

# EXHIBIT 9

PLANNING COMMISSION  
STAFF REPORTS AND  
MEMORANDUMS DATED MAY  
20, 2015, JUNE 12, 2015, JUNE  
17, 2015, JULY 1, 2015,  
TOGETHER WITH  
POWERPOINT PRESENTATIONS  
FROM STAFF AND APPLICANT  
FOR MAY 27 AND JUNE 24  
HEARING DATES

CITY OF BEAVERTON

**PLANNING COMMISSION**

**FINAL AGENDA**

**BEAVERTON CITY HALL  
COUNCIL CHAMBERS  
12725 SW MILLIKAN WAY  
BEAVERTON OR 97076**

MAY 27, 2015

6:30 P.M.

CALL TO ORDER

ROLL CALL

VISITORS

STAFF COMMUNICATIONS

**OLD BUSINESS:**

No items

**NEW BUSINESS:**

1. **South Cooper Mountain High School - CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005**  
Beaverton School District proposes to construct a new high school. At full enrollment, the proposed 320,000 square foot school building is designed to accommodate approximately 2,200 students and 200 staff. One vehicular access to the school is proposed from SW 175<sup>th</sup> Avenue and is intended for parents and students. Another vehicle access to the school is proposed from SW Scholls Ferry Road and is intended for buses and staff. Both vehicular access points are proposed to be signalized. The proposal includes several outdoor sports facilities and two parking lots that will provide a total of 550 parking spaces. The proposal also includes modification and enhancement of existing wetlands. The project site is located at the northwest corner of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, on Tax Lots 205 and 800 of Washington County Tax Assessor's Map 2S1-06.

APPROVAL OF MINUTES

Agenda items will not necessarily be heard in the order presented above.

Information regarding the above agenda items, including staff reports, is available on the City Web site at [http://apps.beavertonoregon.gov/DevelopmentProjects/full\\_list.aspx](http://apps.beavertonoregon.gov/DevelopmentProjects/full_list.aspx). Please note that information on long-range projects and city-wide proposals is listed at the bottom of the web page, or can be accessed using the link to "City-wide Projects."

THIS INFORMATION IS AVAILABLE IN LARGE PRINT OR AUDIO TAPE UPON REQUEST. IN ADDITION, ASSISTED LISTENING DEVICES, SIGN LANGUAGE INTERPRETERS, OR QUALIFIED BILINGUAL INTERPRETERS WILL BE MADE AVAILABLE AT ANY PUBLIC MEETING OR PROGRAM WITHIN 72 HOURS ADVANCE NOTICE. TO REQUEST THESE SERVICES, PLEASE CALL 503-526-2493 OR 503-526-2222/VOICE/TDD.

**PLANNING COMMISSION LOOKAHEAD**

<b>DATE</b>	<b>PROJECT NAME AND NUMBERS (S)</b>
<b>MAY 27, 2015</b>	SOUTH COOPER MOUNTAIN HIGH SCHOOL CU2015-0003, DR2015-0029, LO2015-0004, ADJ2015-0005
<b>JUNE 3, 2015</b>	NO ITEMS
<b>JUNE 10, 2015</b>	VALLEY CATHOLIC HIGH SCHOOL FOOD CART PODS TEXT AMENDMENT
<b>JUNE 17, 2015</b>	NO ITEMS
<b>JUNE 24, 2015</b>	NO ITEMS
<b>JULY 1, 2015</b>	VERIZON TOWER AT 16405 SW WALKER ROAD



Community Development Department  
Current Planning Division  
12725 SW Millikan Way /PO Box 4755  
Beaverton, OR 97076  
General Information: (503) 526-2222 V/TDD  
www.BeavertonOregon.gov

## Staff Report

HEARING DATE: May 27, 2015

TO: Planning Commission

FROM: Scott Whyte, Senior Planner

APPLICATIONS: **South Cooper Mountain High School - land use case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0004**

LOCATION: Northwest corner of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue. Tax Lots 205 and 800 on Washington County Tax Assessor's Map 2S1-06

ZONING: Urban High Density Residential (R1)

NAC: Neighbors Southwest

REQUEST: Beaverton School District proposes to construct a new high school. At full enrollment, the proposed 320,000 square foot school building is designed to accommodate approximately 2,200 students and 200 staff. One vehicular access to the school is proposed from SW 175<sup>th</sup> Avenue and is intended for parents and students. Another vehicle access to the school is proposed from SW Scholls Ferry Road and is intended for buses and staff. Both vehicular access points are proposed to be signalized. The proposal includes several outdoor sports facilities and two parking lots that will provide a total of 550 parking spaces. The proposal also includes modification and enhancement of existing wetlands.

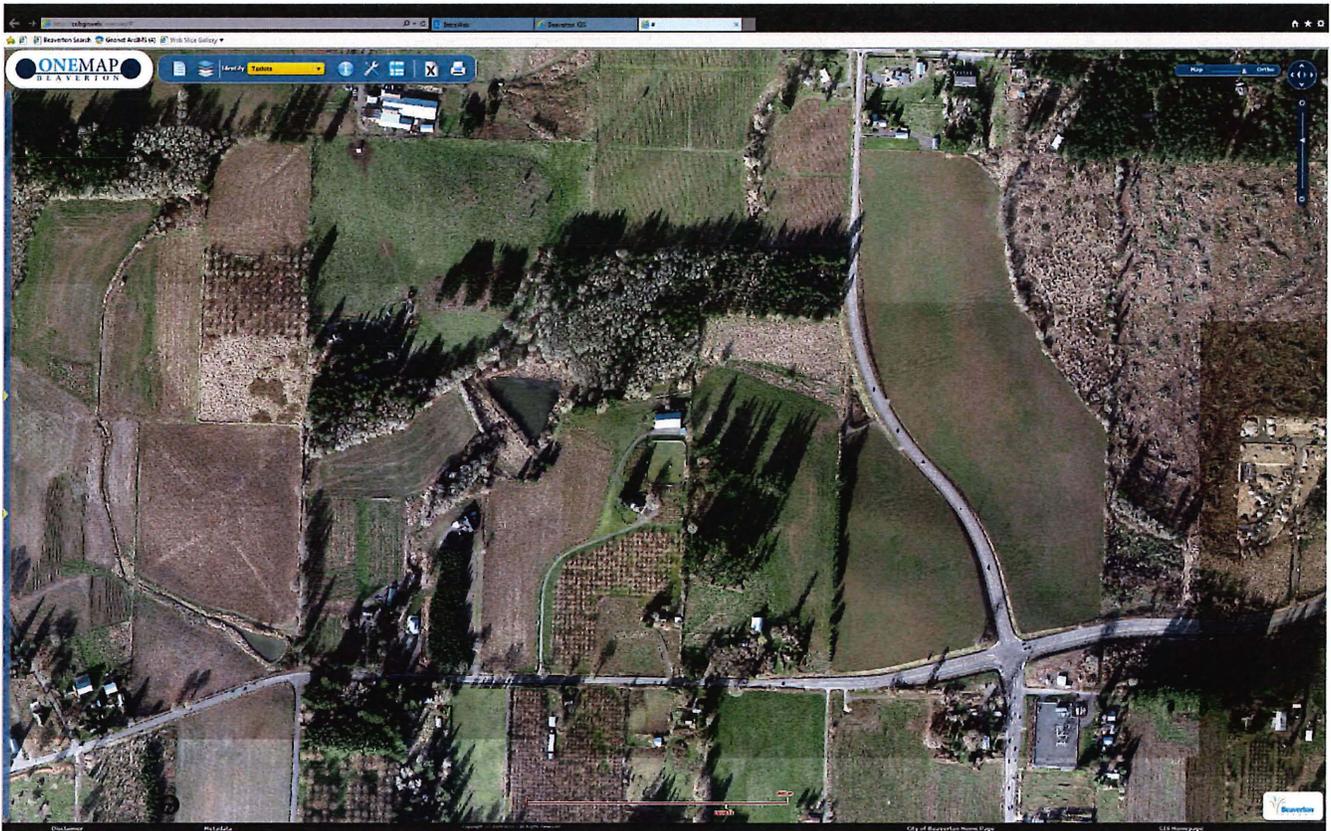
APPLICANT: Beaverton School District  
16550 SW Merlo Road  
Beaverton, OR 97006

APPLICANT REPRESENTATIVE: Angelo Planning Group  
921 SW Washington Street, Suite 468  
Beaverton OR 97006

APPROVAL CRITERIA: Facilities Review (40.03), Conditional Use (40.15.15.3.C), Design Review Three (40.20.15.3.C), Preliminary Partition (40.45.15.4.C), Major Adjustment (40.10.15.2.C), Ordinance 2050, Development Code effective through Ordinance 4649

RECOMMENDATION: **APPROVAL of South Cooper Mountain High School, case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005, subject to conditions.**

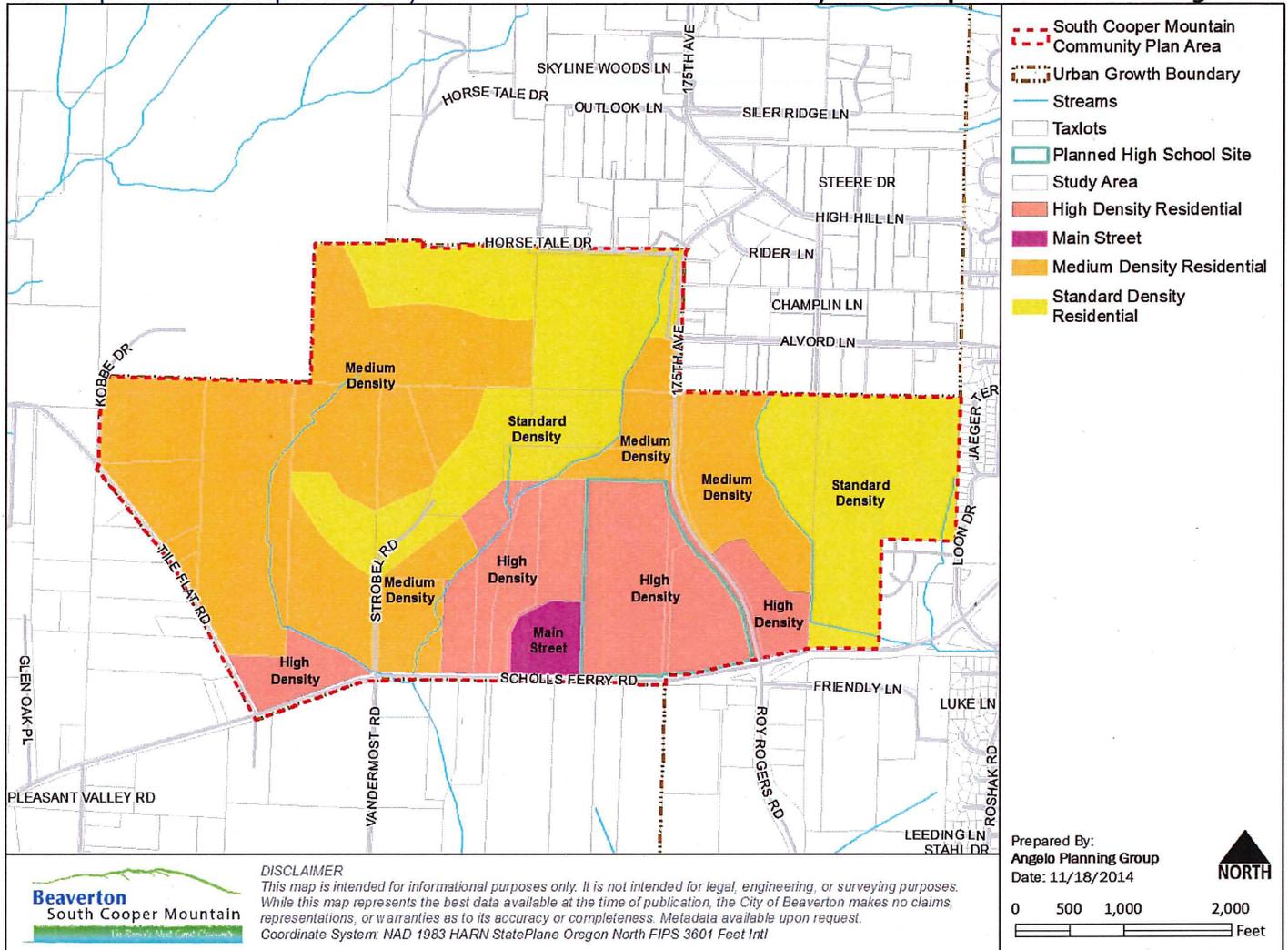
### Aerial and Vicinity Map



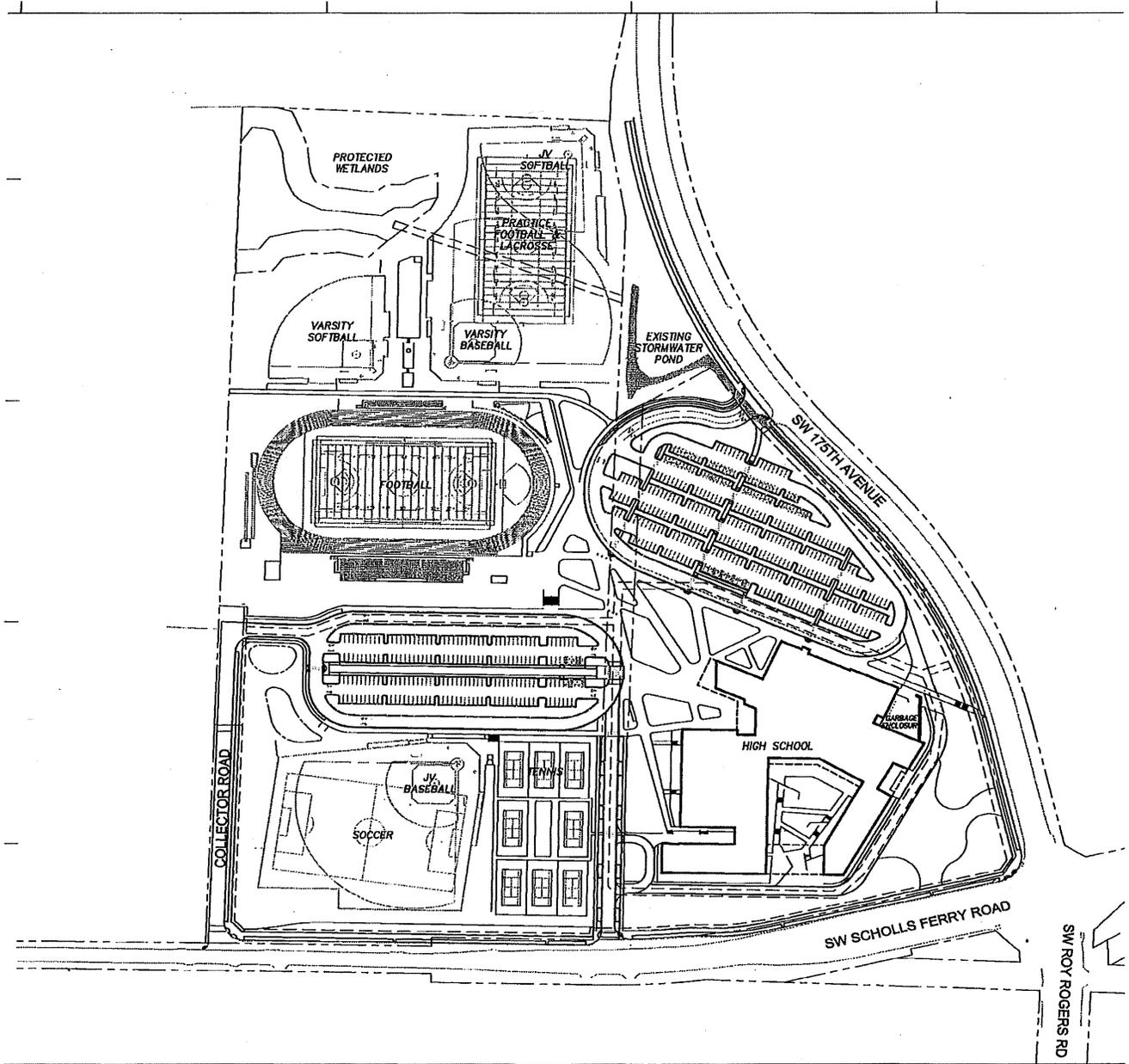
## South Cooper Mountain Concept and Community Plan adopted Land Use Designations

South Cooper Mountain Concept & Community Plans

SCM Community Plan Comprehensive Plan Designation



# SITE PLAN FOR NEW HIGH SCHOOL



## BACKGROUND FACTS

### Key Application Dates

<u>Application</u>	<u>Submittal Date</u>	<u>Deemed Complete</u>	<u>Day 120 and 240</u>
CU2015-0003 DR2015-0029 ADJ2015-0005 LD2015-0004	March 18, 2015	April 8, 2015	August 6, 2015 / December 4, 2015

### Existing Conditions Table

<b>Zoning</b>	R1 Urban High Density Residential where educational institutions are a Conditional Use.	
<b>Comprehensive Plan</b>	High Density (NR-HD) See Exhibit 2 for South Cooper Mountain Community Plan designations applicable to this property and others.	
<b>Existing Conditions</b>	Large property with several trees and two sensitive areas identified to the plan as Wetland A and Wetland B. Property is moderately sloped and contains one single-family dwelling, an old barn and small accessory structures.	
<b>Site Size &amp; Location</b>	Located as the northwest corner of SW Scholls Ferry Road and SW 175 <sup>th</sup> Avenue, the subject property, consisting of two tax lots, is approximately 48 acres	
<b>Surrounding Uses</b>	<u>Zoning:</u> North: <i>Interim County AF-20</i> South: <i>Interim County AF-20 /FD20</i> East: <i>Interim County AF-20</i> West: <i>Interim County AF-20</i>	<u>Uses:</u> North: Rural residential / farming South: Rural residential / farming East: Rural residential / farming West: Rural residential / farming

## PROJECT SUMMARY

The applicant requests Conditional Use, Design Review Three, Preliminary Partition and Major Adjustment approvals associated with the new high school proposal. The proposed use, *educational institution*, is subject to Conditional Use (CU) approval in the R1 zone. Buildings, landscaping and lighting are subject to Design Review 3 (DR) approval. One portion of the school building (theater fly loft) will exceed the 60 foot height limit of the R-1 zone for a maximum height of 76 feet and therefore require Major Adjustment (ADJ) approval. Through the Preliminary Partition application (LD) the applicant proposes to merge two properties to create one lot of record.

## RELATED LAND USE ACTIONS

On May 13, 2015, the city issued separate land use approval for an early grading proposal that includes tree removal. The Notice of Decision associated with this land use approval (Case Files TP2015-0001

and DR2015-0002) identifies 338 trees to be removed for mass grading purposes. The subject property does not contain a Significant Grove as recognized through city inventories. However, sensitive areas have been identified as part of the project site. Conditions of Tree Plan 2 approval require no grading within portions of the property identified as Wetlands A and B by the applicant's wetland biologist. Conditions of Tree Plan 2 approval also require all fencing and barricades where wetlands and respective buffers have been identified, consistent with Sheet C150 of the applicant plan set where the limits of early grading are shown. The early grading / tree approval decision was subject to a Type 2 procedure.

The applicant decided to submit the Tree Plan and Design Review applications (for grading and tree removal only) ahead of the land use applications subject to Planning Commission on May 27, 2015. Notice of Decision is not included as part of this report but has been mailed to those who provided written testimony in the timeframe identified by the Development Code. Deadline to appeal the early grading decision is Tuesday, May 26, 2015. Staff will provide an update as to application status at May 27 hearing.

Notice and Testimony: Notice of the proposed high school development subject to a Type 3 procedure (Section 50.45 of the Development Code) is inclusive of the four land use applications described herein and has been posted on site and published in the Valley Times. Notice was also mailed to all property owners in a 500-foot vicinity at least 20 days prior to the initial hearing date. Staff has received written testimony in response to the proposal (see table of contents for list).

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<b>Attachment F</b>	<b>Conditions of Approval, CU2015-0029</b> If the Planning Commission approves the proposed Conditional Use, staff recommends the conditions identified in Attachment F.	CU COA 1
<b>Attachment G</b>	<b>Conditions of Approval, DR, LD and ADJ</b> If the Planning Commission approves the proposed Design Review Three, Preliminary Partition and Major Adjustment proposals, staff recommends the conditions identified in Attachment G.	COA 1 – 7

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<b>Exhibit 8</b>	<b>Tualatin Valley Fire &amp; Rescue dated April 22, 2015</b>	End of Report
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Exhibit 9.1	Written testimony received from Brian Wegener of Tualatin River Keepers (dated February 6, 2015 and April 30, 2015).	
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<b>Exhibit 10</b>	<b>Materials Submitted by Applicant</b>	
Exhibit 10.1	Narrative package by Angelo Planning Group dated April 2015 with Attachments (1, 2 and 3) and Exhibits (A through O) identified therein and referred to in this report.	
Exhibit 10.2	Applicant's plan set dated April 22, 2015	
Exhibit 10.3	Applicant's Memo dated May 19, 2015 – New Collector Access Easement	
Exhibit 10.4	Applicant's Supplement materials including TIA Memo of May 12, 2015	

## FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATIONS

**South Cooper Mountain High School  
CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005**

### **Section 40.03 Facilities Review Committee:**

On May 6, 2015 the Facilities Review Committee conducted a technical review of the application in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. The decision-making authority will determine whether the application, as presented, meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

Facilities Review Committee responds to criteria identified in Section 40.03 (A through L below). The applicant's response to these criteria are found in the narrative prepared by Angelo Planning Group dated April 2015, pages 9 through 13. The Committee incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

**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.***

Facts and Findings: Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation and fire protection.

In response to Criterion A, the applicant refers to the plan sheets prepared by the private civil engineering firm (Harper, Houf Peterson Righellis, Inc.) and Sheets C400 through C4100 of the plan set that illustrate proposed connections to water, sanitary sewer and storm drainage facilities that will serve the development. Plan materials include a storm water management technical report. The applicant also refers to plans that illustrate grading and erosion control (Sheets L100 to L416) in addition to documents that demonstrate compliance with development standards as required by Clean Water Services (CWS), the National Marine Fisheries Service (NMFS) and the Department of Environment Quality (DEQ).

In response to Criterion A, the applicant also refers to the Traffic Impact Analysis (TIA) prepared by the private transportation engineering firm DKS (March 2015, Exhibit F of the applicant materials package). The applicant's response to Criterion A also summarizes the key findings and mitigations identified therein.

Below are staff findings in response to the TIA analysis.

Trip Generation: Based on the DKS report dated March, 2015, the applicant met the requirement to conduct a TIA (trip increase of over 200 average daily trips, ADT). Table 1 of the DKS report identifies proposed vehicle trip generation to three daily peak hours (weekday). The report shows 946 trips that are expected to occur during the morning peak hour (from 7:00 a.m. to 9:00 a.m.) with 638 trips expected during the afternoon peak hour (2:00 p.m. to 4:00 p.m.) and 286 trips during the evening peak hour (from 4:00 p.m. to 6:00 p.m.). The TIA identifies traffic conditions modeled under enrollment of 1,700 students (for year 2017). A supplemental memo by DKS dated May 12, 2015, studied the future maximum enrollment (ultimate capacity) of 2,200 students and 200 staff.

Street Classifications - South Cooper Mountain Community Plan (SCM Plan) consistency: At the northwest corner of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, the high school property is located within the SCM Plan. Figure 10 of the SCM Plan identifies the Street Framework plan identifying the classification of existing and proposed roads. That portion of SW Scholls Ferry Road, abutting the south boundary of the school property is classified as an Arterial and is planned for five lanes. Similarly, that portion of SW 175<sup>th</sup> Avenue abutting the school property (east boundary) is classified as an Arterial and is planned for five lanes. Abutting the western boundary of the school property is a proposed/future Collector class street (unnamed at this time).

Studied Intersections: Table 2 of the DKS analysis identifies the road intersections subject to study. Of the studied intersections, five are forecast to meet the city's minimum standards in the year 2017 without the school's added traffic burden. The intersection of SW 175<sup>th</sup> Avenue and SW Kemmer Road is expected to get worse and fall farther below the applicable mobility targets with a volume-to-capacity ratio (V/C) of 1.09 in the AM peak and 1.11 in the PM peak, where 0.99 is the applicable Washington County standard. The intersection of SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road is expected to have several movements that would all operate with a V/C of 0.99 during the PM peak, where 0.98 is the applicable City of Beaverton standard for each lane group movement.

Table 8 of the DKS analysis/TIA identifies intersections in the vicinity of the school and the mobility targets with projected level of service (LOS) standards during the PM peak hour for full enrollment. For existing conditions, the TIA shows that 7 of the 8 studied intersections currently meet the city's minimum standards. The intersection of SW 175<sup>th</sup> Ave. and SW Kemmer Road currently fails to meet the applicable mobility targets. Significant is the LOS, V/C and delay projected for the off-site intersection of SW 175<sup>th</sup> Avenue and SW Kemmer Road. Once the school's estimated 2907 daily trips (based on an opening level of 1700 students) are added to year 2017 conditions, and once the road widening projects along the school's frontages are complete, all of the studied intersections are forecast to operate within applicable standards, with the exception of SW 175<sup>th</sup> Avenue / SW Kemmer Road. Proposed interim improvements to the intersection of SW 175<sup>th</sup> / SW Kemmer Road are discussed herein.

Frontage Improvements (SW 175<sup>th</sup> Avenue, SW Scholls Ferry Road): Part of the applicant's response to Criterion A identifies the half street frontage improvements to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue. The applicant also describes access restriction proposals to these streets, including a separate restricted (bus only) access to SW Scholls Ferry Road. Two traffic signals are proposed with this project, one to the school site entrance from SW 175<sup>th</sup>, the other from SW Scholls Ferry Road where the planned Collect Street is proposed (a.k.a. New Collector). Students that arrive to school by private vehicle are expected to use the campus entrance from SW 175<sup>th</sup> Avenue. The applicant's TIA identifies the need for constructing half-street improvements that will effectively widen SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue along the property frontages to support a 5-lane Washington County Arterial standard. In addition, the applicant will construct additional turn lanes at the intersections as needed.

Washington County and city staff support the applicant's proposal to widen SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue as planned along the project site frontage to provide the additional capacity needed to accommodate the school's traffic. Washington County has provided comments and recommend conditions in response to the proposal. These comments and conditions, incorporated hereto, refer to Washington County standards for Arterial street improvements. Staff refers to the letter dated April 23, 2015, prepared by Naomi Vogel, Associate Planner, Washington County Land Use and Transportation.

Frontage Improvements (New Collector): The applicant also refers to another half street improvement to the western boundary of the property. The planned Collector Street, with access shown to SW Scholls Ferry Road, is intended to serve other properties identified as part of the SCM Plan. Staff refers to the findings herein prepared in response to Criterion G herein which evaluate proposed on-site

vehicular and pedestrian circulation systems in response to future connections provided to abutting properties. In the subject case, properties located west of the school property have yet to develop but are shown to have High Density residential and Main Street plan designations as described by the SCM Community Plan.

Staff find the proposed Collector to be a critical facility essential for serving the needs of the high school in addition to providing a future primary access point for residential dwellings and commercial buildings as envisioned by the SCM Plan. The Collector must be designed in a way that enables future private developers to access and extend the road further west as planned. Staff notes that Figure 10 of the SCM Plan (Transportation Framework) does not identify an alternate planned Collector with access to SW Scholls Ferry Road in the vicinity of the school. The SCM Framework Plan also shows how the planned Collector is to align with a conceptual future Collector connection that would extend eventually south (to the River Terrace area). A four way traffic signal is planned for this location, thereby allowing a controlled left turn exit from the school property onto SW Scholls Ferry Road, and a future south-bound continuation of this Collector Street with potential connection to development in the Tigard River Terrace planning area.

To successfully design the planned Collector in a way that will enable future developers to access and extend this street, a sufficient amount of right-of-way and improvement must be provided for this purposes. At this time, the two properties that abut the school property (to the west) are under separate ownership. Staff foresees a circumstance where one property is developed separate from the other. The new Collector right-of-way will need to be of sufficient length and width to allow adequate access and circulation for the future development of these properties according to minimum residential density targets identified in the SCM Plan.

The applicant proposes to construct more than half of the required Collector Street along the western boundary of the school property. Street improvement plans show the intent to build two 12- foot wide travel lanes and a five foot wide bike lane (northbound), as well as the 6.5 foot wide planter strip/LIDA swale and six foot sidewalk. These improvements are consistent with the city standard for Collector Streets. Sheet C624 of the plan set identifies the extent to which the Collector is to extend north. As a condition of approval, the applicant is required to provide a temporary access easement at the northern end of the proposed Collector Street for the benefit of the parcel identified as tax lot 2S106000403. This temporary easement will provide vehicular and pedestrian access to the new Collector Street for the abutting property if the abutting property is developed prior to the expected extension of the Collector Street in its proper alignment. Once the Collector Street is expended in its proper alignment, the access easement would be terminated and access to the abutting properties will be from the Collector Street. This matter is addressed further under Criterion G hereto.

Interim Signal Improvement to (SW Scholls Ferry Road and Collector location): While Sheet C624 of the plan set identifies the extent to which the Collector extends north, Sheet C623 identifies a partial street improvement of the Collector where shown to connect with SW Scholls Ferry Road. Upon future development of the abutting property to the west, the Collector Street can be fully improved to the north side of SW Scholls Ferry Road. As previously stated, in the future staff foresees the Collector also extending south to the River Terrace area. The south extension of the Collector is not likely to materialize for several years. Staff also notes that the Urban Growth Boundary and River Terrace Community Plan Boundary (to the south) do not extend this far west. While full intersection improvements are not expected to materialize soon, the applicant's TIA warrants a signal at this location that will control left turns from the Collector (southbound) onto SW Scholls Ferry Road. As a condition of approval, the applicant is required to build a temporary signal and pay the proportional share of the cost for a permanent traffic signal at the intersection of the new Collector Street and SW Scholls Ferry Road.

Off-Site Improvements (SW 175<sup>th</sup> and SW Kemmer Road): Part of the applicant's response to Criterion A also identifies the intent to participate in the proportional improvement of the all-way stop controlled intersection of SW 175<sup>th</sup> Avenue SW Kemmer Road (no signal). According to the applicant, this

intersection currently does not meet applicable operational standards and meets traffic signal warrants under existing conditions. The TIA report prepared by DKS provides additional analysis on this intersection, noting that reports for the SCM Plan indicated that improvements were needed to this intersection, but no specific plan had been identified. Part of the applicant's TIA for this intersection recommends an interim signal improvement. The interim traffic signal is intended as a short term measure to increase capacity. In the long term, Washington County staff have identified additional lanes and right-of-way that would be necessary to improve the function of this intersection. Staff notes that all streets associated with the 175<sup>th</sup> / SW Kemmer intersection are maintained by Washington County. Also, all properties in the immediate vicinity of this intersection are unincorporated.

As a condition of Facilities Review approval, staff recommends that the applicant provide a payment (to Washington County) equal to the proportional share of costs for the interim signal and the long-term improvements for the SW 175<sup>th</sup> / SW Kemmer Road intersection. At this time Washington County staff have reviewed the applicant's TIA and are in the process of estimating costs as necessary for interim improvements of the 175<sup>th</sup> / Kemmer Road intersection. At this time there is no future capital improvement program in place for addressing the long term needs of this intersection; however, such a program is being developed by Washington County. The Beaverton School District would pay the proportional share of costs which would be roughly enough to pay for the County to install the interim signal, which would provide the capacity that the school would need for traffic volumes when the school opens as projected in the year 2017.

Vacation of Old 175<sup>th</sup> Right-of-way: The existing unimproved right-of-way (old 175<sup>th</sup>) that runs north – south through the subject property has no significance to the SCM Street Framework Plan and is not shown to the map in Figure 10 thereof. Washington County has also commented in response to the District's proposal to vacate the existing right-of-way. The high school property is currently bisected by the right-of-way. In part, the purpose of the applicant's Preliminary Partition application (case file LD2015-0004) is to create one legal lot of record where the right-of-way that divides the property would not be shown. Washington County, by signing all land use applications associated with this proposal, consents to the city land use processes under review. However, a separated land use process through Washington County remains for vacating the right-of-way.

Staff recommend a condition of approval where the old 175<sup>th</sup> right-of-way is to be vacated prior to final plat approval (associated the Preliminary Partition application). The partition plat will also need to be recorded before final building occupancy. Conditions by Site Development Engineering identify this requirement. Staff finds the high school building to be set back at a sufficient distance to meet minimum building setbacks standards of the R-1 zone, whether the right-of-way is vacated or not. However, where standards as contained in the Uniform Plumbing Code prohibit private utility lines from crossing property lines, the old right-of-way becomes problematic if the right-of-way were to remain.

Staff findings in response to Criterion A (referring to critical utilities, in part) are as follows:

Sanitary Sewer, Water and Storm Drainage: Staff from Site Development Engineering have reviewed the proposal to support a finding that all critical utility services can be improved to have adequate capacity to serve the new high school as proposed. The SCM Plan identifies a conceptual future water system (Figure 15 of the SCM Plan) and a conceptual future sanitary sewer system (Figure 16 of the SCM Plan). City Site Development Engineer finds the school plan can be consistent with these future utility plans). As a condition of approval, the applicant is required to construct all necessary extensions and connections to all public facilities and services, consistent with the location and diameter size identified by the SCM plan. Necessary extensions and connections are further described in the Facilities Review conditions of approval as prepared by the City Development Services Engineer and are described in summary below:

1. Within the SW Scholls Ferry Road right-of-way along the project site frontage: Public storm drainage facilities will be provided from the intersection of SW Scholls Ferry Road / SW 175<sup>th</sup>

Avenue to the un-named New Collector and nearly 300 feet beyond westerly to the wetland culvert discharge location shown on Sheet C610.

2. Within the SW 175th right-of-way, along the project site frontage: A 12-inch public sanitary sewer pipe, a 24-inch water pipe, and storm water facilities are proposed to be constructed from the intersection of SW Scholls Ferry Road / SW 175<sup>th</sup> to the north project boundary.
3. Within the un-named New Collector Street right-of-way, along the project site (western boundary): Public storm drainage facilities are proposed to be constructed from SW Scholls Ferry Road northward.
4. Within the site, north of the new school building from SW 175<sup>th</sup> Avenue crossing westerly to the un-named New Collector right-of-way, along the project site (western boundary): A public 24-inch water pipe intended to provide fire protection for the school property, shall serve neighboring properties to the west, and form an important link in the City water network grid. This also removes the need for placement of a public water line within or along the SW Scholls Ferry Road frontage.

Staff also refers to the applicant's Preliminary Utility plan (Sheets C600 through C624) and Private Utility Plan (Sheets C400 to C410) for supportive findings in response to Criterion A. However, it is also expected that certain sheets will be revised to accommodate review comments generated by the technical review of specific disciplines and further refinement of the un-named New Collector Street.

Staff finds these improvements to be roughly proportional to the impact created by the development plan. No utility extensions, as described above, are in excess of what staff anticipates for future development of other properties within the SCM Plan. Improvements are shown localized along the project site frontage, this includes the new Collector Street as planned.

Fire protection: Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval received from TVF&R are included herein. Staff also cites the findings for Criterion H regarding fire prevention.

Staff refers to the findings prepared in response to Criterion D for evaluation of critical facilities related to transportation and off-street parking. Staff also refers to findings prepared in response to Criteria F and G herein for vehicle and pedestrian circulation.

In summary of the above, staff finds that 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. Conditions of approval are identified at the end of this document for ensuring compliance.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be 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.***

Facts and Findings: Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.

In response to Criterion B, the applicant explains the need for the high school and identifies the bond measure approved by the voters to allow funding. The applicant also identifies the nearest transit (bus lines) in the area which is located approximately 1.25 miles east of the school property (Express Line 92). The applicant refers to a letter received from TriMet staff (dated April 6, 2015) that explains the intention of providing bus service to SCM in the future but that improvements for this purpose are unknown at this time.

The applicant also explains how the Beaverton Police Department will provide service to the site. The applicant also identifies pedestrian and bicycle facilities as part of the plan, referring to Sheet L100 that illustrates a Pedestrian Circulation Plan with nine access points provided for bicycles and pedestrians. The applicant also describes a sidewalk at ten feet in width to be constructed along the property frontages of SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road and how the District will provide 122 bicycle parking spaces located at three different locations within the school campus.

Future Transit: Staff acknowledges a letter from TriMet dated April 6, 2015, as part of the applicant's materials that describe future bus service to the South Cooper Mountain area. In part, this letter refers to TriMet's Westside Service Enhancement Plan that calls for the future extension of Bus Line 56 (SW Scholls Ferry Road). The letter also states that TriMet will continue to meet with the School District, the city and county as specific community designs are being developed.

Staff notes that the future extension of Line 56 is depicted on the "Southwest" Service Enhancement Plan (SEP) and not the "Westside" SEP. A graphic to the Southwest SEP shows the planned extension of line 56 running along SW Scholls Ferry Road to terminate at the High School. In part, the letter from TriMet refers to "on-street layover, restroom access and exact turnaround routing." The TriMet letter also states that these have yet to be determined. As a follow-up to the TriMet letter, staff inquired if Tri-Met has reviewed the school development plan and if they have specific comments to provide at this time. TriMet acknowledged review of the development plan and provided no additional comments.

In time, staff foresees a demand for bus service as properties development in both the South Cooper Mountain and River Terrace community plans. However, at this time, bus stops and other improvements have yet to be determined. Hereto staff find that the development plan does not preclude the ability to provide future transit service and associated improvements.

Police Service: Staff confirm that police services are available. The school building proposal has been reviewed by Beaverton Police Department representatives. Staff received a memorandum from the Police Department in response to the high school proposal. Comments received from the Police Department are addressed under Criteria F and I.

On-site pedestrian and bicycle facilities: As previously stated, Criteria F and G of this document contain findings prepared in response to the applicant's vehicle and pedestrian circulation plan. Staff refer to these findings in support of Criterion B, subject to conditions.

Pedestrian and bicycle facilities and are required to be in place prior to occupancy. The applicant has proposed to install 10 foot-wide sidewalks along SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road. A Regional Trail is shown to these frontages according to the SCM Plan. An additional six foot wide sidewalk is proposed along the west edge of the site (to the collector street) extending north to the staff / bus parking lot drive aisle. Additional six-foot wide and ten-foot wide walkways are proposed throughout the site.

Bicycle parking is shown throughout the site and will provide adequate parking. Bicycle parking spaces are shown consistent with City Engineering Design Manual standards. As a condition of approval, bicycle parking with lighting is to be in place prior to building occupancy.

In summary of the above, staff finds that all 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. Conditions of approval are identified at the end of this document for ensuring compliance.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

**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; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).***

Facts and Findings: The Committee find Sections 20.05.15 (land uses of the R-1 zone), 20.05.20 (development standards of R-1 zone) and 20.05.20 (use restrictions) of the Development Code (Chapter 20) to be applicable. According to the applicant, the proposal meets all applicable provisions of Chapter 20 with the exception of the minimum building height standard for a portion of the building.

Staff acknowledge one portion of the school building (theater fly loft) shown to exceed the 60 foot height limit of the R-1 zone (20.05.15.H). Plans submitted for review show this portion of the building proposed at a maximum height of 76 feet. The applicant seeks Major Adjustment approval to vary the building height standard but only to the fly-loft portion of the school building. Additionally, staff notes that Chapter 20 identifies *Educational Institutions* as a conditional use in the R-1 zone (20.05.20.7).

Staff also refers to the findings in the Code Conformance Analysis Chart at the end of this report, evaluating the project as it relates to applicable Code requirements of Chapter 20 and specifically the Urban High Density (R-1) zone. Where the proposal is shown to exceed the maximum height of 60 feet and requires conditional use approval, staff finds the development proposal to be consistent with all applicable provisions of Chapter 20 with approval of two land use applications: Major Adjustment for height exception and Conditional Use for use.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

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

Facts and Findings: Staff cites the findings in the Code Conformance Analysis Chart, at the end of the report, which evaluate the project in response to applicable Code requirements of Chapter 60. Staff shall address Section 60.05. (Design Guidelines) to the separate findings prepared in response the applicant's plans submitted for Design Review 3. The following subsections of Chapter 60 are applicable in response to the development plan:

60.15 – *Grade Differential standards* (evaluated under Code Conformance Analysis Chart)

60.25 - *Off-Street Loading standards* (evaluated under Code Conformance Analysis Chart)

60.30 - *Off-Street Parking standards* (evaluated under Code Conformance Analysis Chart and under Criterion D)

60.55 – *Transportation Facilities* (evaluated under Code Conformance Analysis Chart and under Criteria A, B, D, F and G)

60.60. – *Trees and Vegetation* (evaluated under Code Conformance Analysis Chart and under separate land use application).

60.65. – *Utility Undergrounding* (evaluated under Code Conformance Analysis Chart)

60.67. – *Significant Natural Resources* (evaluated under Code Conformance Analysis Chart and under Criterion D)

Pages 24 through 59 of the applicant's narrative (table prepared by Angelo Planning Group dated April 2015) respond to applicable sections of Chapter 60.

Findings in response to applicable provisions of Section 60.55 (*Transportation Facilities*) are provided below. These findings are supported by the City Traffic Engineer.

60.55.20 Traffic Impact Analysis: As previously stated in response to Criterion A above, based on the DKS report dated March, 2015, the applicant met the requirement to conduct a TIA (with trip increase of over 200 average daily trips, ADT). Staff find all of the transportation facilities related to the proposal to be designed in accordance with the Engineering Design Manual and Standard Drawings. As noted herein, the applicant has elected to pay Washington County a proportional share of the cost to add capacity to the intersection of SW 175<sup>th</sup> Avenue and SW Kemmer Road. All necessary right-of-way for roadway frontage improvement is to be dedicated prior to building permit issuance, as a condition of approval.

Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements As noted in the responses to the Facilities Review approval criteria above, the proposal provides for safe and efficient circulation and access for all modes of travel. The connections extend to the boundaries of the site and, where practical, pedestrian and bicycle pathways converge with the public street system at traffic-controlled intersections for safe crossing. Accessways are provided as required and are typically available for public use during after-school hours. Analysis of the pedestrian walkways for compliance with ADA provisions is typically determined upon review of plans submitted for Building Permit, but preliminary analysis of the sidewalks and intersections indicate that the site meets all applicable standards for accessibility.

The applicant is encouraged to modify Sheet L100 (the Pedestrian Circulation Plan) to show which walkways and sidewalks meet ADA requirements and to indicate the preferred paths bicycle riders are to use for accessing the site and the bicycle parking areas. The pedestrian and bicycle rider circulation plan should also indicate the widths and materials of the paved walkways and pathways.

Sections 60.55.30 and .35 Minimum Street Width and Access Standards SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road are maintained by Washington County and the proposed Collector Street will be maintained by the city after construction. All proposed sidewalks, street trees, and planter strips/LIDA facilities meet the applicable standards and guidelines. As a condition of approval, the applicant is to dedicate sufficient ROW to meet the County's standards for vehicle travel and bicycle lanes and the City's standards for planter strips, and sidewalk widths as shown on the submitted plans. The parking lot entrances both meet the minimum alignment standards. As a condition of approval, the applicant is to plant street trees within the LIDA swales, as approved by the City Engineer.

60.30.10.5. Off-Street Parking Number Applicable provisions of Chapter 60 also include the off-street parking ratios identified in Section 60.30.10.5. The applicant's development plan accounts for the number of parking spaces provided on-site (550 spaces within the area of two parking lots). Also, on pages 39 and 40 of the applicant's materials package, the applicant provides written response to the off-street parking requirements. According to the applicant, the minimum number of parking spaces for the proposed high school is 480 when applying student/staff ratios identified in Section 60.30.10.5.

The applicant also explains how 20% of these spaces will be designed as compact, the location of which is shown on Sheet L311. Staff concurs with the applicant's calculations and therefore finds the project to meet the off-street parking standards as would apply to the daily operations of the school. However, it should be noted that available parking for after-hour sporting events (especially home football games) is expected to generate a higher demand for parking. For event parking, staff refers to Table 28 (Football Event Parking Demand) provided as part of applicant's TIA (page 43). Table 28 identifies the comparable demand for football event parking at three other high schools in the District that also have football stadiums and spectator seating. Staff find the amount of parking provided on-site to satisfy the off-street numbers contained with Section 60.30.10.5. Staff also notes that parking is subject to Conditional Use approval through evaluating the impact of the use to abutting properties. Section 60.30.10.7 states that more parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. The applicant's plans identify 75 additional spaces on-site that can be made available for sporting events. Staff provides additional analysis on this topic in response to Conditional Use approval criteria.

60.67. – Significant Natural Resources The applicant refers to the Tier 2 Analysis approved through the Service Provider Letter (SPL) issued by Clean Water Services (issue date of March 9, 2015, Exhibit E of the applicant's narrative). This letter recognizes the District's plan to encroach upon a portion of the existing wetlands located in the north portion of the property along with the plan to mitigate for the loss of wetlands through enhancement of wetlands to remain on site (in northwest portion of the property). The same letter also recognizes encroachment of a smaller area of existing wetlands (Wetlands B) located in the southwestern portion of the property.

Section 60.67.05 of the Development Code requires the city to notify the Oregon Department of State Lands upon determination that a site contains wetlands. This notice has been provided by the city. The proposal is subject to a separate process of review through a joint application (U.S. Army Corps of Engineers and Oregon Department of State Lands). As a condition hereto, the applicant will be required to obtain permits or other required approvals as needed from the Department of State Lands and the United States Army Corps of Engineers. This is to occur prior to any work within or affecting a jurisdictional wetland on-site.

Additionally, staff notes that two separate SPLs have been issued by the Clean Water Services agency (CWS). One SPL (referred to above) recognizes Tier 2 Alternative Analysis. A second, earlier SPL recognizes the District's proposal to mass grade the property but avoids all wetlands and associated buffers as determined. The CWS stamped-approve plan that accompanies the SPL shows the extent of grading and how wetlands and buffer areas (for mass grading) will not be impacted. Conditions related to the early grading proposal are through separate administrative action approved by the city that is not subject to a public hearing unless the decision is appealed.

Hereto, findings and conditions of approval that relate to review by Clean Water Services, the U.S. Army Corps of Engineers and the Oregon Department of State Lands are prepared in response to the high school development plan where wetlands encroachment and mitigation are identified.

In summary of the above, staff find the proposed development to be 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. Staff further find that these improvements, dedications, or both, are to be provided or can be provided in rough proportion to the identified

impact(s) of the proposed development. Conditions of approval are identified at the end of this document for ensuring compliance.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

***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.***

Facts and Findings: In response to Criterion E, the applicant states that Beaverton School District is the property owner and developer and will be responsible for overseeing development and future maintenance of the site. Staff concurs as findings in support of the criterion.

**Therefore, the Committee finds that the criterion for approval is met.**

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

Facts and Findings: In response to F, the applicant refers to Sheets L100 to L102 that show on-site pedestrian, bus and emergency vehicle circulation routes for the proposed school. According to the applicant, all pedestrian pathways are provided for safe travel through the parking areas. The applicant also describes the proposal for two separate parking lots and how the connection between the two lots will be closed during school hours, but open during after-hour events. During school hours, the applicant explains how buses will enter and exit the school property from the planned Collector Street to be located along the western boundary, with access and a traffic signal to be provided at SW Scholls Ferry Road. All school buses will enter and exit the school from this point except for special education buses which will have a separate access from SW Scholls Ferry Road. The separate access will allow the ADA accessibility to the main building entrance. Staff refers to Sheet L102 of the applicant's plan set that illustrates the bus circulation plan.

Staff also refers to Sheet L102 of the applicant's plan set that illustrates the circulation plan for emergency vehicles (Fire Truck and Ambulance). In response to this plan, staff is uncertain as to the sufficiency of pavement width to be provided for ambulance access as Sheet 101 shows within the north portion of the site. For fire protection, circulation and access to water, staff refers to the findings as stated herein under Criterion H.

Staff also refers to Sheet L100 of the applicant's plan set that illustrate the circulation plan for pedestrians. Sheet L100 clearly describes the internal walkway system to be provided through the campus, in addition to a pedestrian-only connection provided to SW 175<sup>th</sup> Avenue. Sheet L100 also identifies future pedestrian access to the school campus when properties to the west are developed as part of the SCM Community Plan.

Staff also refers to Exhibit H of the applicant's narrative package titled: *Conditional Use and Design Review submittal narrative to Pedestrian Access Points*. The document further describes proposed pedestrian connections in response to additional standards as described in Section 60.05.20.3 of the Development Code.

Staff find the proposed on-site pedestrian pathway system to be safe and efficient because pathways are separated from vehicular traffic. Due to the grade of the property, some of these pathways will not be ADA accessible. Also, where Section 60.55.25.10 of the Code requires a walkway into a development to be provided for every 300 feet of street frontage, the school proposal does not show compliance with this standard. Staff recommends an additional pedestrian access provided to SW Scholls Ferry Road if such pedestrian access is determined to be feasible.

As a condition of approval, the plans subject to Site Development and Building Permit are to identify pavement differentiation and ramps as necessary for ADA compliance. To the Student/Visitor parking lot (best illustrated on Sheet L211) pedestrian crossings are shown between vehicle parking/access aisles. Improvements to this part of the campus indicate the pathway demarked by striping (paint). The proposed conditions also require pathway and connections to be constructed with scored concrete or modular paving patterns. Staff also recommends the addition of signs that demark the location of pedestrian crossings at this location.

In response to Criterion F, staff refers to the written statement received from Beaverton Police in review of the proposed development plan. This statement, dated April 23, 2015, is incorporated hereto. Comments from the Police Department emphasize the need for providing and maintaining emergency vehicle access. Comments from Police also respond to the applicant's Emergency Circulation Plans (Sheet L102) and note how interior drive aisles appear to be too narrow in places.

Police also commented in response to the layout of the school courtyard and how the building poses challenges in the event of a large scale emergency response. Comments from the Police Department also identify the need for adequate lighting and recommend maintaining trees and shrubs (to certain heights) within parking areas for security purposes.

