Beaverton School District
Vose Elementary School

Conditional Use & Design Review Applications

Prepared by Angelo Planning Group

Submitted to City of Beaverton
Community Development Department, Current Planning

November 2015

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I. PROPOSAL SUMMARY INFORMATION

File No: 007-049.5

Applicant:
Beaverton School District
Aaron Boyle, Project Manager
16550 SW Merlo Road
Beaverton, OR 97003
Phone: 503.356.4381
Aaron_Boyle@beaverton.k12.or.us

Applicant's Representative:
Serah Breakstone
Angelo Planning Group
921 SW Washington Street, Suite 468
Portland, Oregon 97205
Phone: (503) 227-3674
sbreakstone@angeloplanning.com

Request: Conditional Use, New Type 3
Design Review Type 3

Location: 11350 SW Denney Road

Legal Description: Tax Map 1S1 22DB, Lot 2000

Zoning Designation: Standard Density Residential (R7)

Site Size: 8.83 acres

II. PROJECT TEAM

Owner Representative

Beaverton School District
Aaron Boyle, Project Manager
16550 SW Merlo Road
Beaverton, OR 97006
Phone: 503.356.4381
Aaron_Boyle@beaverton.k12.or.us

Transportation Engineers

DKS Associates
Julie Sosnovske, P.E.
720 SW Washington Street, Suite 500
Portland, Oregon 97205
Phone: 503.972.1288
jxs@dksassociates.com

Architects

DLR Group
Levi Patterson, AIA, Senior Associate
421 SW Sixth Street, Suite 1212
Portland, OR 97204
Phone: 503.274.2675
lpatterson@dlrgroup.com

Civil Engineers

Otak, Inc.
Gary Alfson, Senior Project Manager
808 SW Third Avenue, Suite 300
Portland, OR 97204
Phone: 503.415.2319
gary.alfson@otak.com

Land Use Planners

Angelo Planning Group
Frank Angelo, Principal
921 SW Washington Street, Suite 468
Portland, OR 97205
Phone: 503.227.3664
fangelo@angeloplanning.com

Serah Breakstone, AICP, Planner
Angelo Planning Group
921 SW Washington Street, Suite 468
Portland, OR 97205
Phone: 503.227.3674
sbreakstone@angeloplanning.com

Landscape Architects

Cameron McCarthy
Matt Koehler, ASLA
160 East Broadway
Eugene, OR 97401
Phone: 503.485.7385
koehler@cameronmccarthy.com

III. PROJECT INTRODUCTION

A. Project Description

The Beaverton School District (District) is seeking approval from the City of Beaverton to replace Vose Elementary School, located at 11350 SW Denney Road in the Vose neighborhood. The proposed new school will be approximately 83,000 square feet and serve 750 students and 77 full time staff at full enrollment. The school program is based on the *Beaverton School District Educational Specifications for Elementary Schools* (2014) and will consist of the following areas:

- Kindergarten through 5th grade classrooms
- Media center/library
- Music room
- Specialized program space
- Physical education including indoor and outdoor space
- Administration offices
- Cafeteria and common space
- Custodial, restrooms and technologies space

The outdoor recreation facilities at the proposed school will include:

- One U12 soccer field
- Large, multi-purpose lawn area
- Covered play area
- Hard surface play area
- Soft surface play area

The school site will also include a staff parking area with 49 parking spaces and a visitor/staff parking area with 58 spaces. Primary access to the school for parent drop-off and pick-up will be taken from SW Denney Road at a new signalized intersection. Staff and bus access will also be taken from SW Denney Road from an existing access point near the western edge of the site. The Site Plan in Exhibit A, Sheet L2.0, shows the proposed site layout.

Funding for the proposed high school comes from a bond measure approved by voters in May 2014. The new Vose Elementary is anticipated to open in September 2017. See Section D below for detailed information about how the transition to the new Vose School will be conducted.

B. Background

The original Vose Elementary was built in 1960 and has a permanent capacity of 499 students. Historically, Vose has had one of the highest occupancy rates in the District because of its central location with the District boundaries. Growth in Beaverton has increased demand for capacity at Vose, requiring the addition of portable classrooms on the school property to accommodate more students. Currently, there are six portable buildings in use at Vose, bringing the total capacity of the school to approximately 690 students. The use of portable buildings is not an ideal solution and is used by the District only when more permanent options are not readily available. Per the District's educational specifications, elementary schools should have a permanent capacity of 750 students; the existing building at Vose falls well short of this goal.

Furthermore, the existing building at Vose is now over 50 years old; the facility is outdated and has a significant amount of physical deficiencies. The current layout of the site does not maximize efficiency of the property and results in traffic issues along SW Denney Road, particularly during the afternoon pick-up time. Furthermore, the layout of the school site does not allow adequate supervision of students, which has security implications.

For the above reasons, the District has determined that a complete tear-down and replacement of Vose Elementary is the most economical path to accomplish the following:

- Provide a contemporary school that meets the District's facility and programing standards.
- Accommodate existing and future students/staff in a permanent school building without the use of portables.
- Reconfigure the site layout and access points to maximize efficiency of land and address school-related traffic issues along SW Denney.

C. Existing Site Conditions

The Vose Elementary site is located in an area that is mostly developed with single family homes and apartments at moderate densities. To the east of the site, there is a decorative rock business and to the west (directly adjacent) there is an apartment building. The two existing school buildings are situated toward the north end of the site, with parking areas between the school and SW Denney Road. The southern half of the site is comprised of portable classrooms and open field space. The site is generally sloping from west to east as well as from north to south. The lowest elevations on the site are at the southeast corner. See Figure 1 and the Existing Conditions Plan, L1.0 in Exhibit A for detailed views of current site conditions.

D. Transition to September 2017: *Vose at 118th*

The replacement of Vose Elementary will be the first of four schools the Beaverton School District will be removing and replacing with a new facility as a result of the successful Bond Program approved by voters in 2014. In June 2016, existing Vose Elementary will be demolished and work will immediately begin on the replacement school facility. For the school year September 2016 through June 2017, the approximately 700 current students at Vose Elementary will attend school at the newly opened school in the Timberland area of Cedar Mill. This new school in the Timberland area will ultimately operate as a Middle School – it transitions to a Middle School in 2020. However, prior to 2020 this school will operate as a "Swing School" and will house the students from the four schools programmed to be replaced. For the school year 2016/2017, this school will house students from Vose Elementary and will be referred to as Vose at 118th (the new school in the Timberland area is located on NW 118th).

The use of a Swing School obviously raises a number of operational and logistical questions for school administrators and especially for students and parents who will be without a neighborhood school for one school year. A Community Meeting was held at Vose Elementary on Thursday, October 15, 2015 to begin the discussion with parents on how the transition year will work. While many of the transition plans are in the formative stages, this meeting provided an opportunity to discuss known plans and to hear concerns and issues from parents. The following provides a list of topics and responses from the Community Meeting.

Transportation Services. Vose Elementary has a high percentage of students who walk to school. The District acknowledged this at the meeting. District staff indicated that during the 2016/17 school year, students will be bussed to Vose at 118th from the neighborhood. The District will establish bus routing patterns and identify locations for all student pick-up and drop-off to occur within the neighborhood. This information will be provided to parents prior to school starting in September 2016. Staff noted that parents will have the ability to drop-off and pick-up their children if they choose to drive to Vose at 118th.

Daycare Options. After-school daycare is currently available at Vose Elementary. After-school daycare will be offered at Vose at 118th. A question was raised at the Community Meeting about how a sick student would be accommodated at Vose at 118th since the school is quite a distance from the Vose neighborhood and many parents do not drive. The District acknowledged this issue and will develop a plan to provide transportation or otherwise accommodate the sick student.

