Landscape buffering between contrasting zoning districts	Adjacent properties are zoned Town Center-High Density Residential, and Washington County residential zoning to the east. Minimum landscape buffer requirements do not apply to other properties zoned TC-HDR. The buffer to the east was required and established with the initial construction of the school and is not proposed to be modified with this application.	<b>N/A</b>
<b>60.05.25.14.A-C</b> Community Gardens	No community gardens are proposed with is project.	<b>N/A</b>

### Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Adequate on-site lighting and minimize glare on adjoining properties</b>		
<b>60.05.30.1.A-D</b> Lighting complies with the City's Technical Lighting Standards	The applicant has provided a lighting plan (Plan Sheet E100-PH) with photometric details, including cut sheets for the proposed vehicular parking lot which show compliance with the Technical Lighting Standards.	<b>YES</b>
<b>Pedestrian-scale on-site lighting</b>		
<b>60.05.30.2.A-B</b> Pedestrian Lighting	Lighting Plans (Sheet L100 and L101) and Lighting Cut Sheets (Exhibit 6 of applicant materials), shows pedestrian circulation areas will be illuminated with pole-mounted luminaires not exceeding 15 feet in height. Parking and vehicular circulation areas will be illuminated with pole-mounted luminaires 30 feet in height. All lighting will be in compliance with the Technical Lighting Standards.	<b>YES</b>
<b>60.05.30.2.C</b> Pedestrian Lighting	The applicant does not propose lighted bollards.	<b>N/A</b>

**PROPOSED CONDITIONS OF APPROVAL****ADJ2018-0007**

1. Ensure that associated land use application DR2018-0151 has been approved and is consistent with the submitted plans. (Planning / SF)

**DR2018-0151****A. General Conditions:**

1. Ensure that associated land use application ADJ2018-0007 has been approved and is consistent with the submitted plans. (Planning / SF)

**B. Prior to Beginning Site Work and Issuance of Site Development Permits, the applicant shall:**

2. Submit the required plans, application form, fee, and other items needed for a complete Site Development permit application per the applicable review checklist. (Site Development Div./JJD)
3. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (April 2017, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
5. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and verify total final impervious surfaces areas on the entire site. (Site Development Div./JJD)

6. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, and emergency vehicle access paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
7. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
8. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
10. Provide an erosion control plan showing best management practices needed per Clean Water Services Standard Drawing #945. Make provisions for installation of all mandated erosion control measures prior to site disturbance of 500 square feet or more. (Site Development Div./JJD)
11. Provide final construction plans and a final drainage report, demonstrating compliance with CWS Resolution and Order 2017-05 in regard to water quality treatment and City of Beaverton Engineering Design Manual Chapter 3 requirements for detention. (Site Development Div./JJD)
12. Provide plans that delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100-year inundation level shall be identified. (Site Development Div./JJD)
13. Obtain the City Building Official's review and approval of the proposed private site utility plans if required by OAR 918-780-0040. (Site Development Div./JJD)
14. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement for the private storm water treatment facilities, with maintenance plan and all standard exhibits, including site legal description, ready for recording with Washington County Records. (Site Development Div./JJD)
15. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed. (Site Development Div./JJD)

**C. Prior to Building (private site plumbing and electrical) permit issuance, the applicant shall:**

16. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
17. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for any plumbing or electrical permit inspections by the Building Division. (Site Development Div./JJD)

**D. Prior to Final Inspection of any building permit (including private plumbing or electrical), the applicant shall:**

18. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
19. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
20. Have placed underground all affected, applicable existing overhead utilities and any new utility service connections within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
21. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning Div./SF)
22. Ensure construction of all walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (Planning Div./SF)
23. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./SF)
24. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required, provided that temporary above-ground irrigation is provided for the establishment period. (Planning Div./SF)
25. Ensure that the planning of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Deciduous trees shall have straight trunks and be fully branched, with a minimum caliper of 1-1/4 inches and a minimum height of 8 feet at the time of planning, except that dwarf and compact varieties may be approved at any size. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning Div./SF)

**E. Prior to release of Performance Security, the applicant shall:**

26. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
27. If applicable, submit any required on-site easements, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD and SAS)
28. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the treatment vegetation within the surface water quality facilities, as determined by the Public Works Director. If the plants are not well established (as determined by the Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the Public Works Director prior to release of the security. (Site Development Div./JJD)

**\*\* END OF CONDITIONS \*\***