As a condition of approval, the applicant shall construct the vehicle cross-connection between the two parking lots to support the weight of a fire fighting apparatus and shall install mountable curbs where needed to allow vehicles to cross between parking lots in the event of an emergency. Additionally, as a condition of approval, the applicant shall construct the walkways along the north side of the stadium to accommodate the Beaverton Police Department Tactical Response Vehicle. For the pathway shown as an ambulance route on Sheet L101, the applicant shall, as a condition of approval, provide an opening in the fence that will adequately accommodate a standard ambulance and ensure that the pavement is designed to support the load of the weight of an ambulance.

In response to the event-parking proposal (parking to be provided on-site) it will be important for the District to monitor activity during athletic events and enforce no-parking to certain areas, ensuring that vehicle aisles are clear to allow emergency vehicle access.

In summary of the above, staff finds there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. Conditions of approval are identified at the end of this document for ensuring compliance.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

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

Facts and Findings: In reply to G above, the applicant refers to the circulation plans, Sheets L100 to L102 and the Traffic Impact Analysis prepared by DKS Associated (Exhibit F of the application materials package). The applicant further explains how the on-site circulation system is to connect with existing and planned connections.

As noted in the findings prepared in response to Criterion A, the improvement of the Collector Street along the western portion of the campus is essential for serving the needs of the high school and for providing a future primary access for development of other properties as envisioned by the SCM Plan. Success of the SCM Plan is greatly dependent on this new Collector Street. It must be designed in a way that enables future private developers to access and extend further to the west as planned. Staff requested that the applicant address the planned extension of the Collector, beyond the project limits, to show feasibility of a future connection. Where Criterion G refers to connections with surrounding circulation systems, a plan detail to this area is necessary for demonstrating how a future connection is feasible. Staff also refers to Section 60.55.25 (4) of the Development Code in response to Criterion G. Section 60.55.25 (4) reads:

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.*

The City Traffic Engineer has reviewed the street improvement proposal to determine the importance of the Collector road in serving the immediate access needs of the school, together with future access needs of abutting properties to the west. The City Traffic Engineer and Interim City Engineer have reviewed the plans for the future potential alignment of the new Collector Street and find the street location and alignment to meet city standards. Because there are two separate ownerships abutting the subject site and that the Collector Street will need to provide access to those abutting properties, staff are recommending a condition of approval that will provide temporary access to the northern abutting property independent of the southern abutting property in the event that the northern abutting property develops before the southern abutting property. The condition will require the provision of a temporary access easement to the benefit of tax lot 1S1060000403 until such time as the new Collector Street is extended in its planned alignment. Once the Collector Street is extended, the northern abutting property will have access from the Collector Street and the temporary easement may be terminated.

**Therefore, by satisfying the conditions of approval, the Committee finds that the criterion for approval has been met.**

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

Facts and Findings: In response to H, the applicant explains how Tualatin Valley Fire and Rescue District (TVF&R) has reviewed the plan and has determined that development can be approved predicated on compliance with criteria and conditional of approval, related to fire apparatus access, firefighting water supplies, hydrants and other emergency service features. Staff confirms that the Fire Marshal of TVF&R has reviewed the proposal. Conditions received from TVF&R are incorporated hereto.

Specific details regarding fire apparatus access and hydrant placement are subject to further review when the applicant submits plans for site development and building permit. Conditions received from the Building Division require building plans to address fire protection, fire flow and other standards applicable under the International Building Code, Uniform Plumbing Code and National Electrical Code.

The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

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

Facts and Findings: The applicant states that all structures and facilities serving the property will be designed in accordance with adopted City codes and standard. The applicant refers to the campus lighting plan and describes the proposal for fencing the around the school for additional security.

In response to Criterion I, staff incorporates the comments received in the Police Department memorandum dated April 23, 2015. As previously stated, Police staff have raised concerns in response to the school courtyard design and how the building poses challenges in the event of a large scale emergency response. Comments from the Police Department also identify the need for adequate lighting and recommend maintaining trees and shrubs (to certain heights) within parking areas for security purposes.

Staff notes that Sheets E 001 to E016 (lighting plan) identify the lighting proposal for all parking lots, outdoor plazas and sports fields. Staff confirms that Police staff have also the reviewed the school lighting plan. Police identify the need for having the parking lots well lit and unobstructed. Staff finds the applicant's lighting plan to comply with the city's Technical Lighting standards as identified in Section 60.05.-1 of the Development Code. Conditions that assure adherence to the technical lighting standards are contained herein. The associated Conditional Use application evaluates the impact of athletic field lighting on abutting properties.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

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

Facts and Findings: In response to J, the applicant explains how grading of the site has been designed to accommodate a future high school campus and states that no adverse impacts are anticipated. The applicant also refers to Grading Plan Sheets C300 though 306 and Sheets L400 through 416.

Staff refer to findings stated herein in response to applicable grading standards identified in Section 60.15.10 (grade differential standards to abutting residential properties). Staff finds the grading plan to be consistent with these standards.

As previously mentioned herein, the applicant submitted separate land use applications to allow early grading of the subject property. Where the early grading plan will not encroach upon existing wetlands, a separate grading plan associated with development of the high school will encroach upon (fill) a portion of wetlands located to the north. To this portion of the property, the applicant's preliminary utility plan identifies an underground pipe below the fill to be introduced to create a sports field. Surface drainage from this portion of property flows to the west and onto a neighboring property where the SCM Plan anticipates existing wetlands to be present (Figure 5 - SCM Concept Plan).

Where Criterion J identifies refers to grading and contouring of the development site and how the proposal is designed to accommodate both the proposed use and mitigate adverse effect(s) on neighboring properties, staff refers to the applicant's Draft Stormwater Management Report (prepared by Harper Houf Peterson Righellis dated January 2015). The draft storm drainage analysis describes a plan to pipe and discharge storm drainage to the remaining north wetland on-site. The analysis further describes an on-site a detention area. This report has been reviewed by the City Site Development Engineer. Proposed conditions of approval require final engineering analysis of the grading and construction work proposed within the wetland portion of the site and other portions of the property. These improvements are subject to further review as part of the Site Development Permit administered by the Public Works Department. Erosion control measures are to remain in place through grading and construction, as conditioned.

In response to Criterion J, the committee find the plan to grade and contour the property for development has been designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties. Conditions of approval are identified at the end of this document for ensuring compliance.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

***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.***

Facts and Findings: In response to K, the applicant states that the development proposal will meet all applicable accessibility standards of Oregon Structural Specialty Code (OSSC, 2010) and other standards as required by the American Disabilities Act (ADA). The applicant refers to the school building plans and identifies several ADA standards. The applicant also refers to the school on-site parking lot and explains how certain spaces are designed to meet ADA standards.

Staff acknowledges that the applicant's plans submitted for Design Review include the floor plans that generally identify entry/exit points. Details of ADA compliance are evaluated in review of the plans submitted for Building Permit. As a condition of approval, the applicant is required to meet all applicable accessibility standards of Oregon Structural Specialty Code and other standards as required by the ADA. Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Building Permit approvals.

**Therefore, by meeting the conditions of approval, the Committee finds that the criterion for approval will be met.**

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

Facts and Findings: The combined application package was deemed complete by the city on **April 8, 2015**. In the review of the materials during the application review, the Committee finds that all application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

### **RECOMMENDATION**

**By meeting the conditions of approval, the Facilities Review Committee finds that the proposal complies with all technical criteria. The Committee recommends that the decision-making authority, approve the proposal, adopting the conditions of approval identified at the end of this report.**

**CODE CONFORMANCE ANALYSIS**  
**Chapter 20 - Land Use and Site Development Standards**  
 Urban High Density (R1) zoning district

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Sections 20.05.15., 20.05.20. and 20.05.25</b>			
Uses	Educational Institutions	Proposed building is intended for a high school which is a conditional use.	<b>Yes, with CU approval</b>
Minimum Lot Area	1,000 square feet.	No proposed change to lot area. Proposal meet min.	<b>Yes</b>
Minimum Lot Dimensions	14-foot minimum width/ no depth standard	No proposed change to lot dimensions	<b>Yes</b>
Yard Setbacks	Front: Minimum is ten feet Side: Minimum is five feet Rear: Minimum is fifteen feet	Structure is located at sufficient distance from existing property lines.	<b>Yes</b>
Maximum Building Height	60 feet (without an adjustment or variance)	One portion of the high school building proposed at 76 feet.	<b>Yes, with ADJ approval</b>

**CODE CONFORMANCE ANALYSIS**  
**Chapter 60 – Special Requirements**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 60.05.</b>			
Design Standards	Several Guidelines apply (refer to separate table)	Proposal will be reviewed under the Design Review 3 application where applicant has identified all guidelines to be satisfied.	<b>Yes, with DR approval</b>
<b>Development Code Section 60.07</b>			
Drive-through window standards	Applicable if drive-through use identified	No drive-through proposal as part of this partial development	<b>N/A</b>
<b>Development Code Section 60.10</b>			
Floodplain	Regulations for properties in floodplain/ way	Subject property is not within a FEMA designated 100-year Floodplain.	<b>N/A</b>
<b>Development Code Section 60.15</b>			
Grading	Grade differential standards apply to abutting properties. Similar standards in 60.05.25 (Design Review).	Standards are subject to Land Division approval (Partition) in addition to the Design Review 3.	<b>Yes, with LD and DR-3 approval</b>

		Grading Plan demonstrates compliance.	
<b>Development Code Section 60.25</b>			
Loading Facilities	One Type B loading berth	The applicant proposes one Type B loading berth. Sheet L308 shows loading area all on private property.	<b>Yes</b>
<b>Development Code Section 60.30</b>			
Minimum Off-Street Vehicular Parking Spaces	High School min. ratio is 0.2 spaces per total FT students & staff and max ratio is 0.3 spaces per total FT students & staff.	At full capacity, enrollment is 2,200 students and 200 staff for a Code min. of 480 spaces. Proposal for total on-site parking (at 550 spaces) will meet minimum parking ratio for off-street parking based on findings incorporated hereto. After hour event-related parking is evaluated though the conditional use review. Applicant identifies an additional 75 spaces provided on-site for events.	<b>Yes, with CU approval</b>
Minimum Off-Street Bicycle Parking: Long and Short Term	Table in 60.30.10.5.B require one space per 18 students (Long Term). No Short Term is required.	Required number of spaces is 122. Proposal includes 122 spaces (Long Term). Bicycle parking rack detail is provided and shown consistent with City EDM standards.	<b>Yes</b>
Compact Spaces	Code allows maximum of 20% of the require number to be compact.	Proposal includes a compact space proposal (71 spaces). This number is under 20% allowance by Code.	<b>Yes</b>
<b>Development Code Section 60.40</b>			
Signs	One sign is allowed in residential zones.	Signs are subject to separate permit, but plan is for one sign.	<b>Yes, with Sign Permit approval</b>
<b>Development Code Section 60.55</b>			
Transportation Facilities	Regulations for transportation facilities – referred to in the findings under Facilities Review Criteria herein.	Refer to Facilities Review Committee findings for trip generation, site access and on-site circulation. Proposal meets threshold for Traffic Impact Analysis (TIA).	<b>Yes, with conditions of approval</b>
<b>Development Code Section 60.60</b>			
Tree & Vegetation	60.60.25 identifies tree removal mitigation requirement. There is no mitigation requirement for Community Trees. For trees with a SNRA, mitigation is required if the total DBH of trees to be removed is greater than 50% of the total surveyed trees on-site.  Standards for Tree Protection (fencing) during development	The applicant identifies three trees to be saved through grading and construction. The applicant also refers to a Tree Plan application that is subject to a separate notice and processing (TP2015-0002). Most of the trees on-site are Community Trees (ten inches or more in diameter) as defined by the Development Code. Plans submitted for Tree Plan 2 show 3 trees within the wetlands (SNRA portions of the property). One tree in the SNRA is to be removed. The total DBH of these	<b>Yes, with Tree Plan 2 approval</b>

	are described in Section 60.60.20.	three trees is less than 50% and therefore mitigation does not apply. However, standards for protective fencing apply to trees on and off-site.	
<b>Development Code Section 60.65</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing street frontage, except high voltage lines (>57kV) must be undergrounded.	All existing overhead utilities (pole mounted along SW 175 <sup>th</sup> street frontage) are to be located underground. New lines serving the school are to be located underground. The applicant will not be paying a fee in-lieu of undergrounding.	<b>Yes, with conditions of approval</b>
<b>Development Code Section 60.67</b>			
Significant Natural Resources	<p>60.67.05.1: states: Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant wetlands shall be subject to relevant procedures and requirements specified in Chapter 50, of this ordinance.</p> <p>60.67.05.2 states: Upon City's determination that a site contains wetland as identified on the Local Wetland Inventory map, notice of the proposed development shall be provided to the Division of State Lands (DSL) in a manner and form prescribed by DSL pursuant to ORS requirements.</p>	<p>The applicant explains how the site contains wetlands and associated vegetated corridors. Included with the application materials is a wetland delineation (Exhibit J) and a natural resource assessment (Exhibit K). In this case, the applicant has prepared Tier 2 Alternative Analysis as required by CWS for filling the eastern portion of Wetland A where identified to the plans. Wetland impacts and the corresponding mitigation proposal are explained in detail in Exhibit K.</p> <p>Wetlands and associated corridors are regulated jointly by the Oregon Department of State Lands and the US Army Corps of Engineers. The District has submitted the required documentation for joint permits. Conditions prepared by Site Development Engineering identify required permit prior to issuing the Site Development Permit.</p>	<b>Yes, with conditions of approval</b>

**CONDITIONAL USE  
ANALYSIS AND FINDINGS  
South Cooper Mountain High School  
CU2015-0003**

Approval is requested for a new high designed to accommodate approximately 2,200 students and 200 staff. Section 40.15.05 of the Development Code identifies the purpose of the Conditional Use application. Approval criteria are found under Section 40.15.15.3.C.

The applicant's response to these criteria are found in the narrative prepared by Angelo Planning Group dated April 2015, pages 8 through 13. The Committee incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

**Section 40.15.15.3.A - Conditional Use 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.*

**Section 40.15.15.3.C New Conditional Use 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.***

Facts and Findings: The applicant proposes to construct a new high school in the R-1 zoning district. High schools are an *Educational Institution* as defined in Chapter 90 of the Development. Section 20.05.20.7.A of the Development Code identifies *Educational Institutions* as a Conditional Use of the R-1 zone. The high school use is not already in effect. Therefore, the proposal satisfies the threshold for a New Conditional Use application.

**Therefore, staff finds that the proposal satisfies the criterion.**

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

Facts and Findings: The applicant submitted the required fee for a Conditional Use application.

**Therefore, staff finds that the proposal satisfies the criterion.**

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

Facts and Findings: The applicant identifies and responds to several Comprehensive Plan policies in the narrative document prepared by Angelo Planning Group dated April 2015. Staff incorporates the applicant's response to the plan policies identified below (pages 60 through 70 of the Angelo Planning Group dated April 2015).

These policies are cited below:

## Chapter 5 – Public Facilities and Services Element

The applicant identifies and responds to the following Comprehensive Plan Goals and Policies

### 5.4 Storm Water and Drainage

*5.4.1 Goal: Ensure long-term provision of adequate storm water management within existing City limits and areas to be annexed in the future.*

*Policies:*

- 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.*
- 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.*

Facts and Findings: In response to policies b and c, the applicant refers to the Stormwater Management Report provided in Exhibit D of their narrative which describes the proposal to provide on-site detention by means of pond and underground detention pipes. The applicant also describes water quality treatment methods via low-impact development (LID) facilities integrated with the development plan.

### 5.5 Potable Water

*5.5.1 Goal: The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.*

*Policies:*

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

Facts and Findings: In response to these policies the applicant states that the school will be connected to the City of Beaverton public water system. The applicant also refers to the preliminary utility plan provided as part of the plan sheets. The applicant also explains how the plan utilizes climate-adaptive or native plant species which will require less water than other plant species.

### 5.6 Sanitary Sewer

*5.6.1 Goal: The City shall continue to cooperate with CWS to ensure long-term provision of an adequate sanitary sewer system within existing City limits and areas to be annexed in the future.*

*Policies:*

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

Facts and Findings: The applicant states that the school will be connected to the City of Beaverton public sewer system. The applicant also refers to the preliminary utility plan provided as part of the plan sheets.

## 5.7 Schools.

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

*Policies:*

- b) Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private schools should be assessed for compatibility in order to assure that the stated purpose of the residential districts are not unnecessarily eroded.*
- 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.*
- 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.*

Facts and Findings: In response to policies b, c and g, applicant explains how the location was chosen according to the District's facilities planning process which involves assessment of alternative sites. The applicant also explains how the corner of Scholls Ferry Road and SW 175<sup>th</sup> will serve as a prominent focal point. The applicant also summarizes the proposal for fencing and how there will be a landscape buffer around the site perimeter to provide privacy for neighbors and reduce potential impacts. The applicant also summarizes the lighting proposal that is designed to avoid glare and light trespassing onto surrounding properties. The applicant also explains pedestrian and vehicle circulation patterns. The applicant notes that the property has been annexed into the THPRD service boundary and that the District is expected to continue its history of collaboration with THPRD on use of the athletic fields associated with the new high school.

## Chapter 6 – Transportation Element

### 6.2 Transportation Goals and Policies

*6.2.1. Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.*

- 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.*

Facts and Findings: In response to policy g the applicant refers to the Pedestrian Circulation Plan Exhibit A (Sheet L100) and refers to nine points of pedestrian access. The applicant also refers to and explains the pedestrian access points in response to standards as contained in Chapter 60 of the Development Code (specifically referring to Exhibit H of the narrative that respond to relevant subsections). The applicant describes other pedestrian and vehicle improvements to be provided within the new campus.

*6.2.2. Goal: A balanced multimodal transportation system that provides mobility and accessibility for users.*

- c) Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycle tracks, 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.*

- 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.*
- 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.*

Facts and Findings: In response to policies c, d and e, the applicant refers to the South Cooper Mountain street framework plan and how this plan identifies future street, bicycle and pedestrian facilities for Scholls Ferry Road and SW 175<sup>th</sup> that apply along the project site frontage. The applicant also describes the street frontage improvements and how these will include two new signalized intersections. The applicant also explains how the development plan includes a portion of the Regional Trail improvements along the frontages of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue.

## Chapter 7 – Natural, Cultural, Historic, Scenic, Energy & Groundwater Resources Element

### 7.3 Natural Resources

7.3.1.1 Goal: *Conserve, protect, enhance or restore the functions and values of inventoried Significant Natural Resources.*

- a) *Inventoried natural resources shall be conserved, protected, enhanced or restored:*
  - *to retain the visual and scenic diversity of our community;*
  - *for their educational and recreational values;*
  - *to provide habitats for fish and wildlife in our urban area.*
- b) *Conserve, protect and enhance natural resource sites and values through a combination of programs that involve development regulations, purchase of land and conservation easements, educational efforts, and mitigation of impacts on resource sites.*
- c) *Inventoried natural resources shall be incorporated into the landscape design of development projects as part of a site development plan, recognizing them as amenities for residents and employees alike.*

Facts and Findings: In response to policies a, b and c the applicant's narrative (p. 64 and 65) describes Wetland A and Wetland B on-site. The applicant also refers to their Natural Resource Assessment (Exhibit K) and the Clean Water Services – Service Provider Letter (Exhibit E). The applicant describes current conditions of Wetlands A and B, noting that both wetlands lack vegetative structure (no native species and no tree canopy). The applicant describes the proposal to impact all of Wetland B and the proposal to encroach upon the eastern portion of Wetland A but that the remainder of Wetland A (western portion) will be enhanced through the planting of native trees and shrubs. The applicant notes that the enhancement plan will provide shade that is needed to protect and improve water quality and wildlife habitat.

Staff refers to the Facilities Review findings under Criterion D and proposed conditions of approval. Staff also notes that the applicant's Natural Resources Assessment (Exhibit K) determined both wetlands to be in a degraded corridor condition.

7.3.2.1 Goal: *Promote a healthy environment and natural landscape in riparian corridors, and manage conflicting uses through education, and adoption and enforcement of regulations.*

- a) *Significant Riparian Corridors shall be protected for their fish and wildlife habitat values, and other values associated with the natural resource area. Development plans for these areas shall treat these components as assets and encroachment into the riparian corridor shall require enhancement, mitigation, or restoration.*
- b) *Streams, creeks, and other watercourses, including a number of small drainages not identified on the Significant Natural Resources inventory maps, can be significant amenities. The City should protect the natural resource values of these areas from damage or degradation caused intentionally or by neglect. The city should cooperate with and assist property owners in maintaining and upgrading these areas for their potential aesthetic, wildlife, or recreational value.*

Facts and Findings: In response to policies a and b, the applicant explains that significant riparian corridors, streams, creeks and other watercourses are not present on the subject site. Therefore, these policies are not applicable.

Staff notes that Policy b refers to “*a number of a number of small drainages not identified on the Significant Natural Resources inventory maps, ...*” In this case, drainage from the property on-site (and from off-site conveyance) flows to the west where streams and creeks are located. Accordingly, policy b appears to be applicable for consideration. As previously mentioned, the applicant’s natural resource assessment (Exhibit J) found wetlands on-site to be in a degraded condition. The applicant’s plans include wetland mitigation/enhancement. Staff refers to the Facilities Review findings under Criterion D and proposed conditions of approval.

7.3.3.1 Goal: *Protect or enhance wetlands adopted as Significant Wetlands in the Local Wetland Inventory.*

- b) *Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.*
- c) *Where development is constrained due to wetland protection regulations, a hardship variance may be granted if approval criteria are met.*

Facts and Findings: In response to policies b and c, the applicant explains how some of the buffer area adjacent to the wetlands as mentioned will be impacted by the development plan. However, the applicant explains how there is also on-site mitigation and that this will include plantings intended to upgrade the function and value of the buffer area (or vegetated corridor).

## Chapter 8 – Environmental Quality and Safety Element

### 8.2. Water Quality

8.2.1. Goal: *Maintain and improve water quality, and protect the beneficial uses, functions and values of water resources.*

- a) *All water resources within the City shall be enhanced, restored or protected to the extent practicable.*

Facts and Findings: In response to policy a, the applicant notes that subject site does not contain a water resource area and therefore the policy is not applicable. Staff finds the policy applicable in the context of storm water treatment and refers to the findings stated herein (Facilities Review).

#### 8.4 Noise

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

*Policies:*

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

*Action 1: Adopt and implement appropriate design standards for development permits for all commercial, industrial, high density, mixed use and transportation projects, and others as appropriate. Development applications should be required to demonstrate compliance with applicable noise level standards. Means of meeting the design standards might include, but are not limited to:*

- *Use of year-round landscape elements that absorb parking lot and street noise.*
- *Use of underground parking.*
- *Use of extra-thick windows.*
- *Facades constructed of materials that help to absorb sounds.*
- *Pervious surface landscape and parking lot materials that absorb sounds.*
- *Use of building materials that aid in the reduction of sound traveling through common floors and walls.*
- *Dampers on heating and cooling equipment.*

Facts and Findings: In response to policy a, the applicant (page 65) states that noise impacts were considered during the design of the proposed school, particularly regarding the sports fields and football stadium. The applicant then describes how potential noise impacts will be minimized through a variety of design and management aspects. The applicant explains that a wide landscape buffer (where feasible) will be provided around the perimeter of the school site and will consist of trees and shrubs. The applicant also explains that the football stadium is located central to the school property, away from any future residential development adjacent to the site. The applicant also notes that the grandstand structure (stadium seating) faces north toward the open wetland area to direct noise away from future neighbors to the west of the school. The applicant also notes that hours of operation associated with outdoor sports fields will be restricted to ensure that noise impacts do not occur in early morning or late evening times.

According to the applicant, typical hours for the sport fields will be limited to 7:00 a.m to 10:00 p.m., Monday through Friday, and 10:00 am through 8:00 p.m. on weekends. The applicant also refers to detailed specifications for outdoor sound system equipment that will be used (Exhibit O of the narrative).

As a condition of approval, staff recommends acknowledging the hours described by the applicant. In the future, staff anticipates high density residential development to abutting properties and refers to the SCM Comprehensive Plan designation for a general understanding of how properties in the immediate area will be zoned. Recent adopted changes to the Development Code establish minimum housing targets (minimum density) to properties located inside the SCM plan (Section 60.35.25 of the Development Code). The SCM Plan anticipates the subject school site to be developed for purpose of high school, but the R-1 zone will apply to the abutting property west of the football stadium location as this zone is the only implementing zone of High Density Residential (see 3.14 Comprehensive Plan and Zoning District Matrix).

In the future, staff foresees thousands of residents in this area. To minimize the impacts of noise and excessive lighting, staff recommends the following condition related to noise:

All outdoor field events, including but not limited to games, practices and band rehearsals shall be limited to following operation hours:

- o 7:00 a.m. to 10:00 p.m. weekdays (Monday through Friday)
- o 10:00 a.m. to 8:00 p.m. Saturdays and Sundays

*South Cooper Mountain Community Plan Policies:*

Facts and Findings: In pages 66 to 70 of the narrative, the applicant also identifies several policies of the South Cooper Mountain Community Plan. In part these policies contain reference to several Figures identified in the SCM Plan. Some policies refer to the adopted Transportation System Plan to this area. Other policies refer to locally significant wetlands and protected riparian corridors. Figure 12 of the South Cooper Mountain Community Plan (Exhibit 4 of this report), identifies natural resources of the plan and shows *Wetland/Probable Wetland* and *Riparian Wildlife Habitat Class III* to occupy the same area identified by the applicant's wetland biologist (Pacific Habitat Services) as Wetland A.

Staff refers to the findings as stated in response to the Facilities Review approval criteria and findings previously stated in response transportation and natural resources.

Summary Findings for Criterion No. 3: With conditions of approval, finds in support of the criterion, that the *proposal will comply with the applicable policies of the Comprehensive Plan*. Staff refers to the conditions identified at the end of this report. The first set of conditions are specific to Conditional Use approval which have been separated from the remaining conditions (Facilities Review). Conditional Use conditions are intended to run-with-the-land and are not subject to administrative modification.

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

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

Facts and Findings: The applicant describes how the site is approximately 48 acres and is loosely shaped like a rectangle (with one curved side) and rolling topography. The applicant also describes the natural resources of the property. The applicant also refers to the District's evaluation of alternative site and states that the subject property was chosen because it meet the siting criteria for a high school. Staff concurs.

**Therefore, staff finds that the proposal satisfies the criterion.**

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

Facts and Findings: The applicant explains how the SCM Concept Plan specifically calls for a new high school on this site. The applicant also explains how school facilities will be used by the public and serve as community gathering space. The applicant also refers to street and pedestrian improvements that have been mentioned in this report. The applicants also refers to

landscaping provided around the perimeter and how the development plan will comply with light standards to ensure no light impacts will occur on adjacent properties.

Staff identifies three key areas of potential impact to properties in the surrounding area, all mostly related to school activities and events beyond daily operation of the school. These are:

1. Noise related to outdoor activities and events.
2. Lighting related to outdoor activities and events.
3. Parking demand associated with home football games.

Noise: Staff refers to and incorporates the findings as stated in response to Criterion No. 3 above. As previously stated, staff anticipates high density residential development to abutting properties within the SCM Plan. In response to the development proposal, staff recommends a condition of approval that sets a time limit for outdoor activity.

Outdoor Lighting: Similarly, with respect to lighting (specific to outdoor athletic fields and stadium lighting) staff recommends a condition of approval that would set a time limit. For security reasons, the condition would not apply to lights intended for parking lots and pedestrian pathways. Staff also recognizes an exception necessary for Friday night football games. The draft condition reads:

All luminaires intended for outdoor sport fields, including the football stadium, shall be turned off from 10:00 p.m to 7:00 a.m, all days of the week. This condition shall not apply to pole-mounted or other luminaires intend for lighting outdoor parking or pedestrian pathways. This condition does not apply to Friday evenings when home football games are scheduled at the high school campus.

On lighting, staff also refers to sheets E011 through E016 of the plan set where the applicant identifies the foot-candle illumination levels in addition to angle of light shed from pole-mounted luminaires where proposed. Change in the position/angle of these luminaires has the potential to shed additional light on abutting properties. Lighting cutsheets/specifications provided as part of the applicant's narrative (Exhibit G) indicate some shielding of the light source. However, residents in the vicinity of this school will likely notice increased levels of illumination.

Parking: For parking, staff refers to and incorporates the applicant's parking studies as contained (in part) within Exhibit F of the narrative (Traffic Impact Analysis dated March 2015 by DKS). Page 53 of the DKS analysis provides a recommendation as to the allocation of parking (student vs. staff) based on capacity of the school as proposed. The same analysis recommends a minimum of 75 additional spaces to accommodate parking needs for school events. The report also describes how these spaces are to be provided on-site by utilizing internal drop-off areas during events for a net total of up to 625 parking spaces. The same analysis recommends no overlapping events be scheduled on-site during high school football games.

To the same analysis the applicant provides a table describing comparable parking demand observations for other Beaverton high schools. Parking numbers for Westview, Aloha and Southridge high schools are shown. The same analysis provides an aerial photo of surveyed high schools and number/location of parked vehicles during a Friday night football game.

In review of the applicant's parking analysis, staff concurs with recommendation provided by the applicant's traffic engineer where the school should not schedule any other events that overlap with home football games. Staff thereby recommends a condition of approval. Additionally, 176

staff notes that the applicant's representative has proposed a condition where an elementary school (in the vicinity) is to be made available for extra parking during athletic events. While other parking alternatives (on and off-site) can be explored for temporary event purposes, staff does not recommend a condition that would apply to an off-site property as notice has not been provided and the impact not evaluated.

Staff also acknowledges the written testimony received from Scott and Nancy Edmonds, property owners to the west (letters dated March 30, 2105 and May 5, 2015) in addition to the written testimony received from Brian Wegener of Tualatin River Keepers (dated February 6, 2015 and April 30, 2015). In their letter of May 5, the Edmonds identify concerns that pertain to site grading (comparable grades), in addition to potential trespassing, the potential impact to existing wetlands, potential impact of field lighting and adequacy of parking during large events (football games). In his letter dated April 30, 2015, Brian Wegener raises concerns about reduction of the tree canopy and potential impacts of fill on the existing aquatic system. Staff recognizes the high school use to be part of the SCM Plan. Staff also recognizes the functional aspects of a high school to include various athletic fields and parking. Because athletic fields and facilities require a level surface area and minimum dimensions, the ability to retain existing grades on a sloped property becomes an insurmountable challenge. Staff also recognizes the need for parking lot lighting for security purposes. However, stadium lights do not have to be on after 10:00 p.m when no activity or events are planned. If building area, parking and number of athletic fields / facilities are a constant figure, staff also supports the applicant's proposal to encroach upon a portion of Wetland A provided that the remaining area is enhanced as the applicant's plans describe.

As more properties of the SCM Plan develop (especially west of the school) it will be important to ensure that the new collector street is extended beyond the school property as currently shown. To properly execute the SCM plan for the planned collector, the driveway entrance to the school from this collector may need to be reconfigured in the future. Staff supports a type of non-remonstrance condition (connected to Conditional Use approval) where the District agrees to a partial reconfiguration and extension of the drive access in the future within the collector street right-of-way. Ideally, the new access to the collector street would be perpendicular to the tangent of the curve of the collector street at the point of connection.

Summary Findings for Criterion No. 5: Staff finds that the location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site. Conditions of approval are necessary to ensure operational aspects of the new school will cause minimal impact on livability.

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

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

Facts and Findings: The applicant submitted all documents related to this request for a Conditional Use approval. The applicant also submitted applications for Design Review Three, Land Division and Major Adjustment associated with this proposal. If approved, Site Development and Building Permit applications and approvals are required for construction of the proposed campus, as conditioned.

**Therefore, by meeting the conditions of approval, staff finds that the proposal satisfies the criterion**

SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and the findings herein, staff finds that the proposal satisfies all applicable approval criteria for Conditional Use (Section 40.15.15.3.C of the Development Code) subject to conditions identified at the end of this report.

RECOMMENDATION:

Based on the facts and findings presented herein, staff recommends **Approval of CU2015-0003 (South Cooper Mountain High School) subject to conditions.**

**DESIGN REVIEW  
ANALYSIS AND FINDINGS  
South Cooper Mountain High School  
DR2015-0029**

The applicant requests approval of a Design Review Three application for a new high school building at approximately 320,000 square feet, with sport facilities including a new football field with spectator seating. The proposal includes new landscaping and site lighting. Section 40.20.05 of the Development Code identifies the purpose of the Design Review application. Approval criteria for Design Review 3 are found under Section 40.20.15.3.C. The applicant's response to these criteria are found in the narrative prepared by Angelo Planning Group dated April 2015, (see page 20 and pages 24 through 36 for responses to applicable Design Guidelines. Staff incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

**Section 40.20.15.3.C Design Review Three 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.***

Facts and Findings The applicant proposes to construct a new high school campus at approximately 320,000 square feet of non-residential floor area. Staff finds that the proposal to meet threshold description No. 2 of Design Review Three which reads:

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.*

Therefore, the proposal satisfies the threshold for a Design Review Three application.

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

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

Facts and Findings The applicant submitted the required fee.

**Therefore, staff finds that the proposal satisfies the criterion.**

**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).***

Facts and Findings Staff cites the Design Guidelines Analysis at the end of this Design Review Attachment, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline in respect to the applicability of the Guideline to the project, the applicant's response and illustrative plans of the proposal (including the material sample board available for Commission consideration at the hearing. Staff provides an evaluation of the proposal in relation to the Guideline and a

statement if the Guideline is met or not. In summary of the table below, staff finds the proposal to be consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) subject to conditions of approval identified at the end of this report.

**Therefore, by meeting the conditions of approval, staff finds that the proposal satisfies the criterion**

4. ***For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:***
- a. ***A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or***
  - b. ***The location of existing structural improvements prevent the full implementation of the applicable guideline; or***
  - c. ***The location of the existing structure to be modified is more than 300 feet from a public street.***

Facts and Findings The applicant proposes construction of a new school with associated athletic facilities, parking, landscaping, and lighting on the subject site. These buildings and elements are not additions or modifications to existing development. Therefore, this criterion which pertains to additions or modification of existing development is not applicable.

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

5. ***For DRBCP [Design Review Build-Out Concept Plan] proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.***

Facts and Findings The project proposes construction of a new school with associated athletic facilities, parking, landscaping, and lighting on the subject site. The applicant does not request approval of a DRBCP nor is this relevant to the propose use and zone applied to the subject property. Therefore, this criterion which pertains to requests for DRBCP approval is not applicable to the proposal.

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

6. ***For proposals meeting Design Review Three application threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with the applicable provisions of 60.05.15 through 60.05.30 (Design Standards), except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s).***

Facts and Findings The proposal satisfies threshold number 2 for Design Review Three review. Therefore, this criterion which pertains to requests which satisfy thresholds 7 or 8 is not applicable to the proposal.

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

7. ***For proposals meeting Design Review Three application threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).***

Facts and Findings The proposal satisfies threshold number 2 for Design Review Three review. Therefore, this criterion which pertains to requests which satisfy thresholds 7 or 8 is not applicable to the proposal.

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

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

Facts and Findings The applicant has submitted this Design Review application with associated, Conditional Use, Land Division and Major Adjustment applications for this project. Concurrent review of the applications satisfies this criterion. Because the applications have been noticed for concurrent review, all four applications are also subject to concurrent review through the public hearing process. Staff recommends a condition of approval requiring the associated applications to be valid before site development and building permits are issued.

**Therefore, staff finds that by satisfying the conditions of approval the proposal will meet the criterion for approval.**

#### SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and analysis contained herein, staff finds that the applicable approval criteria for a Design Review Three application (Section 40.20.15.3.C of the Development Code) have been satisfied.

If the Planning Commission finds the project proposal to have met the criteria, staff recommends conditions necessary to meet the technical requirements identified in Section 40.03.1 and the design requirements of Section 60.05 of the Development Code. These conditions are identified at the end of this report.

#### RECOMMENDATION:

Based on the facts and findings presented herein, staff recommends **Approval of DR2015-0029 (South Cooper Mountain High School) subject to conditions.**

**Section 60.05 Design Review Guidelines Analysis**  
**South Cooper Mountain High School**  
**DR2015-0029**

The section below reviews building design and orientation, circulation and parking design, landscape design, lighting design, and other associated elements relevant to applicable Design Guidelines.

**Design Review Guidelines Analysis and Findings Chart**  
Section 60.05.35 Building Design & Orientation

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
<b>60.05.35.1 Building Articulation and Variety</b>			
60.05.35.1.A	<i>Residential buildings should be of a limited length....</i>	No residential buildings is proposed, thus the criterion does not apply.	N / A
60.05.35.1.B	<i>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.</i>	The applicant refers to Architectural Plan Sheets A01-46 and states that the design of the proposed high school building is articulated and varied through the use of several different elements. According to the applicant, the building footprint design is an irregular shape with varying elevations (building heights) that provide overhangs and recessed entries. There is a large, recessed entry leading to an internal courtyard that will be landscaped and used as a common area. The applicant also notes that the primary school entry is also partially recessed and that the building facade has a significant amount of window coverage, particularly elevations that face Scholls Ferry Road and SW 175th Avenue. According to the applicant, windows will be large and create an open rhythmic pattern across the elevations. For the exterior finishes, a brick pattern will be used with darker brick at the bottom of the building, transitioning to lighter colored brick near the top of the building. At most sills and at the parapet, a light colored soldier course brick will be used. See Sheets A10-A-C in Exhibit A. Materials board will be available at the hearing.	<b>Yes, the proposal meets the guideline.</b>
60.05.35.1.C	<i>To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized.</i>	The applicant refers Architectural Plan Sheets A01-46, and notes that the varying building heights create overhangs and recesses that help break up the longer building elevations. According to the applicant, the main building entries are large and recessed, which emphasizes them visually and helps break the horizontal plane into smaller areas. The applicant also refers to the use of window glazing to provide articulation and visual interest along the horizontal plane.	<b>Yes, the proposal meets the guideline.</b>

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
60.05.35.1.D	<i>Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts ...</i>	The applicant states that the school building has been designed to promote a comfortable pedestrian scale and orientation through a variety of elements. The applicant refers to use of large windows, particularly along the ground floor, provide transparency into the school and increase security (both real and perceived). The applicant describes varied building heights and an irregular footprint that provide articulation to help break up large facades into smaller-scaled portions. The applicant also refers to building overhangs that serve as weather protection around the entrances. The applicant also notes how the footprint of the building emphasizes the main entrance and the internal courtyard as primary pedestrian areas. The applicant also describes how the building is set back from the adjacent sidewalks to reduce the impact of the building size along the street.	<b>Yes, the proposal meets the guideline.</b>
60.05.35.1.E	<i>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 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.</i>	The applicant explains how the proposed high school will have distinctive elevations with large window openings in a regular pattern across most every façade. The applicant also explain use of a gradient brick pattern that will provide texture to the building facade. The applicant explains how the same material will define the roof edge at the parapet. The applicant further explains how the high school wraps around a large courtyard that has a metal and glass pattern for large openings and views into the interior. The applicant also refers to varying building heights for articulation.	<b>Yes, the proposal meets the guideline.</b>
60.05.35.1.F	<i>Building elevations visible from and within 100 feet of an adjacent street... in an Industrial zoning district...</i>	This Guideline applies to use / development in an Industrial zoning district.	<b>N / A</b>
<b>60.05.35.2 Roof Forms as Unifying Elements</b>			
60.05.35.2.A	<i>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 highlighted.</i>	The applicant states that the proposed high school will have a flat roof with a 24-inch parapet wall on all sides. According to the applicant, the parapet will be constructed of brick and will be incorporated into the overall brick pattern. There will also be a light colored soldier course brick element on the parapet to define the top edge.	<b>Yes, the proposal meets the guideline.</b>
60.05.35.2.B	<i>Flat roofs should include distinctive cornice treatments.</i>	The applicant states that a light colored soldier course brick element will be used to define the top edge of the building.	<b>More distinctive treatments are</b>

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
		possible, but the proposal meets the guideline.
60.05.35.2.C	<i>Additions to existing structures which involve the addition of new roof area should respect the roof form and material of the existing structure.</i>	The proposal does not include an <u>addition</u> to existing structures.  N / A
<b>60.05.35.3 Primary Building Entrances</b>		
60.05.35.3.A	<i>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.</i>	The applicant describes the main entry of the proposed high school where there will be a large overhang/recessed portico that incorporates a main access to the administration, gym, and entry to the school. The applicant also describes a large covered area for bus waiting that will have special lighting and seating. The applicant also describes the theatre lobby (a secondary entry since the main entry will serve at the official entry for performances) and how this will have a recessed covered entry with vestibule. The applicant also refers to the east end of the commons area, where a two story porch will allow for outdoor dining with protection from the rain and sun. There will also be entry points with covered areas in the large courtyard.
60.05.35.3.B	<i>Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance.</i>	The applicant states that the main building entrance consists of a concrete plaza at the drop-off area and is envisioned as a landscaped quadrangle, modeled after higher education institutions where students can lounge, wait for parents, study and interact. The applicant also states that the entry will consist of a series of pathways that create angular landscape planting areas. These angular shapes will be translated vertically into a series of sculpted berms with lawn and shrubs. Scoring of the concrete will extend the building's geometry into the landscape.
<b>60.05.35.4 Exterior Building Materials</b>		
60.05.35.4.A	<i>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.</i>	The applicant describes how a distinctive gradient pattern (brick) is being proposed for the majority of the building. The applicant also explains how materials boards provide further detail. The applicant refers to a metal and curtain wall system for the large courtyard with an alternating pattern of window and metal panel. The applicant explains how windows will be large and create an open rhythmic pattern across the elevations.

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
60.05.35.4.B	<i>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...</i>	<p>The applicant explains that brick masonry is being used with a concrete base. According to the applicant, the brick will have a distinctive pattern. Light colored soldier course brick will be used at window sills and at the parapet. The applicant also states that the materials boards provided with this application provide detail.</p> <p>Staff notes that masonry will be used extensively and is the predominant material identified for a multi-storied building. A material sample is available and will be provided for Commission consideration at the hearing. The board includes four brick shades (lighter – darker). Staff is unsure how brick colors are to transition. Also, staff find brick colors (shades) to be not that far apart. Accordingly, decorative patterns may not be distinctive.</p>	<p><b>Yes, the proposal meets the guideline.</b></p> <p><b>Other materials elements (other than brick) can be applied to the exterior. Additional / other brick color shades (Material Sample Board at hearing) should be considered.</b></p>
<b>60.05.35.5 Screening of Equipment</b>			
60.05.35.5	<i>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.</i>	According to the applicant, all roof edges of the proposed high school building will have a 24-inch parapet that will help screen rooftop equipment from view from adjacent public streets (Scholls Ferry Road and SW 175th Avenue). In addition, rooftop equipment will have a metal panel screen system when necessary to ensure they are not visible from adjacent public streets.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.35.6 Building Location and Orientation in Multiple Use and Commercial Districts</b>			
60.05.35.6.	<i>Building location and orientation in Commercial and Multiple Use zones</i>	The proposal is not located in a Commercial or Multiple Use zone.	<b>N / A</b>
<b>60.05.35.7 Building Scale along Major Pedestrian Routes</b>			
60.05.35.7.	<i>Building Scale along Major Pedestrian Routes ...</i>	The proposal is not located along a Major Pedestrian Route.	<b>N / A</b>
<b>60.05.35.8 Ground Floor Elevations on Commercial and Multiple Use Buildings</b>			
60.05.35.8.A	<i>... ground floor building elevations ...</i>	The proposal is not a commercial or multiple use building.	<b>N / A</b>
60.05.35.8.B	<i>... ground floor elevations that are located on a Major Pedestrian Route...</i>	The proposal is not a commercial or multiple use building and is not located along a Major Pedestrian Route.	<b>N / A</b>

**Design Review Guidelines Analysis and Findings Chart**  
 Section 60.05.40 Circulation and Parking Lot Design Guidelines

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
<b>60.05.40.1 Connections to public street system</b>			
60.05.40.1	<i>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.</i>	The applicant refers to the site Circulation Plans in Exhibit A, Sheets L100-102 and the vehicle circulation plan (Figure 15 in the Traffic Impact Analysis, Exhibit F) demonstrate how the on-site circulation systems will function and connect with the surrounding system. The applicant also identifies the access points and refers to the TIA for details as to how these proposed access points will function to provide safe, efficient and direct access for all users of the site.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.40.2 Loading Areas, solid waste facilities and similar improvements</b>			
60.05.40.2.A	<i>On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street.</i>	The applicant states that the on-site service and storage area is located near the northeast corner of the proposed school building. The applicant refers to Sheets L204 and L208 and explains the method of screening storage areas from SW 175 <sup>th</sup> Avenue or Scholls Ferry Road.	<b>Yes, the proposal meets the guideline.</b>
60.05.40.2.B	<i>..., 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.</i>	The applicant notes that the loading area for the proposed school is located near the northeast corner of the proposed school building, in the same area as the service and storage.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.40.3 Pedestrian Circulation</b>			
60.05.40.3.A	<i>Pedestrian connections should be made between on-site buildings, parking areas, and open spaces.</i>	Applicant refers to the Pedestrian Circulation Plan (Sheet L100) and notes that pedestrian connections will be provided throughout the proposed school site to connect the main school building with the parking areas and athletic fields. According to the applicant, the pedestrian circulation system was designed to provide connections that are as direct as possible and minimize conflicts with vehicle traffic on the site.  Applicant also explains how the on-site pedestrian circulation system connects the proposed school building, parking areas and athletic fields to adjacent streets where it is safe and reasonable to do so. The applicant identifies a total of nine	<b>Yes, the proposal meets the guideline.</b>  <b>Staff also incorporates Facilities Review findings and related conditions as proposed.</b>

		points of pedestrian access to the site: three along Scholls Ferry Road, three along SW 175 <sup>th</sup> Avenue and three along the western edge of the site where a new collector street will be located. The applicant refers to the Pedestrian Circulation Plan in Exhibit A and the Pedestrian Access Narrative in Exhibit H.	
60.05.40.3.B	<i>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.</i>	Applicant's narrative response to Guideline under A, includes B and C.	<b>Yes, the proposal meets the guideline.</b>  <b>Staff also incorporates Facilities Review findings and related conditions as proposed.</b>
60.05.40.3.C	<i>Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations.</i>	Applicant's narrative response to Guideline under A, includes B and C.	<b>Yes, the proposal meets the guideline.</b>  <b>Staff also incorporates Facilities Review findings and related conditions as proposed.</b>
60.05.40.3.D	<i>Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles</i>	Applicant explains how pedestrian connections through the two parking areas are shown on Sheet L100. According to the applicant, connections through the staff parking area are provided in the center of the parking lot and along the perimeter. Applicant also explains how connections through the student/visitor parking area are provided along the south edge of the parking lot and at three, evenly spaced pathways through the center of the parking lot. Where the pedestrian connections travel through vehicle maneuvering areas, they will be raised and identified with striping or different paving materials.	<b>Yes, the proposal meets the guideline.</b>  <b>Staff also incorporates Facilities Review findings and related conditions as proposed.</b>

60.05.40.3.E	<i>... pedestrian connections designed for high levels of pedestrian activity should be provided along all streets.</i>	Applicant refers to the 10-foot wide sidewalks along the site's frontage with Scholls Ferry Road and SW 175 <sup>th</sup> Avenue. The applicant notes that the sidewalk will be designed to serve as a Regional Trail connection in accordance with improvements identified in the South Cooper Mountain Community Plan. The applicant also notes that as the South Cooper Mountain area develops over the next 10-20 years, the trail will be extended.	<b>Yes, as conditioned, the proposal meets the guideline.</b>
60.05.40.3.F	<i>Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces.</i>	The applicant states that 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.	<b>Yes, the proposal meets the guideline. Staff also incorporates Facilities Review findings and related conditions as proposed.</b>
<b>60.05.40.4 Street Frontages and Parking Areas</b>			
60.05.40.4	<i>Landscape or other screening should be provided when surface parking areas are located along public streets.</i>	Applicant refers to the landscape plans in Exhibit A (Sheets L200-216), and note how the student/visitor parking area is partially located along SW 175 <sup>th</sup> Avenue. The applicant notes how the parking area will be screened by trees and shrubs planted on-site, and by a six-foot perimeter fence around the school. Street trees planted along SW 175 <sup>th</sup> Avenue will also provide screening.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.40.5 Parking Area Landscaping</b>			
60.05.40.5	<i>Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas.</i>	Applicant refers to the landscape plans in Exhibit A (Sheets L200-216), and notes that 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.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.40.6 Off-Street Parking Frontages in Multiple Use Districts</b>			
60.05.40.6.	<i>Off-Street Parking Frontages in Multiple Use Districts</i>	The proposal is not located in a Multiple Use District.	<b>N/A</b>

<b>60.05.40.7 Sidewalks along Streets and Primary Building Elevations in Multiple Use and Commercial districts</b>			
60.05.40.7.A and B	A. <i>Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets.</i> B. <i>Pedestrian connections should be provided along primary building elevations having building and tenant entrances.</i>	The proposal is not located in a Multiple Use or Commercial District.	N/A
<b>60.05.40.8 Connect On-Site Buildings, Parking, and Other Improvements with Identifiable Streets and Drive Aisles in Residential, Multiple Use, and Commercial Districts</b>			
60.05.40.8.A	<i>On-Site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles.</i>	Applicant refers to the Pedestrian Circulation Plan (Exhibit A, Sheet L100), and notes that the pedestrian circulation system was designed to connect the school building, parking areas and athletic fields to the surrounding street system.	<b>Yes, the proposal meets the guideline.</b>
60.05.40.8.B	<i>Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact.</i>	Applicant states that both the student/visitor and staff parking areas have been designed with landscaped islands that divide them into smaller areas, helping to minimize the visual impact.	<b>Yes, the proposal meets the guideline.</b>