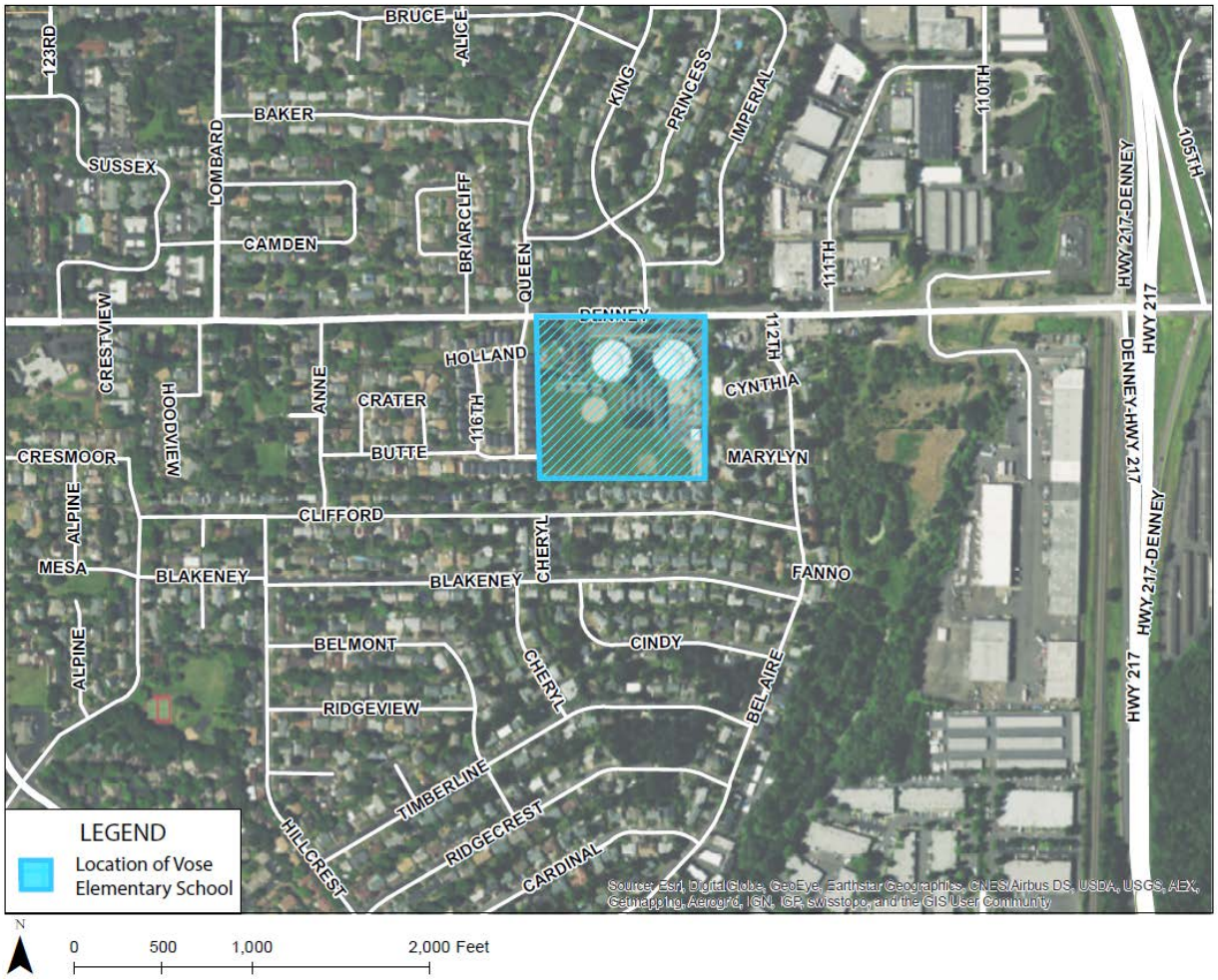
School Start and Finish Time. Expected to be 9:05am start and 3:40pm release.

After School Programs / Events (including Parent – Teach Conferences). No definitive plans yet for these events, however the District is developing a plan to insure that these opportunities are available and accessible to students and parents. The District is in discussion with community facilities nearby existing Vose to determine if space can be made available for some of these activities, again recognizing that many families walk to Vose Elementary events and may not have transportation available to attend events at Vose at 118th.

Volunteers. Will there be buses for volunteers without available transportation? As most schools do, Vose relies upon volunteers to fill a number of daily needs. The District will look into options to providing volunteer access to Vose at 118th during the 2016/17 school year.

Future Contacts. The Vose Elementary Principal was identified as the initial contact for questions and concerns from parents and neighbors. The District will be putting together information packets for students and parents throughout the current school year in order to provide up-to-date information and to continue to identify student/parent concerns about the 2016/17 transition year.

Figure 1: Vose Elementary School Site Vicinity



E. Requested Approvals

In order to receive the necessary land use permits to replace Vose Elementary, the District is requesting the following approvals:

- New Conditional Use, Type 3. Although this project is a replacement of the existing Vose School, the city has advised that the approval criteria for a new conditional use are more appropriate for this review (as compared with approval criterial for a Major Modification of a conditional use). The Pre-application Summary Notes in Exhibit B provide further explanation.
- Design Review 3 - the proposal meets the threshold for a Type 3 Design Review using design guidelines.

The above applications are being submitted with this application package and the District understands that they will be reviewed concurrently through a Type 3 review process. This narrative contains written responses to all applicable standards, requirements and approval criteria for each

application. Applicable provisions were identified during the pre-application conference with city staff held on September 16, 2015 (see Exhibit B).

IV. CONFORMANCE WITH CITY OF BEAVERTON DEVELOPMENT CODE

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

A. Chapter 20 - Land Uses

The site is zoned R7 Residential Urban Standard Density. Per Table 20.05.20 in the BDC, educational institutions are allowed in the R7 zone as a conditional use. The following table demonstrates that the proposed school replacement conforms to applicable site development standards for a school in the R7 zone. None of the use restrictions in Section 20.05.25 apply to this proposal.

20.05.15 Site Development Standards

Standard	*R7 Zone*	**Response**
Minimum land area	7,000 square feet	As shown on the Site Plans (Sheets L2.0 - L2.4) in Exhibit A, the proposed school meets these development standards.
Minimum lot width	65 feet, interior 70 feet, corner	
Minimum lot depth	90 feet, interior 80 feet, corner	
Minimum front setback	17 feet	
Minimum side setback	5 feet	
Minimum rear setback	25 feet	
Minimum between buildings	6 feet	
Maximum building height	35 feet	As shown on the Elevations in Exhibit A, the proposed replacement school will comply with this standard. The tallest point on the school building will be at the top of the clearstory windows, which will be 34 feet high.

B. Chapter 40 - Applications and Approval Criteria

40.03. FACILITIES REVIEW COMMITTEE

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

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

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

- Water, sewer, and stormwater – As stated in the Pre-Application Summary Notes provided in Exhibit B, the City will be the water, storm drainage and sanitary sewer provider for the subject site. The public 8-inch waterline in SW Butte Lane will be extended through the site to upgrade fire water service and connect to the public water system in SW Denney Road. The project team civil engineer has prepared plans for utility provisions and stormwater management (see Exhibit A). The project landscape architect and civil engineer have prepared plans for parking lot construction, site grading, and erosion control methods (see Exhibit A). This application also includes a stormwater report (Exhibit E) providing documentation of compliance with Clean Water Services (CWS) stormwater detention and treatment requirements. A Service Provider Letter from CWS is also included in this application (Exhibit C) indicating that water quality sensitive areas do not appear to exist on the site, or within 200 feet of the site.
- Transportation – A Traffic Impact Analysis (TIA) was prepared for this application and is provided in Exhibit D. The analysis forecasts that, at full capacity (750 students and 77 full time staff), the proposed new Vose School will generate a small increase in vehicle trips when compared with the existing school. The TIA estimates that the proposed project will generate an additional 37 trips during the peak morning hour and 20 trips during the peak afternoon hour. The majority of trips will be distributed along SW Denney Road, with a small percentage of trips along SW King Blvd. The analysis also provides key findings and recommendations for mitigation of anticipated impacts from the proposed school. Those mitigations include:
    - Adding a south leg to the intersection of SW Denney Road and King Blvd to create a new, fully signalized access point into the school site.
    - Restrict the existing eastern school access to right-out only to mitigate sight distance issues and relieve congestion at the Denney/King intersection.
    - Remove vegetation to provide clear sight distance at the west project access along SW Denney Road.
    - Provide signage along SW Denney Road to direct staff, buses and school visitors to the correct entrance/exit.
    - Provide half street improvements along the site's frontage of SW Denney Road.
    - Provide two lanes on the south leg of the Denney/King intersection for at least 200 feet to provide adequate space for vehicle stacking on the site.
    - Request an Engineering Design Modification to the driveway spacing standards, since there are several driveways within the City's access spacing standard of 180 feet on a collector roadway.

  Additional mitigations are recommended - see the TIA in Exhibit D for more detail.
- Fire – In the Pre-Application Summary Notes provided in Exhibit B, Tualatin Valley Fire & Rescue (TVF&R) indicated that they endorse the proposed development predicated on compliance with criteria and conditions of approval related to fire apparatus access, firefighting water supplies, fire hydrants and building access and fire service features. The District will work with TVF&R to ensure all their criteria and conditions are met.

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

Response: BDC Chapter 90 defines essential facilities and services to include schools, transit improvements, police protection, and pedestrian and bicycle facilities.

- Schools – The proposed development is a replacement of Vose Elementary School that is deemed necessary in the 2010 update of the Beaverton School District Facility Plan. Funding for the school was approved by voters in May 2014 as part of a District bond measure.
- Transit - TriMet bus number 76 has stops located near the intersection of SW Hall Blvd. and SW Denney Road, which is approximately 0.5 miles from the subject site. This bus provides weekday/weekend service between Beaverton and Tualatin. At this time, no specific plans for additional transit service in the area are known.
- Police – The City of Beaverton Police Department will provide service to the site. No comments or recommendations were submitted by the City Police Department or included in the Pre-Application Summary Notes regarding the proposed development.
- Pedestrian and bicycle facilities - This submittal includes Multimodal Circulation Diagrams (Sheet L7.0 in Exhibit A) that show the on-site bicycle and pedestrian circulation network for the proposed school and how it connects to the surrounding public right-of-ways. There are five primary access points for bicycles and pedestrians to enter/exit the site and connect to off-site sidewalks. The District will maintain the existing pedestrian connection at the southwest corner of the school site, and will provide new accesses along SW Denney Road. On site, the circulation network provides safe and direct access between the school entrances and the parking areas and athletic fields. The District will also provide 84 bicycle parking spaces located along the north edge of the school building, around the corner from the primary entrance plaza.