### Design Review Guidelines Analysis and Findings Chart

#### Section 60.05.45 Landscape, Open Space and Natural Areas Design Guidelines

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
<b>60.05.45.3 Minimum Landscaping Requirements for conditional uses in Residential districts and for developments in Multiple-Use, Commercial, and Industrial zones.</b>		
60.05.45.3.A <i>Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings.</i>	<p>The applicant refers to Sheets L200-216 that show the landscape plan for the proposed school. According to the applicant, the site landscape plantings are grouped into three basic zones: Plantings adjacent to the building, stormwater, and natural areas.</p> <p>The applicant also explains how the majority of plants will be native and climate-adaptive plantings which are drought tolerant and require limited maintenance.</p> <p>The applicant states that plantings adjacent to the building will include shrub and groundcover plantings as well as water quality plantings. The applicant explains how deciduous trees selected for parking lots, plazas, and common areas will be drought-tolerant, hardy in urban</p>	<p><b>Yes, the proposal meets the guideline.</b></p> <p><b>Additionally, staff notes that the landscape index plan indicates more than one type of trees and planting that may apply to most areas of the campus.</b></p> <p><b>Landscape symbols are shown to represent a variety of possible trees</b></p>

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
	<p>conditions, and will be chosen for ease of maintenance.</p> <p>The applicant explains how small flowering trees will provide seasonal interest at specific areas in the site, plaza and courtyard. Screening trees and shrubs will provide a planted buffer between the service area perimeter wall and site circulation systems.</p> <p>Along the southern edge of the property the applicant's narrative describes a 40-foot by 25-foot planted screen featuring native and climate-adaptive plantings is provided. According to the applicant, these screen plantings will consist of evergreen trees, deciduous trees, shrubs and groundcovers and are intended to be an extension of the existing natural area plant communities.</p> <p>The applicant also states that natural area plantings will provide an increasing gradation of diversity and density in the wetland areas. These plantings will not only be designed to meet regional agency standards but also blend with adjacent undisturbed natural areas.</p>	<p><b>and plantings (See Index Sheet L200)</b></p> <p><b>Staff recommend careful consideration of trees intended to provide landscape buffering - for visual screening purposes.</b></p> <p><b>Index plan identifies separate tree / plant list for street frontages and wetland mitigation purposes. These plantings are subject to further review when the applicant submits plans for Site Development.</b></p>
60.05.45.3.B	<p><i>Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete.</i></p>	<p>Applicant refers to Sheet L207 that shows how the main building entry/plaza area will be surfaced with scored concrete (pedestrian paving) and will include landscaped areas with lawn and trees. The applicant explains how landscaped berms with steeper slopes will be planted with shrubs. The applicant also explains how some of the berms also have retaining walls that provide seating throughout the entry plaza. The internal courtyard has been designed with a variety of spaces including seating, raised vegetated planters, sloped lawn panels, seat walls, a lounge and outdoor game area, and garden spaces. The applicant also describes an integrated stormwater system that will treat roof water.</p>

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
60.05.45.3.C	<i>Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions.</i>	The applicant refers to the plant schedule (Sheet L200) and states that the majority of plants used on the site will be native and climate-adaptive, which are drought tolerant and require little maintenance.	<b>Yes, the proposal meets the guideline.</b>
60.05.45.3.D	<i>Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development.</i>	According to the applicant, in order to accommodate the proposed high school building and associated facilities, many of the existing trees on the site could not be retained. The applicant also notes that the existing large walnut tree located in the southeast corner of the site will be preserved. In addition, trees and vegetation located in the wetland area in the northwest corner of the site will also be retained.	<b>Yes, the proposal meets the guideline.</b>  <b>Additionally staff notes that tree removal is subject to Tree Plan 2 approval under separate application.</b>
60.05.45.3.E	<i>A diversity of tree and shrub species should be provided in required landscaped areas.</i>	The applicant refers to the plant schedule (Sheet L200) and states that a variety of trees and shrubs will be used to landscape the school site. Deciduous trees planted on site will include varieties of maple, ash, oak, dogwood, elm and flowering fruit trees. Evergreen trees will include fir, cedar and hemlock. Approximately 34 different varieties of shrubs will also be used on the site.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.45.6 Retaining walls</b>			
60.05.45.6	<i>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.</i>	According to the applicant, due to school program needs and site constraints, most walls on site exceed a height of six feet and exceed 50 feet in length. Where these conditions exist, the walls will be screened using landscape material. Exhibit L provides some detail about the different wall types that will be used on the school site, including examples of wall aesthetics.	<b>Yes, the proposal meets the guideline.</b>
<b>60.05.45.7 Fences and Walls</b>			
60.05.45.7.A	<i>Fences and walls should be constructed of attractive, durable materials.</i>	The applicant states that the school site will be fenced around the perimeter with a six-foot chain link, vinyl coated fence in accordance with the District's security protocols. Where the fence abuts a public street, plantings will be provided to minimize the visual impact of the fence. Exhibit L provides details about wall locations and materials;	<b>Yes, the proposal meets the guideline.</b>

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
	Exhibit M provides details about fencing location and materials.	
60.05.45.7.B	<i>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.</i>	Applicant states that the perimeter fence described above will allow opportunities for visibility into the school site from the adjacent public streets except where changes in elevation preclude it. Particularly at the corner of Scholls Ferry Road and SW 175 <sup>th</sup> Avenue, there is a notable elevation difference between the sidewalk and the school site. In that area, visibility into the site from the sidewalk would be minimized.
<b>60.05.45.8 Changes to existing on-site surface contours at residential property lines</b>		
60.05.45.8	<i>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.</i>	According to the applicant, grading of the site has been designed to accommodate a future high school campus and no adverse impacts to abutting properties are anticipated. The applicant refers to the Grading Plan Sheets C300- 306 and L400-416 showing the detailed grading plan for the site. According to the applicant, the standards in 60.15.10 have been met; those standards are intended to minimize changes to existing on-site surface contours at residential property lines, thereby avoiding impacts to neighboring properties.
<b>60.05.45.9 Integrate water quality, quantity, or both facilities</b>		
60.05.45.9	<i>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.</i>	<p>According to the applicant, stormwater from the entry roads, parking lots, play areas and building roof will be gathered and detained as part of the site's integrated stormwater system. Water quality swales will be planted with rushes, sedges, small shrubs, and select tree species. The applicant also notes that the District will work with the local water quality agency to select plant material from their standards to achieve an aesthetically pleasing plant palette, safe visual access within and around these features and accommodate maintenance needs.</p> <p>According to the applicant, the integrated stormwater system is intended to provide educational and learning opportunities to communicate sustainable water practices on the school site. Passive</p>

**Yes, the proposal meets the guideline.**

**Yes, as conditioned, the proposal meets the guideline. Staff also incorporates Facilities Review findings and related conditions as proposed.**

**Yes, as conditioned, the proposal meets the guideline.**

**Staff also incorporates Facilities Review findings and related conditions as proposed.**

DESIGN GUIDELINE		PROJECT PROPOSAL	MEETS GUIDELINE?
		drainage through green streets, storm water basins, vegetated swales and trench drains is intended to highlight the path of water on the site. The storm water story will be emphasized in the courtyard commons, at a detention pond west of staff parking and visually via an overlook near the preserved wetland.	
<b>60.05.45.10 Natural Areas</b>			
60.05.45.10	<i>Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan</i>	<p>According to the applicant, the school site contains two designated wetland areas and associated vegetated corridors (VCs) that will be partially impacted by the proposed high school project. The applicant refers to the Natural Resource Assessment (Exhibit K) and the Clean Water Services Service Provider Letter in (Exhibit E) that provide detailed information about the wetland conditions, impacts and mitigation efforts.</p> <p>The applicant further describes Wetland A to be approximately 3.33 acres located at the northern end of the site and Wetland B to be approximately 0.16 acres located along the western property line. According to the applicant, encroachment into the wetlands and VCs is required to adequately accommodate the access roads, buildings, sports fields, parking areas, stormwater treatment and other required infrastructure within the development portion of the site. The applicant further explains how the proposed site plan will impact the eastern portion of Wetland A and its VC, as well as impact all of Wetland B and its VC. The applicant notes that impacts have been minimized to the maximum extent possible through an evaluation of site layout alternatives and overlapping of some sports fields. Applicant notes that due to the District's programming requirements and Federal Title IX mandates (regarding equal access to sports fields for male and female students), impacts cannot be entirely avoided.</p> <p>The applicant further describes mitigation and enhancement proposal that will provide shade</p>	<p><b>Yes, as conditioned, the proposal meets the guideline.</b></p> <p><b>Staff also incorporates Facilities Review findings and related conditions as proposed.</b></p> <p><b>Related conditions identify required approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers prior to any work within or affecting a jurisdictional wetland.</b></p> <p><b>Staff notes that tree removal is subject to Tree Plan 2 approval under separate application.</b></p>

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
	needed to protect and improve water quality and wildlife habitat.	
<b>60.05.45.11 Landscape Buffering and Screening</b>		
60.05.45.11.A	<i>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.</i>	The applicant explains how the school site is located in the South Cooper Mountain community and that concept planning for this area has been completed and will ultimately result in new zoning districts and land uses surrounding the site. The applicant notes that landscaping, fencing and retaining walls, and in some areas, grade separation will be provided around the perimeter of the school site and will serve as a buffer between the school and future land uses. The natural wetland area in the northwest corner of the site is already vegetated and will be enhanced with additional vegetation, also serving as a buffer in that corner.
<p><b>Yes, the proposal meets the guideline.</b></p> <p><b>Staff recommend careful consideration of trees intended to provide landscape buffering - for visual screening purposes.</b></p> <p><b>More evergreen trees can be introduced along the western site parameter.</b></p>		
60.05.45.11.B	<i>When potential impacts of a Conditional Use are determined, ...landscape screening should be dense, and the buffer width maximized....</i>	The applicant's response to B is stated in the same for A above.
<p><b>As stated above, Staff recommend careful consideration of trees intended to provide landscape buffering - for visual screening purposes. The proposal is subject to Conditional Use.</b></p>		
60.05.45.11.C	<i>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.</i>	Applicant refers to the landscape plans (Sheets L200-216) and notes that landscaping around the perimeter of the site will consist of a variety of trees, shrubs and ground cover including irrigated lawn and meadow. The landscape buffer has been designed to soften the edges of the school site while emphasizing the school as a prominent community focal point, consistent with the South Cooper Mountain Community Plan.
<p><b>Yes, the proposal meets the guideline.</b></p>		
60.05.45.11.D	<i>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.</i>	The applicant explains how the landscape buffer widths on the school site vary depending on topography and the layout of the buildings, parking areas and athletic fields on the site. The narrowest buffer width between the site and an
<p><b>Yes, the proposal meets the guideline.</b></p>		

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
	adjacent right-of-way is between SW 175 <sup>th</sup> Avenue and the student parking lot (Sheet L211). The narrowest point along that buffer is 18 feet between the parking area and the right-of-way line	

**Design Review Guidelines Analysis and Findings Chart**  
Section 60.05.50 Lighting Design Guidelines

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?	
<b>60.05.50 Adequate on-site lighting and minimize glare on adjoining properties</b>			
60.05.50.1	<i>Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires.</i>	The applicant refers to Sheets E010-014 showing the lighting plan and photometrics for the proposed school site. Exhibit G contains the lighting equipment cut sheets. Generally, the parking areas, building entrances, the courtyard and all pedestrian connections through the site will be lit through strategic placement of lighting. The applicant explains how the football stadium and several other sports fields will also be lit to allow for evening games. Lighting along Scholls Ferry Road and SW 175 <sup>th</sup> Avenue will also be provided. Lighting on the site was designed to maximize security for students while minimizing light spillover onto adjacent properties.	<b>Yes, the proposal meets the guideline.</b>
60.05.50.2	<i>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.</i>	The applicant notes that pedestrian scaled lighting is provided throughout the site to illuminate those areas used by pedestrians (parking lots, pathways, entrances and site access points). Pedestrian lighting will be provided on pole mounted fixtures at a height of 15 feet, which is typical for pedestrian hardscape lighting. The size of the lamp head is smaller (relative to a street light, for example) to minimize the visual impact of the fixtures. As shown on the lighting plans, lighting fixtures will be of a consistent type throughout the site.	<b>Yes, the proposal meets the guideline.</b>

DESIGN GUIDELINE	PROJECT PROPOSAL	MEETS GUIDELINE?
60.05.50.3	<i>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.</i>	The applicant refers to the photometrics and cut sheets (Exhibit G) and notes that lighting on the site has been designed to minimize impacts to abutting and adjacent properties. According to the applicant, lighting fixtures have features that minimize glare and provide shielding and orientation options so that light can be directed away from the property line where needed. The applicant also states that photometrics demonstrate that illumination at the school property line will generally not exceed 0.5 foot-candles. Exceptions to the 0.5 foot-candle standard exist along the southwest edge of the site where the future collector street will be located (see Sheet E010). According to the applicant, some of the sports field lighting also exceeds 0.5 foot-candle at the property line, which is typical for outdoor lighting of sports fields.
60.05.50.4	<i>On-site lighting should comply with the City's Technical Lighting Standards. 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.</i>	The applicant states on-site lighting for the proposed school complies with all applicable Technical Lighting Standards.

**Summary evaluation of Design Guidelines identified above**

In considering findings for a guideline, the decision making authority is instructed to make findings on how the guidelines are met or if they apply to the proposal (40.20.05 – Purpose). Section 40.20.05 of the Code also describes the intent of the guideline, where it states that guidelines “...are intended to allow more flexibility and originality.” Section 40.20.05 further states that “Design Guidelines are also intended to recognize unique circumstances where corresponding standards are found to be unnecessary or undesirable. Where Design Guidelines apply, the project proponent will simply be required to demonstrate how the project meets these Guidelines at a public hearing.”

Staff finds that the proposal to meet the applicable Design Guidelines (identified in the table summary above). To some of these guidelines, staff recommends careful consideration of the applicant’s plans, especially for evaluating the impact of the use on surrounding properties. Staff also notes that other material choice and color options (other than brick) are possible and deserve consideration. Staff also notes that the subject building and many elements of the athletic facilities (notably lighting) will be visible from adjacent public streets and properties in the vicinity. In accordance with the direction provided under 40.20.05, the applicant has the opportunity at the public hearing to demonstrate how the project meets applicable Guidelines.

**RECOMMENDATION**

Based on the facts and findings presented herein, staff recommends APPROVAL of DR2015-0029 (South Cooper Mountain High School) subject to conditions, based on the findings prepared in response to Design Review approval criteria contained in Section 40.20.15.3.C.3. and Facilities Review approval criteria.

**PRELIMINARY PARTITION  
ANALYSIS AND FINDINGS**  
South Cooper Mountain High School  
LD2015-0004

The applicant requests Preliminary Partition of the subject site to consolidate two existing properties into one legal lot. Section 40.45.05 of the Development Code identifies the purpose of Land Division applications. Approval criteria for the Preliminary Partition application are found under Section 40.45.15.4.C. The applicant's response to these criteria are found in the narrative prepared by Angelo Planning Group dated April 2015, pages 21 and 22. Staff incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

**Section 40.45.15.4.C Preliminary Partition Approval Criteria**

*In order to approve a Preliminary Partition 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 application satisfies the threshold requirements for a Preliminary Partition. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met.***

Facts and Findings There is one threshold for a Preliminary Partition, below:

1. *The creation of up to and including three (3) new parcels from at least one (1) lot of record (parent parcel) in one (1) calendar year.*

The proposal is to create one platted lot from two separate properties. The applicant notes on page 21 of the narrative that no new parcels will be created. The applicant also explains how there is no pending Legal Lot Determination application. Staff concurs. Therefore, the proposal satisfies the thresholds for a Preliminary Partition application.

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

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

Facts and Findings The applicant submitted the required fee.

**Therefore, staff finds that the proposal satisfies the criterion.**

3. ***The proposed partition does not conflict with any existing City approval, except the City may modify prior approvals through the partition process to comply with current Code standards and requirements.***

Facts and Findings The applicant is correct in stating that the proposed partition does not conflict with any existing city approval. According to the applicant, the partition combines two tax lots to make one clean and legal parcel for the proposed high school. Staff concurs. Staff also refers to the Facilities Review findings prepared in response to Criterion A of Section 40.03 describing the existing unimproved right-of-way (old 175<sup>th</sup>) that runs north – south through the subject property.

In part, the purpose of the applicant's Preliminary Partition application is to create one legal lot of record where the right-of-way that divides the property would not be shown. Washington County, by signing all land use applications associated with this proposal, consents to this Preliminary Partition application. To date, a separated land use process through Washington County remains for vacating the right-of-way. Staff notes that old 175th right-of-way has no significance to the SCM Street Framework Plan.

As a condition of Preliminary Partition approval, staff recommend a condition where the old 175<sup>th</sup> right-of-way is to be vacated prior to final plat approval. The partition plat will also need to be recorded before final building occupancy. Staff finds the high school building to be set back at a sufficient distance to meet minimum building setbacks standards of the R-1 zone, whether the right-of-way is vacated or not. However, where standards as contained in the Uniform Plumbing Code prohibit private utility lines from crossing property lines, the old right-of-way becomes problematic if the right-of-way were to remain.

**Therefore, staff finds that, with proposed conditions of approval, the proposal meets the criterion for approval.**

4. ***Oversized parcels (oversized lots) resulting from the Partition shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed partition and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.***

Facts and Findings An "oversized lot" is defined in the Development Code as, "A lot which is greater than twice the required minimum lot size allowed by the subject zoning district." The R1 zoning district has a minimum parcel area requirement of 1,000 square feet per dwelling unit, as noted in the Code Conformance Analysis as part of this report. The resulting parcel size, after right-of-way dedication (street frontages), and inclusive of the old 175<sup>th</sup> right-of-way (once vacated) will be more than twice required minimum lot size allowed by the subject zoning district. In this case, future partitioning or subdividing is not expected as the entire property will be developed as a high school campus.

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

5. ***Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:***
- a) ***Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,***
  - b) ***Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where street improvements are proposed, provides a standard street cross section with sidewalks.***

Facts and Findings Section 20.05.15.D applies to property within the R5, R7, and R10 zoning districts. The subject parcels are located within the R1 zoning district. Therefore, Criterion 5 is not applicable to the proposal. Also, lot size averaging is not proposed.

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

6. ***Applications that apply the lot area averaging standards of Section 20.05.15.D. do not require further Adjustment or Variance approvals for the Land Division.***

Facts and Findings Section 20.05.15.D applies to property within the R5, R7, and R10 zoning districts. The subject parcels are located within the R1 zoning district. Therefore, Criterion 6 is not applicable to the proposal. Also, lot size averaging is not proposed.

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

7. ***The proposal does not create a parcel which will have more than one (1) zoning designation.***

Facts and Findings The subject parcels are all currently zoned R1 and will remain under the R1 zoning district. Therefore, the proposal satisfies Criterion 7.

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

8. ***Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.***

Facts and Findings The applicant has proposed development of the subject parcels through a New Conditional Use application, a Design Review Three application and Major Adjustment application. Site Development and Building permits are necessary prior to construction. As a condition of approval, the applicant will also need to record the Final Plat associated with this application prior to final building occupancy.

**Therefore, staff finds that, with proposed conditions of approval, the proposal meets the criterion for approval.**

#### SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and conditions of approval proposed by staff, staff finds that the applicable approval criteria for a Preliminary Partition application (Section 40.45.15.4.C) are satisfied. Staff recommends conditions as necessary to meet the technical requirements identified in Section 40.03.1 of the Development Code. One proposed condition requires submission of a Final Partition application that is subject to administrative review and approval. This application is to submit this application to the city after Street Vacation approval of Old 175<sup>th</sup> through Washington County.

#### RECOMMENDATION:

Based on the facts and findings presented herein, staff recommends **APPROVAL of LD2015-0004 (South Cooper Mountain High School)** subject to the conditions herein.

**MAJOR ADJUSTMENT  
ANALYSIS AND FINDINGS  
South Cooper Mountain High School  
ADJ2015-0005**

The applicant requests Major Adjustment approval for the building height identified to one portion of the proposed school building. Section 40.10.05 of the Development Code identifies the purpose of Adjustment applications. Approval criteria for Major Adjustment are found in Section 40.10.15.2.C of the Development Code. The applicant's response to these criteria are found in the narrative prepared by Angelo Planning Group dated April 2015, pages 14 through 17. Staff incorporates the applicant's written response as findings in support of these criteria. Additional facts and findings are provided herein.

**40.10.15.2.A Major Adjustment Threshold**

An application for Major Adjustment shall be required when...

1. *Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Site Development Requirement specified in Chapter 20 (Land Uses). This threshold does not apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., .5., .6., and .7.*

**Section 40.10.15.2.C. Approval Criteria**

*In order to approve a Major Adjustment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

1. ***The proposal satisfies the threshold requirements for a Major Adjustment application.***

Facts and Findings The applicant proposes a new high school building in the R-1 zone where the building height standard is 60 feet. As the applicant explains, a portion of the proposed building is 75 feet, nine inches and therefore exceeds the standard by approximately 25%.

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

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

Facts and Findings The applicant submitted the required fee.

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

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

Facts and Findings The applicant explains how adjustment to the height standard is being requested in order to accommodate a fly system for the proposed high school theater. The applicant further explains various components of the fly system which have specific dimensions. The applicant also explains how proposal to exceed the height standard is limited to this portion of the school building. According to the applicant, the remainder of the building will comply with the maximum height standard. The applicant also explains the location of the theater/fly tower within the overall context of the site and function of other classrooms and services. Staff concur

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

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

Facts and Findings The applicant explains how the provision of the auditorium/high school theater is a special condition or circumstance unique to the new high school. The applicant further explains the function of the fly system and various components. The applicant further explains how the physical characteristics of the fly system create the hardship. Staff concur.

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

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

Facts and Findings The applicant refers to the pedestrian circulation exhibit and explains how the height adjustment proposal will not obstruct pedestrian or vehicular movement. Staff concur.

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

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

Facts and Findings The applicant states that there are no designated historic resources on the site. The applicant also refers to the significant natural resource areas located elsewhere on site. Staff concurs and notes that no significant trees or groves (according to city inventory) are located on this site.

Therefore, staff finds that the criterion to be not applicable.

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

Facts and Findings The applicant notes that only one adjustment is requested. Staff concur.

Therefore, staff finds that the criterion to be not applicable.

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

Facts and Findings The applicant describes the construction of the theater fly tower and required specifications. The applicant also explains how proposal to exceed the height standard is limited to this portion of the school building. Staff concur.

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

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

Facts and Findings The applicant describes necessary construction elements of the proposed theater fly tower for findings that support how the proposed modification equally meets the intent of the standard to be modified. Staff notes that the applicant has verbally described to staff a plan for adding the future mascot and/or school name to this portion of the building exterior. Staff supports some element (possibly the addition of material elements other than brick) to this part of the school building to provide greater variation in design and articulation. As the first part of Criterion No. 9 provides an option where the applicant is to demonstrate how the proposed modification equally meets the intent of the standard to be modified, staff finds the criterion to be satisfied.

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

10. ***The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless applicable provisions are modified by means of one or more Adjustment, Variance, Planned Unit Development applications that already have been approved or are considered concurrently with the subject proposal.***

Facts and Findings The applicant states that the proposed school is consistent with all applicable provisions of Chapter 20, with the exception of the building height standard subject to Adjustment approval. Staff concur.

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

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

Facts and Findings The applicant notes that proposal is consistent with all applicable provisions of Chapter 60. Staff concur.

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

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

Facts and Findings The applicant explains how Beaverton School District is the property owner and will be responsible for overseeing development and maintenance of the campus. Staff concur.

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

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

Facts and Findings The applicant states that the proposal does not include any lot area averaging. Staff concur.

**Therefore, staff finds that the criterion to be not applicable.**

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

Facts and Findings The applicant has proposed development of the subject property through a New Conditional Use application, a Design Review Three application, a Land Division application, this Major Adjustment application. Site Development and Building permits are necessary prior to construction. Therefore, the proposal satisfies Criterion 14.

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

SUMMARY OF FINDINGS:

Based on evidence provided by the applicant and conditions of approval proposed by staff, staff finds that the applicable approval criteria for a Major Adjustment application (Section 40.10.15.2.C of the Development Code) are satisfied.

RECOMMENDATION:

Based on the facts and findings presented herein, staff recommends **APPROVAL of ADJ2015-0005 (South Cooper Mountain High School) subject to the conditions.**

**Recommended Conditions of Approval – Conditional Use**  
**South Cooper Mountain High School**  
**CU2015-0003**

**If the City of Beaverton Planning Commission approves the proposed Conditional Use to allow the High School as proposed, the Facilities Review Committee recommends that the decision-making authority adopt the following conditions of approval:**

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period.
2. The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit.
3. This staff report, these conditions and accompanying land use order shall be recorded with the Washington County Recorder's Office.
4. All outdoor field activity and events, including but not limited to games, practices and band rehearsals shall be limited to following hours:
  - 7:00 a.m. to 10:00 p.m. weekdays (Monday through Friday)
  - 10:00 a.m. to 8:00 p.m. Saturdays and Sundays
5. All luminaires intended for outdoor sport fields, including the football stadium, shall be turned off from 10:00 p.m. to 7:00 a.m., all days of the week. This condition shall not apply to pole-mounted or other luminaires intend for lighting outdoor parking or pedestrian pathways. This condition does not apply to Friday evenings when home football games are scheduled at the high school campus.
6. To ensure on-site parking availability, the school shall not schedule other events that overlap with home football games.
7. The property owner shall not remonstrate against reconfiguration of the drive access provided to the west parking lot from the collector street. The access is to be perpendicular to the tangent of the curve of the collector street at the point of connection. The property owner shall also ensure that the driveway maintains safe and adequate visibility at the intersection of the drive aisle and the collector street.
8. The property owner shall grant a temporary access easement to the benefit of the abutting property identified as tax lot 1S060000403. The size and location of the temporary access easement shall be determined by the City Transportation Engineer and be of sufficient size and location to provide safe and efficient access to the collector street. The temporary access easement may be terminated when the collector street is in its final alignment and providing access to the same property.
9. Illumination of the high school property shall exceed 0.5 foot-candle power as measured at the lot line of residential properties surrounding the campus.

**Recommended Conditions of Approval**  
**South Cooper Mountain High School**  
**DR2015-0029, LD2015-0004 and ADJ2015-0005**

**If the City of Beaverton Planning Commission approves the proposed Design Review Three, Preliminary Partition and Major Adjustment applications to allow construction of a high school, the Facilities Review Committee recommends that the decision-making authority adopt the following conditions of approval:**

**A. Prior to issuance of a site development permit and any work beyond tree removal and site grading, the applicant shall:**

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, additional site grading, all storm water management (quality and quantity) facilities, all required CWS plantings/mitigation, and parking lot drive aisle paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
7. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)
8. Provide final utility plans that show construction of a minimum 24-inch diameter public waterlines as shown on the preliminary plans (crossing the site to the westerly property line and along the entire length of the 175<sup>th</sup> Avenue frontage). Water system development charge credits against new building permits can be granted for any extra-capacity improvements as determined and administered by the City Utilities Principal Engineer. (Site Development Div./JJD)

9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
10. Submit a copy of the notification of proposed revisions to the Oregon Department of Environmental Quality (DEQ) for the previously issued 1200-C General Permit (DEQ/CWS/City Erosion Control Joint Permit). (Site Development Div./JJD)
11. Submit a copy of issued permits or other required approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (prior to any work within or affecting a jurisdictional wetland). (Site Development Div./JJD)
12. Provide final construction ready plans and a full design storm water report demonstrating proposed provision of treatment and on-site detention as generally depicted on the submitted preliminary utility plan and drainage reports. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event. On all plan sheets that show grading and elevations, the 100 year inundation level and path of system overflow shall be identified. (Site Development Div./JJD)
13. Submit a revised grading plan showing that each proposed building has a minimum finished floor elevation that is at least two feet higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities and any storm water conveyance crossing the project area. This land-use approval shall provide for minor grade changes less than two vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
14. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./JJD)
15. Pay storm water system development charge (overall system conveyance) for any net, new impervious surface area created on site. (Site Development Div./JJD)
16. Have obtained the City Building Official's courtesy review approval of the proposed building plans private site plumbing plan including fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
17. Provide plans for LED street lights along the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director). (Site Development Div./JJD)
18. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the structures shall remain overhead on site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
19. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)

20. Land use approvals shall expire after two (2) years from the date of approval unless prior to that time a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension is filed pursuant to Section 50.93, or that authorized development has otherwise commenced in accordance with Section 50.90.3.B. (Planning/SW)
21. Provide plans that show dedication of right-of-way (ROW) and half-street improvements for 5-lane arterial streets to the Washington County A-2 standard for the area between the curbs. The ROW areas outside of the curbs shall be designed to City of Beaverton Arterial Street standards, as modified to include an on-street regional trail, as required.(Transportation / KR)
22. Provide plans that show dedication of right-of-way and street improvements for a new collector street along the west edge of the property with sufficient width to accommodate two 12' travel lanes, and a 5' bike lane between the curbs, and a 6.5' stormwater swale and 6' sidewalk outside of the curb on the school side of the new street. (Transportation / KR)
23. Provide plans that show that the LIDA facilities will include suitable street trees. (Transportation / KR)
24. Provide plans that show that the vehicular cross-connection between the parking lots can support the weight of a fire fighting apparatus (not less than 12,500 pounds point load or wheel load, and 75,000 pounds live load or gross vehicle weight.) Additionally, the plans need to show that the sections of curbs immediately adjacent to the cross-connection are standard mountable curbs, as shown in Drawing # 201 of the City's Engineering Design Manual (Transportation / KR)
25. Provide a modified site plan that shows pavement differentiation where pedestrian pathways cross drive aisle per Beaverton Development Code, Section 60.05.20.3.E. Note that ADA ramps may be required where pathways cross drive aisles as determined by the Building Official. Revise pedestrian crossings through the student/visitor parking area (Sheet L211) to show pathway and connections constructed with scored concrete or modular paving patterns, in addition to providing student/visitor crossing signs. (Transportation/KR)
26. Provide plans that show the installation of a new traffic signal at the intersection of the new collector street with SW Scholls Ferry Rd. (Transportation / KR)
27. Provide plans that show the installation of a new traffic signal at the new school access on SW 175<sup>th</sup> Avenue. (Transportation / KR)
28. Provide plans that shows the modification of the traffic signal on SW Scholls Ferry Road and 175<sup>th</sup> Avenue to accommodate the roadway improvements. (Transportation / KR)
29. Provide plans showing walkways along the north side of the stadium to accommodate the Beaverton Police Department Tactical Response Vehicle. For the pathway shown as an ambulance route on Sheet L101, the applicant shall provide an opening in the fence that will adequately accommodate a standard ambulance and ensure that the pavement is designed to support the load of an ambulance's weight. (Transportation/KR)
30. Ensure compliance with necessary fire access, firefighting water supplies including hydrants. Plans for Site Development are to show the location of all necessary improvements related to fire apparatus access, firefighting water supplies, hydrants and other emergency service features are provided as directed in the document prepared by Tualatin Valley Fire & Rescue dated April 22, 2015 (TVF&R/JF)
31. The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet is available from the Fire Marshal's Office (OFC B105.3). Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Beaverton Building Services. (Fire / JF)

32. The minimum number and distribution of fire hydrants available to a building shall not be less than listed in Appendix C, Table C 105.1. (Fire / JF)
33. The angles of approach and departure for fire apparatus road shall not exceed eight degrees (OFC 503.2.8, NFPA 1901). (Fire / JF)
34. Submit plans showing ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container, or a 2-1/4 inch container if planted 18 inches on-center. (Planning/SW)
35. Submit plans showing all new landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/SW)
36. Obtain a Washington County **Facility Permit** as directed in the document prepared by Washington County Land Use and Transportation dated May 6, 2015. A copy of issued permits or other approvals as needed from Washington County is to be provided to the city for all the proposed work within the affected County road right of ways (SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road). (Site Development Div. / JJD)
37. Submit plans showing a minimum of 122 bike parking spaces and ensure that all spaces are lighted to at least the minimum standard of 0.5 foot-candles, visible, and conveniently located for staff and students riding bikes. (Transportation / KR)
38. Submit plans showing designation and adequate signing for at least 3% of the total parking spaces on the site as reserved for carpool or vanpool parking. The reserved parking spaces shall be the closest spaces to the primary employee or student entrance(s), besides the ADA-compliant parking spaces. (Transportation / KR)
39. Submit plans showing all pedestrian walkways are lighted to at least the minimum standard of 0.5 foot-candles. (Transportation / KR)
40. Submit plans showing signage to mark the regional community trails on the site that complies with Tualatin Hills Park and Recreation District standards. (Transportation / KR)

**B. Prior to building permit issuance, the applicant shall:**

42. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
43. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
44. The proposed project shall comply with the State of Oregon Building Code in effect as of date of application for the building permit. This currently includes the following: The 2009 edition of the International Building Code as published by the International Code Conference and amended by the State of Oregon (OSSC); The 2009 edition of the International Residential Code as published by the International Code Conference and amended by the State of Oregon (ORSC); 2009 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2009 edition of the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials and amended by the State of Oregon (OPSC); the 2011 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and the 2009 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). The 2014 OSSC, OMSC and IFC will take effect July 1,

2014. Permit applications received prior to September 30, 2014 may use either 2011 or 2014 OSSC, OMSC and IFC. (Building / BR)
45. Applications for plan review must include the information outlined in the Tri-County Commercial Application Checklist. Incomplete applications will not be accepted. (City policy) (Building / BR)
  46. The City offers phased permits, for foundation/slabs, structural frame, shell and interior build-out (TI): An applicant desiring to phase any portion of the project must complete the Tri-County Commercial Phased Project Matrix or each phased portion. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at [www.beavertonoregon.gov](http://www.beavertonoregon.gov) Note: Except private site utilities (potable water, sanitary and storm sewer lines), Excavation and Shoring, Site Utilities and Grading are not permits issued by the Building Division and therefore area not part of part of the City's phased permit process. (Building / BR)
  47. Plan submittals may be deferred as outlined in the Tri-County Deferred Submittals list. Each deferred submittal shall be identified on the building plans. No work on any of the deferred items shall begin prior to the plans being submitted, reviewed and approved. (Building / BR)
  48. Unless they are identified as a deferred submittal on the plans, building permits will not be issued until all related plans and permits have been reviewed, approved, and issued (i.e., mechanical, plumbing, electrical, fire sprinkler systems, fire alarm systems, etc. (City policy) (Building / BR)
  49. Projects involving new buildings and additions are subject to System Development fees. (Building / BR)
  50. A separate plumbing permit is required for installation of private on-site utilities (i.e., sanitary sewer, storm sewer, water service, catch basins, etc. If the applicant desires to install those types of private utilities during the same period as the "Site Development" work, a separate plumbing application must be submitted to the Building Services Division for approval. (Building / BR)
  51. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building / BR)
  52. The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. (Fire / JF)
  53. Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1) This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
  54. The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
  55. A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1)

56. Include a lighting plan as part of the building plans, where the parking area under the building is illuminated consistent with City lighting technical standards in 60.05-1 of the Development Code. (Planning/SW)
57. Pay a proportional share of the cost to improve the intersection of SW 175<sup>th</sup> Ave. and SW Kemmer Rd. to Washington County. The current estimate of the cost to improve the intersection is \$2.5 million, with the high school's share estimated at \$314,379. (Transportation / KR)

**C. Prior to Final Plat approval, the applicant shall:**

58. Have submitted a copy of the final vacation order from Washington County for the old alignment of 175<sup>th</sup> Avenue. (Site Development Div./JJD)
59. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed rights of way and easements are of sufficient width to meet current City standards in relation to the physical location of the substantially completed site development and frontage improvements. (Site Development Div./JJD)
60. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording concurrently with the final plat at Washington County. (Site Development Div./JJD)
61. Record to the final plat, as required by Washington County, the dedication of additional right-of-way to provide a minimum of **49 feet** from centerline of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, and dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Scholls Ferry Road/SW 175<sup>th</sup> Avenue Road and the new Collector street. The final plat shall include a provision of a non-access reservation along SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road frontage, except at the accesses approved in conjunction with this land use application. (Wash. Co / NV)
62. Dedicate all right-of-way shown on the approved Site Development Permit plans. (Transportation)

**D. Prior to each final building permit inspection or occupancy permit issuance, the applicant shall:**

63. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
64. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
65. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
66. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
67. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
68. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required for the specific building, as determined by CWS. (Site Development Div./JJD)

69. Ensure all site improvements, including landscaping are completed in accordance with landscape plans (L Sheets) marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
70. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
71. Ensure construction of all exterior lighting is completed in accordance with the approved plans (E-Sheets) marked "Exhibit C" and fixture details, except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line.
72. Ensure deciduous or evergreen shrubs are installed at a minimum, using one-gallon containers or 8 inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/SW)
73. Ensure existing landscaping (to remain on-site) is replaced if impacted by construction. (Planning/SW)

**E. Prior to release of performance security, the applicant shall:**

74. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
75. Submit any required on-site easements not already dedicated on the plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)



South Cooper Mountain Community Plan – Street Framework

Figure 10: Community Plan Street Framework

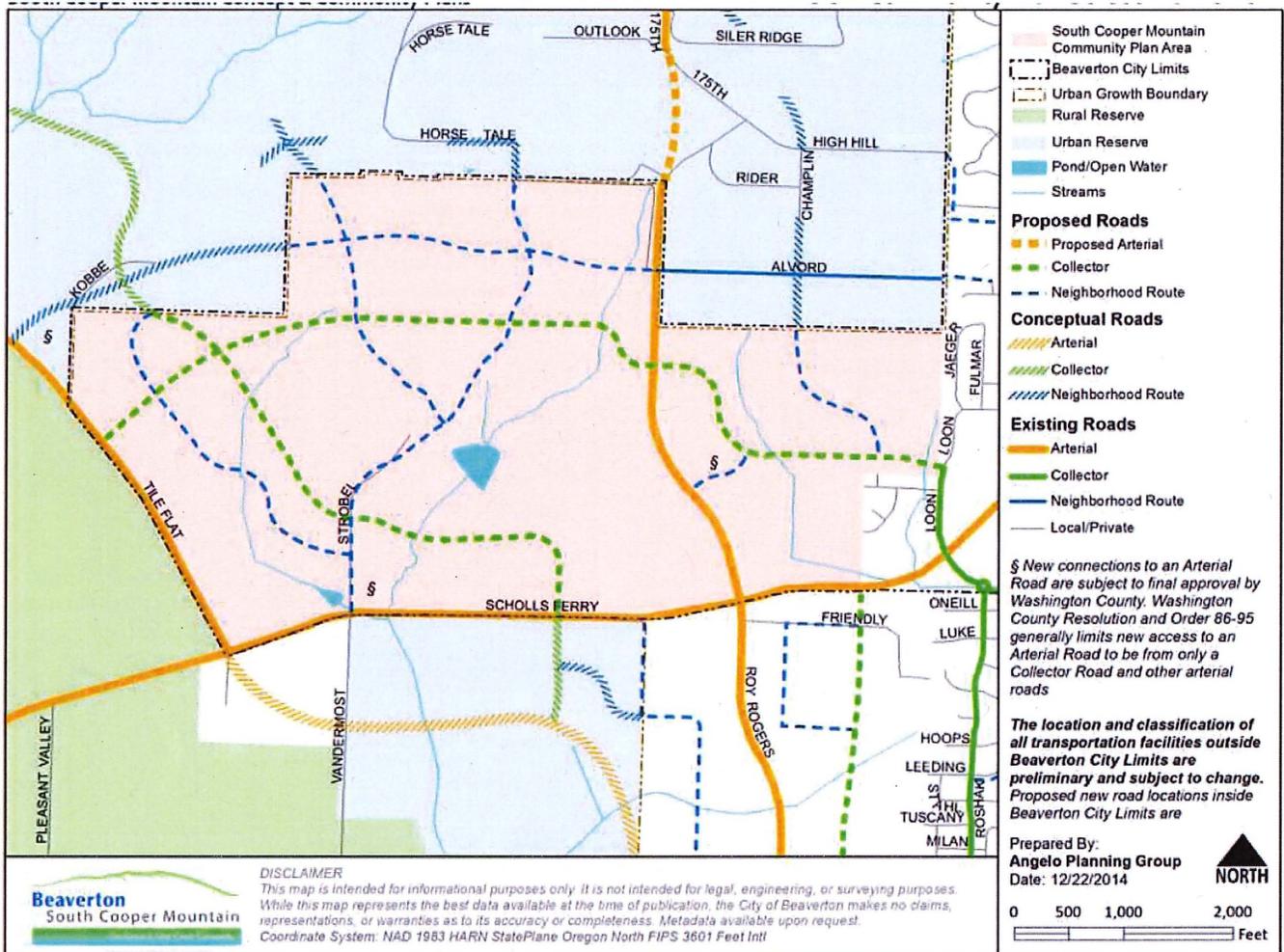


Exhibit 6

# MEMORANDUM

## Beaverton Police Department



DATE: April 23, 2015

TO: Scott Whyte

FROM: Officer Barkley

SUBJECT: South Cooper Mountain High School

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Thank you for finding a time to sit down with Sergeant McDonald and me in regards to the plans for the South Cooper Mountain High School. We both looked over the plans and found some points of concern. Sergeant McDonald is the School Resource Sergeant who supervises our school resource officer team. He has safety concerns at existing schools within our School District and believes bringing those to the table before plans have been finalized would be ideal. Additionally I attended a 40 hour Crime Prevention Through Environmental Design (CPTED) course. The class outlines ways in which we can use our built environment to make a place safer and deter crime from happening. A small portion of that class was going over site plans and making suggestions based off the site plans. Using both our perspectives we found the following safety concerns with the South Cooper Mountain High School site plans.

One concern on the campus is emergency vehicle accessibility. In looking over the Emergency Circulation Plans, roads appear to be too narrow in places and some are not accessible by fire trucks. (I am aware Tualatin Valley Fire & Rescue has been given the same plans and will most likely review them and provide their own comments.) Currently the plans only show ambulances having access to the north fields. There appears to be no emergency access on the far west property line of the school. After hours event parking plans indicated that cars will parallel park around the outside of the student and staff parking lots. In the event that emergency vehicle response is needed, the width needs to be wide enough for responding vehicles to pass through when cars are parked in the above referenced manner.

The layout of the courtyard on the south side of the building poses challenges in the event of a large scale emergency response. The area is designed to be a dead end, and current plans show the courtyard being surrounded on three sides by the four story school. Should a large scale police (and/or fire) response be required, this layout lends itself to access / egress difficulties. At a minimum, I recommend you consult Tualatin Valley Fire and Rescue to verify that the roadway leading around the back of the school be constructed in such a manner that it adequately supports their fire apparatuses.

There is a student parking lot with 350 stalls and a staff parking lot with 200 stalls. There appears to be only one way in and out of the student parking lot. If traffic is obstructed at the

intersection on SW 175<sup>th</sup>, the students will be stuck in the parking lot. The same is true with the staff parking lot only having one entrance and exit. CPTED would recommend the two parking lots be connected in the event one exit is closed or blocked.

In looking at the proposed landscaping for the school there are a couple areas of note. In looking at the site plans it appears there are too many trees in multiple areas blocking sight lines. This occurs primarily in the parking lots. When thinking about landscaping there is a simple concept to remember. All bushes/hedges should not be higher than two feet off the ground and the lowest tree limb should not be lower than six feet from the ground. Having the clearance to see through an entire area gives people a sense of safety and will deter people from hiding on the grounds. If cameras are going to be used on the property for surveillance, trees will obstruct a lot of line-of-sight views. For the vegetation that will be used, select trees, bushes, and hedges that grow naturally in the northwest that are easy to maintain. You can also choose to use an aggressive vegetation, such as holly. Aggressive vegetation typically has some kind of thorn on it, making it uncomfortable to hide in and will deter people from occupying the space.

With the parking lots being the main location for students on campus, when not in school, the parking lots need to be very well lit and unobstructed. Lights should be white light sources and I recommend using LED lights. The light poles should have housing units that reflect all the light down to the pavement. Additionally trees should NOT be planted near light poles. (We have issues with this currently on various school properties. Trees were planted directly next to or underneath light poles. Ten to 15 years later those trees have grown and obstruct most of the light being emitted.)

The primary concern on school campus should be student, staff, and visitor safety. Having the appropriate emergency vehicle access, vehicle circulation, lighting and landscaping will help achieve those goals.

DaNeshia Barkley  
Beaverton Police Department  
Community Resource Officer



**WASHINGTON COUNTY, OREGON**

Department of Land Use and Transportation, Operations & Maintenance Division  
1400 SW Walnut Street, MS 51, Hillsboro, Oregon 97123-5625  
(503) 846-7623 · FAX: (503) 846-7620

Exhibit 7  
RECEIVED

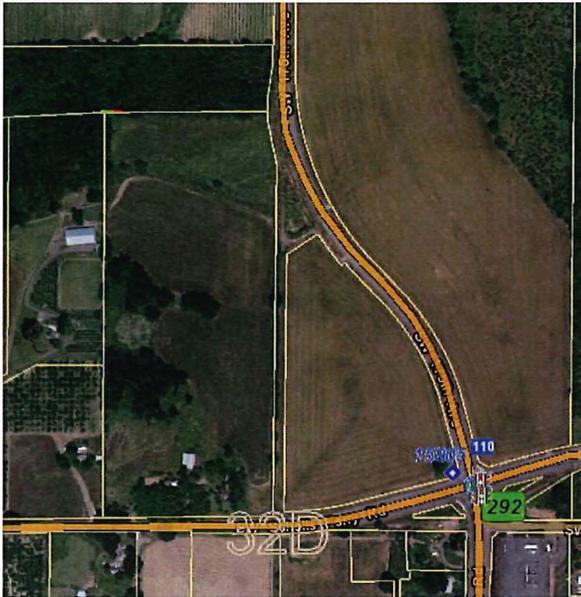
MAY 06 2015

City of Beaverton  
Planning Services

May 6, 2015

**Scott Whyte**  
**City of Beaverton**  
**PO BOX 4755**  
**Beaverton, OR 97076**  
**No. of pages: 6 (via Email)**

**RE: South Cooper Mountain High School (BSD)**  
**City File Number: DR2015-0002/CU2015-0003/DR 2015-0029/LD2015-0004**  
**County File Number: CD-52/CP-53**  
**Tax Map and Lot Number: 2S1 0600 – 205 & 800**  
**Location: SW Scholls Ferry Road/SW 175<sup>th</sup> Avenue**



**Washington County Department of Land Use and Transportation** has reviewed this development application for a new High School for the Beaverton School District and submits the following conditions required for access to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, County-maintained Arterials (5 Lanes).

## COMMENTS (Revised)

1. The minimum access spacing standard for SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue is **600** feet, measured between access points on each side of the road as required by Resolution and Order 86-95 (R&O 86-95) and Section 501-8.5.B of the Community Development Code.

***The proposed accesses to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue meet this spacing standard. To implement the County's access-spacing standards, the applicant will be required to record a motor vehicle access restriction along the site's frontage of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue.***

2. Resolution and Order 86-95 requires a minimum sight distance (measured in feet) equal to ten times the vehicular speed of the road(s) at proposed access location(s). This requirement applies to sight distance in both directions at each access.

***The applicant will be required to provide certification from a registered professional engineer that adequate intersection sight distance exists in both directions (or can be obtained pursuant to specific improvements) at all proposed accesses to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue prior to commencing construction activities on the subject site.***

3. Consistent with statewide pedestrian circulation/linkage goals of the Transportation Planning Rule and the County's R&O 86-95 (road safety requirements), the County normally requires sidewalk installation as a minimum road safety improvement along site frontage of all County-maintained roads. Sidewalks further establish future street profiles, demarcate County or City right-of-way, and address drainage issues. Sidewalk requirements are not generally waived, even when sidewalk is not currently present on neighboring properties. Rather, even non-contiguous sidewalk is considered to provide some measure of pedestrian refuge and ideally, makes possible eventual connection of sidewalks (as surrounding development takes place and is likewise conditioned to provide sidewalk). Additionally, the Washington County Road Design and Construction Standards require provision of adequate drainage along a site's frontage of a county road.

***Construction of a half-street (pavement, gutter, curb, planter strip, street trees, sidewalk and illumination) to an A-2 County standard along the subject site's frontage of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue is required. The County will defer to City width standards for sidewalks and planter strips. The LIDA facilities proposed on SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road shall incorporate County standards as required by County Engineer (surface measures).***

***Note: For half street improvements, an applicant shall provide street lighting consistent with County engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing County service district for lighting or other funding method approved by the County Engineer.***

4. The statewide Transportation Planning Rule requires provision for adequate transportation facilities in order for development to occur. Accordingly, the County has classified roads and road segments within the County system based upon their function. The current Transportation Plan (regularly updated) contains adequate right-of-way, road width and lane provision standards based upon each roadway's classification. Subject right of way is considered deficient if half-width of the existing right of way does not meet that determined necessary within the County's current transportation plan.

***The applicant is required to dedicate additional right-of-way to provide a minimum of 49 feet from centerline of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, including adequate corner radius at all intersections with County-maintained roads. Dedication of additional right-of-way may be required to construct public improvements required in the City's Notice of Decision and the County's Traffic Staff Report.***

*Note: All private signage and improvements are required to be located outside of the dedicated ROW.*

5. ILLUMINATION- Resolution and Order No. 86-95 requires access points on collectors and arterials to be adequately illuminated.

***This requirement will be met with the installation of continuous illumination along the site's frontage of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue.***

6. ***Washington County Traffic Engineering staff reviewed the Traffic Impact Analysis (DKS – March, 2015) submitted for this development proposal as required by R&O 86-95. The County concurs with the traffic mitigation measures included in the applicant's Traffic Impact Analysis and the City of Beaverton's Staff Report.***

## **REQUIRED CONDITIONS OF APPROVAL**

### **IMPORTANT:**

Road improvements required along site frontage shall apply to frontage of all land within the subject site that abuts the County roadway. **The subject site shall be considered to include:** any lot or parcel to be partitioned or otherwise subdivided (regardless of whether it contains existing structures or not); **and** any contiguous lots or parcels that constitute phases of the currently proposed development.

If the applicant proposes to develop the project in phases, all County-required frontage improvements must be constructed with the first phase. In addition, off-site improvements **warranted** by the first phase must also be completed with the first phase. **Refer to the following link to access Washington County Road Design and Construction Standards:**

<http://www.co.washington.or.us/LUT/Divisions/Engineering/ConsultantResources/road-design-standards.cfm>

### **I. PRIOR TO ISSUANCE OF A BUILDING PERMIT BY THE CITY OF BEAVERTON:**

- A. The following shall be represented on the plat and recorded with Washington County:

1. Dedication of additional right-of-way to provide a minimum of **49 feet** from centerline of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue.
2. Dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Scholls Ferry Road/SW 175<sup>th</sup> Avenue Road and the new Collector street.
3. Provision of a non-access reservation along SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road frontage, except at the accesses approved in conjunction with this land use application.
4. Additional right-of-way to construct the traffic mitigation measures identified in the City's Notice of Decision and the applicant's Traffic Impact Analysis (DKS - March 2015).

B. Submit to **Washington County** Public Assurance Staff, 503-846-3843:

1. Completed "Design Option" form.
2. **\$50,000.00** Administration Deposit.

*NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.*

3. A copy of the City's Land Use Approval with Conditions and County's letter, signed and dated.
4. Preliminary certification of adequate sight distance for each access point to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:
  - a. A detailed list of improvements necessary to produce adequate intersection sight distance (refer to the following link for sight distance certification submittal requirements).

<http://www.co.washington.or.us/LUT/Divisions/CurrentPlanning/development-application-forms.cfm>

5. Three (3) sets of complete engineering plans for construction of the following public improvements:

- a. Half-street improvement to an **A-2** County standard along SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue frontage (sidewalk and planter strip widths to City standards). The LIDA facilities shall incorporate County standards as required by the County Engineer.

NOTE: Bike Lanes shall be designed to include a 5' lane with a 2' buffer.

- b. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at each access point to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue.
- c. Closure of all existing driveways to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue to County standards.
- d. Installation of continuous illumination along the site's frontage of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue to County standards.
- e. All work proposed within the right-of-way of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue shall be designed and constructed to County standards.
- f. All accesses to SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue to County Standards.
- g. Construction of traffic mitigation measures identified in the applicant's Traffic Impact Analysis (DKS – March 2015) and the City's Notice of Decision to County standards.

6. Submit a copy of the LIDA facilities maintenance agreement between the City of Beaverton and Beaverton School District.
7. Submit the applicant's proportional share for future improvements to the intersection of SW Kemmer Road and SW 175<sup>th</sup> Avenue.

C. Obtain a Washington County **Facility Permit** upon completion of the following:

1. Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions **I.B.5**.

**NOTE:** The Public Assurance staff (503-846-3843) will send the required forms to the applicant's representative **after** submittal and approval of items listed under **I.B**.

*The Facility Permit allows construction work within County rights-of-way and permits site access only after the developer first submits plans and obtains Washington County Engineering approval, obtains required grading and erosion control permits, and satisfies various other requirements of Washington County's Assurances Section including but not limited to execution of financial and contractual agreements. This process ensures that the developer accepts responsibility for construction of public improvements, and that*

*improvements are closely monitored, inspected, and built to standard in a timely manner. Access will only be permitted under the required Washington County Facility Permit, and only following submittal and County acceptance of all materials required under the facility permit process.*

## II. PRIOR TO OCCUPANCY:

Obtain a Finaled Washington County **Facility Permit**, contingent upon the following:

- A. The road improvements required in condition **I.B.5.** above shall be completed and accepted by Washington County.
- B. Upon completion of necessary improvements, submit **final** certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.

*Note: The property owner shall continuously maintain adequate sight distance. This may require the property owner to periodically remove obstructing vegetation from the road right-of-way (and on site).*

**Requirements** identified within this letter are considered by the County to be minimum warranted improvements (and/or analyses) that are necessitated by the proposed development, therefore it is requested that they be conveyed to the applicant within the City's Approval document. **Please send a copy of the subsequent Final City Notice of Decision to the County for our records.**

**Thank you for the opportunity to comment. If you have any questions, please contact me at 503-846-7639.**

Naomi Vogel  
Associate Planner

Cc: Rob Saxton P.E., Road Engineering Services  
Traffic Engineering Services  
Paul Seitz, Assurances Section  
Transportation File



Exhibit 8

www.tvfr.com

April 22, 2014

Scott Whyte  
Senior Planner  
City of Beaverton  
12725 SW Millikan Way  
Beaverton, OR 97076

**RE: LD2015-0004 BSD SOUTH COOPER MOUNTAIN HIGH SCHOOL**

Dear Scott Whyte,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

### **FIRE APPARATUS ACCESS:**

- FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
- ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL: Buildings exceeding 30 feet in height** or three stories in height shall have at least two separate means of fire apparatus access. Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two approved separate means of fire apparatus access. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. (OFC D104)
- AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever

223

North Operating Center  
20665 SW Blanton Street  
Aloha, Oregon 97078  
503-649-8577

Command & Business Operations Center  
and Central Operating Center  
11945 SW 70<sup>th</sup> Avenue  
Tigard, Oregon 97223-9196  
503-649-8577

South Operating Center  
8445 SW Elligsen Road  
Wilsonville, Oregon  
97070-9641  
503-649-8577

Training Center  
12400 SW Tonquin Road  
Sherwood, Oregon  
97140-9734  
503-259-1600

is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)

4. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4)
5. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Code Official), measured in a straight line between accesses. (OFC D104.3) Exception: Buildings equipped throughout with an approved automatic fire sprinkler system (the approval of this alternate method of construction shall be accomplished in accordance with the provisions of ORS 455.610(5)).
6. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. The fire district will approve access roads of 12 feet for up to three dwelling units and accessory buildings. (OFC 503.2.1 & D103.1)
7. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)  
  
**NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
  1. 20-26 feet road width – no parking on either side of roadway (signage to indicate the no parking)
  2. 26-32 feet road width – parking is allowed on one side (signage to indicate the no parking side)
  3. Greater than 32 feet road width – parking is not restricted
8. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
9. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
10. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)

11. **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
12. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.

## **FIREFIGHTING WATER SUPPLIES:**

13. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi.  
**Note:** Appendix B, Section B106, Limiting Fire-Flow is also enforced, save and except for the following:
  - In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
  - In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
  - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
14. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

## **FIRE HYDRANTS:**

15. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
  - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
  - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
16. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in (OFC Table C105.1)

17. **FIRE DEPARTMENT CONNECTIONS**: A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13)
- Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
  - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants (as diagramed below).

## **BUILDING ACCESS AND FIRE SERVICE FEATURES**

18. **KNOX BOX**: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1)

If you have questions or need further clarification, please feel free to contact me at (503) 259-1414.

Sincerely,

*Jeremy Foster*

Jeremy Foster  
Deputy Fire Marshal II



## MEMORANDUM

TO: Planning Commission  
FROM: Scott Whyte, Senior Planner *SW*  
DATE: June 12, 2015  
SUBJECT: **Applicant's response to Planning Commission topics and additional public testimony received in response to South Cooper Mountain High School (Case Files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005). Continued public hearing to be held on June 24, 2015.**

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On May 27, 2015, the Planning Commission opened the public hearing for South Cooper Mountain High School. After receiving public testimony, the Commission closed the hearing and deliberated on the proposal. After a short break, the applicant requested a continuance of the hearing to June 24, 2015. In part, testimony received on May 27 requested that the record remain open for a period of at least seven days, consistent with procedures described in the City Development Code (Section 50.55.7) and Oregon Revised Statutes (Section 197.763(6)).

Enclosed with this memo is all additional written testimony received after the May 27 hearing, up to the date of June 3, 2015 (end of the seven day open record period). Written testimony includes:

- Letter from Brian Wegener, Tualatin River Keepers, dated June 1, 2015.
- Letter from Fran Warren, 17830 SW Outlook Lane, Beaverton, dated June 1, 2015.
- Letter from David J. Hunnicutt, Attorney for Ed and Kathy Bartholemy, June 2, 2015.
- Letter from Liles Garcia, Chair of Washington County CPO 6, dated June 3, 2015
- Memorandum from Buff Brown, City of Tigard, May 27, 2015 (received after hearing).

Staff forwarded the above written testimony to the applicant on June 4, 2015. Also included with this memo are materials received from the applicant, specifically:

- Letter from Leslie Imes, Beaverton School District, dated June 10, 2015, titled Beaverton School District Response to Planning Commission Topics.

On June 17, staff will provide Commissioners with a separate staff memorandum that responds to the applicant's letter, Planning Commission topics and additional testimony received. The purpose of this memo is to provide time for Commissioners to review and digest additional materials received to date.



Date: June 10, 2015  
To: Beaverton Planning Commission  
From: Leslie Imes, Beaverton School District  
cc: Richard Steinbrugge, BSD  
Frank Angelo, Angelo Planning Group  
Steve Sparks, City of Beaverton  
Scott Whyte, City of Beaverton  
Re: Beaverton School District Response to Planning Commission Topics

At the May 26<sup>th</sup> High School Public Hearing the Beaverton Planning Commission requested additional information on a number of topics. The project team has prepared a series of Topic Papers that directly address these topics and provide clarifying information or elaborate on topics already in the record. The District's response is organized as follows:

Response to Planning Commission Topics (May 26<sup>th</sup> Public Hearing)

- A. Building Design
- B. Site Design
- C. Wetlands
- D. Transportation
- E. Other Topics

The District will present information on building design refinements and wetlands during the Applicant presentation time on the agenda. As well, we will be prepared to respond to questions on any individual topics at the June 24<sup>th</sup> Planning Commission meeting.

**District Goal:** All students will show continuous progress toward their personal learning goals, developed in collaboration with teachers and parents, and will be prepared for post-secondary education and career success.

The Beaverton School District recognizes the diversity and worth of all individuals and groups. It is the policy of the Beaverton School District that there will be no discrimination or harassment of individuals or groups based on race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, marital status, age, veterans' status, genetic information or disability in any educational programs, activities or employment.

# Building Design

## Topic Papers:

1. Building Design
  - a. Site Context
  - b. Design Direction
  - c. Site Plantings
  - d. Building / Architectural Design Refinements

## **TOPIC: Building Design**

The proposed South Cooper Mountain High School has generated community excitement as well as a series of detailed questions about its' design direction. The purpose of this topic paper is to provide additional building design detail and clarity to City of Beaverton Planning Commissioners and staff by explaining why certain design choices have been made.

In addition to this, the Beaverton School District and the Design Team met with city staff after the first Planning Commission hearing to present and discuss several specific design changes that are being proposed as a result of public input. These specific design changes are described in the narrative and revised renderings that are included in this document.

In order to better understand the proposed design direction, it is important to first understand that high schools are very different than retail, commercial and mixed use buildings. As an investment of public funds with the primary goal of providing high quality education for the citizens of Beaverton, a high school is vastly more complex than a home, a shopping center or an apartment building. Whereas these residential and commercial types of buildings have a relatively short life and limited purpose, a high school is a significant public building and institution that must stand the test of time and be constructed to last for the next 100-150 years or more. As a result of this commitment, schools must be designed very differently than any other kind of building.

There are three guiding principles that drive the design of educational facilities in general, and have driven the design of the new South Cooper Mountain High School:

### **Form Follows Function**

A high school is a "machine for teaching and learning". Containing 330,000-square-feet and housing 2,200 students and 200 staff, this high school must provide for hundreds of individual rooms, each with a very specific purpose. Even describing the types of rooms and the relationships that they must have to each other is an incredibly complex task as represented by the 550-page educational specifications that do just that. This document can be viewed at: <https://www.beaverton.k12.or.us/depts/facilities/development/Documents/14-0613%20Beaverton%20Ed%20Spec%20HS%20FINAL.pdf>

In order for the high school to provide for the highest level of teaching, learning and flexibility for the future, each room within the program must have a specific size and shape and must be located next to other spaces that support it. The shape, form and overall design is driven by these requirements and generally results in building forms that are simpler, larger, and more rectilinear than one might find at a retail center or apartment building. To do otherwise would compromise the ability of teachers and students to do their best work. The kinds of nooks, crannies and offsets that are commonly found in residential and retail architecture are inappropriate for high school buildings as those features compromise fundamental functional relationships and security guidelines by providing places that cannot be easily monitored.

In addition to this, high schools must be designed to accommodate long term flexibility. Over the next 100 years as the face of education evolves, it is likely that the school will be remodeled or reconfigured several times. Building forms that are highly articulated and complex do not provide as much flexibility as building forms that are simpler and more rectilinear. Retail and residential buildings do not require this degree of flexibility, and therefore can have more highly articulated floor plans.

### **Design to Withstand the Tests of Time**

Public High Schools are much more heavily used than residential or commercial buildings and must be designed to provide durability, ease of maintenance and cost effective operations. The costs of providing durable and long-lasting infrastructure are generally reflected in the initial costs of construction, but the greater expense over the life of the building is the cost to operate, maintain and repair the facility. The overall goal of the Beaverton School District is to direct the majority of its' annual operational budget towards the support of teaching and learning. Every dollar spent on unnecessary design complexity, maintenance, repairs and operations is a dollar that will not be in the classroom. In order to support this goal, the District has developed robust technical standards for durable, time-tested, highly efficient systems and materials.

It is a simple fact that the South Cooper Mountain High School is being designed to meet a given construction budget. During the design process, the design team had several discussions about the form and materiality of the high school. With any project, there must be a balance between the shape of the building, the amount of articulation it has and the final material choice. It is generally true that more complex building forms must be built of cheaper materials in order to meet a given budget. Likewise, it is generally true that simpler building forms can be constructed of more durable materials within the same budget. It has been a conscious design choice to keep the overall form of the building simple and straightforward. This choice keeps the overall amount of exterior wall surface to a minimum, and as a result, allows for a higher quality, more durable exterior material to be used.

In this case, the material of choice is brick. Brick has the lowest first cost of installation of all materials considered with the exception of corrugated metal siding, yet it has the highest level of durability and lowest cost of maintenance/repair than all other considered materials. The choice of brick represents the best long term investment of public funds and also provides the greatest range of colors, textures and detailing towards the goal of meeting the City of Beaverton Design Guidelines.

Another topic that the design team discussed was the proper amount of glass that should be included in the design. The amount of glass has a direct impact on the energy efficiency of any building and is now highly regulated by the Oregon Energy Code (OEC). The maximum amount of glass allowed by the OEC is between 30%-35%. South Cooper Mountain High School has the maximum amount of glass allowed under the prescriptive path. This takes the form of large,

vertically oriented window that are located primarily in the classrooms, with some additional areas of window wall focused primarily in the commons and media center.

### **Pacific Northwest Architectural Traditions**

The Pacific Northwest has a 100-year-plus tradition of designing and constructing high schools as important civic institutions. South Cooper Mountain High School has been designed to be a contemporary interpretation of these long-standing traditions.

Franklin High School in Southeast Portland was cited by City of Beaverton staff as one of the finest examples of this tradition. Key design characteristics this, and many other traditional civic high schools include:

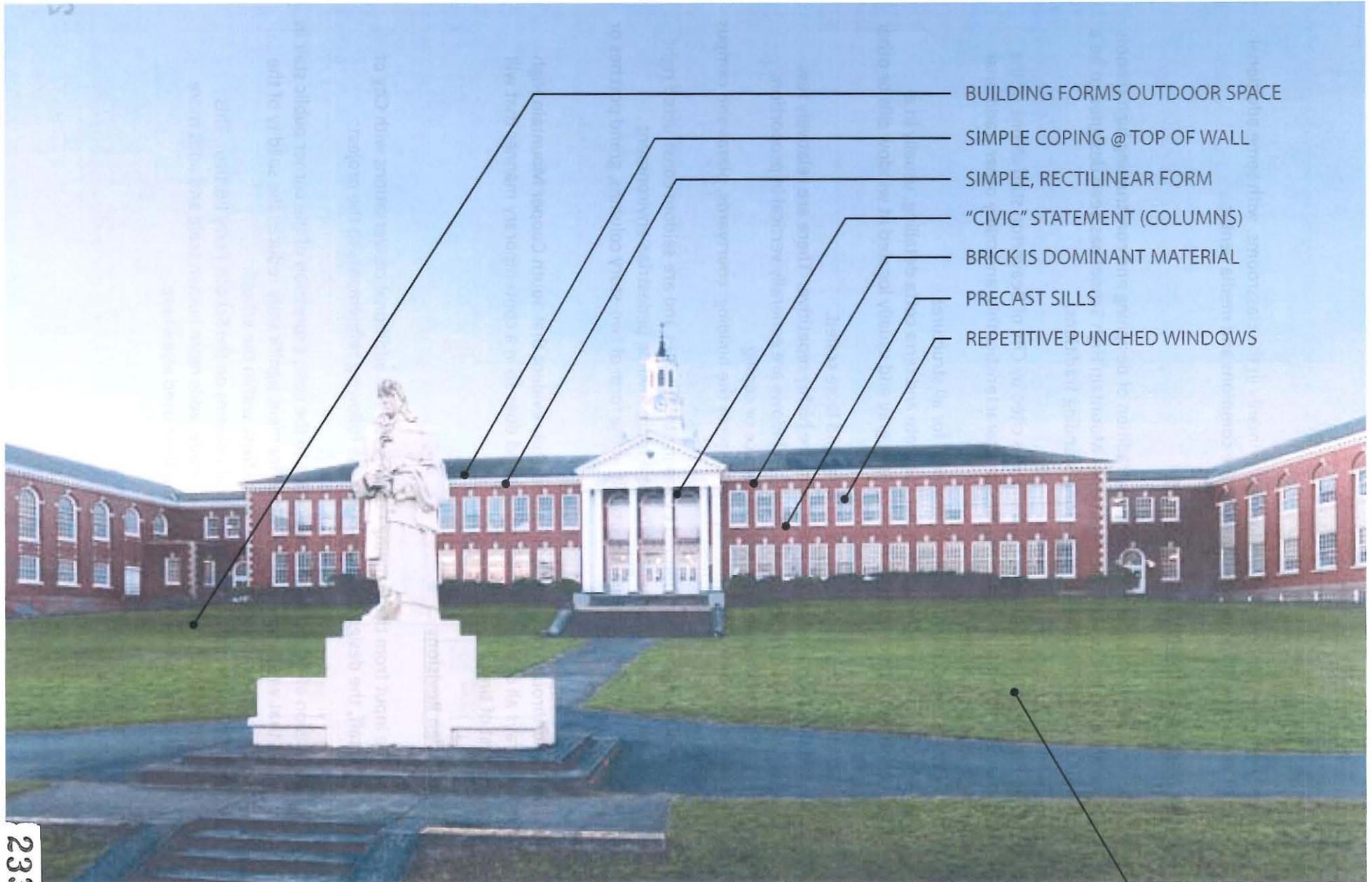
- Brick is the dominant building material for all structures
- Accent materials include precast concrete and terra cotta detailing, usually in a contrasting color such as white or light gray and usually located at window sills or other features.
- Building forms are simple, rectilinear and large scaled.
- Windows are always “punched” and are highly repetitive. There are relatively few different window shapes and sizes. Windows are generally vertical in proportion.
- The tops of walls feature a small cornice or coping.
- Outdoor rooms are formed by the shape of the building; courtyards, plazas and campus greens.
- The buildings are surrounded by green street edges and are seldom constructed right on the sidewalk in order to provide a more inviting pedestrian environment
- There is a “civic” statement, usually in the form of two-story columns, grand porches or clock towers.

When viewed through this lens, it is immediately evident that South Cooper Mountain High School portrays all of these characteristics, and does so in a contemporary manner that will stand the test of time.

### **Specific Design Revisions**

Based on the input from the Planning Commission and additional conversations with City of Beaverton staff, the design team proposes the following refinements to the project:

- Extension of the Scholls Ferry Portico to the east; expression of the corner public stair in glass that wraps the corner. This refinement significantly reduces the solidity of the corner and expresses more of the activity within the school.
- Addition of precast concrete vertical columns on the Scholls Ferry Portico. This refinement adds verticality to the façade, adds more human scale and adds more materiality that is different than the brick used elsewhere.



- BUILDING FORMS OUTDOOR SPACE
- SIMPLE COPING @ TOP OF WALL
- SIMPLE, RECTILINEAR FORM
- "CIVIC" STATEMENT (COLUMNS)
- BRICK IS DOMINANT MATERIAL
- PRECAST SILLS
- REPETITIVE PUNCHED WINDOWS

GREEN EDGES

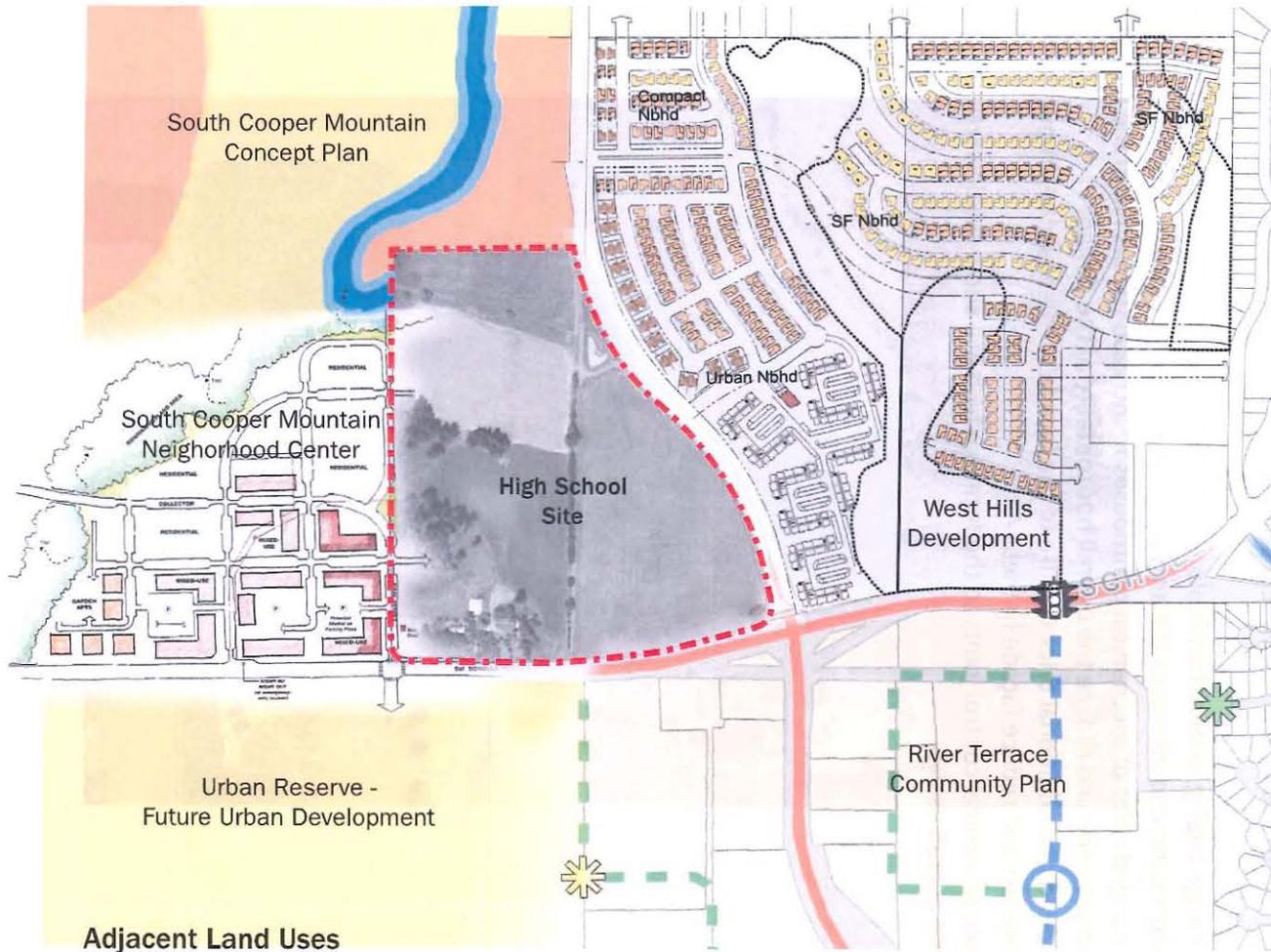
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### HISTORICAL PRECEDENT - FRANKLIN HIGH SCHOOL - PORTLAND, OR

- Addition of large scale window wall on the 175<sup>th</sup> elevation. This refinement expresses the nature of the program within; there are two large seminar rooms in this location. It reduces the amount of brick, reduces the overall feeling of mass, and adds a level of refined detail with vertical sun shades.
- Replaced brick sills with precast sills. This refinement reduces the amount of brick on the façade, adds material variety and increases the amount of shade and shadow on the façade.
- Change coping material and color. This refinement makes for a stronger cornice expression and increases the amount of shade and shadow.
- Changed color of mechanical penthouses to increase the profile of the building on the horizon line and reduce the overall horizontality of the design.
- Added one additional brick texture to the façade to increase the amount of visual interest and reduce façade flatness
- Added vertical control joints to the façade which will add a subtle vertical expression to the overall design.

# BEAVERTON SCHOOL DISTRICT NEW HIGH SCHOOL

## GREAT PLANS MAKE GREAT PLACES



### PLANNING COMMISSION HEARING

### JUNE 24, 2015

## DESIGN DIRECTION STAKEHOLDER CONSENSUS

- Strong civic presence
- Maximize visibility of building on corner
- Minimize visibility of parking on corner
- Reduce use of retaining walls
- Maximize green pedestrian edges
- Safety & Security - Main entry faces parking

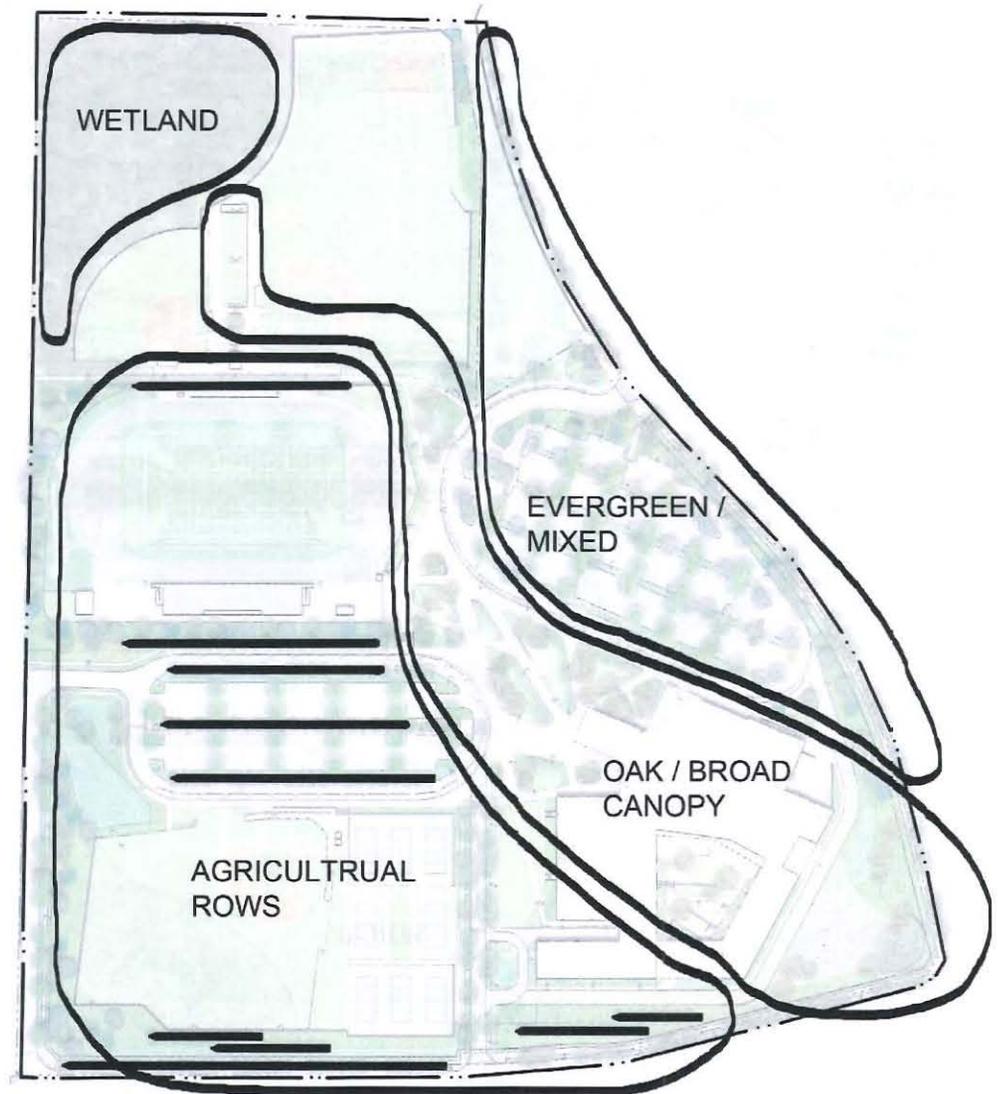


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## SITE PLAN

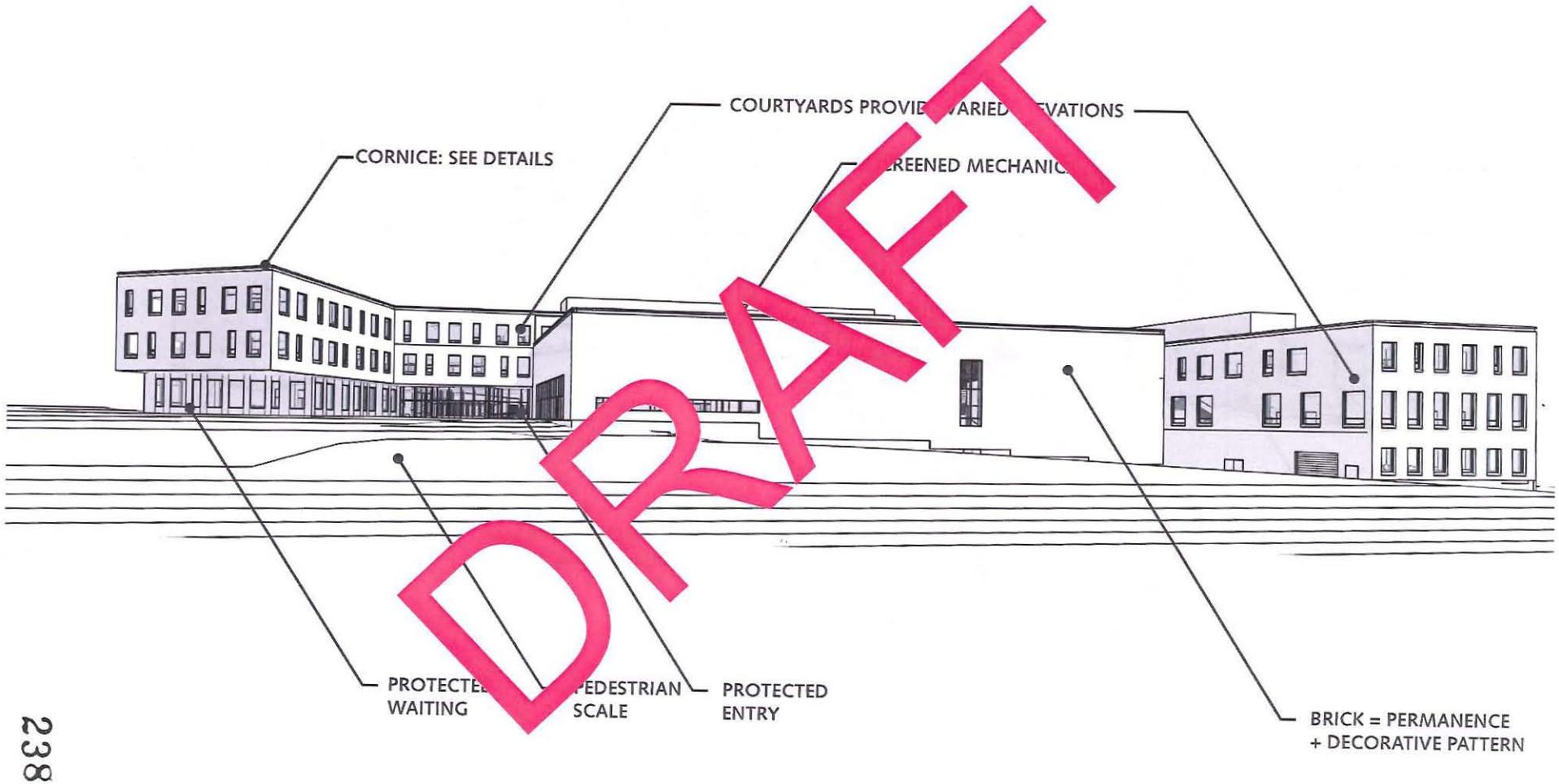
### PLANTINGS

- Landscaped slopes vs. retaining walls
- Extensive tree cover & ground cover
- 391 mixed of evergreen and deciduous native adaptive trees
  - Evergreens - 40' to 60' mature height
  - Deciduous - 20' to 60' mature height
  - Flowering Deciduous - 20' to 30' mature height



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**BUILDING ARCHITECTURE/DESIGN**  
**ENTRANCE PERSPECTIVE LOOKING EAST**



238

**BUILDING ARCHITECTURE/DESIGN**  
**SW 175 AVENUE LOOKING SOUTH**

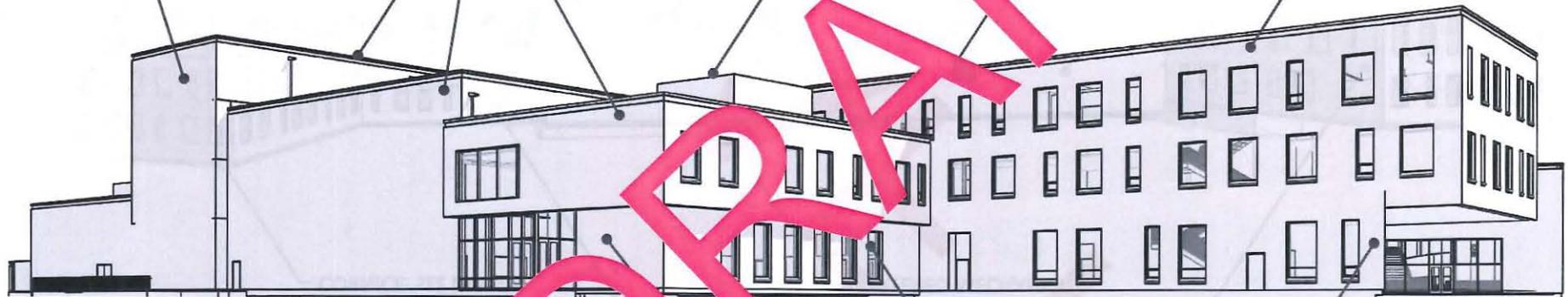
CARVED BRICK MASCOT

STEPPED VERTICALITY & VARIED ELEVATIONS

SCREENED MECHANICAL

BRICK PERMANENCE + DECORATIVE PATTERN

CORNICE: SEE DETAILS



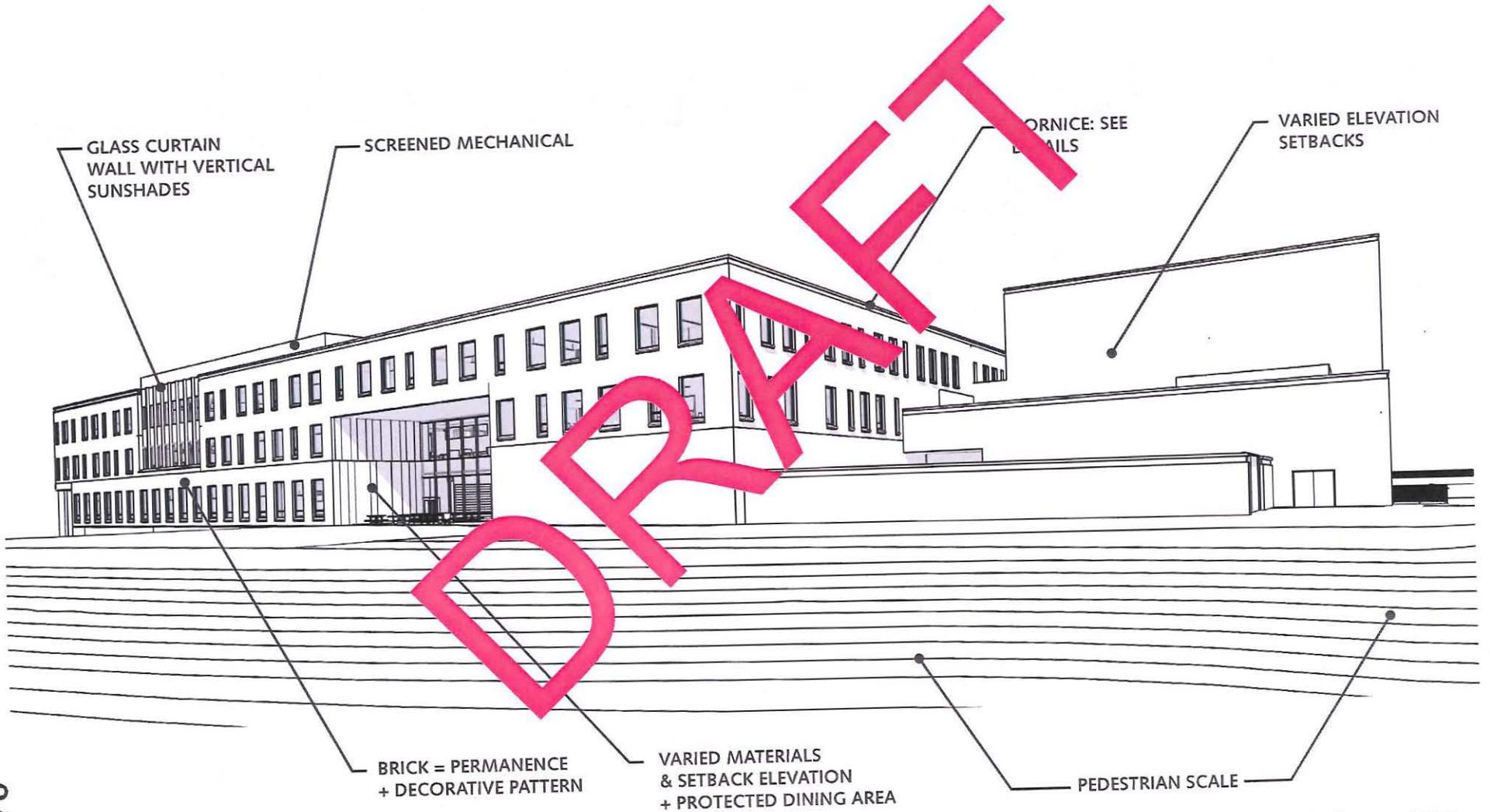
**DRAFT**

PROTECTED ENTRY

PEDESTRIAN SCALE

239

**BUILDING ARCHITECTURE/DESIGN**  
**SW 175 AVENUE LOOKING WEST**



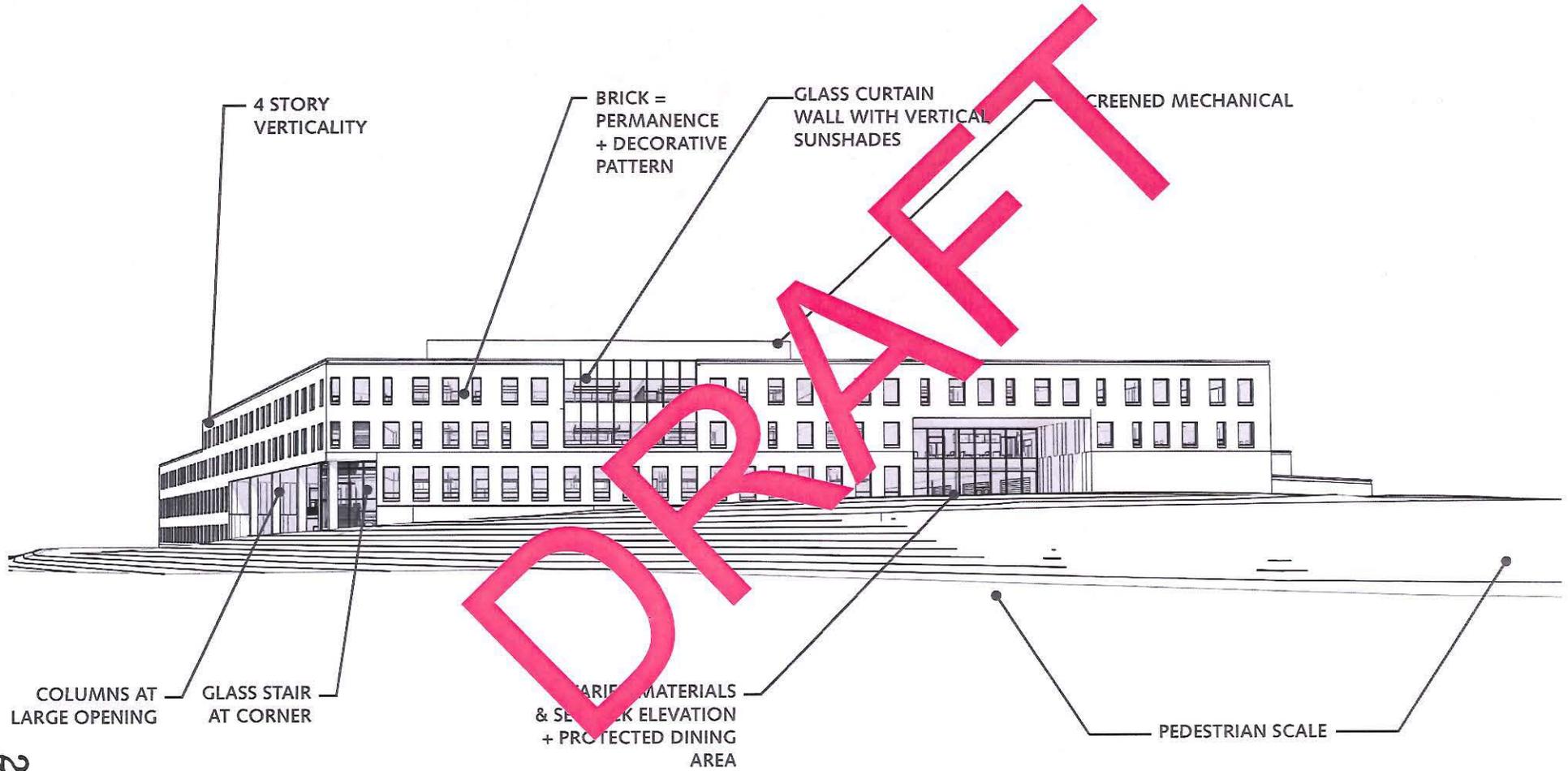
240

**BUILDING ARCHITECTURE/DESIGN**  
**INTERSECTION OF SW SCHOLLS FERRY & SW 175TH**



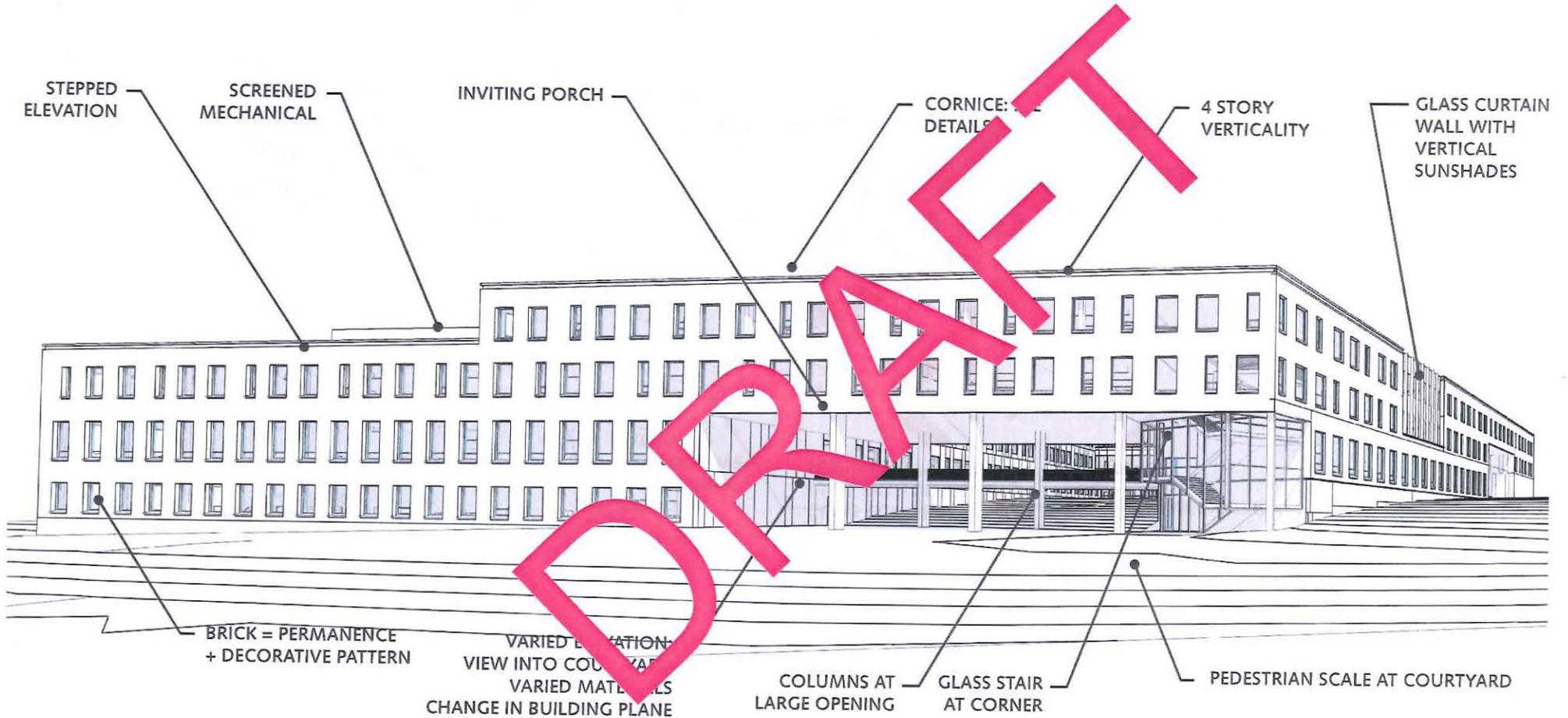
# BUILDING ARCHITECTURE/DESIGN

## INTERSECTION OF SW SCHOLLS FERRY & SW 175TH



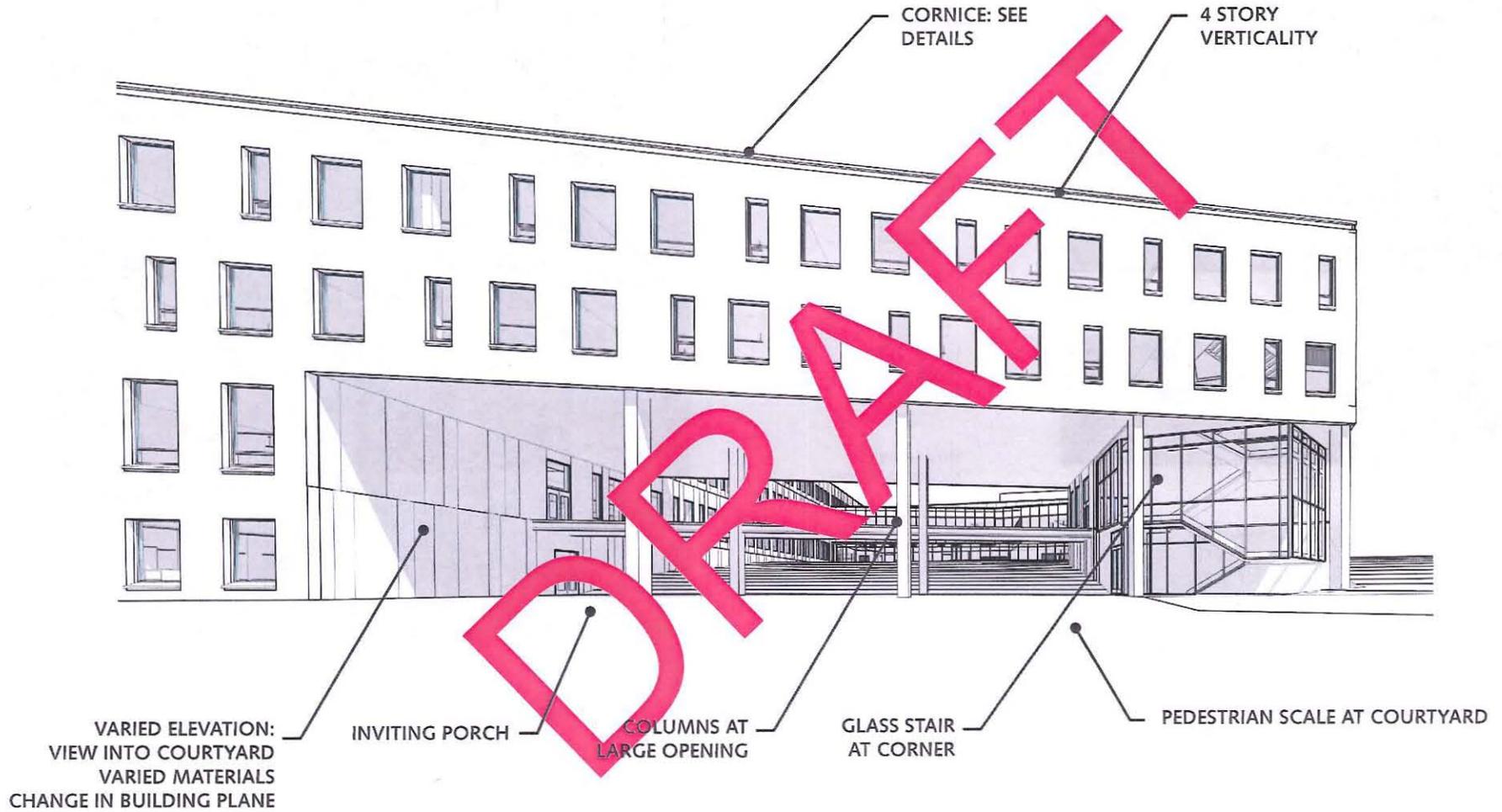
# BUILDING ARCHITECTURE/DESIGN

## SW SCHOLLS FERRY LOOKING NORTH



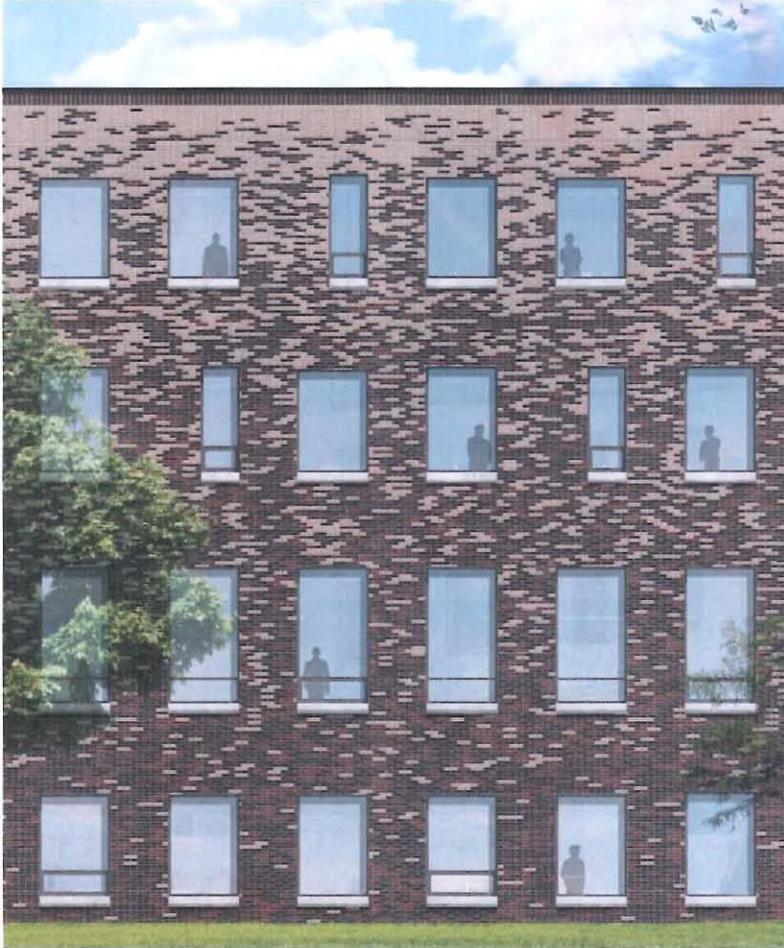
# BUILDING ARCHITECTURE/DESIGN

## SW SCHOLLS FERRY - CLOSE UP

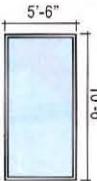
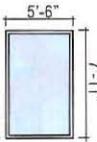