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

Response: Consistency with applicable provisions of Chapter 20 is demonstrated in Section A of this narrative.

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

Response: Consistency with applicable provisions of Chapter 60 is demonstrated in Section C of this narrative.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.

Response: Beaverton School District is the property owner and developer and will be responsible for overseeing development and maintenance of the site. The District will provide continued maintenance

and necessary replacement of private common facilities and areas such as drainage facilities, sidewalks, the parking area, landscaping, screening, fencing, and garbage and recycling storage areas.

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

Response: The plan set in Exhibit A includes Multimodal Circulation (Sheet L7.0) and Vehicle Maneuvering Diagrams (Sheet L7.2) that demonstrate how safe and efficient vehicular and pedestrian circulation will be achieved on the Vose site. Primary elements of that circulation pattern include:

- Bus traffic is separated from parent and visitor traffic through the use of separate access points and parking/loading areas.
- The parent/visitor accesses and parking lot are configured to minimize potential vehicle conflict on the site. Parents may enter the site at the primary school access along Denney Road and drive through the parking lot in one direction only. They may exit the site either at the right-out-only access on Denney Road or at the full signalized access.
- Students who are dropped off at the parent drop-off area will use the primary school entrance at the entry plaza in the northeast corner of the school building, or the south courtyard entrance. Students who are dropped off by a school bus can enter the school through the secondary entrance located adjacent to the bus loading area on the west edge of the building. Outside of drop-off and pick-up times, all visitors must enter the school through the primary entry plaza.
- Pedestrian walkways through the parking areas are minimized. Students will not need to walk through a parking area to reach a building entrance from either the bus or the parent loading area. Students can also walk to all the school facilities (soccer field, outdoor play, etc) without walking through a parking lot. Students may also access the surrounding sidewalk system in multiple places without crossing a parking lot. Pedestrian access from the north does not require crossing vehicle drive aisles or parking lots.

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

Response: As noted previously, this submittal includes Multimodal Circulation and Vehicle Maneuvering Diagrams (Exhibit A) that show the on-site vehicle and pedestrian circulation network for the proposed school and how it connects to the surrounding public right-of-ways. There are five primary access points for bicycles and pedestrians to enter/exit the site and connect to off-site sidewalks. The District will maintain the two existing pedestrian connections at the southwest corner of the school site, and will provide new accesses along SW Denney Road. Buses and staff vehicles will access the site from the access point on Denney Road at the western corner of the site. Parents and visitors/staff will access the site from a new, signalized access on Denney Road across from SW King Blvd. This will be a full intersection, with both entrance and exit options. There will also be a right-out-only exit onto Denney Road at the eastern corner of the site.

The Vose site will have a total of approximately 1,100 feet of on-site queuing/drop-off area, which could accommodate as many as 44 vehicles on-site at once. It is anticipated that most queuing associated with student drop-off and pick-up will be accommodated on-site, thus minimizing

stacking along SW Denney Road. The signal timing of the SW King Boulevard/SW Denney Road traffic signal can be adjusted during school peaks to provide efficient access to and from the school during these periods.

The Traffic Impact Analysis in Exhibit D provides additional detail about how these proposed access points will function to provide safe, efficient and direct access for all users of the site.

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

Response: As noted previously, Tualatin Valley Fire & Rescue (TVF&R) has indicated that the proposed development can be approved predicated on compliance with criteria and conditions of approval related to fire apparatus access, firefighting water supplies, fire hydrants and building access and fire service features. The District will work with TVF&R to ensure all their criteria and conditions are met.

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

Response: All structures and facilities and services serving the site will be designed in accordance with adopted City codes and standards. Compliance with vision clearance, lighting and glazing standards and guidelines will provide protection from crime and accidents. Fencing around the school site will provide additional security. Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions.

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

Response: Grading of the site has been designed to accommodate the proposed new school and no adverse impacts to the above elements are anticipated. The Grading Plan Sheets L4.0 - L4.4 in Exhibit A demonstrate that grading at the site perimeter will not increase drainage to existing properties, impact tree roots zone, or block sunlight. Water quality storage facilities and the public storm system will also not be impacted by proposed grading. Grading along the site's frontage with SW Denney Road is being proposed in order to construct the required half-street improvement and provide a new access into the school site.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

Response: The proposed development will meet all applicable accessibility standards of the Oregon Structural Specialty Code (OSSC, 2010) and other standards as required by the American Disabilities Act (ADA). All publicly accessible parts of the proposed school building will be ADA accessible. The building will be equipped with power-assisted doors pursuant to District technical standards (Division 8, paragraph III.I.10). In terms of on-site walkways, paved unobstructed walkways at least five feet wide and less than 5% slope in the direction of travel and 2% cross-slope

are proposed for on-site pathways. ADA accessible access points onto the site are provided at the primary site access from the signalized intersection on SW Denney Road. Two marked and signed ADA accessible parking spaces are proposed in the staff parking area, and three marked and signed accessible parking spaces are proposed in the parent/staff parking area. Both sets of ADA parking spaces have access to a building entrance via walkways that are at least six-feet-wide and parking area crossings that are raised and marked concrete with tactile, detectable paving landings.

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

Response: This application package includes all required submittal materials as specified in Section 20.25.1. Required materials include:

1. Signed original application forms and application checklists
2. A written statement (narrative) demonstrating compliance with applicable criteria and regulations
3. Additional information identified in the Pre-Application Summary Notes
4. Materials from the required neighborhood meeting
5. A copy of the Pre-Application Summary Notes
6. Documentation from Clean Water Services
7. Application fees

40.15. CONDITIONAL USE

40.15.15. Application.

3. New Conditional Use.

A. Threshold. An application for a New Conditional Use shall be required when the following threshold applies:

1. The proposed use is Conditionally permitted in the underlying zoning district and a prior Conditional Use approval for the proposed use is not already in effect.

Response: Per Table 20.05.20 in the BDC, a new educational institution is allowed in the R7 zone as a conditional use. As noted in the Pre-Application Summary Notes (Exhibit B), no parent conditional use file for the existing school has been found. Therefore, the replacement school is being treated as a new conditional use for the purpose of this review.

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

1. The proposal satisfies the threshold requirements for a Conditional Use application.

Response: As demonstrated above, the proposed replacement school satisfies the threshold requirements for a Conditional Use application.

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

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

3. The proposal will comply with the applicable policies of the Comprehensive Plan.

Response: Section V of this narrative demonstrates how this proposal complies with applicable policies of the Comprehensive Plan.

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

Response: The site is approximately 8.83 acres and is essentially rectangular in shape. Because the site is developed with an existing school and associated parking areas and fields there are no topographic constraints that prohibit the proposal. The site is generally sloping from west to east as well as from north to south. As shown on the site plan in Exhibit A, Sheet L2.0, the site can reasonably accommodate the proposed new school building and associated parking areas, circulation systems and athletic fields. All setbacks, site buffering requirements and other development standards can be met on the site and the school can meet all the District's specifications for a new elementary school in terms of capacity and programming.

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

Response: Uses surrounding the Vose site include primarily single-family residences and small commercial uses along SW Denney Road. In order to minimize potential impacts of the proposed new school on the surrounding properties, the site has been designed with the following elements:

- The school building is located centrally on the site and oriented toward SW Denney Road in order to provide adequate separation between the building and the established residences to the west, south and east of the school property. In addition, a 20-foot landscaped and fenced buffer will be provided around the perimeter of the site to provide screening where the site abuts residential neighbors.
- The outdoor soccer field and other outdoor recreation areas will not be lit and will therefore not cause any lighting or glare on surrounding properties.
- There will be no outdoor speaker system for the recreational facilities at the school, thereby minimizing noise impacts to surrounding properties.
- As demonstrated in the TIA in Exhibit D, the proposed school project will have minimal impacts to the surrounding roadways. The majority of trips generated by the proposed school will occur along SW Denney Road, which is a designated collector street. Half-street improvements along Denney will be completed as part of this project, including improvements to the signalized intersection of Denney and King Blvd. Intersection

operations surrounding the school site will continue to operate at acceptable levels and will not be degraded by the proposed project.

- An elementary school has existing on this site since 1960 and has not impacted the ability of surrounding properties to develop with appropriate uses or function as allowed.

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

Response: All applications and documents related to this request are being submitted to the City with this application package.

40.20. DESIGN REVIEW

40.20.15. Application.

3. Design Review Three.

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

2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district.

Response: The proposed replacement of Vose is subject to applicable design guidelines and is greater than 30,000 gross square feet of non-residential floor area within the R7 zoning district. As such, it meets the threshold for Design Review 3.