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**BUILDING ARCHITECTURE/DESIGN**  
**EXTERIOR BUILDING MATERIALS**



TYPICAL WINDOW DIMENSIONS



BRICK BLENDS



LIGHT GRAY



MEDIUM IRONSPOT #46



SIENNA IRONSPOT

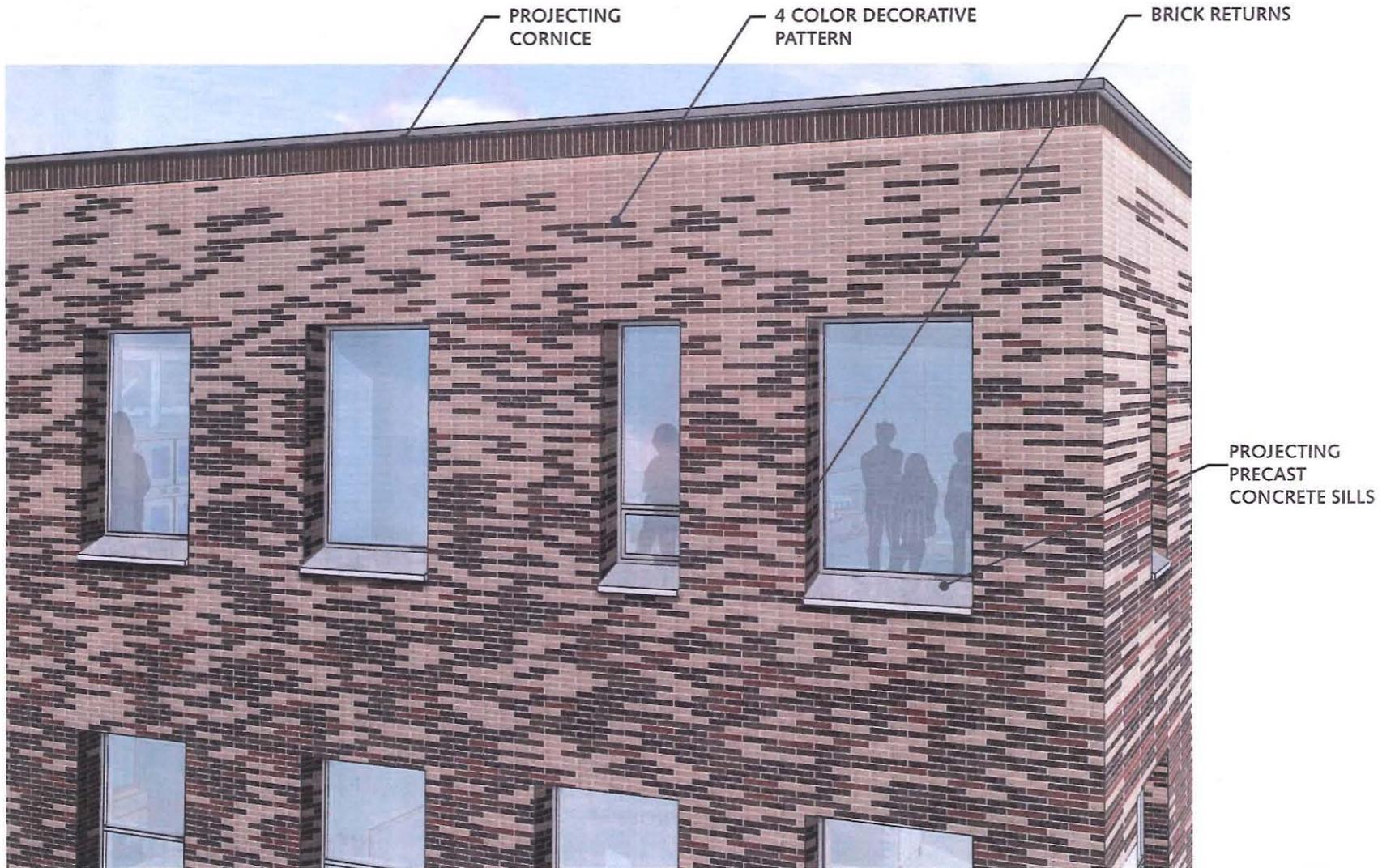


DARK IRONSPOT

245

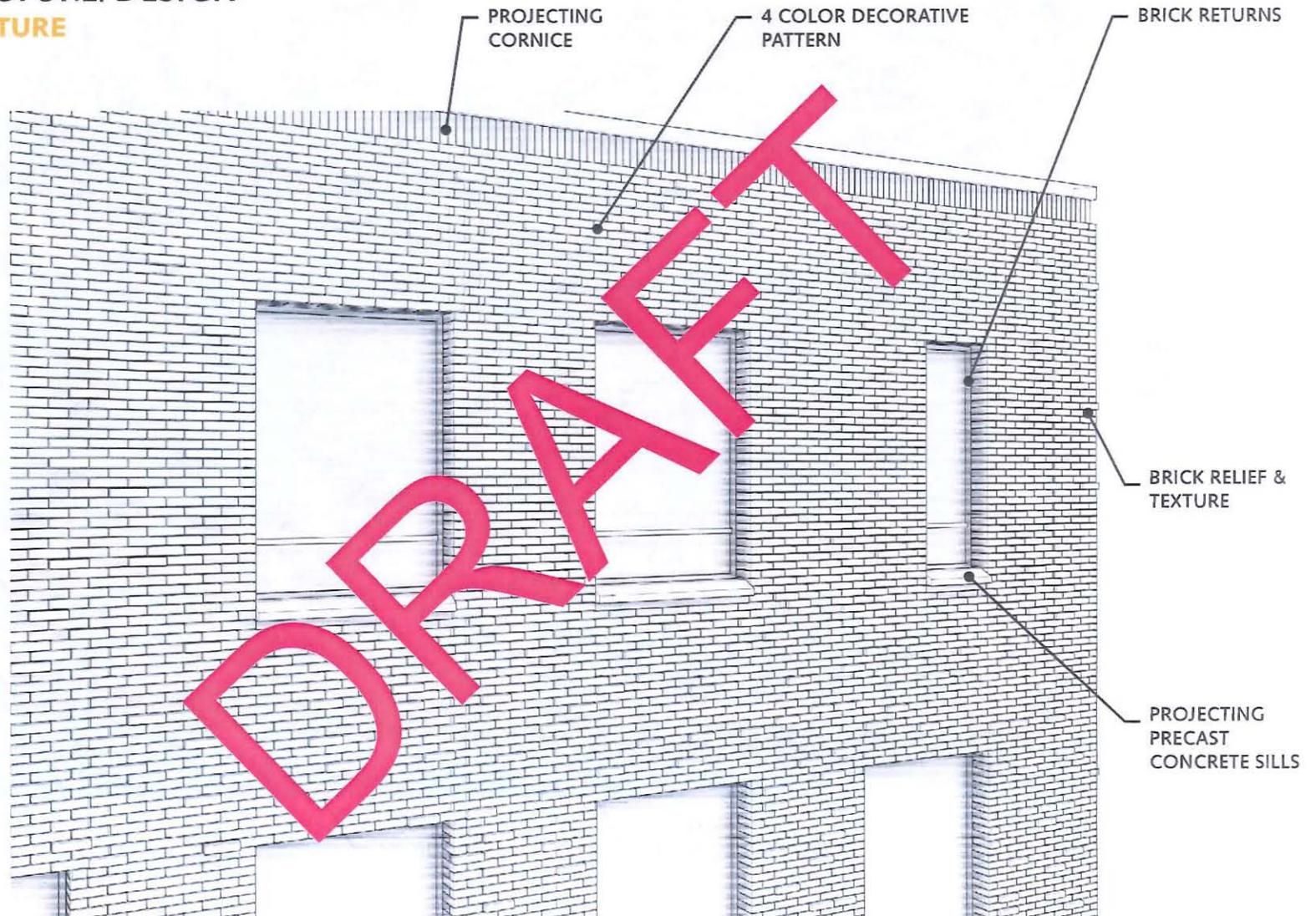
# BUILDING ARCHITECTURE/DESIGN

## ROOF, WINDOW & BRICK DETAILS



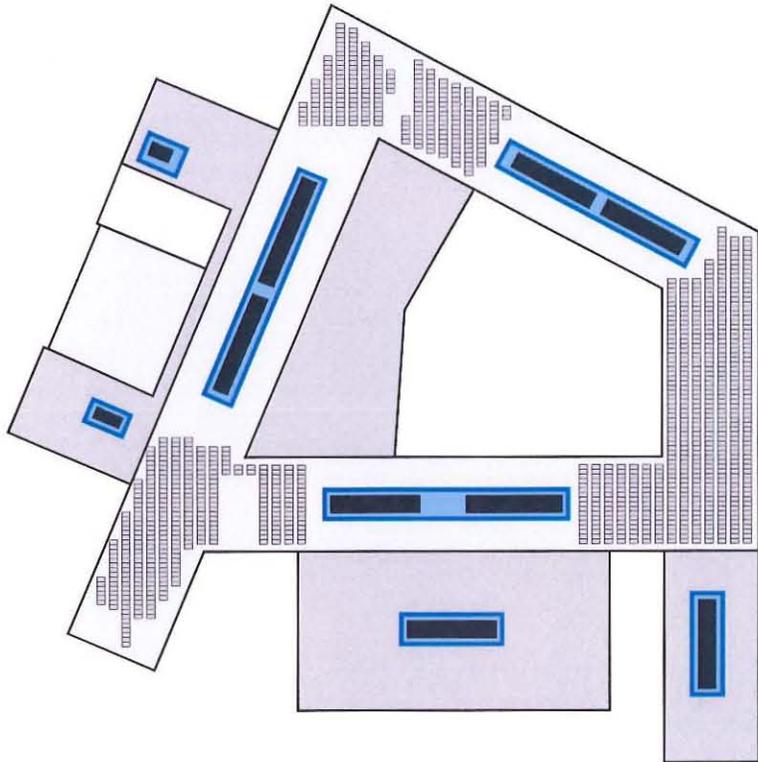
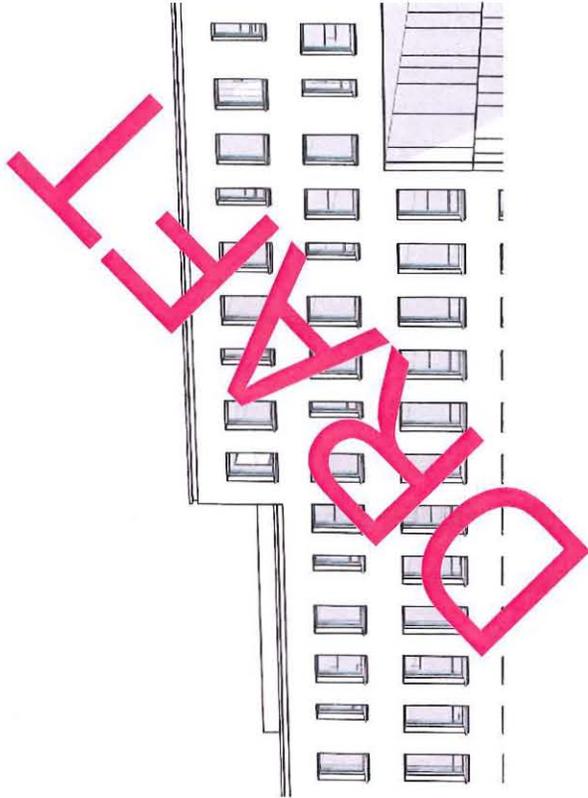
# BUILDING ARCHITECTURE/DESIGN

## BRICK RELIEF AND TEXTURE



EAS

# BUILDING ARCHITECTURE/DESIGN & RESILIENCY SCREENING OF ROOFTOP EQUIPMENT



248



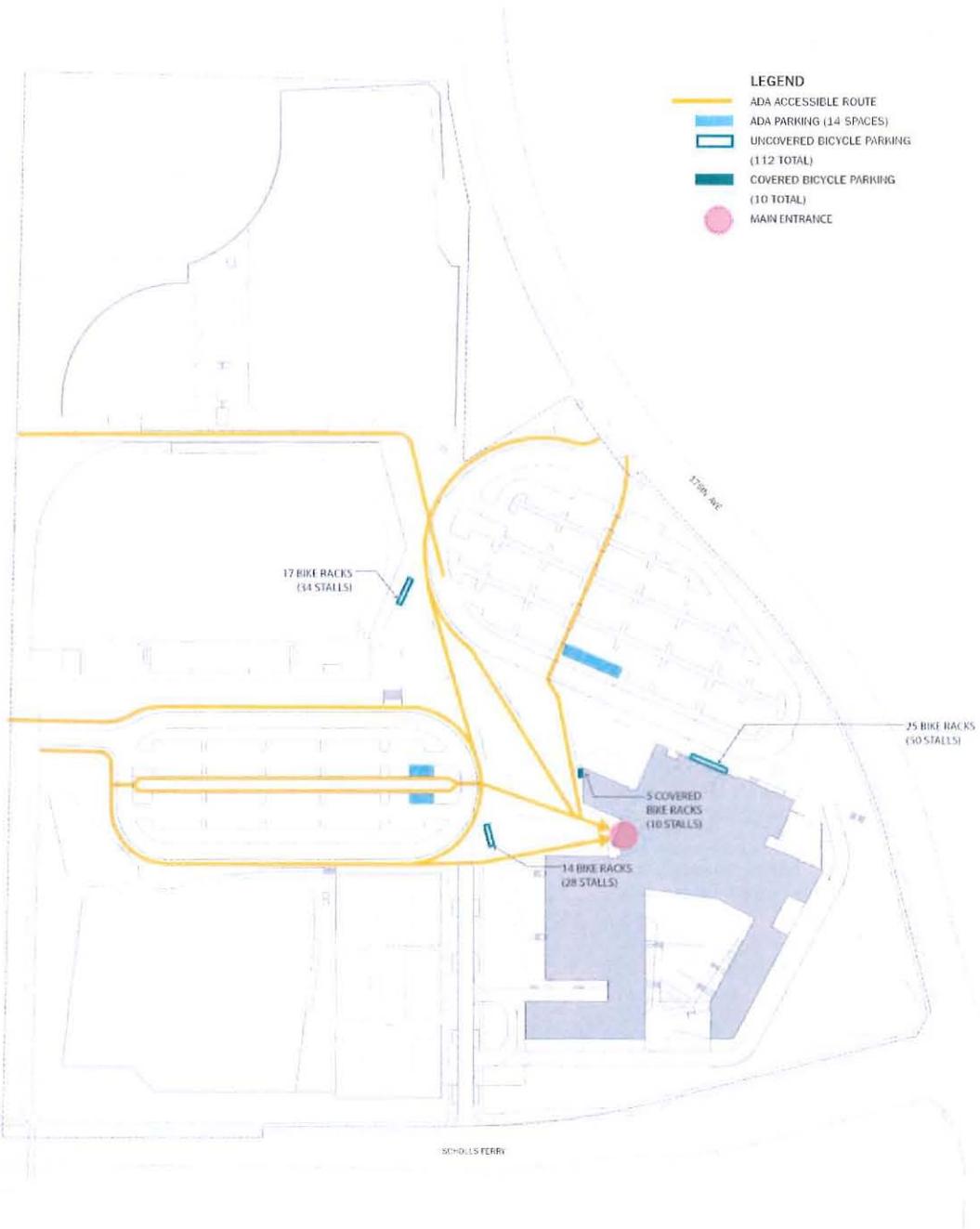
# Site Design

## Topic Papers:

1. Location of ADA parking, ADA routes and Covered Bike Parking
2. Site Fencing
3. Parking lot and step-down lighting
4. Community Trail Width (SW 175<sup>th</sup> and SW Scholls Ferry Rd)
5. View looking east from Edmonds Property

**TOPIC: Location of ADA parking, ADA Accessible Routes and Covered Bicycle Parking**

The Planning Commission requested information on the location of ADA parking and ADA accessible routes on campus and the location of covered bicycle parking. The attached ADA Access exhibit notes the location of these facilities.



- LEGEND**
- ADA ACCESSIBLE ROUTE
  - ▭ ADA PARKING (14 SPACES)
  - UNCOVERED BICYCLE PARKING (112 TOTAL)
  - COVERED BICYCLE PARKING (10 TOTAL)
  - MAIN ENTRANCE

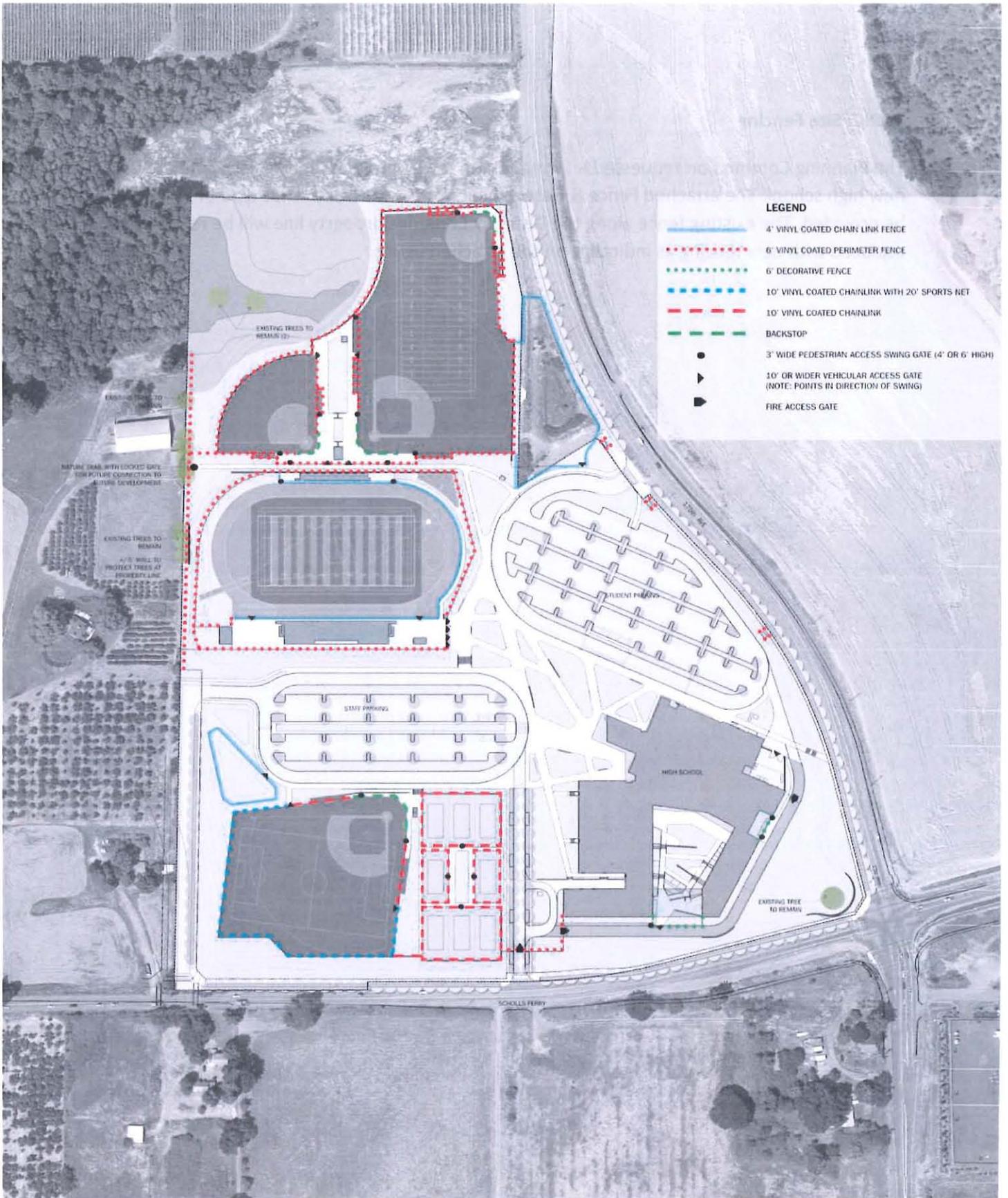
251

ADA ACCESS

SOUTH COOPER MOUNTAIN HIGH SCHOOL | 06.05.15

**TOPIC: Site Fencing**

The Planning Commission requested information on the location of fencing associated with the new high school. The attached Fence & Gate exhibit notes where and what type of fencing will be provided. The existing fence along the District / Edmonds property line will be removed and replaced with new fencing as indicated on the attached figure.



**TOPIC: Lighting in Parking Lot**

The purpose of this memo is to describe the basis of design for control of the pole mounted luminaires in the parking lots.

Basis of Design: The system will include a central time clock to control on/off times with full off after hours. Oregon Energy Code requires a minimum of 1/3 reduction for installations over 2000 hours so the parking lots would either:

- A. Turn completely off after 5 hours of operation or
- B. Turn off 1/3 of the luminaires with the remaining 2/3 on at full bright

This system will not include dimming nor motion sensing control of luminaires.

**TOPIC: Width of the community trail along SW 175<sup>th</sup> Ave. and SW Scholls Ferry Rd.**

The following language from the adopted South Cooper Mountain Community Plan identifies the trail along SW 175<sup>th</sup> Avenue and Scholls Ferry as a community multi-use trail consistent with THPRD's 2006 Trails Plan. The community multi-use trail is described as being 8-10 feet in width.

(Page 25)

*While the ultimate trail widths and designs will be determined at time of design and development, the following trail typology is recommended for planning purposes, based on THPRD's 2006 Trails Plan:*

*Community Multi-Use Trails: These trails link important land uses and areas of interest with one another and connect users to the regional trail system. They are assumed to be paved paths that accommodate pedestrians (including those with disabilities) and bicyclists, recognizing that topographic constraints may be challenging. Within the planning area, it is assumed that multi-use trails that parallel roadways will be separated by a landscaped area. Trail width should be 8 to 10 feet paved width one- to two-foot gravel shoulders.*

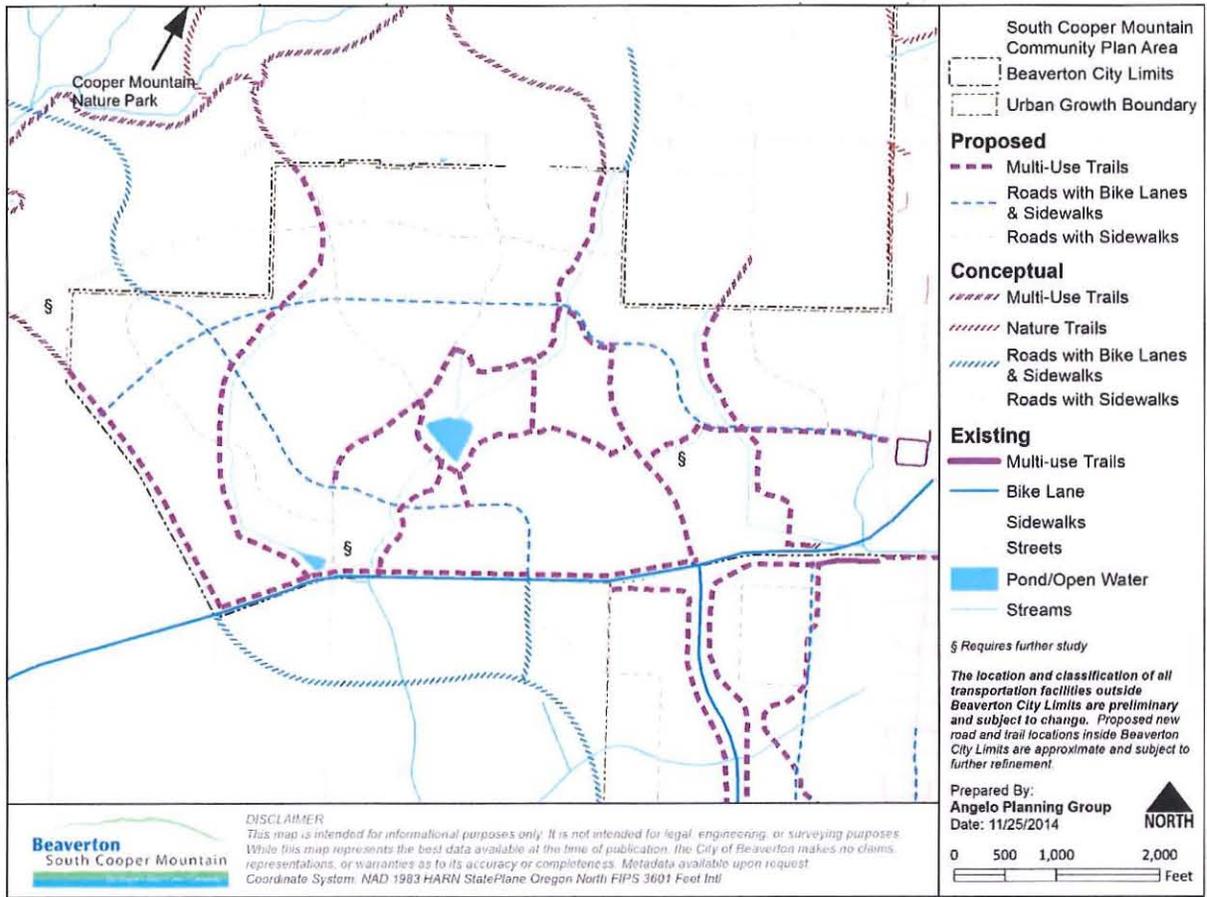
(Page 26)

*c. School to School Trail: A multi-use path shall link from SW Loon Drive at Scholls Heights Elementary school to SW 175th Avenue at the planned high school site as shown in Figure 11 in order to provide safe routes to both schools and to connect neighborhoods to the east to the planned high school.*

Figure 11 from the Community Plan depicts the pedestrian and bicycle framework for the area and shows the multi-use trail location. See next page for Figure 11.

Based on this information, the 10-foot wide trail facility that the District is proposing to construct along the site's frontage with SW 175<sup>th</sup> and SW Scholls Ferry Rd. is consistent with the Community Plan and THPRD's Trails Plan. However, THPRD submitted a letter (dated May 27) asking that the District consider a 12-foot width for the trail. The District is willing to consider this request and will continue to work with THPRD to further develop the trail concept and reach a satisfactory design that will facilitate bicycle and pedestrian connections in this area.

Figure 1: Community Plan Bicycle & Pedestrian Framework



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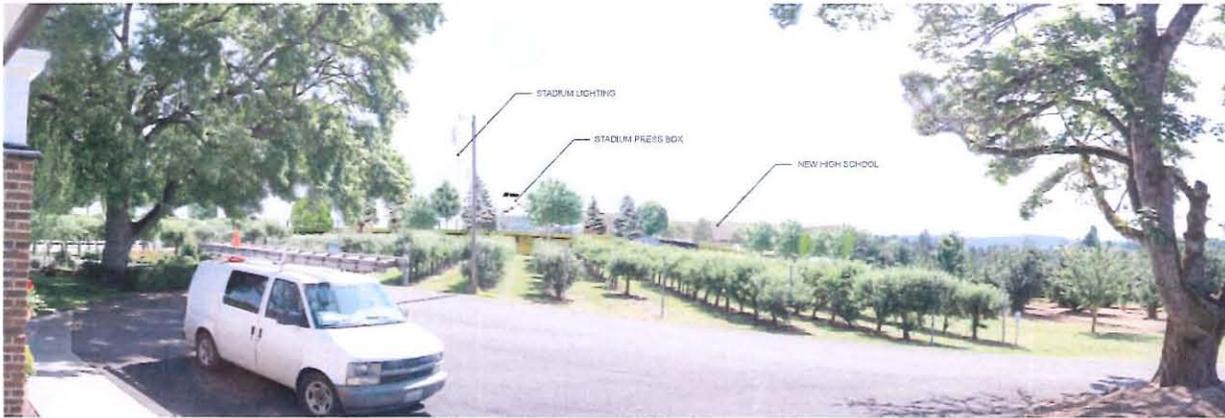
**TOPIC: View from Edmonds Property**

The Planning Commission requested information on the easterly view from the Edmonds property once the new high school and football stadium have been constructed. The attached exhibit was prepared to illustrate the view and the elements of the stadium that will be visible from the Edmonds property looking to the east.

# VIEW FROM NEIGHBORING PROPERTY



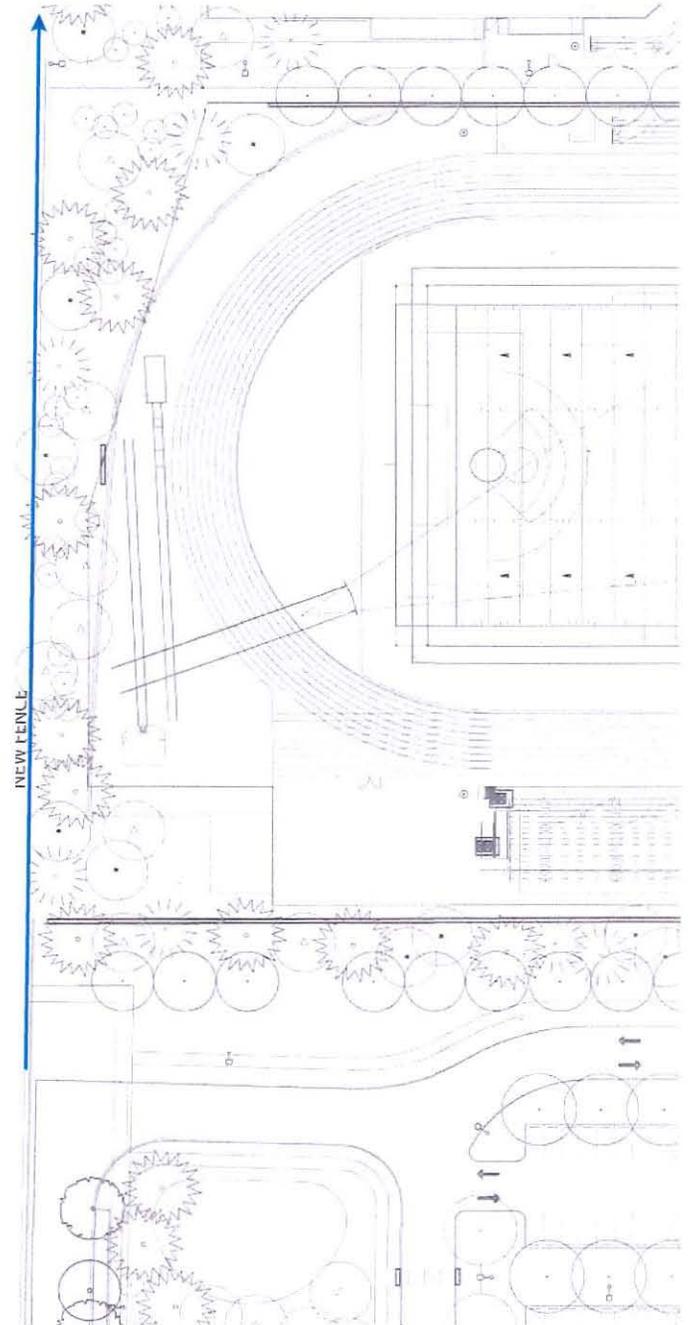
CURRENT VIEW



YOUNG TREES



MATURE TREES



# Wetlands

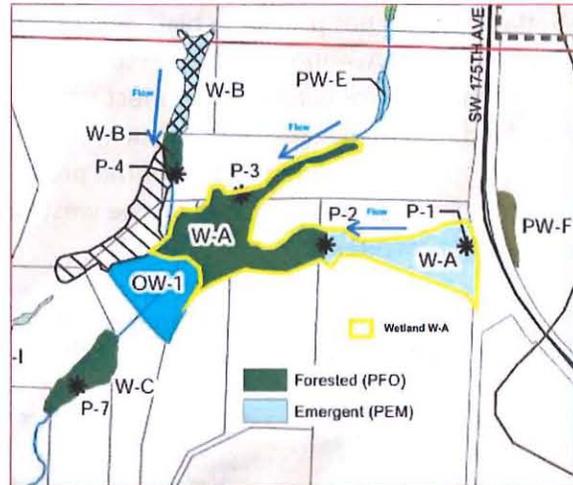
## Topic Papers:

1. Wetlands Overview
2. Wetlands Exhibits
3. Off-site Hydrology

**Topic: Wetlands Overview**

The South Cooper Mountain Local Wetlands Inventory (LWI) describes Wetland W-A as being 8.92 acres in size, with its hydrology fed by groundwater and two streams. The results of the LWI are shown in the graphic to the right. The portion of the wetland within the School District's property (called Wetland A and shown in light blue) is 3.33 acres and in reality is slightly smaller than the wetland boundary shown on the inventory.

Wetland W-A was designated as *locally significant* in the LWI report, though the City of Beaverton has yet to adopt this wetland as a Goal 5 resource into their Comprehensive Plan. As such, there is no Goal 5 protection of this wetland. Several issues relating to the proposed impact to a portion of this wetland were raised during the Planning Commission meeting.



Current Condition of wetland

Approximately 62% of Wetland W-A is forested and dominated by Oregon ash. The forested portion is shown as dark green on the graphic above. The forested wetland contains two streams that flow through the forested wetland to the south. These streams and the forested portion of the wetland will remain intact and will not be impacted by the construction of the high school. As such, the higher value component of the wetland will remain as it is today and will not be adversely affected by construction.

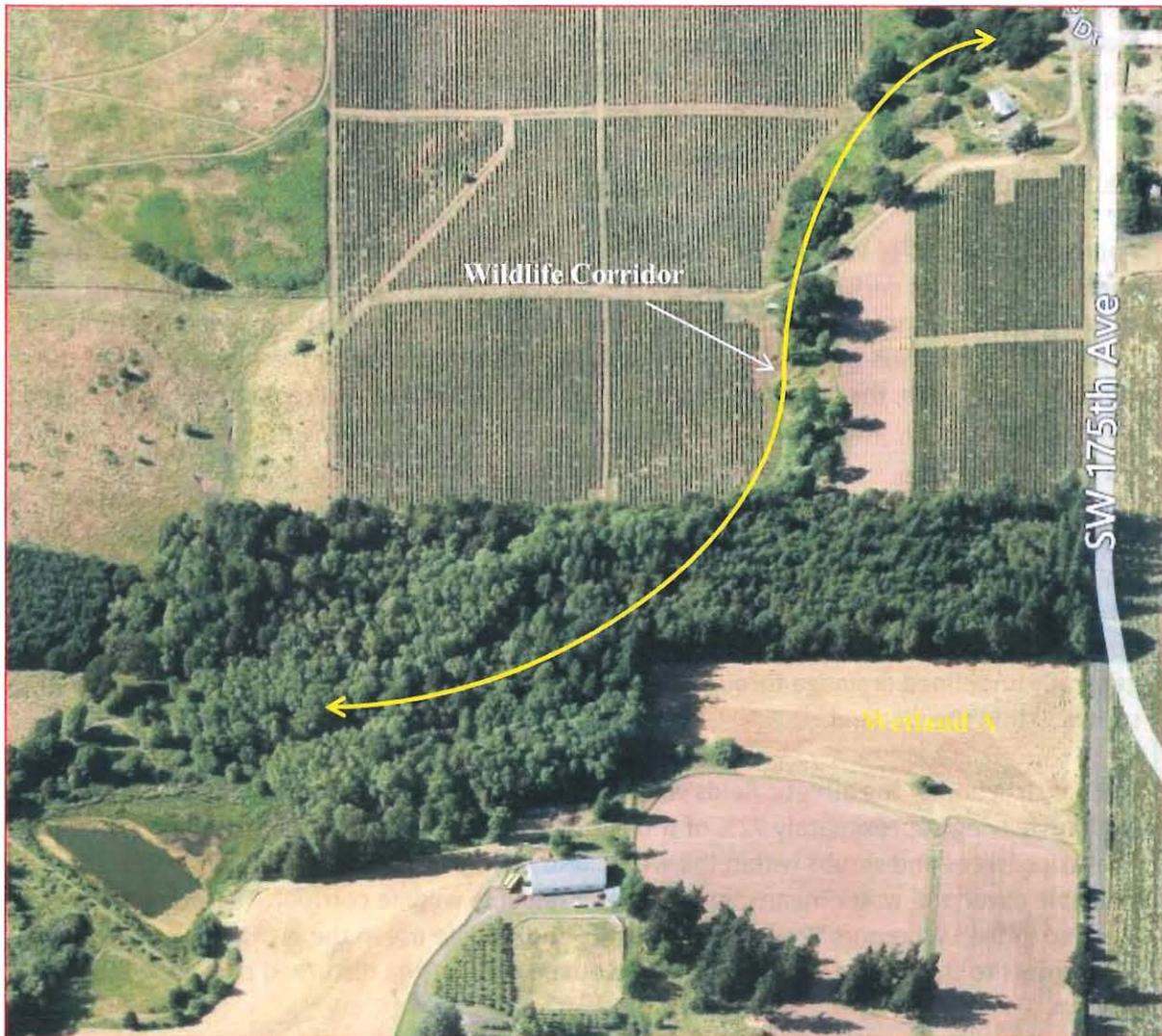
The remaining approximately 38% (3.33 acres) of the wetland is dominated by non-native pasture grasses and has been in agricultural use for decades. This portion of the wetland is degraded. It contains only 3 trees and no shrubs. The dominant hydrology of the wetland is groundwater driven. This means that the area quickly dries out in the spring. Washington County's stormwater facility, located along SW 175<sup>th</sup> Avenue to the east, flows in a shallow generally undefined drainage through the wetland. This is the only seasonal surface water source within the wetland.

The construction of the athletic fields will unavoidably impact 2.52 acres of the past agricultural wetland leaving approximately 72% of the entire wetland and all of the forested portion intact. The lack of trees and shrubs within the wetland to be impacted and consequently the lack of available cover and water means that it is not a valuable wildlife corridor. The description of the wetland in the LWI report "Vegetative diversity and wildlife use in the wetland was fairly high" likely refers to the forested portions of the wetland and not the disturbed past agricultural portion.

Wildlife Corridor

Wetland W-A provides a corridor to wildlife primarily in a north-south direction. The forested portion of the wetland has two streams that enhance the quality of this dispersal corridor. Wetland A does not provide a high quality wildlife corridor, because it is oriented east-west and abuts SW 175<sup>th</sup> Avenue. In addition to the busy road, there is no habitat “patch” on the east side of the road for wildlife to connect with. The proposed impact to the agricultural wetland (Wetland A) is on its east side. As such, there will be no fragmentation of the wetland associated with the construction of the project. As few wildlife likely travel east-west, the construction of a retaining wall on the west side of the athletic fields will not adversely impact the wildlife corridor.

As explained below, with the proposed mitigation, the quality of the wildlife corridor associated with Wetland W-A will be improved.



## Mitigation

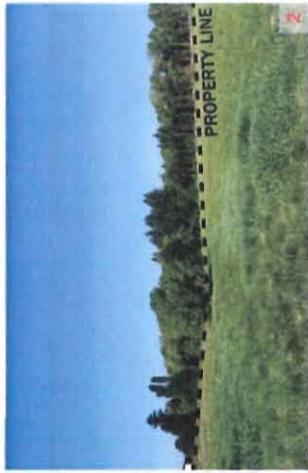
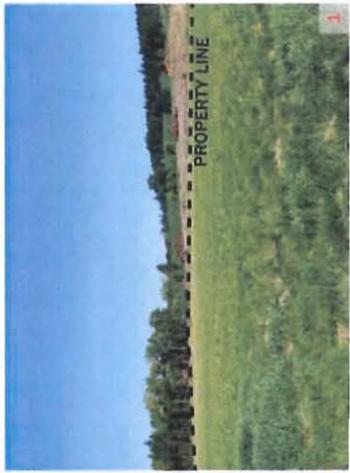
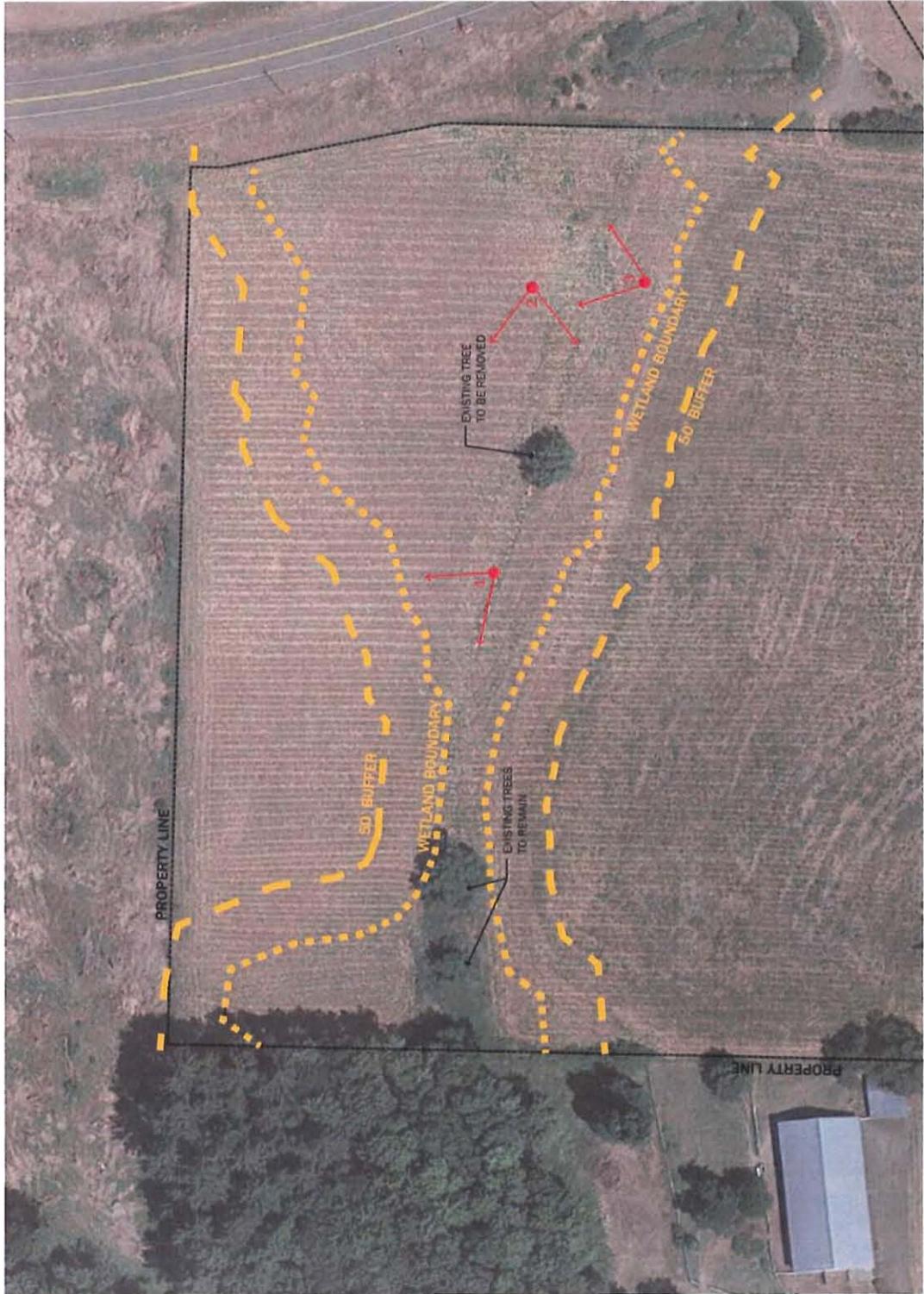
The loss of wetland at the proposed high school site will be mitigated by the purchase of credits from a wetland mitigation bank. In 2008, the US Army Corps of Engineers and the Environmental Protection Agency issued the *Compensatory Mitigation Rule for Losses of Aquatic Resources*. This Federal rule states that the first choice for wetland mitigation is through the purchase of credits from a wetland mitigation bank. The School District has complied with this rule, by purchasing credits from the W&M Butler Wetland Mitigation Bank. The bank is located to the south of SW Scholls Ferry Road along the Tualatin River, less than 2.5 miles southeast of the School District's property.

Although the wetland mitigation area is relatively close to the property, the School District wanted to make sure that the functions of the wetland being impacted are more than mitigated on-site. To ensure this happens, the School District is proposing to plant 1,494 trees and 7,470 shrubs and small trees in the wetland and its surrounding buffer (a total area of 8,964 trees and shrubs in 3.43 acres of degraded habitat). The mitigation area (which includes upland and wetland areas) is over 36% larger than the size of the agricultural wetland proposed for impact.

The plantings will restore the type of forested habitat that was present historically within the area and will enhance the quality and size of the wildlife corridor. Instead of an open field, wildlife will now be able to travel in habitat that affords them cover. The multiple layers of vegetation will provide birds with nesting habitat and mammals with foraging habitat.

**TOPIC: Wetland Exhibits**

The attached figures illustrate the location and current characteristics of the area identified as wetland and the mitigation and enhancements that will occur with the construction of the athletic fields.



### EXISTING WETLAND CONDITION

WALKER WACK  
 19440 10th Street, Suite 100  
 Denver, CO 80202  
 303.733.1100  
 www.walkerwack.com



RESTORED WETLAND PRECEDENTS

# PROPOSED WETLAND CONDITION

SOUTH COOPER INDUSTRIAL HIGH SCHOOL LIBRARY

Final Plan 2/1/18

**TOPIC: Off-site Hydrology**

Based on the modeling of stormwater events by HHPR (see attached memo), there will be no loss of water flowing downslope to the wetlands on adjacent properties. In fact, there will be slightly more water than currently flows there, though this will be used by the trees and shrubs that will be planted in the enhanced wetland and its buffer. The existing hydrology will still be augmented by the existing stormwater facility to the east and also by groundwater that will continue to flow to the wetland.

Job No.: BOR-13

Date: June 9, 2015

To: John van Staveren - PHS

From: Angela Martinec - HHPR



**Project/Subject: Response to Planning Commission Stormwater Management Comments**

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Fax - Number: \_\_\_\_\_; Number of pages \_\_\_\_\_  
*(If you did not receive the correct number of pages, please call 503-221-1131)*

E-mail       Mail       Hand Deliver       Interoffice

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The South Cooper Mountain High School development will enhance, mitigate and restore the remaining existing wetland located onsite along the north property line by a number of factors. Below are a few critical design components being proposed and how they shall meet the City's requirements:

1. Providing water quality treatment for all developed areas contributing to the existing wetland by collecting and routing all contributing runoff from the site through low impact development (LID) facilities which use gravity and soil media to promote treatment via filtration. The LID facilities shall be planted appropriately to accommodate the surface conditions contributing to the individual facility.
2. Enhance vegetation to improve existing conditions by planting the remaining wetland as appropriate.
3. Mitigate peak flows generated by the proposed surface conditions by metering discharge rates and restoring existing drainage conditions to the maximum extent practical.
  - o The City of Beaverton operates an existing public stormwater treatment and detention pond along 175<sup>th</sup> which manages a significant offsite area. This pond will remain in operation and will continue to discharge to the remaining existing wetland.
  - o The northern portion of site runoff will be routed north to the remaining wetland.
  - o Total existing and proposed peak flows and volumes generated on and off-site which will contribute to the northern wetland are identified below.

Design Storm	Existing peak flow (cfs)	Existing volume (cf)	Proposed peak flow (cfs)	Proposed volume (cf)	Proposed volume change (cf)	% change in volume
42% of 2-year; 24-hour	0.38	23,171	0.33	26,273	3,102	11.8
2-year; 24-hour	4.92	160,791	1.81	160,040	-751	-0.47
10-year; 24-hour	12.00	322,712	6.67	316,137	-6,575	-2.08
25-year; 24-hour	13.14	349,215	7.40	341,689	-7,526	-2.20

SCM HS

Contributions to the north wetland

June 9, 2015

Offsite:

Design Storm	Existing peak flow (cfs)	Existing volume (cf)	Proposed peak flow (cfs)	Proposed volume (cf)	Proposed peak flow change (cfs)	Peak flow % change	Proposed volume change (cf)	Volume % change
42% of 2-year; 24-hour	0.18	12,298	0.20	14,823	0.02	12%	2,525	17.03%
2-year; 24-hour	0.53	84,510	0.56	94,688	0.03	5%	10,178	10.75%
10-year; 24-hour	2.17	169,553	2.40	186,309	0.23	10%	16,756	8.99%
25-year; 24-hour	2.41	183,496	2.69	201,223	0.28	10%	17,727	8.81%

Onsite:

Design Storm	Existing peak flow (cfs)	Existing volume (cf)	Proposed peak flow (cfs)	Proposed volume (cf)	Proposed peak flow change (cfs)	Peak flow % change	Proposed volume change (cf)	Volume % change
42% of 2-year; 24-hour	0.21	10,873	0.13	11,450	-0.07	-54%	577	5.04%
2-year; 24-hour	4.39	76,281	1.25	65,352	-3.14	-251%	-10,929	-16.72%
10-year; 24-hour	9.83	153,159	4.28	129,828	-5.56	-130%	-23,331	-17.97%
25-year; 24-hour	10.73	165,719	4.71	140,466	-6.02	-128%	-25,253	-17.98%

Total:

Design Storm	Existing peak flow (cfs)	Existing volume (cf)	Proposed peak flow (cfs)	Proposed volume (cf)	Proposed peak flow change (cfs)	Peak flow % change	Proposed volume change (cf)	Volume % change
42% of 2-year; 24-hour	0.38	23,171	0.33	26,273	-0.05	-15%	3,102	11.81%
2-year; 24-hour	4.92	160,791	1.81	160,040	-3.11	-172%	-751	-0.47%
10-year; 24-hour	12.00	322,712	6.67	316,137	-5.32	-80%	-6,575	-2.08%
25-year; 24-hour	13.14	349,215	7.40	341,689	-5.74	-78%	-7,526	-2.20%

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# Transportation

## Topic Papers:

1. One-way circulation in drop off area / Parking with fire lane restrictions
2. Anticipated directional flow patterns for students/staff to the site
3. New Collector extension to the west
4. Appendix from Traffic Impact Analysis

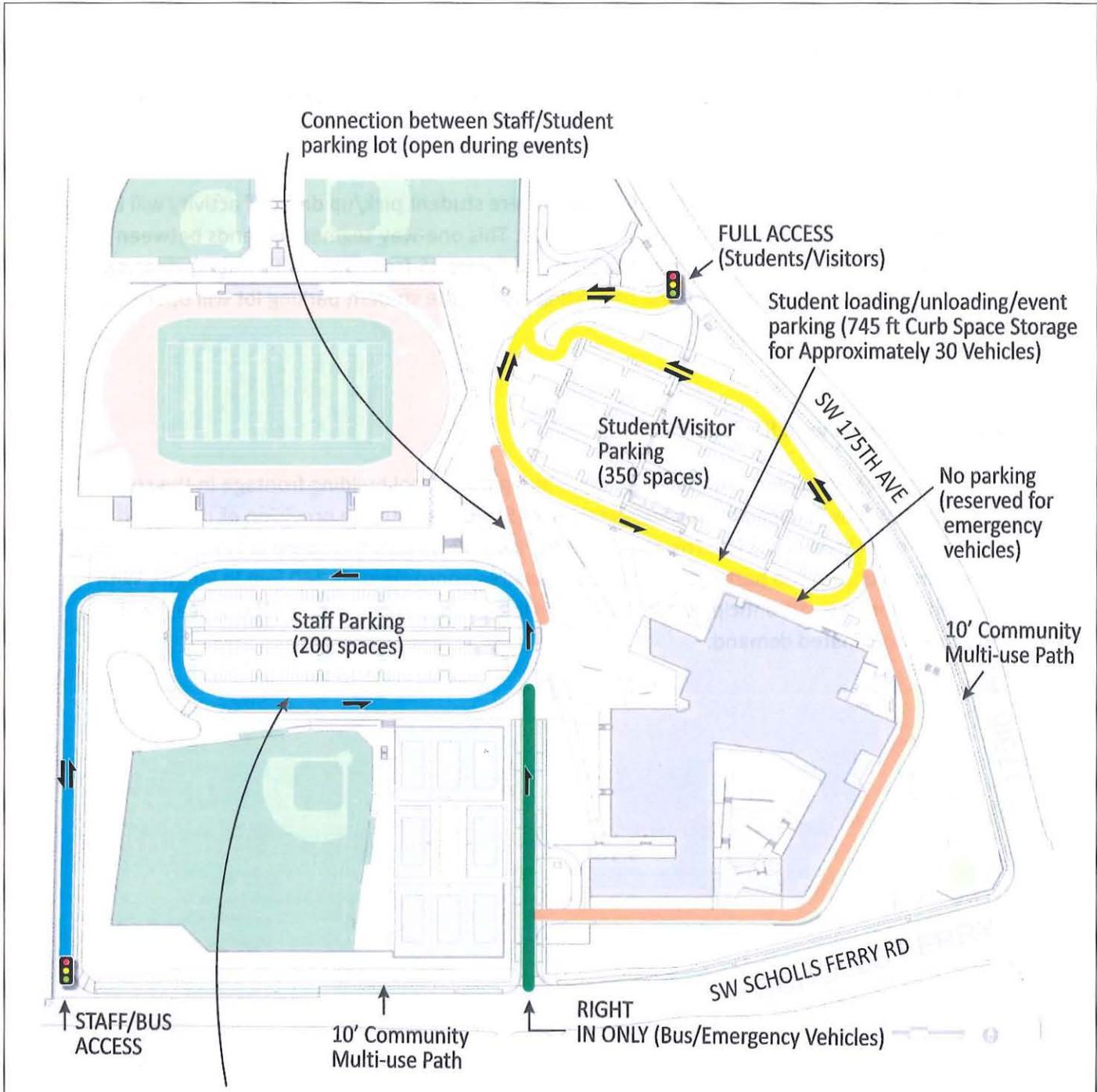
**TOPIC: Circulation in the student drop-off / pick-up area & parking numbers with fire lane**

**One-way circulation in student drop off area &**

The circulation aisle along the school frontage where student pick/up drop off activity will take place will operate as one-way (counter clockwise). This one-way segment extends between the southernmost drive aisle as shown in the attached Figure 15 from the Traffic Impact Analysis (TIA). The remaining segments of the circulating aisle in the student parking lot will operate as two-way.

**Parking numbers with fire lane**

The number of available event parking spaces along the school building frontage in the student parking lot will be reduced by approximately five (5) spaces with the provision of dedicated space for emergency vehicles. The attached TIA Figure illustrates this space to remain open for emergency vehicles (no parking). This space measures approximately 130 feet in length. With this reduction, it is still anticipated that the available event parking supply (620 spaces) will meet the anticipated demand.



Bus loading/unloading/event parking  
 (1,200ft Curb Space Storage for  
 Approximately 29 Buses and 40 Vehicles)

**LEGEND**

- █ - Bus Only Entrance
- █ - Faculty/Staff and Bus
- █ - Student/Visitor
- █ - Emergency Use Fire Lane
- Traffic Direction Flow
- Traffic Signal

**DKS**



No Scale

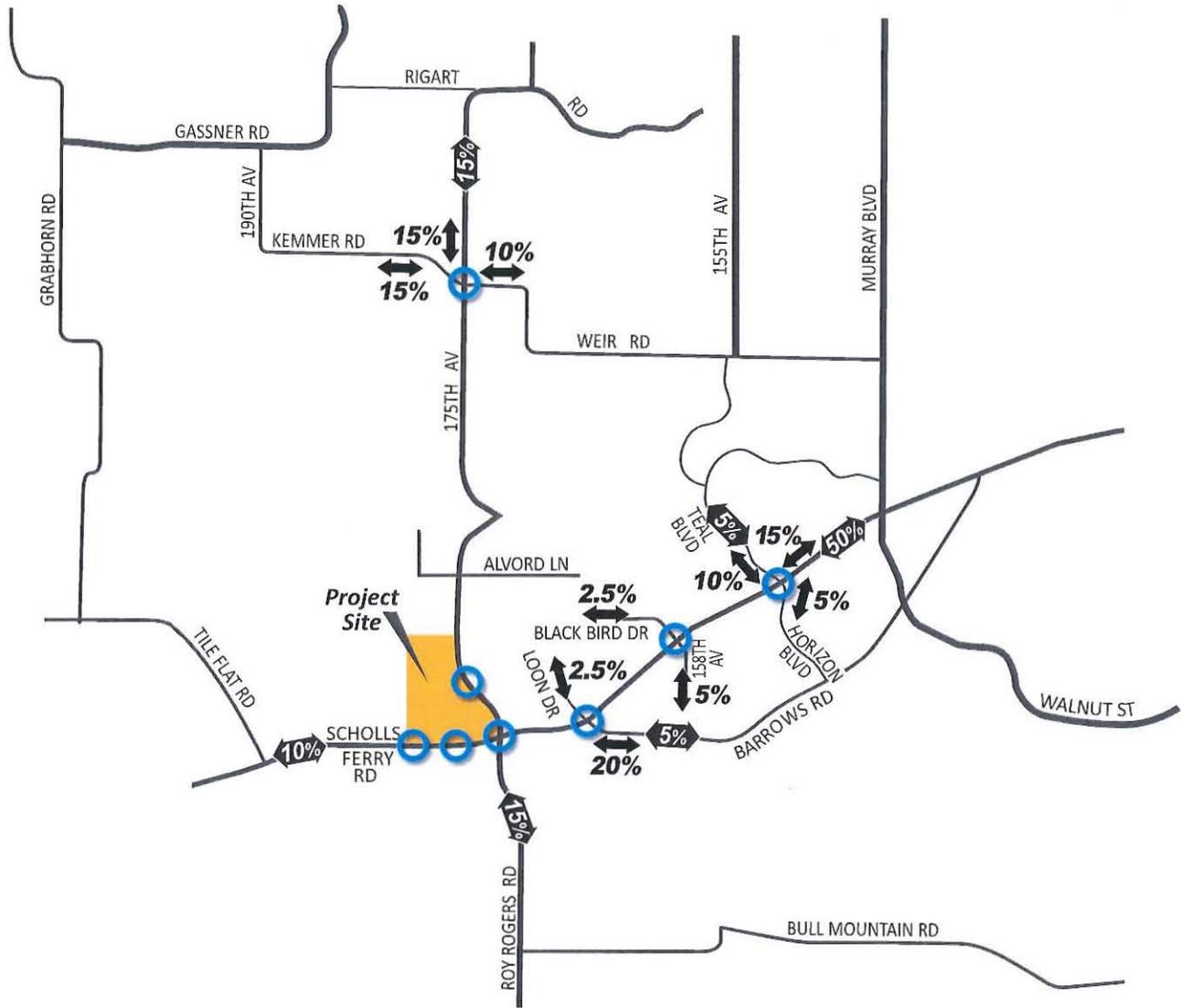
**Figure 15**

**BEAVERTON SCHOOL DISTRICT  
 NEW HIGH SCHOOL  
 SITE PLAN**

Source: Walker Macy

**TOPIC: Anticipated Directional flow of students**

The anticipated distribution of student and school staff traffic is shown in Figure 10 of the TIA and is attached. The distribution was coordinated with School District staff as the school attendance boundary has not been determined.

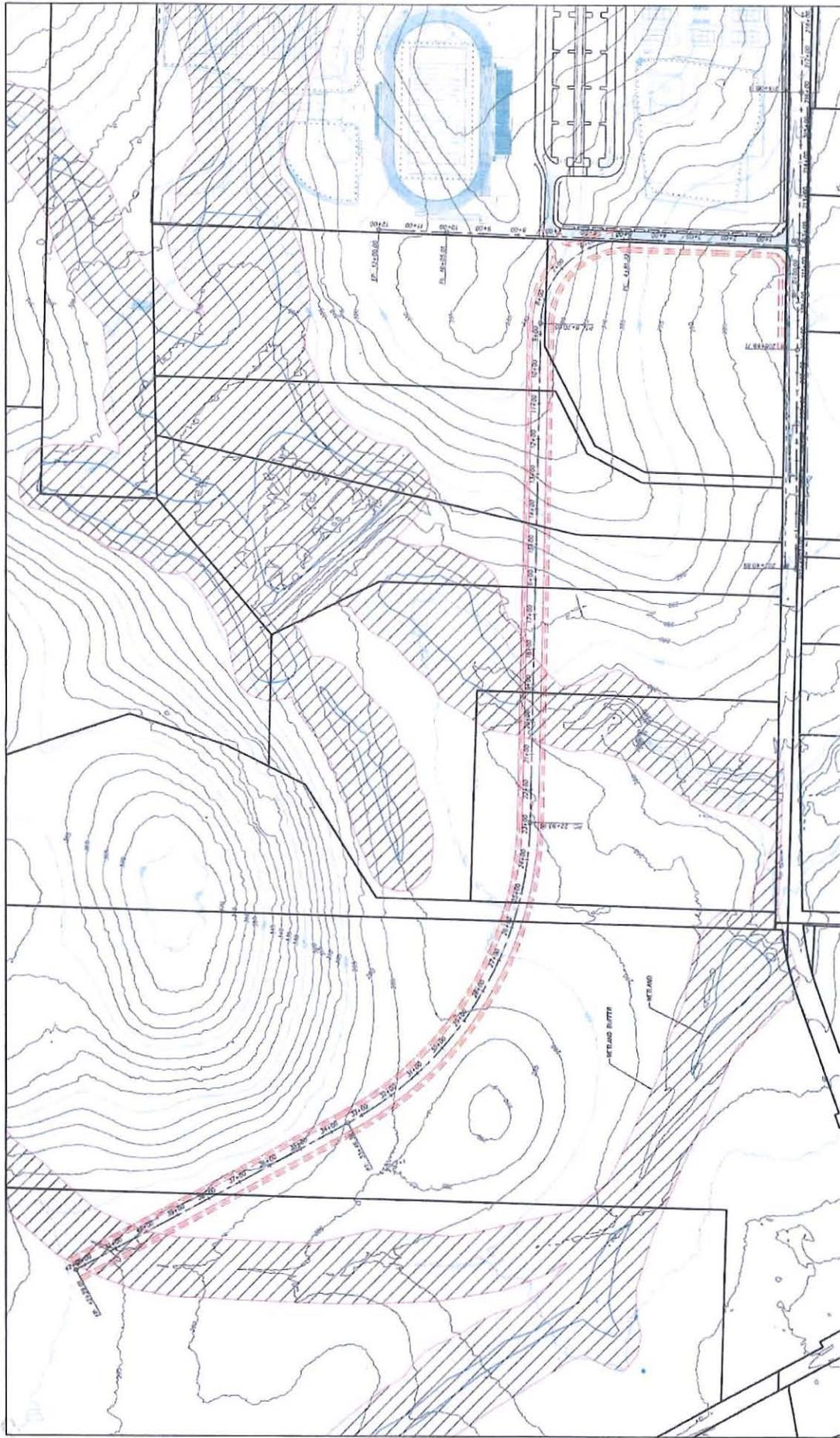


273

<p><b>LEGEND</b></p> <p>○ - Study Intersection</p> <p>↕ - Student Trip Distribution Percentage</p> <p>↔ - Staff Trip Distribution Percentage</p>		<p><b>DKS</b></p> <p>No Scale</p>	<p><b>Figure 10</b></p> <p><b>PROJECT TRIP DISTRIBUTION</b></p>

**TOPIC: New Collector Extension**

The attached exhibit shows how the New Collector Road could be extended to the west to serve other properties as they develop. The City requested that the BSD provide a concept of how the New Collector could be extended by others as properties develop. This concept for the extension of the New Collector to the west follows the conceptual alignment shown in the South Cooper Mountain Plan.



DATE: 1A  
 BOR-13

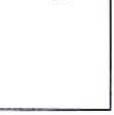
OPTION 1 ALIGNMENT OVERVIEW  
 SOUTH COOPER MOUNTAIN HIGH SCHOOL  
 BEAVERTON, OREGON

**HHPR** Harper Houff Peterson  
 Rightllis Inc.  
 2515 S. Main Street, Suite 101, Beaverton, OR 97005  
 Phone: 503.231.1171 Fax: 503.231.1171



DATE	NO.	DESCRIPTION	BY	DATE

DESIGNED	INSTRUMENT	DATE



**TOPIC: Missing information in Appendix Q of the TIA**

Traffic counts collected at Aloha High School and Wilsonville High School used to calculate trip generation rates are attached. These traffic counts along with counts at Westview High School and Southridge High School, included in Appendix Q of the TIA, were used to calculate the local trip rate in Table 14 of the TIA. These local rates were used in combination with national trip generation rates for high schools to calculate a weighted average trip generation rate for each analysis time period (Table 15 of the TIA).

Trip Generation

Number of existing students in Spring 2004 is 1807 including special ed  
 Check with future number of students as 2200

		AM	Midday	PM
Kinnaman & W access	In	259	88	33
	Out	5	24	7
Kinnaman & E access	In	0	0	0
	Out	220	141	38
185th & N access	In	194	52	14
	Out	45	59	15
185th & S access	In	74	10	10
	Out	19	71	4
Madeline & E access	In	41	14	15
	Out	6	48	32
Madeline & W access	In	8	1	2
	Out	1	0	4
sum	IN	576	165	74
sum	OUT	296	343	100
	total	872	508	174
	% IN	66%	32%	43%
	% OUT	34%	68%	57%
	Rate/student	0.48	0.28	0.10
	ITE Trip Gen	0.41	0.28	0.14
	Future totals	1062	618	308
	Existing trips	872	508	174
	Net new	190	110	134
	In	125	36	57
	Out	64	75	77

875

Wilsonville Road at Meadows Loop/High School Access  
 Trip generation

	IN	OUT	Total	Time
AM 2001	271	157	428	7:45-8:45
Mid 2001	96	201	297	2:55-3:55
PM 2001	56	57	113	5:00-6:00

**Student enrollment**

1999-2000	767	
2000-2001	801	
2001-2002	909	
2002-2003	932	
2003-2004	916	*projected

**Trips per student**

	IN	OUT	Total
AM 2001	0.30	0.17	0.47
Mid 2001	0.11	0.22	0.33
PM 2001	0.06	0.06	0.12

Wilsonville Road at Meadows Loop/High School Access  
 Tue 9/25/2001  
 AM Peak

Time Period	Eastbound			Southbound			Northbound			Westbound			Sum	IN (EBTH, NBRT, SBLT)		OUT (WBLTTHRT)		peak hour			Rank		
	right	through	left	right	through	left	left	through	right	left	through	right		IN	OUT	IN	OUT	IN	OUT	Total			
6:00 AM	4	0	0	0	4	0	1	1	0	0	0	0	10	0	0	0	0	0	0	14	2	16	26
6:05	4	0	0	0	12	0	1	2	1	0	0	0	20	1	0	0	1	17	2	19	2	19	25
6:10	2	0	0	0	9	0	0	2	0	0	0	0	13	0	0	0	0	19	4	23	4	23	24
6:15	4	0	1	0	10	0	1	6	0	0	0	0	22	0	0	0	0	23	5	28	5	28	23
6:20	2	0	0	0	7	0	0	8	1	0	0	0	18	1	0	0	1	29	7	36	7	36	22
6:25	7	0	0	0	10	0	0	8	1	0	0	0	26	1	0	0	1	39	10	49	10	49	21
6:30	6	0	1	1	12	1	2	13	0	0	0	0	36	1	0	0	1	56	16	72	16	72	20
6:35	5	0	2	0	14	0	0	11	1	0	0	0	33	1	0	0	1	81	30	111	30	111	19
6:40	5	0	2	1	15	1	1	5	0	0	0	0	30	1	0	0	1	100	48	148	48	148	18
6:45	9	0	1	0	9	1	1	7	0	1	0	0	29	1	1	1	2	110	56	166	56	166	17
6:50	10	0	1	0	8	1	1	8	3	0	0	1	33	4	1	1	5	114	62	176	62	176	16
6:55	7	0	0	0	14	2	2	24	1	0	0	0	50	3	0	0	3	119	65	184	65	184	15
7:00	6	0	0	0	15	1	1	15	2	0	0	0	40	3	0	0	3	125	70	195	70	195	14
7:05	8	0	0	0	14	0	2	6	3	1	0	1	35	3	2	2	5	130	74	204	74	204	13
7:10	9	0	2	0	4	1	1	15	3	1	0	0	36	4	1	1	5	144	76	220	76	220	12
7:15	8	0	1	0	13	3	2	11	3	1	0	1	43	6	2	2	8	159	82	241	82	241	11
7:20	6	0	2	0	21	4	0	14	7	1	0	2	57	11	3	3	14	186	96	282	96	282	10
7:25	14	0	1	1	17	6	0	14	12	4	0	2	71	18	6	6	24	215	108	323	108	323	9
7:30	9	1	2	0	18	13	3	13	12	7	0	7	85	26	14	14	40	235	127	362	127	362	8
7:35	4	0	1	0	17	12	5	13	8	10	0	8	78	20	18	18	38	268	136	404	136	404	6
7:40	7	0	5	0	10	7	0	18	4	3	0	5	59	11	8	8	19	273	151	424	151	424	3
7:45	7	0	1	0	15	2	0	19	3	3	0	4	54	5	7	7	12	271	157	428	157	428	1
7:50	2	0	2	1	13	4	0	19	5	2	0	2	50	9	4	4	13	273	154	427	154	427	2
7:55	6	0	2	0	12	7	6	8	2	2	0	3	48	9	5	5	14	268	155	423	155	423	4
8:00	5	0	1	1	14	3	1	16	5	1	0	3	50	8	4	4	12	261	153	414	153	414	5
8:05	4	1	3	0	18	10	2	12	6	3	0	1	60	17	4	4	21	253	149	402	149	402	7
8:10	5	0	3	1	12	13	0	18	6	2	0	5	65	19	7	7	26						
8:15	4	1	1	2	19	17	3	21	15	6	0	10	99	33	16	16	49						
8:20	6	0	0	0	23	21	2	29	19	5	0	10	115	40	15	15	55						
8:25	7	1	0	1	27	25	0	11	12	12	0	13	109	38	25	25	63						
8:30	2	0	0	0	24	28	1	13	31	8	0	15	122	59	23	23	82						
8:35	4	0	2	0	27	16	3	15	9	15	0	18	109	25	33	33	58						
8:40	7	0	2	0	18	6	3	15	3	8	0	6	68	9	14	14	23						
8:45	5	0	1	0	18	2	2	20	5	2	1	1	57	7	4	4	11						
8:50	8	0	0	1	14	3	1	5	1	4	0	1	38	4	5	5	9						
8:55	2	0	2	0	19	2	1	19	0	3	0	0	48	2	3	3	5						

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Wilsonville Road at Meadows Loop/High School Access  
 Tue 9/25/2001  
 Mid Peak

Time Period	Eastbound			Southbound			Northbound			Westbound			Sum	IN (EBTH, NBRT, SBLT)		OUT (WBLTTHRT)		peak hour		Total	Rank	
	right	through	left	right	through	left	left	through	right	left	through	right		IN	OUT	IN	OUT	IN	OUT			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	48	76	14
2:05	2	0	0	0	12	0	0	10	2	0	0	0	26	2	0	2	35	49	84	13		
2:10	0	0	2	2	12	0	5	14	1	0	0	1	37	1	1	2	48	50	98	12		
2:15	8	0	2	2	14	1	4	13	0	3	0	4	51	1	7	8	57	51	108	11		
2:20	3	0	0	1	11	0	3	21	1	9	0	12	61	1	21	22	69	70	139	10		
2:25	7	0	0	0	18	2	5	15	1	4	0	0	52	3	4	7	82	106	188	9		
2:30	6	0	1	1	18	0	1	17	1	0	0	0	45	1	0	1	81	154	235	8		
2:35	3	0	1	0	10	2	5	15	2	3	0	1	42	4	4	8	87	171	258	7		
2:40	3	1	1	2	13	0	4	14	5	2	0	1	46	6	3	9	89	175	264	6		
2:45	4	0	0	0	12	1	10	21	0	1	0	0	49	1	1	2	92	180	272	5		
2:50	6	0	0	5	23	2	5	25	1	4	1	0	72	3	5	8	95	193	288	4		
2:55	9	0	2	0	27	3	7	28	2	2	0	0	80	5	2	7	96	201	297	1		
3:00	7	0	3	1	18	5	4	8	2	1	0	0	49	7	1	8	94	203	297	1		
3:05	3	1	0	1	25	7	5	20	7	1	0	0	70	15	1	16	89	207	296	3		
3:10	3	0	0	1	19	8	6	16	2	1	0	1	57	10	2	12						
3:15	3	0	2	1	12	6	7	14	7	10	2	14	78	13	26	39						
3:20	5	1	0	1	21	4	4	23	9	15	1	41	125	14	57	71						
3:25	4	0	0	2	31	0	4	23	2	17	1	34	118	2	52	54						
3:30	6	0	1	3	22	5	3	19	2	9	0	8	78	7	17	24						
3:35	10	1	0	2	25	2	6	16	3	5	1	2	73	6	8	14						
3:40	11	0	1	1	27	4	9	21	5	3	1	4	87	9	8	17						
3:45	4	0	1	2	23	2	7	16	2	9	0	5	71	4	14	18						
3:50	7	0	2	0	21	3	10	19	1	7	0	6	76	4	13	17						
3:55	4	0	0	0	18	0	10	20	3	2	0	2	59	3	4	7						
4:00	6	0	0	1	22	0	4	16	2	5	0	0	56	2	5	7						

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Wilsonville Road at Meadows Loop/High School Access  
 Tue 9/25/2001  
 PM Peak

Time Period	Eastbound			Southbound			Northbound			Westbound			Sum	Peak 15	Rank	Peak Hour	Rank	IN (EBTH, NBRT, SBLT)		OUT (WBLT, THRT)		peak hour		Total	Rank
	right	through	left	right	through	left	left	through	right	left	through	right						IN	OUT	IN	OUT	IN	OUT		
4:00 PM	7	0	1	1	17	2	4	32	2	2	0	1	69	223	13	826	12	4	3	7	51	39	90	10	
4:05	4	0	0	1	25	1	4	35	1	8	0	4	83	219	14	832	11	2	12	14	54	40	94	8	
4:10	6	0	1	0	18	1	8	32	2	1	0	2	71	197	19	824	13	3	3	6	57	30	87	13	
4:15	3	0	0	1	18	1	5	31	1	2	0	3	65	186	21	843	10	2	5	7	59	29	88	12	
4:20	5	0	0	6	19	1	5	22	2	1	0	0	61	174	22	864	9	3	1	4	61	28	89	11	
4:25	4	0	0	0	16	1	9	23	4	3	0	0	60	191	20	884	8	5	3	8	62	31	93	9	
4:30	5	0	2	1	22	1	3	16	2	1	0	0	53	205	18	918	7	3	1	4	60	35	95	7	
4:35	5	1	0	5	21	0	9	32	3	2	0	0	78	229	11	940	6	4	2	6	61	37	98	6	
4:40	5	1	0	1	23	2	4	33	4	1	0	0	74	226	12	946	5	7	1	8	63	40	103	5	
4:45	1	1	0	2	30	3	12	23	1	1	0	3	77	212	15	970	3	5	4	9	62	44	106	2	
4:50	5	0	0	1	31	0	7	24	6	1	0	0	75	210	16	964	4	6	1	7	61	45	106	2	
4:55	2	0	1	1	22	2	5	19	5	1	0	2	60	210	16	989	2	7	3	10	58	48	106	2	
5:00	4	0	2	1	28	3	2	27	4	3	1	0	75	240	10	1012	1	7	4	11	56	57	113	1	
5:05	4	0	0	3	23	3	6	32	2	0	0	2	75	251	8			5	2	7					
5:10	2	0	0	2	27	3	13	39	2	1	0	1	90	257	3			5	2	7					
5:15	8	0	0	2	23	0	10	35	4	2	0	2	86	261	2			4	4	8					
5:20	2	0	1	1	34	3	8	27	1	1	0	3	81	250	9			4	4	8					
5:25	10	0	0	2	36	0	10	26	3	2	1	4	94	253	6			3	7	10					
5:30	3	0	1	2	20	1	13	29	3	2	0	1	75	257	3			4	3	7					
5:35	5	0	1	1	24	1	9	33	5	4	0	1	84	253	6			6	5	11					
5:40	5	0	0	4	29	4	8	41	2	3	0	2	98	269	1			6	5	11					
5:45	3	0	1	2	20	1	10	26	3	2	2	1	71	254	5			4	5	9					
5:50	9	0	0	1	36	1	12	35	2	2	0	2	100					3	4	7					
5:55	3	0	2	1	30	1	9	21	4	5	0	7	83					5	12	17					

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## **Other Topics**

### **Topic Papers:**

- 1. Current enrollment and capacity situation at the five existing comprehensive High Schools.**
- 2. The number of athletic fields.**
- 3. Hours of operation for athletic events at the high school level.**
- 4. Overlapping events / scheduling**
- 5. Bartholemy Property Topics**
- 6. Attachment 2 from Arborist Report**

**TOPIC: What High Schools are at capacity now?**

The Planning Commission requested information on current high school enrollment compared to building capacity. The following table presents this information based on the most recent high school enrollment figures (May 29, 2015) and compares these figures to Permanent Capacity – actual building student capacity. The number of portable classrooms currently in use at the high school level is shown. Capacity provided by portables is not included in Permanent Capacity.

Table 1: High School Enrollment and School Permanent Capacity

High School	May 29, 2015 Actual Enrollment	Permanent Capacity	Utilization of Permanent Capacity	Portable Classrooms on Site
Aloha	1,878	1,804	104.1%	5
Beaverton	1,549	2,086	74.3%	0
Southridge	1,554	1,784	87.1%	0
Sunset	1,949	1,748	111.5%	0
Westview	2,354	1,962	120.0%	16
Total	9,284	9,384	98.9%	21

**TOPIC: What are the hours of operation for athletic events – particularly football?**

Beaverton School District High Schools participate in the Metro League for Sports Competitions. The Metro League determines and sets the dates and times for athletic events. Metro League sports include:

**CONTEST TIME PARAMETERS:**

Fall:	Cross Country	Wed. 4:00 pm – 7:00 pm
	Football	JV/Freshman Thursday 4:30 pm - 7:00 pm Varsity Friday 7:00 pm - 10:00 pm
	Soccer	JV and JV II Monday & Thursday 4:00 pm - 7:30 pm Varsity Monday & Thursday 7:00 pm – 9:30 pm
	Volleyball	JV and JV II Tuesday & Thursday 5:00 pm – 7:30 pm Varsity Tuesday & Thursday 6:30 pm – 9:30 pm
Winter:	Basketball	JV and JV II Tuesday & Friday 4:00 pm – 7:00 pm Varsity Tuesday & Friday 7:15 pm – 9:30 pm
	Swimming	JV and Varsity Wednesday 4:00 pm – 6:00 pm
	Wrestling	Thursday 6:00 pm – 9:30 pm
Spring:	Baseball	JV and Freshman Monday thru Friday 5:00 pm – 7:30 pm Varsity Monday thru Friday 5:00 pm – 7:30 pm
	Softball	JV and Freshman Monday thru Friday 5:00 pm – 7:30 pm Varsity Monday thru Friday 5:00 pm – 7:30 pm

Tennis	JV and Varsity	Monday thru Friday 4:00 pm – 7:30 pm
	Track & Field	Wednesday 4:00 pm – 8:30 pm

**PRACTICE TIMES (Monday –Friday)**

Fall Activities:

Cross Country	3:00 pm – 5:00 pm
Football	3:00 pm – 6:00 pm
Soccer	3:00 pm – 6:00 pm
Volleyball	3:00 pm – 6:00 pm

MARCHING BAND - Varies by school but generally 6:00 pm -9:00 pm

Winter:	Basketball	3:00 pm – 9:00 pm
	Swimming	3:00 pm – 6:00 pm
	Wrestling	3:00 pm – 6:00 pm

Spring:	Baseball	3:00 pm – 6:00 pm
	Softball	3:00 pm – 6:00 pm
	Golf	3:00 pm – 6:00 pm
	Tennis	3:00 pm – 5:00 pm
	Track & Field	3:00 pm – 5:00 pm

**THPRD**

THPRD will schedule activities on Saturday & Sunday at our facilities, typically between 8:00am and 10:00pm. The attached schedule from the Intergovernmental Agreement shows THPRD activity scheduling at Aloha High School as a representative example.

## APPENDIX B

### Aloha High School Field Schedule 2004/05

<i>Day</i>	<i>Date</i>	<i>AHS Used Time</i>	<i>THPRD Used Time</i>	<i>THPRD Hours</i>
Wednesday	1-Sep-04	12	2	8-10pm
Thursday	2-Sep-04	12	2	8-10pm
Friday	3-Sep-04	12	0	
Saturday	4-Sep-04	10	0	
Sunday	5-Sep-04	0	12	9-9pm
Monday	6-Sep-04	13.5	0	
Tuesday	7-Sep-04	14	0	
Wednesday	8-Sep-04	11.5	0	
Thursday	9-Sep-04	14.5	0	
Friday	10-Sep-04	14.5	0	
Saturday	11-Sep-04	10.5	5	4-9pm
Sunday	12-Sep-04	0	12	9-9pm
Monday	13-Sep-04	11.25	1.5	8:30-10pm
Tuesday	14-Sep-04	8.75	4	6-10pm
Wednesday	15-Sep-04	8.75	4	6-10pm
Thursday	16-Sep-04	13.25	0	
Friday	17-Sep-04	14.5	0	
Saturday	18-Sep-04	10.5	5	4-9pm
Sunday	19-Sep-04	0	12	9-9pm
Monday	20-Sep-04	12.75	0	
Tuesday	21-Sep-04	12.75	1.5	8:30-10pm
Wednesday	22-Sep-04	10.25	4	6-10pm
Thursday	23-Sep-04	12.75	1.5	8:30-10pm
Friday	24-Sep-04	14.5	0	
Saturday	25-Sep-04	10.5	5	4-9pm
Sunday	26-Sep-04	0	12	9-9pm
Monday	27-Sep-04	10.25	4	6-10pm
Tuesday	28-Sep-04	12.75	1.5	8:30-10pm
Wednesday	29-Sep-04	10.25	4	6-10pm
Thursday	30-Sep-04	14	0	
Friday	1-Oct-04	14.5	0	
Saturday	2-Oct-04	4	9	12-9pm
Sunday	3-Oct-04	0	12	9-9pm
Monday	4-Oct-04	14	0	
Tuesday	5-Oct-04	12.75	1.5	8:30-10pm
Wednesday	6-Oct-04	12.75	1.5	8:30-10pm
Thursday	7-Oct-04	13.5	0	
Friday	8-Oct-04	14.5	0	

<i>Day</i>	<i>Date</i>	<i>AHS Used Time</i>	<i>THPRD Used Time</i>	<i>THPRD Hours</i>
Saturday	9-Oct-04	10.5	5	4-9pm
Sunday	10-Oct-04	0	12	9-9pm
Monday	11-Oct-04	14	0	
Tuesday	12-Oct-04	12.75	1.5	8:30-10pm
Wednesday	13-Oct-04	10.25	4	6-10pm
Thursday	14-Oct-04	14.5	0	
Friday	15-Oct-04	14.5	0	
Saturday	16-Oct-04	2	10	11-9pm
Sunday	17-Oct-04	0	12	9-9pm
Monday	18-Oct-04	14	0	
Tuesday	19-Oct-04	12.75	1.5	8:30-10pm
Wednesday	20-Oct-04	12.75	1.5	8:30-10pm
Thursday	21-Oct-04	14	0	
Friday	22-Oct-04	14.5	0	
Saturday	23-Oct-04	2	10	11-9pm
Sunday	24-Oct-04	0	12	9-9pm
Monday	25-Oct-04	14	0	
Tuesday	26-Oct-04	12.75	1.5	8:30-10pm
Wednesday	27-Oct-04	10.25	4	6-10pm
Thursday	28-Oct-04	14.5	0	
Friday	29-Oct-04	11.5	2	7-9pm
Saturday	30-Oct-04	0	12	9-9pm
Sunday	31-Oct-04	0	12	9-9pm
Monday	1-Nov-04	10.25	4	6-10pm
Tuesday	2-Nov-04	12.75	1.5	8:30-10pm
Wednesday	3-Nov-04	12.75	1.5	8:30-10pm
Thursday	4-Nov-04	11	2	7-9pm
Friday	5-Nov-04	11.5	2	7-9pm
Saturday	6-Nov-04	0	12	9-9pm
Sunday	7-Nov-04	0	12	9-9pm
Monday	8-Nov-04	0	5	5-10pm
Tuesday	9-Nov-04	0	5	5-10pm
Wednesday	10-Nov-04	0	5	5-10pm
Thursday	11-Nov-04	0	5	5-10pm
Friday	12-Nov-04	0	4	5-9pm
Saturday	13-Nov-04	0	12	9-9pm
Sunday	14-Nov-04	0	12	9-9pm
Monday	15-Nov-04	0	5	5-10pm
Tuesday	16-Nov-04	0	5	5-10pm
Wednesday	17-Nov-04	0	5	5-10pm
Thursday	18-Nov-04	0	5	5-10pm
Friday	19-Nov-04	0	4	5-9pm
Saturday	20-Nov-04	0	12	9-9pm

<i>Day</i>	<i>Date</i>	<i>AHS Used Time</i>	<i>THPRD Used Time</i>	<i>THPRD Hours</i>
Monday	3-Jan-05	9	5	5-10pm
Tuesday	4-Jan-05	9	5	5-10pm
Wednesday	5-Jan-05	9	5	5-10pm
Thursday	6-Jan-05	9	5	5-10pm
Friday	7-Jan-05	9	4	5-9pm
Saturday	8-Jan-05	0	12	9-9pm
Sunday	9-Jan-05	0	12	9-9pm
Monday	10-Jan-05	9	5	5-10pm
Tuesday	11-Jan-05	9	5	5-10pm
Wednesday	12-Jan-05	9	5	5-10pm
Thursday	13-Jan-05	9	5	5-10pm
Friday	14-Jan-05	9	4	5-9pm
Saturday	15-Jan-05	0	12	9-9pm
Sunday	16-Jan-05	0	12	9-9pm
Monday	17-Jan-05	9	5	5-10pm
Tuesday	18-Jan-05	9	5	5-10pm
Wednesday	19-Jan-05	9	5	5-10pm
Thursday	20-Jan-05	9	5	5-10pm
Friday	21-Jan-05	9	4	5-9pm
Saturday	22-Jan-05	0	12	9-9pm
Sunday	23-Jan-05	0	12	9-9pm
Monday	24-Jan-05	9	5	5-10pm
Tuesday	25-Jan-05	9	5	5-10pm
Wednesday	26-Jan-05	9	5	5-10pm
Thursday	27-Jan-05	9	5	5-10pm
Friday	28-Jan-05	9	4	5-9pm
Saturday	29-Jan-05	0	12	9-9pm
Sunday	30-Jan-05	0	12	9-9pm
Monday	31-Jan-05	9	5	5-10pm
Tuesday	1-Feb-05	9	5	5-10pm
Wednesday	2-Feb-05	9	5	5-10pm
Thursday	3-Feb-05	9	5	5-10pm
Friday	4-Feb-05	9	4	5-9pm
Saturday	5-Feb-05	0	12	9-9pm
Sunday	6-Feb-05	0	12	9-9pm
Monday	7-Feb-05	9	5	5-10pm
Tuesday	8-Feb-05	9	5	5-10pm
Wednesday	9-Feb-05	9	5	5-10pm
Thursday	10-Feb-05	9	5	5-10pm
Friday	11-Feb-05	9	4	5-9pm
Saturday	12-Feb-05	0	12	9-9pm
Sunday	13-Feb-05	0	12	9-9pm
Monday	14-Feb-05	9	5	5-10pm

<i>Day</i>	<i>Date</i>	<i>AHS Used Time</i>	<i>THPRD Used Time</i>	<i>THPRD Hours</i>
Wednesday	30-Mar-05	13	0	
Thursday	31-Mar-05	10	4.5	5:30-10pm
Friday	1-Apr-05	10	3.5	5:30-9pm
Saturday	2-Apr-05	0	12	9-9pm
Sunday	3-Apr-05	0	12	9-9pm
Monday	4-Apr-05	10	4.5	5:30-10pm
Tuesday	5-Apr-05	10	4.5	5:30-10pm
Wednesday	6-Apr-05	10	4.5	5:30-10pm
Thursday	7-Apr-05	10	4.5	5:30-10pm
Friday	8-Apr-05	10	3.5	5:30-9pm
Saturday	9-Apr-05	0	12	9-9pm
Sunday	10-Apr-05	0	12	9-9pm
Monday	11-Apr-05	13.5	0	
Tuesday	12-Apr-05	13.5	0	
Wednesday	13-Apr-05	10	4.5	5:30-10pm
Thursday	14-Apr-05	13.5	0	
Friday	15-Apr-05	14.5	0	
Saturday	16-Apr-05	0	12	9-9pm
Sunday	17-Apr-05	0	12	9-9pm
Monday	18-Apr-05	13.5	0	
Tuesday	19-Apr-05	10	4.5	5:30-10pm
Wednesday	20-Apr-05	10	4.5	5:30-10pm
Thursday	21-Apr-05	13.5	0	
Friday	22-Apr-05	13.5	0	
Saturday	23-Apr-05	3	9	12-9pm
Sunday	24-Apr-05	0	12	9-9pm
Monday	25-Apr-05	10	4.5	5:30-10pm
Tuesday	26-Apr-05	13.5	0	
Wednesday	27-Apr-05	10	4.5	5:30-10pm
Thursday	28-Apr-05	13.5	0	
Friday	29-Apr-05	10	3.5	5:30-9pm
Saturday	30-Apr-05	0	12	9-9pm
Sunday	1-May-05	0	12	9-9pm
Monday	2-May-05	10	4.5	5:30-10pm
Tuesday	3-May-05	13.5	0	
Wednesday	4-May-05	10	4.5	5:30-10pm
Thursday	5-May-05	13.5	0	
Friday	6-May-05	13.5	0	
Saturday	7-May-05	0	12	9-9pm
Sunday	8-May-05	0	12	9-9pm
Monday	9-May-05	13.5	0	
Tuesday	10-May-05	10	4.5	5:30-10pm
Wednesday	11-May-05	10	4.5	5:30-10pm

<i>Day</i>	<i>Date</i>	<i>AHS Used Time</i>	<i>THPRD Used Time</i>	<i>THPRD Hours</i>
Friday	24-Jun-05	2	9	12-9pm
Saturday	25-Jun-05	0	12	9-9pm
Sunday	26-Jun-05	0	12	9-9pm
Monday	27-Jun-05	0	5	5-10pm
Tuesday	28-Jun-05	2	2	8-10pm
Wednesday	29-Jun-05	0	5	5-10pm
Thursday	30-Jun-05	0	5	5-10pm
Friday	1-Jul-05	0	4	5-9pm
Saturday	2-Jul-05	0	0	
Sunday	3-Jul-05	0	0	
Monday	4-Jul-05	0	0	
Tuesday	5-Jul-05	2	2	8-10pm
Wednesday	6-Jul-05	2	2	8-10pm
Thursday	7-Jul-05	2	2	8-10pm
Friday	8-Jul-05	0	4	5-9pm
Saturday	9-Jul-05	0	12	9-9pm
Sunday	10-Jul-05	0	12	9-9pm
Monday	11-Jul-05	2	2	8-10pm
Tuesday	12-Jul-05	3	2	8-10pm
Wednesday	13-Jul-05	2	2	8-10pm
Thursday	14-Jul-05	3	11	9-5pm 8-10pm
Friday	15-Jul-05	0	13	8-9pm
Saturday	16-Jul-05	0	13	8-9pm
Sunday	17-Jul-05	0	13	8-9pm
Monday	18-Jul-05	2	2	8-10pm
Tuesday	19-Jul-05	3	2	8-10pm
Wednesday	20-Jul-05	2	2	8-10pm
Thursday	21-Jul-05	3	2	8-10pm
Friday	22-Jul-05	0	4	5-9pm
Saturday	23-Jul-05	0	12	9-9pm
Sunday	24-Jul-05	0	12	9-9pm
Monday	25-Jul-05	2	2	8-10pm
Tuesday	26-Jul-05	2	2	8-10pm
Wednesday	27-Jul-05	2	2	8-10pm
Thursday	28-Jul-05	3	2	8-10pm
Friday	29-Jul-05	0	4	5-9pm
Saturday	30-Jul-05	0	12	9-9pm
Sunday	31-Jul-05	0	12	9-9pm
Monday	1-Aug-05	3	2	8-10pm
Tuesday	2-Aug-05	2	2	8-10pm
Wednesday	3-Aug-05	3	2	8-10pm
Thursday	4-Aug-05	3	2	8-10pm
Friday	5-Aug-05	2	2	7-9pm

**TOPIC: The number of fields at the new high school**

This information is provided here to describe how the determination of the number of fields at the new high school was made.

***Size and scope of athletic fields:***

Prior to the passage of the 2014 Bond, the Beaverton School District undertook a year-long analysis of its physical facility requirements. The result of this effort was the publication of The Educational Specifications. This document provides the basis for the definition of a comprehensive high school. Part of this process was a review of all District athletic facilities with regard to scheduled use for physical education, sports team practice and games and community use. In virtually every case on District high school campuses, existing fields were found to be overscheduled and inadequate in number to meet the needs of the school and community. The District is proposing the current athletic field configurations for the new high school as it represents the absolute minimum number required to meet Oregon Department of Education requirements for physical education for high school students, the needs of girls and boys sports teams as expected or required by Federal Title IX requirements and the Oregon School Activities Association (OSAA). As well, the future recreational needs of the growing community that is beginning to be built in South Cooper Mountain was considered.

***Program, Quantity and Size:***

In order to meet the physical education needs of the student body as well as the practice and game needs of the numerous girls and boys Junior Varsity and Varsity sports teams, sports fields are required on the site. The number and size of sports fields is determined by a variety of factors including the State of Oregon Department of Education (ODE) mandatory requirements for physical education at the High School level, Title IX of the United States Education Amendments of 1972 and the regulations of the OSAA.

The Beaverton School District (BSD) Facility Plan (2010) and The Educational Specifications outline minimum facility requirements for a Comprehensive High School. The District's goal is to achieve equivalency among all of its high school campuses in terms of the interior and exterior program areas. Overcrowding, overscheduling and overuse of sports fields currently occurs on every BSD High School campus. It is all but impossible to imagine a scenario with fewer fields on the South Cooper Mountain Site that would not result in a violation of the ODE, Title IX or OSAA mandatory requirements, nor is it appropriate for encouraging student participation, which is an important part of the high school experience. All of the BSD's high school sites are constrained by their site boundaries, resulting in the overlap of sports fields. The new high school is no exception. The overlapping of field activities is managed by the scheduling of sports with differing seasons. This results in a less than ideal situation with regards to the quality of a

natural turf play surface (fields are used all year long and do not have time to recover from excessive wear and tear). Artificial turf is a possible alternative that the BSD is exploring, but it comes at a much greater cost (several millions of dollars). The most ideal situation for any new high school is to avoid the overlapping of fields and to have those fields be constructed with natural turf. This ideal situation was examined for the South Cooper Mountain site, but would have required the filling of all of the wetlands on the site. In light of this, the BSD has compromised on the ideal sports field scenario and intends to overlap its fields in order to minimize impacts to the wetlands and more efficiently use the constrained site.

Finally, in order to graduate, the Oregon Department of Education requires each student to have three years of physical education credits. There are minimum requirements for instructional time. Busing to provide physical education activities off-site would reduce time available for instructional time and would require extending the school day to accommodate the added busing. There is a maximum amount of student time allowed at 8.5 hours per day at the high school level. The Department of Education can withhold state school funds from districts who are not in compliance with the required instructional times in OAR 581-022-1620: Required Instructional Time.

***Sports Field Locations:***

Sports fields are required to be located within the high school campus for a number of reasons. First, the South Cooper Mountain site is bordered on two sides by major arterial roads (Scholls Ferry and 175th). Locating sports fields off campus in any direction would require thousands of students and staff to cross these heavily traveled intersections several times each day and night, many times in the dark. This would present a potentially hazardous condition for the community. Secondly, the adjacent properties to the west and northwest do not lie within the BSD boundary. Those properties are within the Hillsboro School District, and therefore they are not available for use by the BSD. Third, the time required to travel to a more distant off-site location would substantially reduce the amount of educational time allocated for PE and would potentially compromise ODE requirements. This third option would also increase traffic in the area and would present unreasonable transportation costs to the District and its primary educational mission. At this time, Tri-Met has no immediate plans for service in this area, and there are no other nearby BSD schools with sufficient facilities to share.

The opportunity to use Scholls Heights Elementary School fields has been raised but this is an unrealistic idea. The athletic facilities at this site are not adequate to meet high school athletic standards. High school student use of this facility would severely conflict with the recreational use of the fields by elementary school children at Scholls Heights. Finally, this would require

busing high school students from the main new high school campus, a situation that is not realistic given the points noted above regarding off-site facilities.