C. Approval Criteria. In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Three application.

Response: As noted above, the proposed project satisfies the threshold requirements for Design Review 3 because it is new construction of more than 30,000 square feet of a non-residential use in the R7 zone.

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

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

3. For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

Response: This proposal meets threshold number 2. A written statement to demonstrate consistency with all applicable Design Guidelines is provided in Section C of this narrative.

Note: Criteria 4-7 do not apply to the proposed project.

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

Response: All applications and documents related to this request have been submitted to the City as required.

C. Chapter 60 – Special Requirements

Code Section/Standard	Response
60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES	
60.5.35. Building Design and Orientation Guidelines.	
1. Building articulation and variety.	
A. Residential buildings should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians. (Standard 60.05.15.1.A)	The proposed school is not a residential building. Therefore, this guideline does not apply.
B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)	The building elevations respond to the local context and honor the surrounding neighborhood scale. The two story building massing is articulated into a base and a top, scaling the basic elements to create a pedestrian scale. The base is further articulated with punched openings in a textured concrete board-formed façade. A large courtyard is carved out of the plan to create visual interest and provide daylighting to educational spaces. The second floor massing is a composition of vertical glazing and profiled metal panel capped with a sloping roof profile. The undulating roof form responds to the neighborhood housing context and creates visual interest.
C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)	The building elevation is balanced with a base and top approach to the massing. The second floor extends past the first floor at the main entry with a large cantilever emphasizing the entry to the building and providing a strong sense of pedestrian scale.
D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B)	A comfortable pedestrian scale is created by several features. The second floor massing extends over the first floor providing a canopy to pedestrians and provide natural way-finding. A large courtyard enhances the building plan and provides scale as well as pedestrian amenities such as seating.
E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or	The proposed new Vose school will be located within 200 feet of, and visible from, SW Denney Road. As shown on the north elevation on Sheet A5.1 (Exhibit A) the building elevation facing SW Denney Road

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bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D)	will be articulated with windows, metal paneling and a building overhang along the majority of the façade. The undulating patterning of windows and metal panels along the façade creates a visual "rollercoaster" of peaks and valleys, helping to break up the façade and provide visual interest. The base of the school building is further articulated with punched openings in a textured concrete board-formed façade.
F. Building elevations visible from and within 100 feet of an adjacent street where the principle use of the building is manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities in an Industrial zoning district, should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street should be avoided. (Standards 60.05.15.1.B and C)	This guideline is not applicable to the proposed school building.
2. Roof forms.	
A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)	The design incorporates low-sloped roofs that provide articulation along the façade in an appropriate scale for an elementary school. The succession of gabled forms is intended to provide visual interest, contextual design response, a welcoming and recognizable form, and a scale that responds to the users and use of the building.
B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)	The design incorporates a frame or border around the upper articulated façade. This frame is intended to contain the vertical "random" pattern as well as provide a modern cornice detail.
3. Primary building entrances.	
A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)	The primary school entrance, located at the northeast corner of the proposed school building, will be emphasized by a large building overhang that provides shelter for people entering the school.
B. Special attention should be given to designing a primary building	As noted above, the primary school entrance will be emphasized by a

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entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)	large cantilever that provides shelter and visual interest at the entrance. The school entrance will also be emphasized by an entry plaza that will consist of decorative concrete paving, a landscaped area surrounded by seat walls, pedestrian scaled lighting, and stairs that lead up to the plaza from the parking area.
4. Exterior building materials.	
A. Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)	Exterior building materials will consist of masonry or precast concrete at the first floor, and a combination of metal panel and aluminum panel or integral fiber cement panel on the second floor. The intent is to provide durable, "heavy" materials at the base of the building, and "lighter" materials on the second floor. The design also encourages glazing into the building where appropriate for the function of the school. Views outward from the reception area and associated offices are incorporated into the design for additional security. This allows for visual connection to people approaching the school. The design also has incorporated a major connection from the commons of the school to an interior courtyard.
B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)	The design intent is to employ a precast concrete panel that will incorporate a pattern in its form. The design team proposes board form pattern that will add significant texture and detail at the human scale. The pattern will be vertical in order to reduce the scale of the horizontal building.
5. Screening of equipment. All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)	A metal fence and evergreen hedge is proposed to screen outdoor service equipment, as shown on Sheet L2.1 in Exhibit A. Mechanical equipment on the roof will either be screened via high parapet walls, the roof line (see clerestory condition), or by being in mechanical penthouses. No equipment on site will be visible from adjacent public streets.
60.5.40. Circulation and Parking Design Guidelines.	

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1. Connections to public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1)	As shown on the Site Plan and Multimodal Circulation Diagrams in Exhibit A, the on-site pedestrian, bicycle and vehicle circulation system provides safe and efficient connections to the public street/sidewalk system surrounding the site. Those connections are: ▪ A bus and staff access point along SW Denney Road that provides access to staff parking and the bus loading area. ▪ A new, full signalized access point at SW Denney Road and SW King that provides access for parents, visitors and staff to the parking lot and parent loading area. ▪ A right-out-only exit on SW Denney Road that provides a second exit options for vehicles in the parent/staff parking and loading area. ▪ Pedestrian access to the site is also provided at the two access points along SW Denney. Pedestrian connections are also provided at the southwest corner of the site to maintain an existing pathway that travels through this corner of the school property. The Traffic Impact Analysis explains in detail how these proposed access points will function to provide safe, efficient and direct access for all users of the site.
2. Loading area, solid waste facilities, and similar improvements.	
A. On-Site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)	The on-site service and delivery loading area is located along the western edge of the school building, adjacent to the bus loading area. As shown in Exhibit A, Sheet L2.1, this area will be screened from view by landscaping and a decorative metal fence eight feet in height; it will not be visible from an abutting public street.
B. Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)	
3. Pedestrian circulation.	
A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)	As shown on the Bike and Pedestrian Circulation diagram on Sheet L7.0 in Exhibit A, pedestrian connections will be provided on the

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	school site to connect the building entrances, parking areas, and outdoor play areas, including the soccer field and the pedestrian path through the southwest corner of the site.
B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)	As noted previously, this submittal includes Multimodal Circulation Diagrams (Sheet L7.0 in Exhibit A) that show the on-site pedestrian circulation network for the proposed school and how it connects to the surrounding public right-of-ways. There are four primary access points for bicycles and pedestrians to enter/exit the site and connect to public sidewalks. The District will maintain the existing pedestrian connections at the southwest corner of the school site, and will provide new connections along SW Denney Road. There are direct pedestrian connections that link the primary school entrances to the sidewalk along SW Denney Road as well as the pedestrian pathway that travels through the southwest corner of the site.
C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)	
D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)	Generally, the Vose site has been designed so that pedestrian connections through parking areas are minimized. Where the pedestrian connections do travel through vehicle maneuvering areas, they will be raised and identified with striping or different paving materials.
F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)	All pedestrian connections will be designed for safe pedestrian movement and constructed of hard durable surface. Paint striping and tactile warning pavers will be used to identify safe pedestrian routes.
4. Street frontages and parking areas. Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)	There are no surface parking areas located along public streets on the Vose school site. Therefore, this standard is not applicable.
5. Parking area landscaping. Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)	As shown on the landscape plans in Exhibit A (Sheets L5 - L5.4), both parking areas have been designed with landscaped islands to provide a tree canopy and break up the parking areas into smaller portions. The islands will be planted with deciduous trees as well as other vegetation and will be designed to provide on-site storm water detention.
60.5.45. Landscape, Open Space and Natural Areas Design Guidelines.	
Unless otherwise noted, all guidelines apply in all zoning districts.	

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3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.	
A. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)	At parking lots and driveways, landscape plantings will be provided in the entire required perimeter buffer area. Interior parking lot islands and planting strips are proposed at the interior of both parking lots to provide aesthetic interest and storm water treatment. These plantings will soften the overall visual impact of the parking areas. New street trees and storm water treatment plantings will be provided along SW Denney Road. Lawn and stormwater landscapes are proposed between the road and the school building, creating an attractive public edge while still allowing the school to have a strong presence along SW Denney Road. Large lawn and play fields provide open space between the school building and neighbors to the south and west. Preserving the existing large oak tree provides a focal point for the site and softens the visual impact of the new construction.
B. Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)	The main entry plaza at the proposed new school has been designed with decorative concrete paving that extends around all sides of the school, linking other school entrances, the courtyard and outdoor recreation areas. Landscaped areas are dispersed throughout the common areas to provide visual interest, screening, and seating.
C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)	As shown on the Landscape Schedule and Details Sheet L5.5 in Exhibit A, all proposed plant species will be native or native analog (climate adaptive).
D. Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standards 60.05.25.5.A and B)	In order to redevelop the Vose Elementary School and reconfigure the school site, a number of existing trees on the site will be removed. Tree removal is shown on the landscape plans in Exhibit A. Trees being removed are identified as Landscape Trees by the City of Beaverton and their removal will be mitigated per the requirements of Section 60.60.25. There is an existing large oak tree on the site that has been identified by the District as a community amenity. That oak will be preserved and protected during redevelopment of the site. The proposed school building has been designed to emphasize the oak tree

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	as a central element on the site, as shown on the site plans and building elevations in Exhibit A.
E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)	As shown on the plant schedule (Sheet L5.5, Exhibit A), a variety of trees, shrubs, grasses and groundcovers will be used to landscape the school site. Deciduous trees planted on site will include varieties of maple, ash, oak, and flowering dogwoods. Evergreen trees will include fir, cedar and hemlock. Over 20 different varieties of shrubs, grasses and groundcovers will also be used in landscaping the site.
6. Retaining walls. Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8)	There are two retaining walls proposed on the Vose site that will be over 50 feet in length. One will be located along the eastern edge of the visitor/staff parking area; the other will be along the northwest corner of the staff parking area. Both walls will be screened by landscape material, as shown on Sheet L7.1 Site Sections in Exhibit A.
7. Fences and walls.	
A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9)	The school site will be fenced around the perimeter (except along SW Denney Road) with a six-foot tall fence in accordance with the District's security protocols and the city's buffering requirements.
B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E)	No fences or walls are proposed within the front yard setback adjacent to SW Denney Road on the school site.
8. Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10)	The Grading Plans in Exhibit A, Sheets L4.0 - 4.4 show proposed on-site grading. Grading at the site perimeter will not increase drainage to abutting properties, impact tree root zones, or block sunlight. Grading for the proposed school project was designed to meet the standards in 60.05.25.10.
9. Integrate water quality, quantity, or both facilities. Above- ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)	As shown on the Landscape Plans in Exhibit A, Sheets L5.0 - 5.4, stormwater treatment facilities will be integrated into the landscaping throughout the school site. The Stormwater Management Plan provided in Exhibit E provides detail regarding how stormwater will be managed on the site.
10. Natural areas. Natural features that are indigenous to a development	There are no streams, wetlands or other such natural features located

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site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12)	on the Vose site. There are a number of existing trees on the site that will be removed in order to accommodate the school project. Those trees are generally located in the center of the site where the new school will be built. Tree removal will also be done along the site frontage on SW Denney Road where street improvements and new access drives will require removal. The Landscape Plan on Sheet L5.0 in Exhibit A shows the location of trees to be removed, along with a table listing tree species and size. Trees being removed are identified as Landscape Trees by the City of Beaverton and their removal will be mitigated in accordance with Section 60.60.25. The District is proposing to preserve and protect an existing large oak tree located centrally to the site (tree #21 on Sheet L5.0). The tree has been identified as a community asset and will be incorporated into the outdoor learning area for the new school.
11. Landscape buffering and screening.	
A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)	The perimeter of the school site will be landscaped with a 20-foot buffer where it abuts a residential zone (south, east and west property lines). The buffer has been designed to meet the City of Beaverton's B3 High Screen Buffer standard, which is intended to provide a high degree of visual screening between zones. The buffer consists of a six-foot high, sight-obscuring fence that will be constructed along the property line. On the interior of the fence, the buffer will be planted with trees, shrubs, groundcover, and lawn in accordance with the B3 standard. Details are provided on the landscape plans in Exhibit A. There are no existing natural features on the site that already provide visual screening.
B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13)	
C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)	As shown on the Plant Schedule on Sheet L5.5 in Exhibit A, the landscaped buffer will consist of a variety of trees, shrubs and groundcover designed to provide an effective visual screen along the property line. Landscape materials used in the buffer area will be

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	designed to complement the overall landscaping plan for the school site. Plant materials used will be species that are native to this area and commonly found throughout the community.
D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E).	The buffer width is consistent (20 feet) along the south, west and eastern property lines where the school site abuts residential properties. No variations to the width are proposed.
60.5.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*	
1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)	Outdoor lighting will be provided on the Vose site in the parking areas and throughout the primary pedestrian areas and entrances. In the parking areas, LED light poles will be used to provide safe levels of light for maneuvering around the parking lots. In other pedestrian areas of the site, lighting will be a mix of wall sconces, bollard lighting, and overhead recessed ceiling lights. Lighting has been designed to be appropriate to the pedestrian scale and blend in with the building and landscaping context. Additional detail, including lighting equipment types, is provided in Exhibit H.
2. Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole- mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)	
3. Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)	Lighting for Vose has been designed to minimize glare on abutting properties and streets, as shown on the Photometric Plan (Sheet E0.1P in Exhibit A). The lighting poles used in the parking areas will be shielded and angled to direct light into the parking areas and away from abutting properties.
4. On-Site lighting should comply with the City's Technical Lighting Standards. (Standards 60.05.30.1 and 2). Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary.	All on-site lighting will comply with the City's Technical Lighting Standards.

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60.25. OFF-STREET LOADING REQUIREMENTS.	
60.25.05. Applicability. No building or structure subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section.	Per 60.25.20, the proposed Vose school is required to provide one Type B loading berth. As shown on the Site Plan Sheet L2.1, one loading berth (called Service & Delivery Area) that meets the Type B dimensional requirements is provided for the proposed school. The loading berth will be screened by a decorative metal fence eight feet in height.
60.25.10. Loading Berth Design. Required off-street loading space shall be provided in berths which conform to the following minimum specifications:	
1. Type A berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60 foot maneuvering apron.	
2. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron.	
60.25.15. Number of Required Loading Spaces. The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.	
60.25.20. Loading Facilities Location.	
1. The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off- street loading space be part of the area used to satisfy the off-street parking requirements.	The required Type B loading berth for the proposed school is located on the site.
2. No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code.	As shown on the Site Plan Sheet L2.0, the loading berth for the proposed school is located such that vehicles using the berth will not project into a public street. Vehicles using the loading berth will access the site from SW Denney Road using the bus and staff driveway.

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60.30. OFF-STREET PARKING.	
60.30.5. Off-Street Parking Requirements. Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.	As shown on the Site Plans in Exhibit A and demonstrated in the responses below, parking spaces will be provided on the school site and will be maintained by the District.
1. Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.	Required parking spaces on the school site will be available for use by parents, staff and other school visitors and will not be used for storage or truck parking related to the school use.
60.30.10. Number of Required Parking Spaces. Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:	Per the parking requirements table in Section 60.30.10, the number of required parking spaces for an elementary school is one space per full time staff person, with a maximum of 1.5 spaces per full time staff person. At full capacity, the number of full time staff at Vose is anticipated to be 77. That means the minimum required number of parking spaces at Vose is 77 spaces and the maximum allowed is 116 spaces. As shown on the site plans in Exhibit A, the District is proposing 107 vehicle parking spaces for the Vose school site. The staff parking area will provide 49 parking spaces and the parent/staff parking area will provide 58 spaces. The parking analysis provided in the TIA (Exhibit D) finds that 107 parking spaces will be adequate to serve typical school demands. For occasional special events held at the school, additional parking can be accommodated on site by using the bus and student loading areas. As shown in Figure 9 of the TIA, the bus loading area can accommodate 17 vehicles and the student loading area can accommodate 22 vehicles. This provides a total of 39 additional parking spaces that would be available for special events. Signage will be used to direct visitors to the appropriate parking spaces.

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Minimum Required Bicycle Parking Spaces	Per the bicycle parking ratio table, the required minimum number of bicycle parking spaces that must be provided at the proposed Vose school is one space per 9 students. Bicycle parking spaces must be designed to be long term; no short term bicycle parking is required. At full capacity, enrollment at Vose will be 750 students. Therefore, the required number of long-term bicycle parking spaces is 84. As shown on the Site Plan Sheet L2.2, 84 bicycle parking spaces will be provided on the school site. Bicycle parking will be designed, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings. The bicycle parking area is located centrally on the site at the north end of the school building. The main school entrance is nearby, as is the secondary school entrance (near the bus loading area). Additional detail regarding bicycle parking is provided in Exhibit F. School buildings are exempted from the requirement to cover long-term bicycle parking. However, 15 of the bicycle parking racks (so 30 bike parking spaces) will be covered. The remaining bicycle parking racks will not be covered.
10. Location of Vehicle Parking.	
A. All parking spaces provided shall be on the same lot upon which the use requiring the parking is located. Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located, the Director may permit the required parking spaces to be located on any lot within 200 feet of the lot upon which the use requiring the parking is located.	As shown on the Plan Sheet L2.0, all required vehicle parking will be provided on the school site.
B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.	All required vehicle parking spaces on the school site are designed so that use of the spaces will not require backing movements or other maneuvering within a street right-of-way.
C. In R10, R7, R5 and R4 zones parking and loading spaces may be	The proposed parking areas and loading space at Vose are located to

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located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage.	either side of the school building and not within the front yard.
D. Parking in the front yard is allowed for each dwelling unit in the driveway area leading to its garage. Also, one additional space shall be allowed in that area in front of the required side yard and closest to the driveway subject to the following conditions:	This standard is not applicable because this proposal does not include any dwelling units.
11. Reductions and Exceptions. [ORD 3358; March 1984] Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following specific cases:	The District is not requesting any reductions or exceptions to the vehicle and bicycle parking standards.
12. Compact Cars. Compact car parking spaces may be allowed as follows:	No compact car parking spaces are proposed for the Vose school site.
13. Carpool	
A. In industrial, institution, and office developments, including government offices, with 50 or more employee parking spaces, at least three percent of the employee parking spaces shall be designated for carpool and/or vanpool parking. For the purposes of this section, carpool is defined as two or more persons per car, and vanpool is defined as five or more persons per van. The carpool/vanpool spaces shall be clearly marked and signed for reserved carpool and/or vanpool parking. The reserved carpool/vanpool parking time may be specified so that the reserved spaces may be used for general parking if the reserved spaces are not occupied after a specific time period, which shall be clearly posted on the sign.	The proposed school will provide 77 parking spaces for school employees (staff). Per this standard, three staff parking spaces must be designated for carpool and/or vanpool parking. As shown on the Site Plan Sheet L2.2, three carpool spaces are provided in the visitor/staff parking lot, which meets the standard. These parking spaces will be clearly marked and signed for reserved use by carpool and vanpool vehicles only during school hours.
B. Location. Designated carpool/vanpool spaces shall be the closest employee motor vehicle parking spaces to the building entrance normally used by employees, except for the motor vehicle parking spaces designated for persons with disabilities, which shall be the closest to the building entrance.	As shown on Sheet L2.2 in Exhibit A, the designated carpool spaces will be located closest to the building entrance, but not closer than the designated ADA parking spaces.