Others have raised the possibility of using the field at Winkelman Park, which is owned and operated by the Tualatin Hills Park and Recreation District (THPRD). Winkelman Park is located north of the new high school site along SW 175<sup>th</sup> Rd. just south of SW Kemmer Rd. The District contacted THPRD staff regarding athletic facilities at Winkelman Park. Based on comments received from THPRD planning staff, there is no real opportunity to use the field at this park for use by students at the new high school. THPRD staff pointed out the following issues:

- The field is 300 feet by 250 feet, with a backstop in the NE corner. The field is allocated to field sports and set up to play soccer practices and U11 games and lacrosse practices for middle school age players. The backstop is not operational, the fields overlap. To make the backstop operational it requires skinning the field which eliminates the use by field sports.
- The Field is encircled by a walking path and severe topography to the NW and South, expansion of the athletic fields is not possible.
- Phase One is complete, it includes 51 parking spaces to service the field and dog park. The drive and parking area are not compatible with school bus access, no turn around. The drive to the south is a private drive for the renter access only.
- THPRD programs the field between 4:30pm and dark March 1 to the second week of November, fields are closed non all THPRD grass fields between the third week of November and the end of February. Winkelman was allocated an athletic field because of the void in large fields in the SW quadrant. THPRD has access outside of school use at Southridge, Conestoga and Mt View. Winkelman serves as a primary location for Aloha United Soccer and Aloha Youth Lacrosse.
- There are no field or park lights, none are planned. Hours of operation are dawn to dusk only. Field lights are not included on THPRD athletic fields unless the field is synthetic turf. The cost to install and operate the lights is cost prohibitive for the number of hours a grass field can be allocated and used. Wear and tear from use is a managed plan, limiting the months and hours is intended to maintain a playable surface and control costs. Additional hours of play by the high school athletic programs would limit the number of hours available for the community youth programs.
- THPRD and BSD have an inter-governmental agreement that outlines sharing of facilities. However, each agencies direct delivery and affiliated programs have priority. In this case, THPRD programs would have priority over BSD athletics. The impact to THPRD programs and direct costs makes the use of the field by BSD athletics prohibitive

**TOPIC: Definition of overlapping events**

The Administrator for each school determines the building and site uses. Generally speaking, most High School Principals' do not schedule activities that would conflict or interfere with athletic events, especially football. A high school will have 5 to 6 regularly scheduled home football games during a school year (with the possibility of a state playoff game). Athletic events and theatre events, especially football, are revenue generators and the school Administrator will schedule events so they will not conflict in order to raise more funds for the specific program.

Back to School Nights are scheduled at times which have the least number of conflicts and never occur on Fridays when football games are played.

Choir or band concerts are never scheduled to occur on Friday nights – they are mid-week activities. Theatre productions in the fall are smaller productions with smaller audiences. Musicals or large theatre productions may occur on a Friday or Saturday evening in the spring, usually late February or March, outside of the football season.

Homecoming dances are generally held on the Saturday night after a Friday night football game and are held on-site or off-site between the hours being 8:00pm -11:00pm or 7:00-10:00 pm. At our existing high schools, Senior Prom and Junior Prom dances may be held on site but at over half of our high schools these dances are held off-site in the spring.

Numerous after school clubs and tournaments may occur, but the numbers are small (10-20) and generally do not impact activities happening on site.

## **TOPIC: Bartholemy Property**

### New Collector Alignment

The School District has long-hoped that an alignment for the New Collector Street that connects to SW Scholls Ferry Road could be determined through discussions among the affected property owners, the City and County. From many aspects, building this street as a single project, at its ultimate alignment with costs equitably shared among benefitting property owners, is the preferable and most economical way to proceed. Up to now, there has not been a unified effort in employing a "build it once" approach.

In February 2015, prior to submitting our Conditional Land Use application, our project manager requested Mr. Bartholemy's concurrence with this approach. He declined to sign either the land use application form or a letter of consent allowing work to be performed on his property. Following additional coordination efforts, on May 4, 2015, his representative indicated he would support the preferred alignment, but he failed to follow through. In a meeting with District staff on May 18, 2015 he requested changes to the new collector street plan that were inconsistent with the City's engineering road design requirements. In addition, he demanded two further conditions from the District unrelated to the street alignment: (1) that the School District purchase a portion of his property, and (2) that changes be made to the school district boundaries between the Hillsboro and Beaverton School Districts.

In order to keep the high school construction on schedule, our application reflects an alignment solely located on District property. It's workable and fully complies with all standards and City design requirements. We remain hopeful that an agreement may yet be achievable to improve the alignment before it is constructed, but now that will need to be finalized after approval of our Conditional Use / Design Review land use applications.

### Waterline

As to the location of the waterline, we understand that Mr. Bartholemy would like a new waterline located on the School District's side of the new collector street. Our application placed the waterline serving the school site and his property in the location specified by the City engineering department. If he would like a waterline installed on the collector street, that could be done at his expense but he has not indicated a willingness to financially participate.

### Current Status

The School District advised Mr. Bartholemy that we need to proceed with grading and development activities in accordance with our submitted application. This can't await conclusion of new collector street discussions. Nevertheless, it remains our intention to work cooperatively with adjacent property owners to determine if beneficial changes can occur. Our focus now is obtaining permits and commencing our project site work. Following final action on the high school land use applications, technical work could be restarted with the participation of all the parties to adjust the location of the new collector street from that shown in our application if all property owners agreed to share costs equitably.

**TOPIC: Attachment 2 from Arborist Report**

The Planning Commission noted that Attachment 2 from the Arborist Report was missing. The attached provides Attachment from the Tegan & Associates Tree Plan Addendum.

Tree No.	Common Name	Scientific Name	DBH *	DGL **	C-RAD ***	Condition <sup>®</sup> ***	Structure ****	Comments	Tree Type	Ownership *****	Remove?
545	Black Locust	<i>Robinia pseudoacacia</i>	16	24	16	Fair	Fair		Community	shared	Yes (if neighbor agrees)
546	Black Locust	<i>Robinia pseudoacacia</i>	16	24	17	Fair	Fair		Community	shared	Yes (if neighbor agrees)
547	Black Locust	<i>Robinia pseudoacacia</i>	17	24	17	Fair	Fair		Community	shared	Yes (if neighbor agrees)
596	Douglas Fir	<i>Pseudotsuga menziesii</i>	27	42	21	Poor	Poor	Topped.	Exempt *****	shared	Yes (if neighbor agrees)
649	Douglas Fir	<i>Pseudotsuga menziesii</i>	26	36	20	Poor	Poor	Topped.	Exempt	shared	Yes (if neighbor agrees)
651	Douglas Fir	<i>Pseudotsuga menziesii</i>	26	40	23	Poor	Poor	Topped.	Exempt	shared	Yes (if neighbor agrees)
653	Douglas Fir	<i>Pseudotsuga menziesii</i>	18	24	18	Poor	Poor	Topped.	Exempt	shared	Yes (if neighbor agrees)
659	Douglas Fir	<i>Pseudotsuga menziesii</i>	32	48	29	Poor	Poor	Topped.	Exempt	shared	Yes (if neighbor agrees)
551.1	Black Locust	<i>Robinia pseudoacacia</i>	18,12 ,12	48	18	Good	Fair	3 stems connected at ground level.	Community	shared	Yes (if neighbor agrees)
551.2	Black Locust	<i>Robinia pseudoacacia</i>	10	12	10	Good	Fair	No canopy on subject site. Face of trunk is one foot west of fence line.	Community	shared	Yes (if neighbor agrees)
551.3	Black Locust	<i>Robinia pseudoacacia</i>	14	16	28	Good	Fair	Codominant at 2 feet. DBH measured at 1 foot.	Community	shared	Yes (if neighbor agrees)

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3145 Westview Circle • Lake Oswego, OR 97034  
Phone: 503.697.1975 • Fax: 503.697.1976  
Email: terry@teragan.com • Website: teragan.com

**Teragan  
 & Associates, Inc.**  
 Arboricultural Consultants

Tree No.	Common Name	Scientific Name	DBH *	DGL **	C-RAD ***	Condition* ***	Structure ****	Comments	Tree Type	Ownership *****	Remove?
551.4	Black Locust	<i>Robinia pseudoacacia</i>	12	18	18	Good	Fair	No canopy on subject site. Face of trunk is 18 inches west of fence line.	Community	shared	Yes (if neighbor agrees)
551.5	Black Locust	<i>Robinia pseudoacacia</i>	12,12 ,10,5, 5,16	60	27	Fair	Fair	6 stems connected at ground level.	Community	shared	Yes (if neighbor agrees)
551.6	Black Locust	<i>Robinia pseudoacacia</i>	16	24	22	Fair	Fair		Community	shared	Yes
<p>***C-RAD is the approximate crown radius measured in feet.                      ****Condition and Structure ratings range from very poor, poor, fair, to good.                      *****Ownership is the assumed ownership of the tree based on the trunk size at ground level and trunk location shown on the site survey (assuming the center of the tree survey point corresponds to the center of the tree). Trees with trunk completely on subject site are owned by school district (BSD), trees with trunk completely on neighbor property are owned by neighbor, and trees with any portion of the trunk straddling the property line are considered shared property.                      *****Exempt trees include community trees less than 10-inch DBH, trees producing edible fruits, and unhealthy trees (trees with a condition rating of very poor or poor).</p>											

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Record copy  
5/27  
6:24  
Read into record  
No oral testimony

May 27, 2015

Mimi Doukas, Chair  
Beaverton Planning Commission  
City of Beaverton  
12175 SW Millikan Way  
Beaverton, OR 97076

RE: South Cooper Mountain High School – CU2015-0003, DR2015-0029, ADJ2015-0005, LD2015-0005

Dear Ms. Doukas,

The Tualatin Hills Park and Recreation District (THPRD) is excited about the many opportunities the Beaverton School District's (BSD) proposed South Cooper Mountain high school will bring to our common residents. The longstanding partnership between our organizations has benefitted the community in many ways and we look forward to continuing our collaborative approach to address the needs of current and future Beaverton residents.

After reviewing the staff report for the May 27 hearing, THPRD has two primary concerns for the Planning Commission's consideration: 1) the trail alignment identified along SW 175<sup>th</sup> and Scholls Ferry, and 2) the limitations on hours of operation of the sports fields on the future high school site.

#### *South Cooper Mountain Loop Trail*

The South Cooper Mountain Loop Trail is identified along both the 175<sup>th</sup> and Scholls Ferry frontages of the future high school site. The staff report for the high school calls for a 10-foot wide sidewalk along these frontages and refers to the area as providing for a future regional trail alignment. However, the trail in this location is a community trail, which the South Cooper Mountain Community Plan indicates could be up to 12-foot wide and include buffering from adjacent roadways. Due to site constraints, the 12-foot width may not be practicable, therefore THPRD asks that the city consider asking BSD to work with THPRD further to develop this concept prior to development of construction documents for the site. Providing for this additional review will allow THPRD and BSD to continue its collaborative relationship and provide for the necessary bicycle and pedestrian connections in South Cooper Mountain.

#### *Limitations on Hours of Operations*

THPRD has a long history of working with BSD to deliver recreational facilities on school properties in exchange for maintenance at these sites. The prospect of a continued collaboration at the proposed South Cooper Mountain high school is particularly compelling in that it can offer opportunities for participation to the future residents that currently have no recreational or athletic facilities available nearby.

The community sports groups affiliated with and supported by THPRD have forged close ties with the school district programs. A large part of that support is the provision of facilities that meet the needs of multiple sport participants of all ages and abilities. THPRD is concerned about the proposed limitations on hours of operation for the new school fields. Throughout the district, THPRD-affiliated programs at BSD school sites typically begin at 8:00 am on weekends, which requires arrival as early as 7:00 am. These shared facilities are currently programmed for play from 8 am until 10 pm to accommodate practices, games and tournaments. On weekdays, THPRD is allowed the opportunity to program fields after school hours and until 10 pm. THPRD asks that the conditions of approval for the aforementioned application be amended to reflect the revised hours requested by BSD. This change will ensure that activities at the new high school site will be consistent with those at other school sites in Beaverton.

THPRD looks forward to exploring how we can continue to bring value to our community through our cooperative relationship with BSD through this project. Our community is growing and the relationship that we have forged with the school district will be important to providing quality recreational opportunities for our citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Menke". The signature is fluid and cursive, with a large initial "D" and "M".

Doug Menke  
General Manager

C: Dick Steinbrugge, Beaverton School District  
Frank Angelo, Angelo Planning Group

Roger Staver  
17470 SW Reusser Court  
Beaverton, OR 97007

May 27, 2015

Received @  
Henry of May 27, 2015  
Read into record by  
Staff on May 27 - person  
did not testify - BU

Beaverton Planning Commission  
The Beaverton Building  
12725 SW Millikan Way  
Beaverton, OR 97076

Dear Chair Doukas and Commission Members:

My wife, Lynne & I live at 17470 SW Reusser Court. We have been here four years, and have watched a substantial increase in traffic since we arrived. Our side-yard fronts 175<sup>th</sup>, so we have first-hand view.

I am writing not only to discuss the traffic increases that will be brought about by the School's development, but to also remind you of the multiple projects that are approved or pending approval, all of which will add to the already existing traffic problems we observe almost daily on 175<sup>th</sup>. And, finally to ask for your support in dealing with the problems of traffic increases, control, safety and enforcement on and around SW 175<sup>th</sup>.

SW 175<sup>th</sup> is unique due to its topography, its current level of use, multiple points of potential traffic conflict and its current physical limitations. The main points to bring to your attention are:

- ❖ It is common to see morning N-bound traffic backed up from Kemmer south for ¾ of a mile. This condition will clearly worsen with added traffic created by the School District's project.
- ❖ Visibility is limited almost over the entire 2 ¾ -mile stretch of 175<sup>th</sup> from Scholl's Ferry Road to Rigert Road. It is particularly severe South of Kemmer, from the fire Dept to the top of the hill, just above Outlook Lane. The situation in this area is sufficiently hazardous that the county has recently placed warning signs cautioning drivers of the limited visibility, recommending a speed of 25 MPH.
- ❖ Speeds, particularly south of Kemmer exceed posted speed limits, often by quite a margin, especially in the summer months. However the Sheriff's office has said enforcement is difficult, because there are few if any areas to safely pull violators over to write citations.
- ❖ The road surface stops at the fog line, with no shoulder in many areas, and those areas where shoulders do exist, are mostly grass. This leaves little or no area for bicycles or pedestrians, although they exist.
- ❖ With the exception of half-street improvements where a few new subdivisions have been added, 175<sup>th</sup> has seen little change over the years, yet the traffic has increased multifold, and continues to do so.
- ❖ Many residents have mailboxes on the opposite side of 175<sup>th</sup> from their home, creating a daily hazard doing something as simple as getting one's mail.

I have been involved with the Save 175<sup>th</sup> group, since just after its inception. We have met with and discussed these issues with multiple agencies and representatives, but we need to see more attention focused on the issues that everyone seems to understand but can offer no immediate solutions. Long term planning is a wonderful tool, but it has failed either to foresee or address the problems we currently face with multiple developments around the corner. Those of us who depend on 175<sup>th</sup> for our daily travels, as well as the many commuters who use it, need immediate and effective solutions to the problems that we see every day, which will only worsen as development plans become reality.

Please don't overlook the critical need to find solutions for 175<sup>th</sup>. Drive it at 7:45 in the morning or 5:15 in the evening. Examine the roadway itself and realize how narrow and inadequate it is to function under current and future conditions, and call on citizen involvement to help search out solutions – we have been working on this, and we are intimately familiar with the area and the problems.

Thank You,

  
Roger Staver

May 27, 2015

*Record during  
May 27, 2015 Planning Commission  
hearing*

Beaverton Planning Commission,  
12725 SW Millikan Way  
Beaverton Oregon 97005

Beaverton Planning Commissioners;

Re: South Cooper Mountain High School - CU2015-0003, DR2015-0029, ADJ2015-0005, LD2015-0005

Kindly apply the approved South Cooper Mountain Community Plan to this planning effort.

- 1) Despite the labelling of the existing wetlands as degraded, they may be rehabilitated, and the approved South Cooper Mountain Community Plan places high priority of the protection of this irreplaceable community asset. Degradation fails as a justification for destruction, and their potential rehabilitation is noted in the approved South Cooper Mountain Community Plan.
- 2) Suitable off site options used as shared resources are available as a substitute for the proposed sport fields.

Respectfully,

Eric Squires  
17172 SW Rider Lane  
Aloha Oregon  
97007-8581

**DAVID J. HUNNIGUTT**

ATTORNEY AT LAW  
P.O. BOX 230637  
TIGARD, OR 97281

*Received during  
May 27, 2015 P.C.  
hearing.*

May 27, 2015

City of Beaverton Planning Commission  
12725 SW Millikan Way  
Beaverton, OR 97076

Re: South Cooper Mountain High School  
Case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0004

Commissioners:

I represent Ed and Kathy Bartholemy. My clients own property immediately to the west of the proposed site for the new Beaverton School District high school. We have significant concerns about the proposed high school, and submit these comments to voice those concerns. Please enter this letter into the record in these proceedings.

As an initial matter, the proposed development will have a direct impact on my clients ability to develop their property, which is designated by the South Cooper Mountain Community Plan (SCMCP) for both commercial and high-density residential development. In particular, the location of the proposed collector street, the location of the infrastructure needed to serve both the proposed school and my client's future development, and the existing boundary between the Beaverton School District and the Hillsboro School District will impact development of both my clients' property as well as properties in the entire South Cooper Mountain area.

Because of this impact, my clients, who do not oppose a new high school that would serve as a hub of activity for the future South Cooper Mountain community, must oppose the application. We remain both hopeful and committed to working with the applicant and the city to resolve the issues that impact us so that we can support the proposed application, and pledge our support to those efforts.

School District Boundary

My clients realize that the city has no direct control over the location of the district boundaries between the Hillsboro and Beaverton School Districts. We do note, however, that the applicant has chosen a site for the new high school that abuts the current district boundary of the two districts. A significant portion of the property within the SCMCP, including my clients' property, is currently within the boundary of the Hillsboro School District, and is slated for residential development, despite being in the Beaverton city limits and receiving Beaverton services.

It is exceedingly cruel to ask the future residents of my client's property to accept the negative impacts caused by a development as large as the proposed high school development (noise, traffic, lights, constant activity etc.), yet be forbidden by a school district boundary drawn decades ago (when the area was quite different than it is today) from attending that new school. Instead, students on my clients' property will be forced to ride a bus to Hillsboro High School, some 10 miles away. There is zero logic for such a result, and it will only encourage animosity toward the applicant and city from the eventual residents on my clients' property. If the applicant wishes to build a new school, why did it choose a site next to a proposed high-density residential area in another school district?

This is precisely why the SCMCP calls for inclusion of all of the property within the SCMCP boundaries to be included in the Beaverton School District. As the SCMCP notes:

"As a matter of policy and planning for neighborhood cohesiveness, the City encourages BSD and HSD to work toward an adjustment of the boundary that would result in all of the Community Plan area being served by BSD"

While my clients recognize the expressed urgency by the applicant in siting the new high school, it is inconsistent with the City's desire to ensure proper "policy" and "neighborhood cohesiveness" to allow a new school on the district boundary. As a result, the proposed application is inconsistent with the SCMCP, and must be denied, until such time as the district boundary is adjusted to comply with the SCMCP requirement quoted above.

#### Collector Street

In addition to the boundary issues, my clients have significant concerns over the location of the portion of the proposed collector street which the applicant proposes to construct. The applicant's plan calls for access to the staff parking lot from a driveway access perpendicular to the proposed collector street on the west boundary of the proposed site. As staff notes in the staff report, the SCMCP identifies the proposed collector street as a critical facility essential to both the development of the proposed school and to future development of the entire SCMCP area, including my clients' adjoining property.

Beaverton Development Code (BDC) §40.03 establishes a Facilities Review Committee (FRC) to review certain applications, including the application in this matter. The FRC makes a recommendation to the decision making authority on the application. That recommendation is based upon the applicant submitting evidence to establish compliance with a variety of criteria. Among those criteria are the following:

"(1)(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"

and

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

BDC §40.03(1)(A) and (G).

In addition, BDC §60.55.25(4) provides:

“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.”

Unfortunately, as staff notes repeatedly throughout the staff report, the exact alignment of the proposed collector street is undetermined. The eventual alignment may be in the location proposed by the school, or it may be moved further to the west onto my client’s property. As the SCMCP shows, the collector runs north-south in the vicinity of my client’s property and the proposed site, and then turns west and runs east-west in the vicinity of my client’s property and their northerly neighbors (Edmonds), with the street appearing to be located on the Edmonds property.

Staff recognizes the uncertainty of the final alignment of the proposed collector street by recommending Condition of Approval #7 as a condition to Conditional Use approval. Condition of Approval #7 reads as follows:

“The property owner shall not remonstrate against reconfiguration of the drive access provided to the west parking lot from the collector street. The access is to be perpendicular to the tangent of the curve of the collector street at the point of connection. The property owner shall also ensure that the driveway maintains safe and adequate visibility at the intersection of the drive aisle and the collector street.”

Until the boundary of the collector street is finalized, it is impossible for the applicant to satisfy the standards in BDC §40.03 and §60.55.25(4). The applicant cannot demonstrate that the proposed driveway for access to the staff parking lot, a critical facility to the proposed development, will properly function if the location of the collector street is adjusted and moved onto my clients property, absent action by the district to acquire an interest in a portion of my clients property (through acquisition or condemnation) to enable the driveway to access onto the collector.

The applicant certainly cannot demonstrate that the on-site transportation system connects to the collector until such time as the location of the collector is planned and set. Moreover, as city staff noted to my client yesterday, it is the city’s intent to require the east-west portion of the collector to run along the boundary between my clients’ property and the Edmonds property. In order to make that happen, and assuming the collector is not relocated further to the west on my clients’ property (which is no certainty), the collector will need to curve at a point much further to the south of the proposed driveway access, meaning that the applicants proposed driveway will need to be redrawn and moved further south (interfering with the proposed retention ponds) in order to comply with the requirements of Condition of Approval #7.

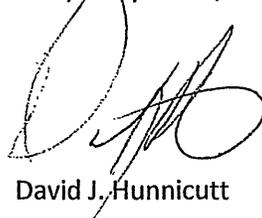
Due to the uncertainty of the location of the proposed collector, it is impossible for the applicant to demonstrate compliance with requirements for adequate transportation facilities. For that reason alone, the application must be denied.

Infrastructure

The applicant calls for water to the proposed facility to stub at the north end of the proposed collector street, but does not propose to extend water within the right of way of the new collector. The SCMCP calls for the proposed collector to serve as primary access to development on my clients' property, and it is likely that the fire district will require water to serve a hydrant at the intersection of the collector and the entrance to my clients property, which the SCMCP has designated for apartments and commercial development. Since water and sewer services are typically located on opposite sides of a public street, the failure of the city to require the applicant to extend water on the east side of the proposed collector, or to condition the approval of the application upon an agreement by the applicant not to remonstrate against the location of a water line along the east side of the proposed collector, could make development of my clients property unfeasible, since it is unlikely that the city would approve the location of water and sewer lines on the same side of the street. The city should require the applicant to extend the water line within the right of way along the eastern boundary of the collector street.

Thank you for the opportunity to comment.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'D. Hunnicutt', written over a faint circular stamp or watermark.

David J. Hunnicutt

To: Department of State Lands  
Attn: Anita Huffman  
Re: APP0057434, Beaverton School District  
From: Fran Warren  
Date: 22 May 2015

Received during  
May 27, 2015 P.C.  
by Fran Warren

1. Ballfields could/should be integrated within the community:

The SCM Plan states that: *"Plan new civic uses so they are focal points for the community. Ensure schools, parks and other civic uses are centers of community activity. Integrate the planned new high school with neighborhoods and other development within the plan."*

There are currently 3-4 Neighborhood Parks (Nine to 11 acres) allocated in the SCM Community Plan. None of these parks are built as yet so it's a blank drawing board. These parks could accommodate the sports fields that overflow into the wetlands while providing the local community with additional services and complying with the intent of integrating services. Families would have better access to sports facilities without having to violate school grounds thus making better use of the resources. So there is a very viable alternative site for this specific portion of the school physical plan that requires the fill-in of the wetlands.

2. Retaining wall would cut off Wildlife Corridor.

In a series of connectivity workshops facilitated by Metro in 2010-2011, information was compiled based on professional judgment and local knowledge from a group of environmental professionals in the region and general mapping done (with caveats) – see Oregon GIS maps (I, personally do not have access to these files so I cannot provide the actual links nor PDF's but I have received this information from communications with Metro wildlife biologists). On these maps, it appears that this particular segment of the property may span across potential wildlife ("biodiversity") corridors. This means there is definitely an excellent opportunity to create wildlife crossings at this precise spot to allow wildlife to travel under the heavily-traveled 175<sup>th</sup> Ave. on their way down to the Tualatin River and not become "road kill." Any retaining wall, as proposed by the developer, would block much of this natural wildlife passage.

3. "Smaller wetlands more valuable than previously thought."

*Per Oregonian article dated, Tuesday, March 24, 2015, Doctoral student Kim Van Meter and Professor Nandita Basu from the Department of Earth and Environmental Sciences in the Faculty of Science argue that not only have we drained large numbers of smaller, isolated wetlands, but that the remaining wetlands have much simpler shapes, leading to an extensive loss of wetland perimeter. It has been shown that wetland perimeters provide important habitat for aquatic species and allow for more chemical reactivity to improve water quality.*

*Smaller wetlands also function best as a group, forming an interconnected "landscape mosaic" which provide unique habitat and safe breeding grounds for species such as salamanders and migratory birds.*

*As described in another recent paper by Basu in the journal Bioscience, these small, geographically isolated wetlands act like landscape filters, preventing excess nutrients, sediments and contaminants from entering larger waterways.*

This is another reason to retain this wetland intact. This may be perceived as a "smaller wetland" but that does not necessarily reduce its significance to the overall Cooper Mountain and Tualatin ecosystem. This project would be one of those projects that eliminate small wetlands of the kind mentioned above. This is that case in action.

4. R-1 Approval was conditional assuming that the development would not impact natural resources. Beaverton School District is in violation of the R-1 Approval.

"As directed by the Removal-Fill Law, DSL may accept and rely upon a public body's findings as to local public need. However, such applicants must still consider alternatives with potentially lesser impact."

*In the R1-Zoning approval process, the City of Beaverton approved the Beaverton High School application, stating "... that the environmental impacts must be assessed by the applicant to demonstrate that the development will not impact the natural resources in the SCMAA and comply with the requirements in the SCM Community Plan." Wetlands fill-in violates SCM Community Plan Natural Resource Policies. Per SCM Community Plan:*

*Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, consistent with local, state, and federal regulations.*

The Beaverton School District violates compliance with the R-1 Approval because they are impacting natural resources with this request to fill-in this wetland and remove it from the total Cooper Mountain natural resources inventory. The SCM Community plan gives this wetland on the northern end of the site the "highest preservation priority". The Beaverton Comprehensive Plan states, "Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values." Ordinance 4651 includes this wetland in the Local Wetland Inventory.

And, though this wetland may be in a dry condition at this time, the construction of many homes upland and the addition of the necessary asphalt roads will create significant run-off. The existing soils in this wetland are essential to the total balance of the ecosystem. Fill-in and replanting changes the soils, the natural filtration, the carbon storage, and can even modify chemistry downstream – mitigation is not the same as protection of existing conditions.

5. Smaller footprint is feasible:

The original plan presented by Beaverton School District at the Public Open Houses was different from what is being presented in this petition. It showed a smaller footprint with a 50 foot buffer zone between the school and the wetlands. Also, I have seen other proposals by other architects demonstrating the same school functionality in a smaller physical footprint without damaging the existing wetlands. The noise and light pollution from the number of athletic fields will impact the wildlife activity in the area of the nearby stream and wetlands as well as the wildlife corridors and any buffers we can provide are essential to protect the wildlife wherever possible.

6. Endangered Species Study not completed as yet:

Page 23 of Metro's Master Plan & Management Recommendations, cites the *Accipiter gentiles* (Northern goshawk) as Federal *Species of Concern* and *Critical* for the State of Oregon with the *Contopus cooperi* (Olive-sided flycatcher) also a Federal *Species of Concern* and *Vulnerable* for the State of Oregon. And this document states that they have been sighted in the South Central area, specifically around wetlands A. This document notes that the greatest threats are "... loss of habitat..." I do hope that the recent clear-cuts to the north and the one to the east of this wetland haven't done irreparable damage there already. I don't know what other Sensitive Species might be trying to survive amidst all this turmoil, but I we are obliged by law to do our best to protect these rare, threatened and endangered plant/animal/soil species of Oregon. Golden paintbrush is listed as threatened as is the White rock larkspur and these two plants are known to occur on Cooper Mountain in undisturbed locations. Do we know if these 2 endangered plants are surviving in this location and would be further threatened by this fill-in? Are there plans to complete a biological evaluation or consultation before this permit is approved?

Per Mr. Michael LaDouceur, US Army Corps of Engineers, none of the potentially required consultation has been done: "...the project may have adverse impacts to Endangered Species, but we are still currently investigating and have not initiated consultation.." Has there been an Opinion Paper published by U.S. Fish & Wildlife for the complete of Cooper Mountain ecosystem? How does this segment of wetlands fit into the overall habitat and reserve?

The stand of 338 trees and this particular wetlands area on this property, together, would provide essential cover for flora and fauna once the massive SCM development construction commences, and it is important to comply with the letter and the spirit of the law.

7. Sets a poor precedent:

This is the very first development to begin in the SCM area and it is by a public agency with first, a request to fill-in the wetlands, and now, as of 13 May, the City of Beaverton has approved removal of 338 of the 341 trees on the property. This sets a poor precedent for the lack of protection for natural resources of Cooper Mountain (not to mention for high school-aged students) – as both requests are contrary to the Community Plan indicating an intent to preserve the natural resources.

The SCM Concept Plan states:

*"The South Cooper Mountain Annexation Area provides the greatest opportunities for habitat restoration where a number of wetlands and waterways have been degraded by agricultural activities. Primary opportunities include protecting and enhancing native vegetation (in wetlands, riparian areas, and wildlife corridors) and enhancing stream functions and values for fish and other species."*

The City of Beaverton Local Wetland Inventory was completed in 2000 and updated in 2010 so ignorance of this being a designated wetland seems highly unlikely and would certainly not be an acceptable reason for deferment for a private citizen. This project proposal and these actions are contradictory to this direction and sends a poor message to other developers.

Again, the recommendation is to look at alternative sites for the additional athletic fields which are feasible within the SCM Community Plan.

This smaller wetland, like many of the other natural resources on Cooper Mountain, contributes to the biodiversity of Cooper Mountain Nature Park. I have observed the wildlife movements personally for 27 years now. This wetland and many of the trees also allow a stop-over and cover for the migratory birds and smaller wildlife that will inhabit the community parks in SCM.

CITY OF BEAVERTON

**PLANNING COMMISSION**

*FINAL AGENDA*

BEAVERTON CITY HALL  
COUNCIL CHAMBERS  
12725 SW MILLIKAN WAY  
BEAVERTON OR 97076

JUNE 24, 2015

6:30 P.M.

CALL TO ORDER

ROLL CALL

VISITORS

STAFF COMMUNICATIONS

**OLD BUSINESS:**

NONE

**NEW BUSINESS:**

1. **Continued public hearing on South Cooper Mountain High School (*Public hearing was continued from the meeting of May 27, 2015*) - CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005**  
Beaverton School District proposes to construct a new high school. At full enrollment, the proposed 320,000 square foot school building is designed to accommodate approximately 2,200 students and 200 staff. One vehicular access to the school is proposed from SW 175<sup>th</sup> Avenue and is intended for parents and students. Another vehicle access to the school is proposed from SW Scholls Ferry Road and is intended for buses and staff. Both vehicular access points are proposed to be signalized. The proposal includes several outdoor sports facilities and two parking lots that will provide a total of 550 parking spaces. The proposal also includes modification and enhancement of existing wetlands. The project site is located at the northwest corner of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, on Tax Lots 205 and 800 of Washington County Tax Assessor's Map 2S1-06.

APPROVAL OF MINUTES

Minutes of the Planning Commission Meeting of May 27, 2015.

ADJOURNMENT

Agenda items will not necessarily be heard in the order presented above.

Information regarding the above agenda items, including staff reports, is available on the City Web site at [http://apps.beavertonoregon.gov/DevelopmentProjects/full\\_list.aspx](http://apps.beavertonoregon.gov/DevelopmentProjects/full_list.aspx). Please note that information on long-range projects and city-wide proposals is listed at the bottom of the web page, or can be accessed using the link to "City-wide Projects."

THIS INFORMATION IS AVAILABLE IN LARGE PRINT OR AUDIO TAPE UPON REQUEST. IN ADDITION, ASSISTED LISTENING DEVICES, SIGN LANGUAGE INTERPRETERS, OR QUALIFIED BILINGUAL INTERPRETERS WILL BE MADE AVAILABLE AT ANY PUBLIC MEETING OR PROGRAM WITHIN 72 HOURS ADVANCE NOTICE. TO REQUEST THESE SERVICES, PLEASE CALL 503-526-2493 OR 503-526-2222/VOICE/TDD.

**PLANNING COMMISSION LOOKAHEAD**

<b>DATE</b>	<b>PROJECT NAME AND NUMBERS (S)</b>
<b>JULY 1, 2015</b>	NO ITEMS
<b>JULY 8, 2015</b>	WEST COAST STORAGE EXPANSION  CU2015-0002, DR2015-0024, LO2015-0002, PD2015-0003, ZMA2015-0004
<b>JULY 15, 2015</b>	NO ITEMS

Content updated 6/17/2015



## MEMORANDUM

TO: Planning Commission  
FROM: Scott Whyte, Senior Planner *SW*  
DATE: June 17, 2015  
SUBJECT: **Staff response to Planning Commission topics, the applicant's response and additional public testimony received for South Cooper Mountain High School (Case Files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005). Continued public hearing for June 24, 2015.**

The staff memorandum dated June 12, 2015 identifies additional written testimony received after the May 27 hearing and up to the date of June 3, 2015 (end of the seven day open record period). The same memorandum includes materials received from applicant on June 10, 2015.

This memorandum responds to Planning Commission topics and additional testimony received. This memorandum also responds to the applicant's materials received on June 10, which include revised plans and documents prepared in response to Planning Commission topics and public testimony of May 27. At the end of this memorandum, staff carries over the proposed conditions of approval identified in the Staff Report dated May 20, 2015. Staff notes that certain changes are proposed to some conditions. Staff has also added proposed conditions.

As the proposed project has been modified from the plan considered at the Planning Commission hearing of May 27, staff recommends that the Commission re-open the hearing to receive public testimony. Testimony should be limited to new evidence introduced into the record. Hereto, staff incorporates the findings as stated in the Staff Report dated May 20, 2015. The staff recommendation for approval, subject to conditions, remains unchanged.

### **Summary and findings prepared in response to topics raised during testimony and during deliberation by the Planning Commission for public hearing of May 27, 2015**

The following topics were raised as part of public testimony and during the period of Planning Commission deliberation on May 27, 2015. The staff response and findings addressing these topics are contained herein. Staff also responds to additional testimony received through the seven-day period when the record remained open (from May 27 to June 3) and the applicant's additional testimony and documents received on June 10, 2015, titled *Beaverton School District Response to Planning Commission topics* (refer to herein as District Response - June 10).

#### **Topic: School District Boundary**

Summary: Testimony was provided on the status of the Beaverton and Hillsboro School District boundaries, observing that approximately half of the South Cooper Mountain area is in either school district. The point of the testimony was that Planning Commission action to approve the proposed high school would be premature until such time as the Beaverton School District boundary is moved to Tile Flat Road and all of the South Cooper Mountain area is located within the Beaverton School

District boundary. Testimony was also provided stating that the proposed high school is inconsistent with the South Cooper Mountain Community Plan on this matter.

Staff Response and Finding: The South Cooper Mountain Community Plan contains land use implementation policy No. 7 which reads as follows:

*As a matter of policy and planning for neighborhood cohesiveness, the City encourages BSD and HSD to work toward an adjustment of the boundary that would result in all of the Community Plan area being served by BSD.*

The Community Plan does acknowledge that having the entire South Cooper Mountain area in the Beaverton School District is a desirable outcome. However, the City does not have a role in determining the location of school district boundaries. Because of this, the City adopted the above quoted policy which encourages the two districts to work toward an adjustment in their service boundaries. To suggest that the Community Plan directs a boundary adjustment or the proposed project is inconsistent with the Community Plan is not supported by the record for the South Cooper Mountain Community Plan (SCM-CP).

**Topic: Collector Road**

Summary: Testimony was provided concerning the location and geometry of the new Collector Road located on the western edge of the school property. The location of the road as proposed is consistent with the SCM-CP. Early consideration of the SCM-CP had shown the Collector Road initially located in the center of the property owned by Mr. Bartholemy. At the time, the idea was to have the Collector Road form the spine of a main street commercial area on this property. Mr. Bartholemy requested that the road be moved to align with the property line shared by Mr. Bartholemy and the District.

New testimony received in response to the high school proposal (from Mr. Bartholemy's attorney, David Hunnicutt dated June 2, 2015) raises questions of consistency with Main Street Neighborhood policies. Mr. Hunnicutt's letter also raises other concerns (some unrelated to the Collector Street topic). Staff notes that the Main Street designation (Comprehensive Plan) shown on the SCM-CP land use map, applies to the Bartholemy property but not to the School District property.

Staff Response and Finding: Staff refers to page 67 of the District Response - June 10 and incorporates by reference the District's explanation as findings in response to this topic. In part, the District states that the Collector alignment (that part to be constructed by the District) will be solely located on District's property. The District also acknowledges that it would be possible for alignment of the Collector to be shifted west and partially constructed on the abutting property (Bartholemy property), but that this would also require an agreement. While the District states that it remains hopeful that an agreement may yet be achievable with Mr. Bartholemy, at this time the District has submitted preliminary utility and grading plans designed to accommodate the street as proposed, and land use applications are active based on this design. Proposed conditions of approval acknowledge this design.

On a separate but related topic, comments received from the Planning Commission expressed an interest in a wider sidewalk (along the school property) applied to the Collector. In response, staff notes that the Collector design and cross section provided by the District (for three-lane street improvement) meet current standards of the city's Engineering Design Manual. To change the design to provide wider sidewalks or change the planter width would require Engineering Design Manual standard modification, which is subject to separate approval criteria.

The commissioners also asked whether the Collector Street, as designed by the District's civil engineer, is feasible to continue west in the future to serve other properties within the SCM-CP. In response to this concern, staff refers to and incorporates (as findings) the discussion on page 46 of District Response - June 10. This includes an exhibit showing how the new Collector Road could be extended further west in the future, serving the access needs of other properties identified within the SCM-CP. Staff also refers to the Staff Report dated May 20 and findings therein that describe the need for a temporary easement. Staff also refers to proposed Condition No. 8 (Conditional Use). The City Engineer has testified for the record that improvements associated with the Collector, as proposed, are sufficient to ensure necessary future connections and continuations for implementing the SCM-CP.

Finally, in response to Mr. Hunnicutt's written testimony raising questions of consistency with certain Main Street Neighborhood Plan policies (referring to his letter dated June 2, 2015), staff has reviewed these policies and finds nothing of substance that speaks to the location or improvement of the Collector Street. The District's proposal does not conflict with these policies.

### **Topic: Wetlands**

Summary: Opponents contend that the wetlands on the subject site have been adopted into the City's Local Wetland Inventory (LWI) and, based on certain Plan policies and certain Design Review criteria, challenge the District's plans to encroach on the wetlands. Opponents also question the impact of the proposed wetland modification to downstream wetlands/property (Edmonds property).

Staff Response and Findings: Brian Wegener of Tualatin River Keepers testified that the wetlands on the subject site have been adopted into the City's Local Wetland Inventory (LWI). This statement is incorrect. To date, the SCM wetland inventory has not been approved by DSL, as required by OAR 141-086-0185 for an LWI to become applicable. It is therefore not part of the city LWI to date. In short OAR 141-086-0185 requires DSL approval of a LWI before it becomes effective.

Staff also refers to pages 32 through 38 of District Response - June 10. On page 32, the District carefully describes the present condition of Wetlands W-A. The District's athletic fields will impact only 2.52 acres of almost treeless (there are only three trees), shrubless wetland, whose dominant hydrology is "groundwater driven," meaning that it quickly dries out in the spring. The only seasonal water source is Washington County's stormwater facility, located along SW 175<sup>th</sup> Avenue to the east. This part of W-A stands in marked contrast to the balance of Wetland W-A, which is forested and contains two streams and which will not be impacted by the District's proposal.

Staff also incorporates as findings the memorandum prepared by the applicant's civil engineer, Harper Houf Peterson Reghellis, Inc., dated June 9, 2015, which responds to the Planning Commission comments and public testimony regarding downstream hydrology and stormwater management. In response to testimony expressing concerns about off-site hydrology, the District states that there will be no loss of water flowing downslope to the wetlands on adjacent properties. The District further notes that there will be slightly more water than currently flows there, though this will be used by the trees and shrubs that will be planted in the enhanced wetland and its buffer. The District explains that existing hydrology will still be augmented by the existing stormwater facility to the east and also by groundwater that will continue to flow to the wetland.

In addition to the statements and report supplement provided by the District, staff refers to Exhibit E of the District's materials, which was considered by the Commission on May 27, 2015. Exhibit E contains the document issued by Clean Water Services (CWS), specifically the Service Provider Letter dated March 9, 2015. Staff also refers to Exhibit K of the District's materials, also considered by the Commission on May 27, which contains the Natural Resource Assessment prepared by Pacific Habitat Services and dated February 12, 2015. In part, as noted above, the assessment

prepared by Pacific Habitat Services has determined the wetlands on-site to be in a degraded condition.

Another part of the Pacific Habitat Services report responds to applicable CWS approval criteria (for wetland encroachment/mitigation), which are described in Section 3.07.4.c of the CWS Design and Construction Standards. These criteria are referred to / titled "Tier 2 Alternative Analysis." In part, these criteria require findings that explain how there is no practicable alternative to the location of the development and also require findings that explain how the proposed encroachment provides public benefits. The criteria refer to CWS mitigation standards, as stated in Section 3.08 of the CWS Design and Construction Standards.

At this time, the District is seeking approval from DSL and USACE. Staff notes that the DSL/USACE review process is subject to a separate process which includes public notice. The impact of the activity on the public interest is evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404(b)(1) of the Clean Water Act. While the CWS Service Provider Letter is a codified prerequisite before the city is able to deem any land use application complete (as directed under Section 50.25.1(F) of the Development Code), the city often requires other necessary agency approvals as a condition of approval. In this case, a proposed condition of approval bars any grading within the wetland areas until the applicant provides the necessary proof of approvals from DSL/USACE for partial wetland encroachment, limited to the area identified.

Staff finds that the District has answered to clear and objective approval criteria established in Section 3.07.4 (c) of CWS's Design and Construction Standards, applicable when development activity is proposed that would encroach upon existing wetlands. The CWS letter, dated March 9, 2015, approves the District's wetland encroachment and mitigation proposal, subject to conditions. There is no other expert testimony or professional assessment by a wetlands biologist that refutes the findings of the District's expert contained in the assessment report dated February 12, 2015.

The City of Beaverton and all other local governments of Washington County recognize the lead role of CWS in review of initial development proposals where grading and development activity are shown to impact sensitive areas, including wetlands. Most applicants develop property with the intent to retain the wetland and apply the buffer as required by CWS. This approach is not subject to the Tier 2 Alternative Analysis / approval criteria described above, and is not subject to a higher level of wetland mitigation.

CWS's exacting standards, together with those of the USACE and DSL, are sufficient to protect Wetland W-A in a manner consistent with the requirements of the CMP-CP. The CWS approval (through their Service Provider Letter) also establishes several conditions. In part these conditions require additional approval by DSL and the USACE. With CWS's conditions and the mitigation requirements of the federal and state governments, the District's proposal will meet the CMP-CP standard of "preserve and enhance."

On a separate but related topic, written testimony submitted by David Hunnicutt, dated June 2, 2015, claims that that the wetland encroachment proposal is "...a dangerous precedent, for this application, the first major development action is the South Cooper Mountain area...(page 4)." However, staff finds the applicant's response to Clean Water Service criteria to be uniquely applied to the development of a public high school that is unlikely to occur elsewhere within the SCM-CP. In response to the CWS Tier 2 approval criteria, the District identifies Federal Title IX requirements and explains how additional ball fields are required so that both male and female students have fields for play and practice during school hours. This justification for wetlands encroachment is unique and will not apply to the residential and commercial projects subject to land use review in the future. Moreover, any future encroachment or impact to a wetland will be reviewed based on the merits of the specific request as is done everywhere in the community. Therefore, staff finds

that the District's wetland encroachment/mitigation proposal does not create any precedent.

The testimony received from Brian Wegener dated June 1, 2015 cites an irrelevant Design Review Standard from Section 60.05.25.12 of the Development Code (related to Natural Resources). As explained in the notices and Staff Report of May 20, 2015, only Design Guidelines are applicable to review of this development proposal (subject to Design Review 3 as applicable criteria only refer to Guidelines). The corresponding Design Guideline to the standard referred to by Mr. Wegener is found in Section 60.05.45.10, which also identifies wetlands but applies the passive word "should" instead of the mandate "shall," as described in the standard. The guideline reads, in part: "... *should be preserved, enhanced and integrated when reasonably possible into the development plan.*"

In summary, staff finds the evidence provided by the District to be persuasive and sufficient for findings that support the partial wetland encroachment / mitigation proposal. This conclusion is based on review of applicable approval criteria for Design Review 3 approval and with the codified lead role of the Clean Water Service District and their review of the District's wetland encroachment / mitigation plan that is based on clear and objective criteria. The proposed wetland encroachment will be subject to further review / approval by DSL/USACE (and recognized as a condition of city land use approval). The District's analysis, prepared by an expert wetlands biologist, has found that the encroached-upon wetland is in a degraded condition and that the District's mitigation plan will enhance and mitigate the remaining wetlands on-site. Lastly, staff notes the additional analysis prepared by the District's civil engineering firm that has determined there will be no reduction of water flowing downslope to the wetlands on adjacent properties.

#### **Topic: Circulation within Parking Lots**

Summary: During the period of Commission deliberation, questions were asked of the District regarding the anticipated direction of flow of students as they arrive to campus.

Staff Response and Finding: Staff refer to Figure 15 of the District Response – June 10. Figure 15 illustrates the flow pattern of vehicles and the queue length provided (745 feet or 30 vehicles) for student loading and unloading. According to the District, the school frontage where student pick/up drop off activity will take place will operate as one-way (counterclockwise). The District also explains how the remaining segments of the circulating aisle in the student parking lot will operate as two-way. Transportation staff has reviewed the plan and recommend a condition of approval that would require the outer ring in the student parking lot be signed for one-way (counterclockwise) direction (see proposed Condition No. 25 – revised). For football games and other large events, staff acknowledges that this circulation pattern could change if and when the vehicle connection between staff / student parking lots is opened. In that case, staff anticipates temporary signs and event staff to be available to direct vehicles and pedestrians accordingly.

In response to testimony and concerns about the anticipated directional flow of students arriving to school off-site, the District refers to another exhibit (Figure 10) that shows projected student trip distribution from all streets in the immediate vicinity of the school site.

#### **Topic: View from abutting property to the west (Edmonds property)**

Summary: The Commission received oral and written testimony from Scott Edmonds, owner and resident of the property located to the west of the proposed football stadium. Mr. Edmonds expressed concerns about the view of the stadium and lights. The Planning Commission requested information on the easterly view from the Edmonds property once the new high school and football stadium are constructed.

Staff Response and Finding: Staff refers to Page 29 of District Response - June 10 which includes an exhibit illustrating the view and the elements of the stadium that will be visible from the Edmonds property looking to the east. The exhibit shows simulated trees of varying height from this prospective.

Staff notes that some of trees shown to this plan are deciduous. While a mix of deciduous and evergreen trees is generally acceptable for most landscape plans, deciduous trees provide limited visual screening during certain seasons of the year. Staff refers to the Conditional Use criteria where the impacts of the use are to be evaluated and mitigated as necessary. The District's tree simulation exhibit also shows only one angle / perspective from one existing dwelling. In part, Criterion No. 5 of Conditional Use approval refers to use and findings that support "...*minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.*" Staff notes that the SCM-CP land use plan identifies High Density Residential to the Edmonds property. The same R-1 zoning that applies to the school property will likely apply to the Edmonds property. In that event, multi-family apartment/condominium buildings constructed near the school site could be four to five stories in height under the R-1 zone standard (60 feet).

To further screen the impact of stadium lighting on current and future residents of this area, staff proposes a condition of approval (of Conditional Use) that requires modification of the landscape plan. The modification proposal acknowledges the applicant's revised plan specific to that portion of the campus located along District/Edmonds property line where the stadium is proposed (see Attachment C hereto for landscape exhibit titled *Exhibit for Western Edge of Property*). The condition is proposed by staff for supportive findings in response to Criterion No. 5 of Conditional Use approval. The condition is also linked to Conditional Use approval so that it will run with the land, and recognize a purpose – being visual screening of stadium lights. Staff forwarded the plan revision to the City Arborist for comment. In review of the plan, the City Arborist notes that the Western Hemlock does not grow well and seldom survives the first year. The City Arborist also notes that the Eastern Red Bud is a small ornamental tree growing to only about 12 feet and that the Nyssa is a slow growing deciduous tree. The City Arborist recommends changing the Eastern Red Bud and Western Hemlock to Douglas fir and the Nyssa to Western Red Cedar. Staff has structured the proposed condition accordingly. If and when trees are removed in the future, the District would be required to replace accordingly.

### **Topic: Site Fencing**

Summary: The Commission received oral and written and oral testimony from Scott Edmonds on the topic of site fencing (with primary concern about security). The Commission also commented on fencing to the extent that it might pose an obstacle to the wildlife corridor located in the northwest portion of the school site.

Staff Response and Finding: Staff refers to Page 24 of the District Response - June 10. In this part of the narrative the District explains how the existing fence along the District / Edmonds property line will be removed and replaced with new fencing as indicated on the figure titled *Fence and Gate Plan*, dated June 5, 2015. Along the Edmonds property, the District proposes a six-foot vinyl-coated fence. The same plan shows the fence extending north to a point that is near but not within sensitive areas. Other fences are proposed within the site interior, primarily intended for security and student safety. The District's plan shows no fencing to be introduced in the northwestern portion of the property. In another part of the narrative, the District refers to an exhibit that identifies the wildlife corridor. No fencing is proposed to this area.

Staff proposes a condition of approval (to Conditional Use approval) that would require the perimeter fence along the District/Edmonds property to remain in place after construction. The condition further recognizes this fence to include a gate that is to remain locked until such time that.

a pedestrian trail is provided for future connection between the new high school and the future development of the Edmonds property.

**Topic: Building Design**

Summary: The Commission commented on the proposed building design which is subject to Design Review 3 approval. In short, the Commission expressed concerns about possible non-compliance with certain Design Guidelines that describe the need for building articulation and variety in material elements. There were other questions related to durability of material elements and the overall appearance and functionality of the school building. The applicant answered questions related to the type of brick and other materials to be applied.