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60.30.15. Off-Street Parking Lot Design. All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:	As shown on Site Plan Sheets L2.1 - L2.4, all proposed parking spaces at the school are standard 90 degree parking stalls, with the exception of the larger handicapped accessible parking stalls. Parking stall dimensions are provided on the plan sheets and are consistent with the requirements in this section.
60.30.20. Off-Street Parking Lot Construction. Every parcel of land hereafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings.	Proposed parking on the school site will be done in accordance with the Engineering Design Manual and Standard Drawings, as required by this standard.
60.40. SIGN REGULATIONS	
60.40.20. Signs Subject to Ordinance Regulation - Permit Required. The following signs are subject to all ordinance regulations and permits are required prior to on-site construction, installation or placement.	No signs are proposed as part of this application. The District may opt to install a school sign at a later date and will comply with all applicable sign regulations at that time.
TRANSPORTATION FACILITIES.	
60.55.10. General Provisions.	
1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies.	All transportation facilities will be designed and constructed in accordance with this code and the Engineering Design Manual and Standard Drawings. As noted in the TIA in Exhibit D, an Engineering Design Modification will be required to allow the driveway spacing along SW Denney Road since there are several driveways within 180 feet of the proposed new access. All roadways surrounding the Vose school site are under City of Beaverton jurisdiction.
2. In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development.	The Traffic Impact Analysis (Exhibit D) provides an assessment of traffic impacts that are anticipated to result from the proposed Vose School project. Improvements to mitigate those impacts are recommended in the analysis.

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3. For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.	A Traffic Impact Analysis and Traffic Management Plan have been conducted and are provided as part of this application package in Exhibits D and G.
7. Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000. At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle. If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.	As demonstrated in the Traffic Impact Analysis in Exhibit D, the Highway Capacity Manual 2000 was used to determine intersection performance. All impacts and mitigations identified in the Traffic Impact Analysis are in conformance with this standard.
60.55.15. Traffic Management Plan. Where development will add 20 or more trips in any hour on a residential street, a Traffic Management Plan acceptable to the City Engineer shall be submitted in order to complete the application. A residential street is any portion of a street classified as a Local Street or Neighborhood Route and having abutting property zoned R2, R4, R5, R7, or R10.	The proposed school project does not meet the threshold of 20 new trips on a local road. However, a Traffic Management Plan has been included with this submittal at the City's request (see Exhibit G). The Traffic Management Plan is intended primarily to address City staff questions regarding the operation of the daily student drop-off and pick-up activities.
60.55.20. Traffic Impact Analysis. *For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as*	A Traffic Impact Analysis has been included with this submittal as Exhibit D.

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required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.	
1. Engineer Certification. The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.	The Traffic Impact Analysis was prepared and certified by a licensed traffic engineer with DKS Associates in Portland, Oregon.
2. Analysis Threshold.	A Traffic Impact Analysis has been included with this submittal as Exhibit D.
A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 200 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer.	
3. Study Area. The Traffic Impact Analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. The City Engineer may identify additional locations for study if existing traffic operation, safety, or performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis assumptions of the Traffic Impact Analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.	The Traffic Impact Analysis (Exhibit D) evaluates an influence area determined per Beaverton guidelines. DKS Associates submitted the proposed scope to the City Engineer for approval prior to completing the report.
4. Contents of the Traffic Impact Analysis Report. The Traffic Impact Analysis report shall contain the following information organized in a logical format:	The Traffic Impact Analysis provided in Exhibit D contains all the elements required by this standard.
A. Executive Summary	
B. Description of Proposed Development	
C. Existing Conditions	
D. Traffic Forecasts	
E. Traffic Impacts	
F. Mitigation Identification	
G. Recommendations	

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60.55.25. Street and Bicycle and Pedestrian Connection Requirements.	
1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.	The Traffic Impact Analysis provided in Exhibit D demonstrates how the surrounding streets can be improved to provide for safe and efficient access and circulation to and around the proposed Vose site. Recommended mitigations along SW Denney Road include a half-street improvement that will provide a sidewalk and bike lane (un-striped) along the site's frontage. The TIA also recommends improvements to the signalized intersection of SW Denney Road and King Blvd, which will serve as the primary staff and visitor entry into the school site. School buses will access the site from an alternate access point (west access) in order to minimize conflicts between bus traffic and staff/visitor traffic, especially during student drop-off and pick-up times. In addition, a third right-out-only exit will be provided (east access) for vehicles in the staff/visitor parking area who wish to exit the site and travel east. The Circulation Diagrams provided in Exhibit A show the on-site pedestrian circulation network for the proposed school, as well as emergency vehicle routes. As shown, there are direct pedestrian connections between the school entrances and the parking areas and outdoor recreation areas. Pedestrian crossings through parking areas and driveways are minimal; where they do exist they will be striped for high visibility.
2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.	All street improvements proposed as part of the Vose School project will be done in accordance with the right-of-way width and cross section identified for a collector street (for SW Denney Road), including sidewalks and a bike lane.

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4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.	Pedestrian/bicycle connections proposed for the Vose site extend to the boundary of the site and connect to the surrounding public network in several places. ▪ The two access points along SW Denney connect the public sidewalk along Denney to the pedestrian pathways on the school site. The primary access will be at the signalized intersection of Denney and King Blvd and will provide pedestrian signals and striping to maximize pedestrian safety at this connection. ▪ The pedestrian connection through the southwest corner of the site will be preserved and improved to allow continued use of that connection.
5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.	Additional right-of-way will be provided where needed to accommodate the required half-street improvements along SW Denney Road.
6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.	The primary bicycle/pedestrian connection to SW Denney Road will occur at the fully signalized intersection of Denney and King Blvd.
7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.	As shown on the Circulation Diagrams in Exhibit A, the on-site pedestrian and bicycle circulation system connects to SW Denney Road at three locations, and to the existing walkway connection at the southwest corner of the school site. There are no existing driveways or parking lots open to the public adjacent to the subject site.
8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.	No special setback line has been established.
9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.13. An	As demonstrated in the responses below, accessways will be provided as required here.

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accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.	
A. Accessways shall be provided as follows:	
1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.	As noted in the Pre-application Summary notes from the City's transportation planner, an accessway or walkway into the school site should be provided for every 300 feet of street frontage. The site's frontage along SW Denney Road is approximately 500 feet long. As such, the proposed accessway/crossing provided at the improved intersection of Denney and King Blvd will be sufficient to meet this standard.
2. If any of the conditions described in Section 60.55.25.13. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block.	
3. Where a street connection is not feasible due to conditions described in Section 60.55.25.13., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park.	This standard is not applicable; all required street connections will be provided and the conditions in 60.55.25.13 do not exist on the site.
4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.	There are no cul-de-sacs on or adjacent to the site. Therefore, these criteria do not apply to the proposed development.
5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul- de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.	
B. Accessway Design Standards.	
1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.	As shown in the Pedestrian Circulation Diagram in Exhibit A, proposed accessways through the Vose site have been designed to be as short and direct as possible, allowing visibility from one end of the path to the other whenever possible.
2. Accessways shall be located to provide a reasonably direct	As shown in the Pedestrian Circulation Diagram in Exhibit A,

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connection between likely pedestrian and bicycle destinations.	accessways through the Vose site have been designed to connect the primary destinations on site, including the main school building, parking areas, bike parking area, and outdoor recreation fields. The accessways will also provide direct connections to the established walkway that travels through the southwest corner of the site.
10. Pedestrian Circulation.	
A. Walkways are required between parts of a development where the public is invited or allowed to walk.	As shown in the Pedestrian Circulation Diagram in Exhibit A, on-site walkways are provided throughout the Vose site, connecting the primary areas where the public is allowed to walk. This includes the main building entrances, parking areas, bike parking, and outdoor recreation areas.
B. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.	The site's frontage along SW Denney Road is approximately 500 feet long. As such, the proposed accessway/crossing provided at the improved intersection of Denney and King Blvd will be sufficient to meet this standard. A walkway will also be provided on the Vose site to connect to the accessway at the southwest corner of the site.
C. Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.	As shown in the Pedestrian Circulation Diagram in Exhibit A, walkways on the school site will be provided as required by this standard.
D. Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.	As shown in the Pedestrian Circulation Diagram in Exhibit A, walkways have been designed to be as direct as possible and to minimize crossings where vehicles operate. All pedestrian crossings at vehicular drives will be identified with striping.
E. Walkways shall be paved and shall maintain at least four feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent	All on-site walkways will be paved and maintain a width of at least four feet. Walkways bordering parking spaces will be at least seven feet wide except where curbing and landscaping are provided. Ramps will also be provided, consistent with City standards, where needed.

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parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards.	
F. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.	All applicable ADA standards will be met for the proposed school.
G. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.	As shown on the Photometric Plan (Sheet E0.1P in Exhibit A) and the lighting details in Exhibit H, on-site walkways will be lit in accordance with this standard.
11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:	There are no major transit stops at or near the proposed school site. Therefore, these standards do not apply.
12. Assessment, review, and mitigation measures (including best management practices adopted by local agencies) shall be completed for bicycle and pedestrian connections located within the following areas: wetlands, streams, areas noted as Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protection, and Significant Riparian Corridors within Volume III of the Comprehensive Plan Statewide Planning Goal 5 Resource Inventory Documents and Significant Natural Resources Map, and areas identified in regional and/or intergovernmental resource protection programs…	No bicycle or pedestrian connections are being proposed within any of the identified areas. Therefore, this standard does not apply.
13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.	No bicycle/pedestrian connections are being proposed along residential rear lot lines.
60.55.35. Access Standards.	
1. The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be	The Site Plan for the proposed Vose school project demonstrates how safe access to and from the school will be provided. The three access

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provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved	points along SW Denney Road have been designed to maximize safety for all users of the school, including parents, visitors, staff and buses. The TIA provided in Exhibit D identifies mitigation improvements that will be completed to ensure safe access to the school. Those mitigations include signage, improvements to the signalized intersection of SW Denney Road and King Blvd., limiting the east access to right-out only, and ensuring adequate sight distance at proposed access points.
3. Intersection Standards.	
A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers.	All work adjacent to public streets and accessways will comply with the Engineering Design Manual.
2. The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation…	The applicant is not proposing modifications to the above requirement.
B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.	The proposed Vose project will require an Engineering Design Modification to access spacing standards because existing driveways are located within 180 feet of the proposed site access at the Denney/King intersection. All other standards of the Engineering Design Manual will be met.
1. Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development.	The proposed school site is not located in an area planned for the highest density multiple use development.
2. When a highway interchange within the City is constructed or reconstructed, a park and ride lot shall be considered.	This proposal does not include a highway interchange.
C. Driveways.	
1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.	Corner clearance at intersections has been designed in accordance with the Engineering Design Manual. The proposed Vose project will require an Engineering Design Modification to access spacing standards because existing driveways are located within 180 feet of the proposed site access at the Denney/King intersection.
2. Shared Driveway Access. Whenever practical, access to Arterials	Shared access with a school site is not practical for circulation, safety

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and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement. Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area. Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.	and security reasons.
3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision-making authority may approve access from a detached dwelling to an Arterial or Collector.	This proposal does not include a new driveway for a detached dwelling. Therefore, this standard is not applicable.
60.60 TREES AND VEGETATION.	
60.60.10. Types of Trees and Vegetation Regulated. *Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:*	Per discussions with City staff during the pre-application meeting, all existing trees located on the Vose site are considered Landscape Trees for the purpose of Section 60.60. In order to accommodate the proposed redevelopment of Vose School and reconfiguring of the site layout, the majority of existing trees will be removed. Tree removal is shown on Sheet L5.0 in Exhibit A. One large oak tree located in the center of the site will be preserved and protected and incorporated into the outdoor learning area of the new school.
1. Significant Individual Trees.	
2. Historic Tree.	
3. Trees within Significant Natural Resource Areas.	
4. Trees within Significant Groves.	
5. Landscape Trees.	
6. Community Trees.	
7. Mitigation Trees.	
60.60.15. Pruning, Removal, and Preservation Standards.	Proposed tree removal on the Vose site will be done in accordance with standards in this section. Removal of the designated Landscape
2. Removal and Preservation Standards.	

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A. All removal of Protected Trees shall been done in accordance with the standards set forth in this section.	Trees will be mitigated as required. Details about mitigation are provided in the response to Section 60.60.25 below.
B. Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.	
C. For SNRAs and Significant Groves, the following additional standards shall apply:	
60.60.20. Tree Protection Standards during Development.	As noted on Landscape Plan Sheet L5.0 (Note 7), the existing oak tree to remain on site will be protected according to the standards in this section. The required tree protection fence will be located five feet beyond the tree canopy.
1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:	
A. A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:	
1. The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.	
2. Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.	
B. Within the protected root zone of each tree, the following development shall not be permitted:	As noted on Landscape Plan Sheet L5.0 (Note 7), the existing oak tree to remain on site will be protected according to the standards in this section. No construction or other activities will be conducted within the protection zone.
1. Construction or placement of new buildings.	
2. Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.	
3. New impervious surfaces.	
4. Trenching for utilities, irrigation, or drainage.	
5. Staging or storage of any kind.	
6. Vehicle maneuvering or parking	

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60.60.25 Mitigation Requirements *9. The following standards apply to the replacement of a Landscape Tree:* *A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.* *B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.* *C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:* *1. Calculate the sum of the total linear DBH measurement of the tree to be removed.* *2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.*	A total of 42 trees will be removed from the site in order to accommodate the proposed redevelopment of the Vose School. Total DBH of tree removal is 680 inches. As shown on the Landscape Plan in Exhibit A, a total of 109 replacement trees will be planted on the site, with a total of 218 DBH inches. The project cannot reasonably accommodate enough new trees to replace all 680 DBH inches being removed. As is demonstrated on the Landscape Plan, trees are being planted where it is reasonable and suitable to do so while still accommodating the new school building, parking and maneuvering areas, pedestrian walkways and plazas, and the outdoor recreational areas needed to meet the District's programming requirements.
60.65. UTILITY UNDERGROUNDING.	
60.65.10. Authority. The provisions of private utility undergrounding shall pertain to all activities subject to Design Review (Section 40.20.), as well as Land Divisions (Section 40.45.).	This proposal is subject to Design Review and is therefore subject to the utility undergrounding requirements. As shown on the Utility Plan Sheet C2.0, all existing overhead utilities on site, and all new utilities will be placed underground in conformance with this standard.
60.65.15. Regulation. All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.	

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60.65.20. Information on Plans. The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:	The Utility Plan Sheet L2.0 provides the required information.
1. Easements for all public and private utility facilities;	
2. The location of all existing above ground and underground public and private utilities within 100 feet of the site;	
3. The proposed relocation of existing above ground utilities to underground; and	
4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.50. of this Code.	
60.65.25. Optional Fee In Lieu of the Undergrounding Requirement. If any of the following criteria are met as determined by the City, after receiving a recommendation from the Facilities Review Committee, at the applicant's option, applicant shall either immediately place the private utilities underground or pay a fee to the City toward future undergrounding in lieu of immediately placing private utilities underground. ...	The applicant is not proposing any fee in lieu of undergrounding.

V. CONFORMANCE WITH CITY OF BEAVERTON COMPREHENSIVE PLAN

This section of the application contains responses that demonstrate how the proposed Vose School redevelopment conforms to the City of Beaverton Comprehensive Plan policies.

5.4.1.b On-site detention will be used as a storm water management tool to mitigate the impacts of increased storm water run-off associated with new land development.

Response: Though drainage patterns and discharge locations will be maintained between existing and proposed conditions, water quality treatment and some water quantity mitigation will be required of post-development stormwater runoff. Stormwater runoff draining to the north will be treated through LIDA (Low Impact Development Approaches) water quality facilities located in onsite vegetated areas along Denney Road and along the eastern property boundary. Stormwater runoff draining toward the south will be treated by LIDA facilities located in parking lot landscaping, along the eastern property boundary, and at the southeast corner of the site. LIDA facilities located adjacent to or within parking areas will treat onsite parking lot and sidewalk runoff, and the facility located in the southeast corner of the site will treat roof runoff from the school and the covered play area, as well as the hard play area.

Runoff draining to the north will not receive detention prior to discharging into the Denney Road system, as flows are not expected to increase under proposed conditions. Flows in the southern basin are expected to increase under proposed conditions, and will receive detention in a combined water quality/detention facility located at the southeast corner before discharging into the existing public storm system within SW Clifford Street.

5.4.1.c All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.

Response: As noted in the Pre-Application Summary notes from the Site Development Division, the public storm drainage system is available to serve the proposed redevelopment of Vose School. As shown on the Utility Plan Sheet C2.0, the Vose site will be connected to the existing public storm drainage system at two locations, one at the northeast corner of the site adjacent to SW Denney Road and one at the southeast corner of the site.

5.5.1.a All new land development (residential subdivisions, multiple family dwelling development, and industrial and commercial developments) shall be connected to a public water system.

Response: The proposed new school will be connected to the City of Beaverton public water system. The project team civil engineer has prepared plans for utility provisions (Exhibit A, Sheet C1.0) that show proposed new water lines and how the site will connect to the public water system. The existing water line in SW Butte Lane will also be extended into the site to upgrade fire water service and connect to the water system in SW Denney Road.

5.5.1.b All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.

Response: The materials provided with this application package will be forwarded to applicable service providers, including the Beaverton Water Division, for their review and comment. The City will determine that available water pressure is adequate to serve the proposed project.

5.5.1.c The City shall encourage water conservation consistent with current intergovernmental agreements, to prolong existing supplies and to help postpone water system capacity improvements needed to supply expected future demands as a result of projected population increases.

Response: The proposed landscape plan for Vose School utilizes climate-adaptive or native plant species which require less water than other plant species. In addition, the irrigation system for the school site will use water-saving equipment and will be designed to be zone-specific to maximize overall efficiency of the system. These landscape approaches will help reduce water consumption by the school site.

5.6.1.a All new land development (residential subdivisions, and multiple family dwelling, industrial, and commercial developments) shall be connected to the City sewer system.

Response: The proposed new Vose School will be connected to the City of Beaverton public sewer system. The Utility Plan Sheet C1.0 shows the location of proposed connections to the existing public sewer system, located at the northeast corner of the site.

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

Response: The proposed Vose School project supports this policy by redeveloping the existing school site to increase student capacity without the need for additional land.

5.7.1.b Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded.

Response: The proposed project is located on an existing school site that has been serving the surrounding residential districts since 1960. Compatibility with the surrounding residences will be achieved in a variety of ways:

- The school site has been designed with a 20-foot landscaped buffer along all property lines that abut a residential property (south, east and west property lines). The buffer meets the City's standards for a B3 high-screen buffer, providing a high degree of visual screening between properties. It consists of a six-foot high wooden fence and a strip of landscaping that includes trees, shrubs and groundcover.
- The outdoor recreational fields will not be lit at night and will not utilize a speaker system, thereby minimizing the potential for noise or glare impacts on surrounding homes.

- Lighting used in the parking lots and along on-site walkways has been designed to avoid light spill onto surrounding properties. The buffer described above will also help reduce the impact of vehicle lights from the parking lots.
- Access to the school site is taken from several points along SW Denney Road, which is a collector street. Local streets will not be used for accessing the school.
- The existing path that connects through the southwest corner of the school site will be preserved and maintained so that it continues to serve as a safe and convenient pathway for pedestrians and bicyclists.

5.7.1.c The City shall encourage the District to provide for schools throughout the City in locations that are easily accessible to those they are intended to serve.

Response: This policy is not directly relevant because the proposed project is a redevelopment of the existing Vose School on the same site. A new location is not being proposed. Vose School is located in a high-growth area for the District and this project is the result of analysis that concluded more capacity is needed in this area to accommodate existing students and anticipated demand.

5.7.1.g The City shall encourage the School District and the Tualatin Hills Park and Recreation District (THPRD) to continue their excellent level of cooperation in the joint acquisition, development and use of facilities for educational and recreational purposes.

Response: The Vose site is located within the THPRD service boundary and the District will continue its history of collaboration with THPRD on the potential use of the fields proposed for the new school. Typically, elementary schools such as Vose do not have the types of outdoor fields that are suitable for a shared agreement between THPRD and the District. However, the District will coordinate with THPRD to determine if some kind of shared arrangement is desirable at Vose.

6.2.1.e Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

Response: Access to the proposed Vose School redevelopment will be taken from SW Denney Road, a collector street. No local residential streets will be used to access the school, which will help to minimize traffic on surrounding local streets. As shown in the Traffic Impact Analysis (TIA) provided in Exhibit D, the proposed project at Vose is expected to add a total of 37 new trips (as compared with existing school trips) during the morning peak hour, and 20 trips during the evening peak hour. Figure 6 of the TIA indicates that these trips will be on SW Denney and SW King Blvd. Other local streets will not see a measurable increase in trips due to the school project. Improvements to SW Denney, including an improved signalized intersection at Denney Road and King Blvd., are proposed to mitigate potential impacts from the school project. The TIA also recommends signage be used at the school access points along SW Denney to ensure efficient and safe use of the accesses and on-site queuing areas.

6.2.1.g Provide convenient direct pedestrian and bicycle facilities to promote the health and physical well-being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.

Response: As shown on the Pedestrian and Bike Circulation diagram provided on Sheet L7.0 in Exhibit A, direct and convenient bicycle and pedestrian paths will be provided throughout the Vose site to connect the school building, parking areas, outdoor recreation areas, and public sidewalks along Denney Road. Connections will also be provided to the existing pathway that travels through the southwest corner of the site.

All pedestrian connections will be designed for safe pedestrian movement and constructed of hard durable surface. Paint striping and tactile warning pavers will be used to identify safe pedestrian routes. Bicycle parking will also be provided on the school site in accordance with City requirements. Bicycle parking will be conveniently located and designed for safety and security.

6.2.2.c Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.

Response: See the response above for details about the planned pedestrian and bicycle facilities that will be provided as part of the proposed Vose school development. In addition to those facilities, the project will include half street improvements to SW Denney Road along the site's frontage; those improvements will include a six-foot wide sidewalk and a five-foot bike lane in accordance with the City's collector street standards. The bike lane will not be striped as such since it will not connect to bike lanes east or west of the project frontage. The improved signalized intersection at Denney Road and King Blvd will include marked and signalized pedestrian crossings.

6.2.2.d Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.

Response: All proposed sidewalks and pedestrian access systems have been designed to City standards. The responses above describe how the pedestrian system provides safe and direct access through and around the school site. The project will also include improvements to the signalized intersection at Denney Road and King Blvd; those improvements will be designed to maximize pedestrian safety and convenience.

6.2.2.e Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.

Response: The Multimodal Circulation Diagrams provided in Exhibit A demonstrate how pedestrian, bicycle and vehicle access to and around the school will function. The proposed project emphasizes safe and convenient access to the school site through multiple access points along SW Denney Road designed for all users. The pedestrian path that travels through the lower corner of the site, providing connections to areas south and west of the school, will be improved and

maintained as part of this project.

6.2.2.f Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle "culde-sacs" that require substantial out-of-direction travel for pedestrians and bicyclists.

Response: As noted previously, the existing path that travels through the lower corner of the site, providing connections to neighborhoods south and west of the school, will be improved and maintained as part of this project.

6.2.3.d Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

Response: The proposed redevelopment of the Vose site will include multiple safe access points into the school for pedestrians and bicycles. Two access points along SW Denney Road will connect the public sidewalk to the on-site walkways, providing direct connections to the school building, parking areas and recreational areas. The site's frontage along Denney will be improved with a six-foot sidewalk and five-foot bike lane (un-striped). The pedestrian and bicycle accesses at the southwest corner of the site will be improved and maintained to provide connections to the neighborhoods west and south of the school.

6.2.3.g Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

Response: As noted in the TIA in Exhibit D, proposed access to the Vose site will be taken from three points along SW Denney Road. All applicable access management standards will be met for the proposed Vose site with the exception of access spacing along SW Denney Road. The project will require an Engineering Design Modification to the City's access spacing standard for a collector street because existing driveways are located within 180 feet of the proposed site access at the Denney/King intersection. The TIA provides additional detail about how mitigation improvements on the Vose site will allow safe access to the site and reduce potential conflicts between users.

6.2.3.h Ensure that adequate access for emergency services vehicles is provided throughout the City.

Response: The Multimodal Circulation Diagrams provided in Exhibit A demonstrate how emergency vehicles will access and maneuver around the Vose site. Tualatin Valley Fire & Rescue provided comments regarding fire safety during the pre-application meeting; all required fire safety features will be provided on the school site. The District will continue to work with TVF&R as needed to ensure approval of the project fire-safety related elements.

6.2.4.h Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project's identified impacts.

Response: The proposed Vose School redevelopment will include half-street improvements to SW Denney Road along the site's frontage. Those improvements will be reviewed as part of this land use application. Anticipated impacts of the proposed project are identified in the TIA provided in Exhibit D, along with recommended improvements to mitigate those impacts.

8.4.1.a Noise impacts shall be considered during development review processes.

Response: Noise impacts were considered during design of the proposed school site, particularly regarding outdoor recreation areas and the parking lots. Potential noise impacts will be minimized through a variety of design and management aspects. The outdoor fields will not be lit for use after dark. As such, no potential outdoor noise-generating activities (a soccer game and associated cars in the parking lot, for example) will occur after daylight hours. The outdoor fields will not be equipped with a speaker system, which will greatly minimize potential noise impacts from sporting events taking place on the soccer field or multi-purpose lawn.