Staff Response and Finding: Staff refers to Page 71 of District Response - June 10 where the District's architect first describes the intent of the design (under title *Form Follows Function*). The District's architect then describes specific design revisions that have been introduced since the May 27 hearing. The District team will provide an overview of these revisions at the continued hearing of June 24. The District Response of June 10 includes a bullet summary of these revisions along with plan details submitted with the revised plan package.

Staff incorporates the District's statement as supplemental findings in response to applicable Design Review Guidelines (60.05 of the Development Code). Proposed Condition No. 70 requires construction to be completed in accordance with the Materials and Finishes form and Materials Board (marked "Exhibit B"). If the Planning Commission approves the plan, with revisions as proposed, staff recommends referring to these and other plan revisions in the motion to approve.

**Topic: Width of the community trail along SW 175th Avenue and SW Scholls Ferry Road**

Summary: Written testimony received from Tualatin Hills Parks and Recreation District dated May 27, 2015 asks the Planning Commission to consider a twelve foot wide pedestrian path along the site frontages of SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road. In the same written testimony, the Park District also acknowledges that due to site constraints, the 12-foot sidewalk may not be practicable.

Staff Response and Finding: Staff refers to Page 28 of District Response of June 10 where the applicant explains that the proposed 10-foot wide pathway along the property frontage of SW 175<sup>th</sup> and SW Scholls Ferry Road is consistent with the Community Plan and THPRD's Trails Plan. Staff find that 10 feet is sufficient and consistent with sidewalk / trail design standards.

**Topic: Written testimony received from the City of Tigard**

Summary: On May 27, 2015, after the public hearing, staff received written testimony received from the City of Tigard (memorandum by Buff Brown, Senior Transportation Planner). Mr. Brown's memorandum was provided to the Commission as part of the Staff Memorandum dated June 12, 2015, along with other testimony received in the seven day open record period. Mr. Brown raises concerns about pedestrian travel to the new school from the south side of SW Scholls Ferry Road, where the City of Tigard is initiating several improvements associated with the River Terrace Community Plan. Mr. Brown's memorandum identifies several transportation improvements anticipated with future development associated with River Terrace.

Staff Response and Finding: Staff has forwarded Mr. Brown's memorandum to the City Traffic Engineer for further review and comment. The City Traffic Engineer is expected to attend the continued public hearing on June 24, and Mr. Brown has been invited to attend as well. Staff may provide additional findings at the hearing.

## **Topic: Plan clarifications**

Summary: The Commission asked several plan clarification questions. These questions included but were not limited to: Which high schools are at capacity now? What are the hours of operation for athletic events – particularly football? How the number of fields were decided for this campus and clarifications to the lighting proposal applied to parking lots.

Staff Response and Finding: Staff refers to Pages 54 through 66 of the District Response – June 10, which responds to these and other questions. Staff incorporates these findings in support of the approval criteria identified in the Staff Report dated May 20, 2015.

### **Summary and Recommendation**

Based upon the facts and findings of the Staff Report dated May 20, 2015, in addition to the testimony received on May 27, 2015 and the facts and findings contained herein, staff recommends **APPROVAL of South Cooper Mountain High School, case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005 subject to conditions as revised in this memorandum dated June 17, 2015.**

Staff notes that some proposed changes to conditions reflect testimony received on May 27 (for example the request from THPRD for adjusted hours of outdoor activity which staff supports and shows modification accordingly). Because plan changes have been introduced for consideration at the continued hearing of June 24, staff further recommends referring to these plan revisions in any motion to approve the plan.

### **Attachments & Exhibits**

- Attachment A    Conditions of Approval, CU2015-0003**  
If the Planning Commission approves the proposed Conditional Use, staff recommends the conditions identified in Attachment A.
- Attachment B    Conditions of Approval, DR2015-0029, LD2015-0004 and ADJ2015-0005**  
If the Planning Commission approves the proposed Design Review 3, Preliminary Partition and Major Adjustment applications, staff recommends the conditions identified in Attachment B.
- Attachment C    Exhibit showing proposed modification of western perimeter landscape.**

**Recommended Conditions of Approval**  
**South Cooper Mountain High School**  
**CU2015-0003**

**If the Planning Commission approves the proposed Conditional Use for South Cooper Mountain High School, staff recommends adopting following conditions of approval:**

[Changes to proposed conditions of approval identified in the Staff Report dated May 20, 2015 are shown ~~struck-through~~ (for removed text) and in ***bold italic*** (for new)].

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period.
2. The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit.
3. This staff report, these conditions and accompanying land use order shall be recorded with the Washington County Recorder's Office.
4. All outdoor field activity and events, including but not limited to games, practices and band rehearsals shall be limited to following hours:
  - o 7:00 a.m. to 10:00 p.m. ~~weekdays (Monday through Friday)~~ ***seven days a week (Sunday through Saturday)***
  - o ~~10:00 a.m. to 8:00 p.m. Saturdays and Sundays~~
5. All luminaires intended for outdoor sport fields, including the football stadium, shall be turned off from 10:00 p.m. to 7:00 a.m., all days of the week. This condition shall not apply to pole-mounted or other luminaires intend for lighting outdoor parking or pedestrian pathways. This condition does not apply to Friday evenings when home football games are scheduled at the high school campus.
6. To ensure on-site parking availability, the school shall not schedule other events that overlap with home football games.
7. The property owner shall not remonstrate against reconfiguration of the drive access provided to the west parking lot from the collector street. The access is to be perpendicular to the tangent of the curve of the collector street at the point of connection. The property owner shall also ensure that the driveway maintains safe and adequate visibility at the intersection of the drive aisle and the collector street.
8. The property owner shall grant a temporary access easement to the benefit of the abutting property identified as tax lot 1S060000403. The size and location of the temporary access easement shall be determined by the City Transportation Engineer and be of sufficient size and location to provide safe and efficient access to the collector street. The temporary access easement may be terminated when the collector street is in its final alignment and providing access to the same property.
9. Illumination of the high school property shall not exceed 0.5 foot-candle power as measured at the lot line of residential properties surrounding the campus.

- 10. A six-foot vinyl-coated perimeter fence, to the location as depicted in the plan submitted for Commission consideration on June 24, is to remain in place after construction. The fence is to include a gate that shall remain locked until such time that a pedestrian trail is provided for future connection thereto. The fence is to replace existing with agreement from the abutting property owner.**
- 11. Landscape for the school campus along western perimeter near the stadium is to be consistent with the tree planting plan titled "Exhibit for Western Edge of Property" and is to be modified to include the City Arborist recommended change where Eastern Red Bud and the Western Hemlock are changed in favor of Douglas fir and the Nyssa is changed to Western Red Cedar. To minimize the visual impact of illumination from stadium lighting, these trees are to remain as part of the approved landscape plan for posterity. If and when these trees are removed in the future, the District shall be required to replace in accordance the modified landscape plan.**

^  
with

**Recommended Conditions of Approval**  
**South Cooper Mountain High School**  
**DR2015-0029, LD2015-0004 and ADJ2015-0005**

**If the Planning Commission approves the proposed Design Review Three, Preliminary Partition and Major Adjustment applications to allow construction of a high school, the Facilities Review Committee recommends adopting the following conditions of approval:**

[Changes to proposed conditions of approval identified in the Staff Report dated May 20, 2015 are shown ~~struck through~~ (for removed text) and in ***bold italic*** (for proposed new text)].

**A. Prior to issuance of a site development permit and any work beyond tree removal and site grading, the applicant shall:**

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, additional site grading, all storm water management (quality and quantity) facilities, all required CWS plantings/mitigation, and parking lot drive aisle paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
7. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)
8. Provide final utility plans that show construction of a minimum 24-inch diameter public waterlines as shown on the preliminary plans (crossing the site to the westerly property line and along the entire length of the 175<sup>th</sup> Avenue frontage). Water system development charge credits against new building permits can be granted for any extra-capacity improvements as

determined and administered by the City Utilities Principal Engineer. (Site Development Div./JJD)

9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
10. Submit a copy of the notification of proposed revisions to the Oregon Department of Environmental Quality (DEQ) for the previously issued 1200-C General Permit (DEQ/CWS/City Erosion Control Joint Permit). (Site Development Div./JJD)
11. Submit a copy of issued permits or other required approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (prior to any work within or affecting a jurisdictional wetland). (Site Development Div./JJD)
12. Provide final construction ready plans and a full design storm water report demonstrating proposed provision of treatment and on-site detention as generally depicted on the submitted preliminary utility plan and drainage reports. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event. On all plan sheets that show grading and elevations, the 100 year inundation level and path of system overflow shall be identified. (Site Development Div./JJD)
13. Submit a revised grading plan showing that each proposed building has a minimum finished floor elevation that is at least two feet higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities and any storm water conveyance crossing the project area. This land-use approval shall provide for minor grade changes less than two vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
14. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./JJD)
15. Pay storm water system development charge (overall system conveyance) for any net, new impervious surface area created on site. (Site Development Div./JJD)
16. Have obtained the City Building Official's courtesy review approval of the proposed building plans private site plumbing plan including fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
17. Provide plans for LED street lights along the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director). (Site Development Div./JJD)
18. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the structures shall remain overhead on site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)

19. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
20. Land use approvals shall expire after two (2) years from the date of approval unless prior to that time a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension is filed pursuant to Section 50.93, or that authorized development has otherwise commenced in accordance with Section 50.90.3.B. (Planning/SW)
21. Provide plans that show dedication of right-of-way (ROW) and half-street improvements for 5-lane arterial streets to the Washington County A-2 standard for the area between the curbs. The ROW areas outside of the curbs shall be designed to City of Beaverton Arterial Street standards, as modified to include an on-street regional trail, as required.(Transportation / KR)
22. Provide plans that show dedication of right-of-way and street improvements for a new collector street along the west edge of the property with sufficient width to accommodate two 12' travel lanes, and a 5' bike lane between the curbs, and a 6.5' stormwater swale and 6' sidewalk outside of the curb on the school side of the new street. (Transportation / KR)
23. Provide plans that show that the LIDA facilities will include suitable street trees. (Transportation / KR)
24. Provide plans that show that the vehicular cross-connection between the parking lots can support the weight of a fire fighting apparatus (not less than 12,500 pounds point load or wheel load, and 75,000 pounds live load or gross vehicle weight.) Additionally, the plans need to show that the sections of curbs immediately adjacent to the cross-connection are standard mountable curbs, as shown in Drawing # 201 of the City's Engineering Design Manual (Transportation / KR)
25. Provide a modified site plan that shows pavement differentiation where pedestrian pathways cross drive aisle per Beaverton Development Code, Section 60.05.20.3.E. Note that ADA ramps may be required where pathways cross drive aisles as determined by the Building Official. Revise pedestrian crossings through the student/visitor parking area (Sheet L211) to show pathway and connections constructed with scored concrete or modular paving patterns, in addition to providing student/visitor crossing signs. **All vehicle directional signage to the student/visitor parking lot shall accommodate one-way counter-clockwise directional flow.** (Transportation/KR)
26. Provide plans that show the installation of a new traffic signal at the intersection of the new collector street with SW Scholls Ferry Rd. (Transportation / KR)
27. Provide plans that show the installation of a new traffic signal at the new school access on SW 175<sup>th</sup> Avenue. (Transportation / KR)
28. Provide plans that shows the modification of the traffic signal on SW Scholls Ferry Road and 175<sup>th</sup> Avenue to accommodate the roadway improvements. (Transportation / KR)
29. Provide plans showing walkways along the north side of the stadium to accommodate the Beaverton Police Department Tactical Response Vehicle. For the pathway shown as an ambulance route on Sheet L101, the applicant shall provide an opening in the fence that will adequately accommodate a standard ambulance and ensure that the pavement is designed to support the load of an ambulance's weight. (Transportation/KR)
30. Ensure compliance with necessary fire access, firefighting water supplies including hydrants. Plans for Site Development are to show the location of all necessary improvements related to fire apparatus access, firefighting water supplies, hydrants and other emergency service features are provided as directed in the document prepared by Tualatin Valley Fire & Rescue dated April 22, 2015 (TVF&R/JF)
31. The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC,

Appendix B. A worksheet is available from the Fire Marshal's Office (OFC B105.3). Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Beaverton Building Services. (Fire / JF)

32. The minimum number and distribution of fire hydrants available to a building shall not be less than listed in Appendix C, Table C 105.1. (Fire / JF)
33. The angles of approach and departure for fire apparatus road shall not exceed eight degrees (OFC 503.2.8, NFPA 1901). (Fire / JF)
34. Submit plans showing ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container, or a 2-1/4 inch container if planted 18 inches on-center. (Planning/SW)
35. Submit plans showing all new landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/SW)
36. Obtain a Washington County **Facility Permit** as directed in the document prepared by Washington County Land Use and Transportation dated May 6, 2015. A copy of issued permits or other approvals as needed from Washington County is to be provided to the city for all the proposed work within the affected County road right of ways (SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road). (Site Development Div. / JJD)
37. Submit plans showing a minimum of 122 bike parking spaces and ensure that all spaces are lighted to at least the minimum standard of 0.5 foot-candles, visible, and conveniently located for staff and students riding bikes. (Transportation / KR)
38. Submit plans showing designation and adequate signing for at least 3% of the total parking spaces on the site as reserved for carpool or vanpool parking. The reserved parking spaces shall be the closest spaces to the primary employee or student entrance(s), besides the ADA-compliant parking spaces. (Transportation / KR)
39. Submit plans showing all pedestrian walkways are lighted to at least the minimum standard of 0.5 foot-candles. (Transportation / KR)
40. Submit plans showing signage to mark the regional community trails on the site that complies with Tualatin Hills Park and Recreation District standards. (Transportation / KR)

**B. Prior to building permit issuance, the applicant shall:**

42. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
43. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
44. The proposed project shall comply with the State of Oregon Building Code in effect as of date of application for the building permit. This currently includes the following: The 2009 edition of the International Building Code as published by the International Code Conference and amended by the State of Oregon (OSSC); The 2009 edition of the International Residential Code as published by the International Code Conference and amended by the State of Oregon (ORSC); 2009 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2009 edition of the Uniform Plumbing Code as

published by the International Association of Plumbing and Mechanical Officials and amended by the State of Oregon (OPSC); the 2011 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and the 2009 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). The 2014 OSSC, OMSC and IFC will take effect July 1, 2014. Permit applications received prior to September 30, 2014 may use either 2011 or 2014 OSSC, OMSC and IFC. (Building / BR)

45. Applications for plan review must include the information outlined in the Tri-County Commercial Application Checklist. Incomplete applications will not be accepted. (City policy) (Building / BR)
46. The City offers phased permits, for foundation/slabs, structural frame, shell and interior build-out (TI). An applicant desiring to phase any portion of the project must complete the Tri-County Commercial Phased Project Matrix or each phased portion. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at [www.beavertonoregon.gov](http://www.beavertonoregon.gov) Note: Except private site utilities (potable water, sanitary and storm sewer lines), Excavation and Shoring, Site Utilities and Grading are not permits issued by the Building Division and therefore area not part of part of the City's phased permit process. (Building / BR)
47. Plan submittals may be deferred as outlined in the Tri-County Deferred Submittals list. Each deferred submittal shall be identified on the building plans. No work on any of the deferred items shall begin prior to the plans being submitted, reviewed and approved. (Building / BR)
48. Unless they are identified as a deferred submittal on the plans, building permits will not be issued until all related plans and permits have been reviewed, approved, and issued (i.e., mechanical, plumbing, electrical, fire sprinkler systems, fire alarm systems, etc. (City policy) (Building / BR)
49. Projects involving new buildings and additions are subject to System Development fees. (Building / BR)
50. A separate plumbing permit is required for installation of private on-site utilities (i.e., sanitary sewer, storm sewer, water service, catch basins, etc. If the applicant desires to install those types of private utilities during the same period as the "Site Development" work, a separate plumbing application must be submitted to the Building Services Division for approval. (Building / BR)
51. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building / BR)
52. The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. (Fire / JF)
53. Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1) This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.

54. The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
55. A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1)
56. Include a lighting plan as part of the building plans, where the parking area under the building is illuminated consistent with City lighting technical standards in 60.05-1 of the Development Code. (Planning/SW)
57. Pay a proportional share of the cost to improve the intersection of SW 175<sup>th</sup> Ave. and SW Kemmer Rd. to Washington County. The current estimate of the cost to improve the intersection is \$2.5 million, with the high school's share estimated at \$314,379. (Transportation / KR)

**C. Prior to Final Plat approval, the applicant shall:**

58. Have submitted a copy of the final vacation order from Washington County for the old alignment of 175<sup>th</sup> Avenue. (Site Development Div./JJD)
59. Show granting of any required on-site easements, **including but not limited to the temporary easement benefiting Tax Lot 1S06000403**, on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed rights of way and easements are of sufficient width to meet current City standards in relation to the physical location of the substantially completed site development and frontage improvements. (Site Development Div./JJD)
60. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording concurrently with the final plat at Washington County. (Site Development Div./JJD)
61. Record to the final plat, as required by Washington County, the dedication of additional right-of-way to provide a minimum of **49 feet** from centerline of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, and dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Scholls Ferry Road/SW 175<sup>th</sup> Avenue Road and the new Collector street. The final plat shall include a provision of a non-access reservation along SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road frontage, except at the accesses approved in conjunction with this land use application. (Wash. Co / NV)
62. Dedicate all right-of-way shown on the approved Site Development Permit plans. (Transportation)

**D. Prior to each final building permit inspection or occupancy permit issuance, the applicant shall:**

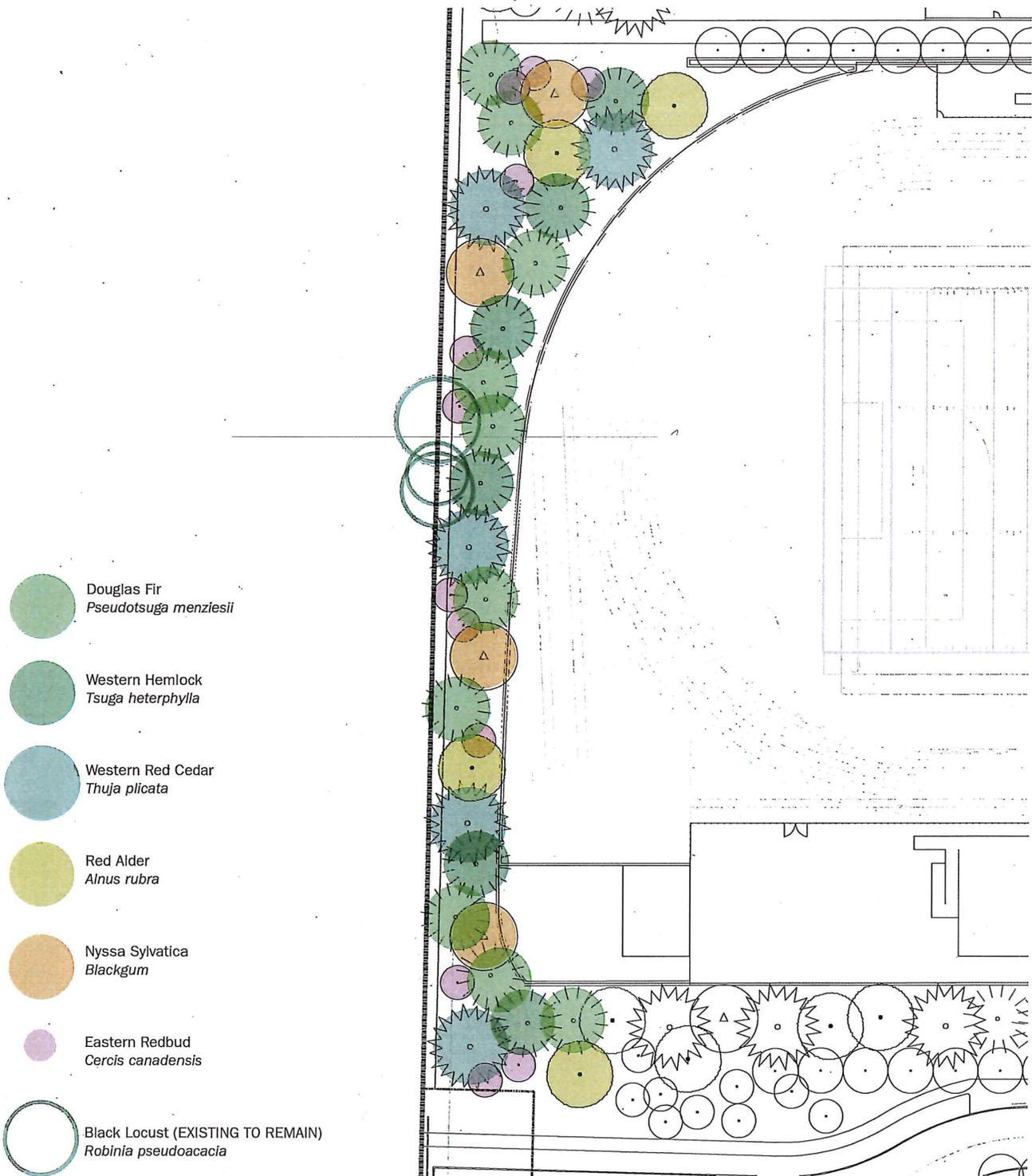
63. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
64. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
65. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
66. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)

67. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
68. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required for the specific building, as determined by CWS. (Site Development Div./JJD)
69. Ensure all site improvements, including landscaping are completed in accordance with landscape plans (L Sheets) marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
70. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
71. Ensure construction of all exterior lighting is completed in accordance with the approved plans (E-Sheets) marked "Exhibit C" and fixture details, except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line.
72. Ensure deciduous or evergreen shrubs are installed at a minimum, using one-gallon containers or 8 inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/SW)
73. Ensure existing landscaping (to remain on-site) is replaced if impacted by construction. (Planning/SW)

**E. Prior to release of performance security, the applicant shall:**

74. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
75. Submit any required on-site easements not already dedicated on the plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)

### Exhibit Showing Proposed Modification of Western Perimeter Landscape Plan



**boora architects**

**328**

**PLANTING**

EXHIBIT FOR WESTERN EDGE OF PROPERTY



## MEMORANDUM

TO: Planning Commission  
FROM: Scott Whyte, Senior Planner *sw*  
DATE: July 1, 2015  
SUBJECT: **Additional public testimony received in response to South Cooper Mountain High School (Case Files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005). Continued public hearing.**

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On June 24, 2015, after receiving public testimony and the applicant's rebuttal, the Commission closed the hearing for South Cooper Mountain High School and began their deliberation. On the same date, during the period of public testimony, the Commission received a second request for the record to remain open for at least seven days as described in Oregon Revised Statutes, Section 197.763(6).

Enclosed with this memo is all additional written testimony received after the June 24 hearing, up to the date of July 1, 2015, 5:00 p.m. (end of the seven day open record period). Written testimony includes:

- Letter from Fran Warren, 17830 SW Outlook Lane, Beaverton, dated June 30, 2015. And e-mail follow-up of July 1.
- Letter from David J. Hunnicutt, Attorney for Ed and Kathy Bartholemy, dated July 1, 2015.
- Letter from Ed Bartholemy, 18485 SW Scholls Ferry Road, dated June 30, 2015
- Letter from Brian Wegener, Tualatin Riverkeepers, dated July 1, 2015
- Letter from Eric Squires, 17172 SW Rider Lane, dated July 1, 2015.

Based upon the facts and findings of the Staff Report dated May 20, 2015, in addition to supplemental findings as contained in the Staff Memorandum dated June 17, 2015 and the testimony received on May 27 and June 24, 2015, staff recommends **APPROVAL** of **South Cooper Mountain High School, case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0005 subject to conditions as revised in this Memorandum dated July 1, 2015.**

**Recommended Conditions of Approval**  
**South Cooper Mountain High School**  
**CU2015-0003**

**If the Planning Commission approves the proposed Conditional Use for South Cooper Mountain High School, staff recommends adopting following conditions of approval:**

[Changes to proposed conditions of approval identified in the Staff Report dated May 20, 2015 are shown ~~struck-through~~ (for removed text) and in ***bold italic*** (for new)].

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period.
2. The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit.
3. This staff report, these conditions and accompanying land use order shall be recorded with the Washington County Recorder's Office.
4. All outdoor field activity and events, including but not limited to games, practices and band rehearsals shall be limited to following hours:
  - 7:00 a.m. to 10:00 p.m. weekdays (~~Monday through Friday~~) ***seven days a week (Sunday through Saturday)***
  - ~~10:00 a.m. to 8:00 p.m. Saturdays and Sundays~~
5. All luminaires intended for outdoor sport fields, including the football stadium, shall be turned off from 10:00 p.m. to 7:00 a.m., all days of the week. This condition shall not apply to pole-mounted or other luminaires intend for lighting outdoor parking or pedestrian pathways. This condition does not apply to Friday evenings when home football games are scheduled at the high school campus.
6. To ensure on-site parking availability, the school shall not schedule other events that overlap with home football games.
7. The property owner shall not remonstrate against reconfiguration of the drive access provided to the west parking lot from the collector street. The access is to be perpendicular to the tangent of the curve of the collector street at the point of connection. The property owner shall also ensure that the driveway maintains safe and adequate visibility at the intersection of the drive aisle and the collector street.
8. The property owner shall grant a temporary access easement to the benefit of the abutting property identified as tax lot 1S060000403. The size and location of the temporary access easement shall be determined by the City Transportation Engineer and be of sufficient size and location to provide safe and efficient access to the collector street. The temporary access easement may be terminated when the collector street is in its final alignment and providing access to the same property.
9. Illumination of the high school property shall not exceed 0.5 foot-candle power as measured at the lot line of residential properties surrounding the campus.

**10. A six-foot vinyl-coated perimeter fence, to the location as depicted in the plan submitted for Commission consideration on June 24, is to remain in place after construction. The fence is to include a gate that shall remain locked until such time that a pedestrian trail is provided for future connection thereto. The fence is to replace existing with agreement from the abutting property owner.**

**11. Landscape for the school campus along western perimeter near the stadium is to be consistent with the tree planting plan titled "Exhibit for Western Edge of Property" and is to be modified to include the City Arborist recommended change where Eastern Red Bud and the Western Hemlock are changed in favor of Douglas fir and the Nyssa is changed to Western Red Cedar. To minimize the visual impact of illumination from stadium lighting, these trees are to remain as part of the approved landscape plan for posterity. If and when these trees are removed in the future, the District shall be required to replace in accordance the modified landscape plan. Tree heights at the time of planting shall be 8 to 12 feet.**

**<Staff recommend condition addition in response to Commission deliberation of June 24, 2105>**

**12. The bollards between the student / visitor and staff parking lots shall be removed after 4:00p.m. when there is an OSAA sanctioned varsity football event or in the case of a traffic accident on SW 175<sup>th</sup> Avenue, or SW Scholls Ferry Road, or other emergency, requiring vehicles to depart the high school property from only one exit point.**

**Recommended Conditions of Approval**  
**South Cooper Mountain High School**  
**DR2015-0029, LD2015-0004 and ADJ2015-0005**

**If the Planning Commission approves the proposed Design Review Three, Preliminary Partition and Major Adjustment applications to allow construction of a high school, the Facilities Review Committee recommends adopting the following conditions of approval:**

[Changes to proposed conditions of approval identified in the Staff Report dated May 20, 2015 are shown ~~struck-through~~ (for removed text) and in ***bold italic*** (for proposed new text)].

**A. Prior to issuance of a site development permit and any work beyond tree removal and site grading, the applicant shall:**

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, additional site grading, all storm water management (quality and quantity) facilities, all required CWS plantings/mitigation, and parking lot drive aisle paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
7. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)

8. Provide final utility plans that show construction of a minimum 24-inch diameter public waterlines as shown on the preliminary plans (crossing the site to the westerly property line and along the entire length of the 175<sup>th</sup> Avenue frontage). Water system development charge credits against new building permits can be granted for any extra-capacity improvements as determined and administered by the City Utilities Principal Engineer. (Site Development Div./JJD)
9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
10. Submit a copy of the notification of proposed revisions to the Oregon Department of Environmental Quality (DEQ) for the previously issued 1200-C General Permit (DEQ/CWS/City Erosion Control Joint Permit). (Site Development Div./JJD)
11. Submit a copy of issued permits or other required approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (prior to any work within or affecting a jurisdictional wetland). (Site Development Div./JJD)
12. Provide final construction ready plans and a full design storm water report demonstrating proposed provision of treatment and on-site detention as generally depicted on the submitted preliminary utility plan and drainage reports. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event. On all plan sheets that show grading and elevations, the 100 year inundation level and path of system overflow shall be identified. (Site Development Div./JJD)
13. Submit a revised grading plan showing that each proposed building has a minimum finished floor elevation that is at least two feet higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities and any storm water conveyance crossing the project area. This land-use approval shall provide for minor grade changes less than two vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
14. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./JJD)
15. Pay storm water system development charge (overall system conveyance) for any net, new impervious surface area created on site. (Site Development Div./JJD)
16. Have obtained the City Building Official's courtesy review approval of the proposed building plans private site plumbing plan including fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
17. Provide plans for LED street lights along the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director). (Site Development Div./JJD)

18. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the structures shall remain overhead on site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
19. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
20. Land use approvals shall expire after two (2) years from the date of approval unless prior to that time a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension is filed pursuant to Section 50.93, or that authorized development has otherwise commenced in accordance with Section 50.90.3.B. (Planning/SW)
21. Provide plans that show dedication of right-of-way (ROW) and half-street improvements for 5-lane arterial streets to the Washington County A-2 standard for the area between the curbs. The ROW areas outside of the curbs shall be designed to City of Beaverton Arterial Street standards, as modified to include an on-street regional trail, as required.(Transportation / KR)
22. Provide plans that show dedication of right-of-way and street improvements for a new collector street along the west edge of the property with sufficient width to accommodate two 12' travel lanes, and a 5' bike lane between the curbs, and a 6.5' stormwater swale and 6' sidewalk outside of the curb on the school side of the new street. (Transportation / KR)
23. Provide plans that show that the LIDA facilities will include suitable street trees. (Transportation / KR)
24. Provide plans that show that the vehicular cross-connection between the parking lots can support the weight of a fire fighting apparatus (not less than 12,500 pounds point load or wheel load, and 75,000 pounds live load or gross vehicle weight.) Additionally, the plans need to show that the sections of curbs immediately adjacent to the cross-connection are standard mountable curbs, as shown in Drawing # 201 of the City's Engineering Design Manual (Transportation / KR)

<Staff recommended change to condition in response to testimony of June 24>

25. Provide a modified site plan that shows pavement differentiation where pedestrian pathways cross drive aisles per Beaverton Development Code, Section 60.05.20.3.E. Note that ADA ramps may be required where pathways cross drive aisles as determined by the Building Official. Revise pedestrian crossings through the student/visitor parking area (Sheet L211) to show pathway and connections constructed with scored concrete or modular paving patterns **or raised crosswalks**, in addition to providing student/visitor crossing signs. **Vehicle directional signage to the student/visitor parking lot perimeter drive aisle shall accommodate one-way counter-clockwise directional flow adjacent to the school building and shall accommodate two-way flow in areas away from the school building.** (Transportation/KR)
26. Provide plans that show the installation of a new traffic signal at the intersection of the new collector street with SW Scholls Ferry Rd. (Transportation / KR)
27. Provide plans that show the installation of a new traffic signal at the new school access on SW 175<sup>th</sup> Avenue. (Transportation / KR)
28. Provide plans that shows the modification of the traffic signal on SW Scholls Ferry Road and 175<sup>th</sup> Avenue to accommodate the roadway improvements. (Transportation / KR)

29. Provide plans showing walkways along the north side of the stadium to accommodate the Beaverton Police Department Tactical Response Vehicle. For the pathway shown as an ambulance route on Sheet L101, the applicant shall provide an opening in the fence that will adequately accommodate a standard ambulance and ensure that the pavement is designed to support the load of an ambulance's weight. (Transportation/KR)
30. Ensure compliance with necessary fire access, firefighting water supplies including hydrants. Plans for Site Development are to show the location of all necessary improvements related to fire apparatus access, firefighting water supplies, hydrants and other emergency service features are provided as directed in the document prepared by Tualatin Valley Fire & Rescue dated April 22, 2015 (TVF&R/JF)
31. The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet is available from the Fire Marshal's Office (OFC B105.3). Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Beaverton Building Services. (Fire / JF)
32. The minimum number and distribution of fire hydrants available to a building shall not be less than listed in Appendix C, Table C 105.1. (Fire / JF)
33. The angles of approach and departure for fire apparatus road shall not exceed eight degrees (OFC 503.2.8, NFPA 1901). (Fire / JF)
34. Submit plans showing ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container, or a 2-1/4 inch container if planted 18 inches on-center. (Planning/SW)
35. Submit plans showing all new landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/SW)
36. Obtain a Washington County Facility Permit as directed in the document prepared by Washington County Land Use and Transportation dated May 6, 2015. A copy of issued permits or other approvals as needed from Washington County is to be provided to the city for all the proposed work within the affected County road right of ways (SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road). (Site Development Div. / JJD)
37. Submit plans showing a minimum of 122 bike parking spaces and ensure that all spaces are lighted to at least the minimum standard of 0.5 foot-candles, visible, and conveniently located for staff and students riding bikes. (Transportation / KR)
38. Submit plans showing designation and adequate signing for at least 3% of the total parking spaces on the site as reserved for carpool or vanpool parking. The reserved parking spaces shall be the closest spaces to the primary employee or student entrance(s), besides the ADA-compliant parking spaces. (Transportation / KR)
39. Submit plans showing all pedestrian walkways are lighted to at least the minimum standard of 0.5 foot-candles. (Transportation / KR)
40. Submit plans showing signage to mark the regional community trails on the site that complies with Tualatin Hills Park and Recreation District standards. (Transportation / KR)

**B. Prior to building permit issuance, the applicant shall:**

42. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
43. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
44. The proposed project shall comply with the State of Oregon Building Code in effect as of date of application for the building permit. This currently includes the following: The 2009 edition of the International Building Code as published by the International Code Conference and amended by the State of Oregon (OSSC); The 2009 edition of the International Residential Code as published by the International Code Conference and amended by the State of Oregon (ORSC); 2009 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2009 edition of the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials and amended by the State of Oregon (OPSC); the 2011 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and the 2009 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). The 2014 OSSC, OMSC and IFC will take effect July 1, 2014. Permit applications received prior to September 30, 2014 may use either 2011 or 2014 OSSC, OMSC and IFC. (Building / BR)
45. Applications for plan review must include the information outlined in the Tri-County Commercial Application Checklist. Incomplete applications will not be accepted. (City policy) (Building / BR)
46. The City offers phased permits, for foundation/slabs, structural frame, shell and interior build-out (TI). An applicant desiring to phase any portion of the project must complete the Tri-County Commercial Phased Project Matrix or each phased portion. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at [www.beavertonoregon.gov](http://www.beavertonoregon.gov) Note: Except private site utilities (potable water, sanitary and storm sewer lines), Excavation and Shoring, Site Utilities and Grading are not permits issued by the Building Division and therefore area not part of part of the City's phased permit process. (Building / BR)
47. Plan submittals may be deferred as outlined in the Tri-County Deferred Submittals list. Each deferred submittal shall be identified on the building plans. No work on any of the deferred items shall begin prior to the plans being submitted, reviewed and approved. (Building / BR)
48. Unless they are identified as a deferred submittal on the plans, building permits will not be issued until all related plans and permits have been reviewed, approved, and issued (i.e., mechanical, plumbing, electrical, fire sprinkler systems, fire alarm systems, etc. (City policy) (Building / BR)
49. Projects involving new buildings and additions are subject to System Development fees. (Building / BR)
50. A separate plumbing permit is required for installation of private on-site utilities (i.e., sanitary sewer, storm sewer, water service, catch basins, etc. If the applicant desires to install those types of private utilities during the same period as the "Site Development" work, a separate plumbing application must be submitted to the Building Services Division for approval. (Building / BR)

51. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building / BR)
52. The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. (Fire / JF)
53. Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1) This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
54. The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
55. A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1)
56. Include a lighting plan as part of the building plans, where the parking area under the building is illuminated consistent with City lighting technical standards in 60.05-1 of the Development Code. (Planning/SW)
57. Pay a proportional share of the cost to improve the intersection of SW 175<sup>th</sup> Ave. and SW Kemmer Rd. to Washington County. The current estimate of the cost to improve the intersection is \$2.5 million, with the high school's share estimated at \$314,379. (Transportation / KR)

**C. Prior to Final Plat approval, the applicant shall:**

58. Have submitted a copy of the final vacation order from Washington County for the old alignment of 175<sup>th</sup> Avenue. (Site Development Div./JJD)
59. Show granting of any required on-site easements, **including but not limited to the temporary easement benefiting Tax Lot 1S060000403**, on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed rights of way and easements are of sufficient width to meet current City standards in relation to the physical location of the substantially completed site development and frontage improvements. (Site Development Div./JJD)
60. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording concurrently with the final plat at Washington County. (Site Development Div./JJD)

61. Record to the final plat, as required by Washington County, the dedication of additional right-of-way to provide a minimum of 49 feet from centerline of SW Scholls Ferry Road and SW 175<sup>th</sup> Avenue, and dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Scholls Ferry Road/SW 175<sup>th</sup> Avenue Road and the new Collector street. The final plat shall include a provision of a non-access reservation along SW 175<sup>th</sup> Avenue and SW Scholls Ferry Road frontage, except at the accesses approved in conjunction with this land use application. (Wash. Co / NV)
62. Dedicate all right-of-way shown on the approved Site Development Permit plans. (Transportation)

**D. Prior to each final building permit inspection or occupancy permit issuance, the applicant shall:**

63. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
64. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
65. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
66. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
67. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
68. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required for the specific building, as determined by CWS. (Site Development Div./JJD)
69. Ensure all site improvements, including landscaping are completed in accordance with landscape plans (L Sheets) marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
70. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SW)
71. Ensure construction of all exterior lighting is completed in accordance with the approved plans (E-Sheets) marked "Exhibit C" and fixture details, except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line.
72. Ensure deciduous or evergreen shrubs are installed at a minimum, using one-gallon containers or 8 inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/SW)
73. Ensure existing landscaping (to remain on-site) is replaced if impacted by construction. (Planning/SW)

**E. Prior to release of performance security, the applicant shall:**

74. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
75. Submit any required on-site easements not already dedicated on the plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div.)

Part of Staff oral presentation  
to Planning Commission - via  
PowerPoint - May 27, 2015

# Beaverton School District

## South Cooper Mountain High School

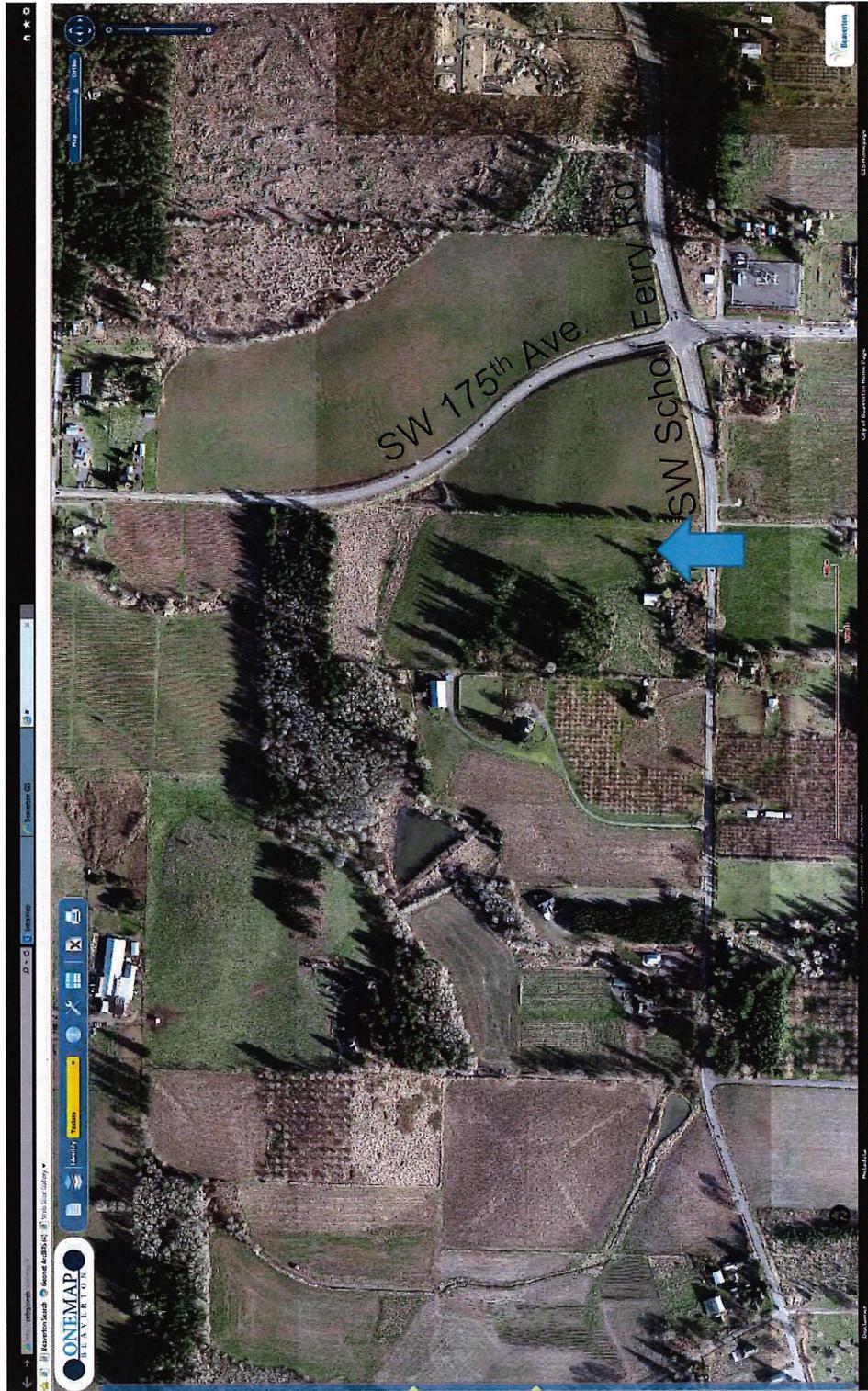
City Case Files CU2015-0003, DR2015-0029,  
LD2015-0004 and ADJ2015-0004

May 27, 2015 – Planning Commission

Staff PowerPoint to Planning Commission  
on May 27, 2015 (oral report)



# Vicinity Map / Aerial Photo



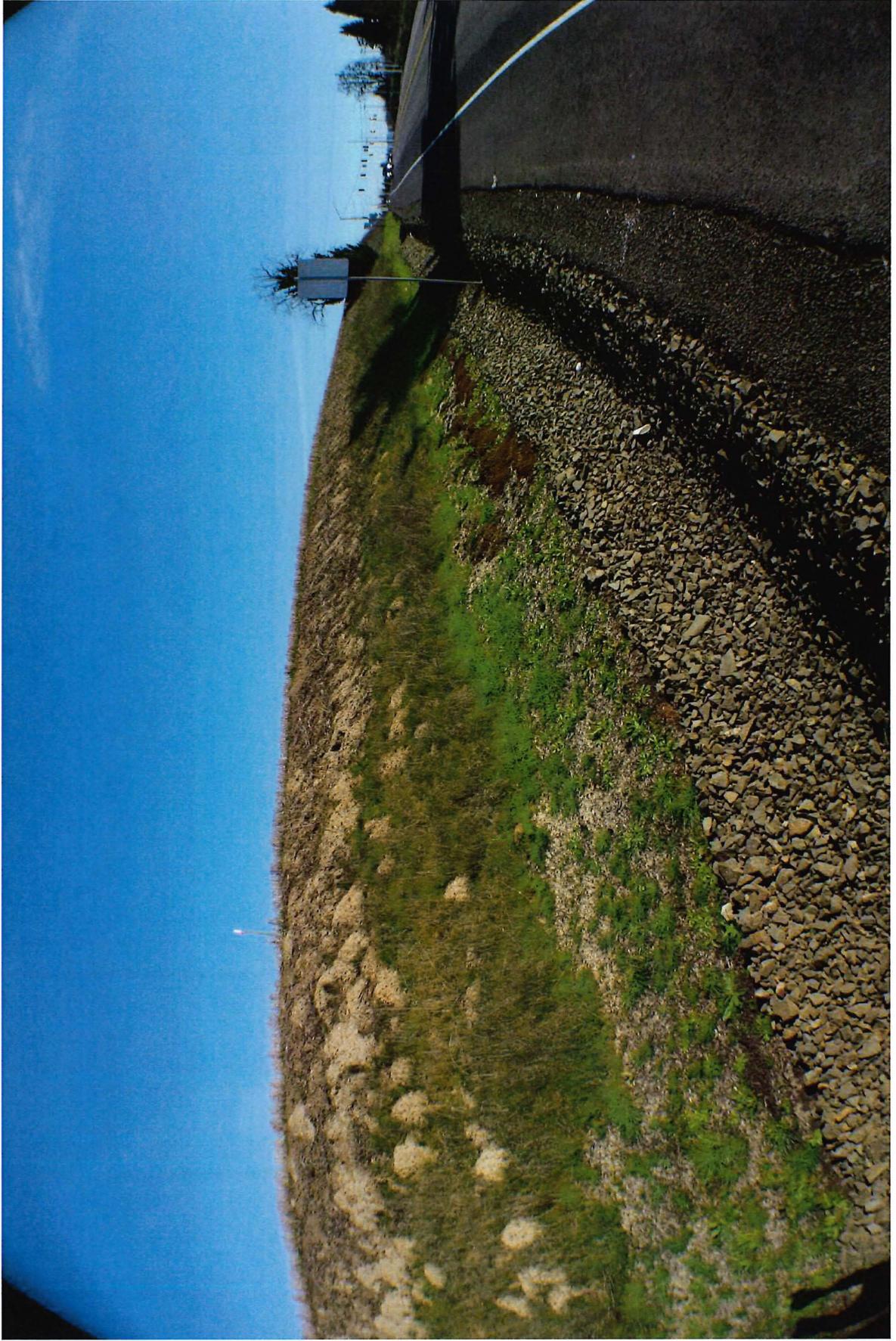
At the property corner of SW Scholls Ferry Road and SW 175<sup>th</sup> / Roy Rogers Road



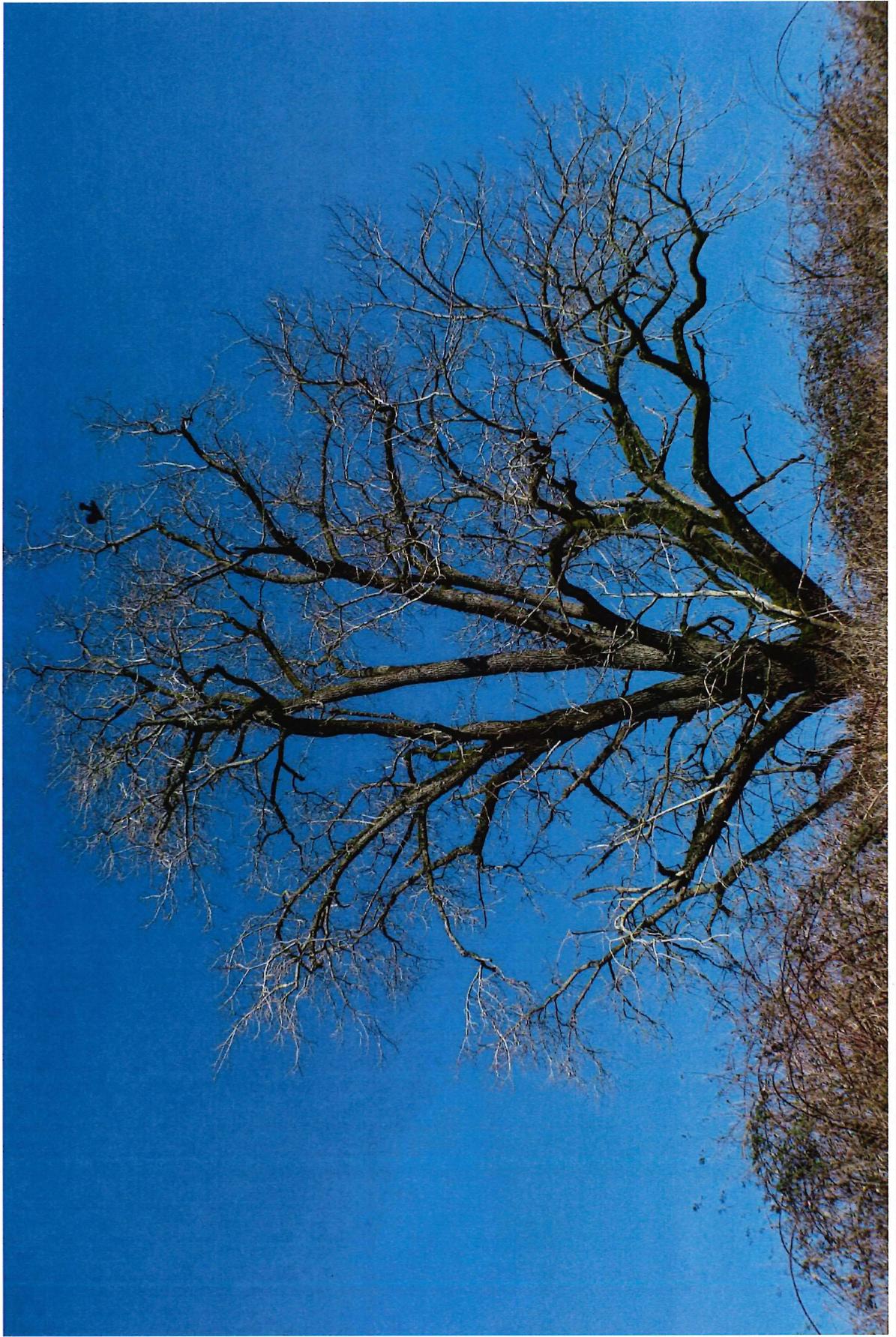
Along Property Frontage of SW Scholls Ferry Road – Looking West



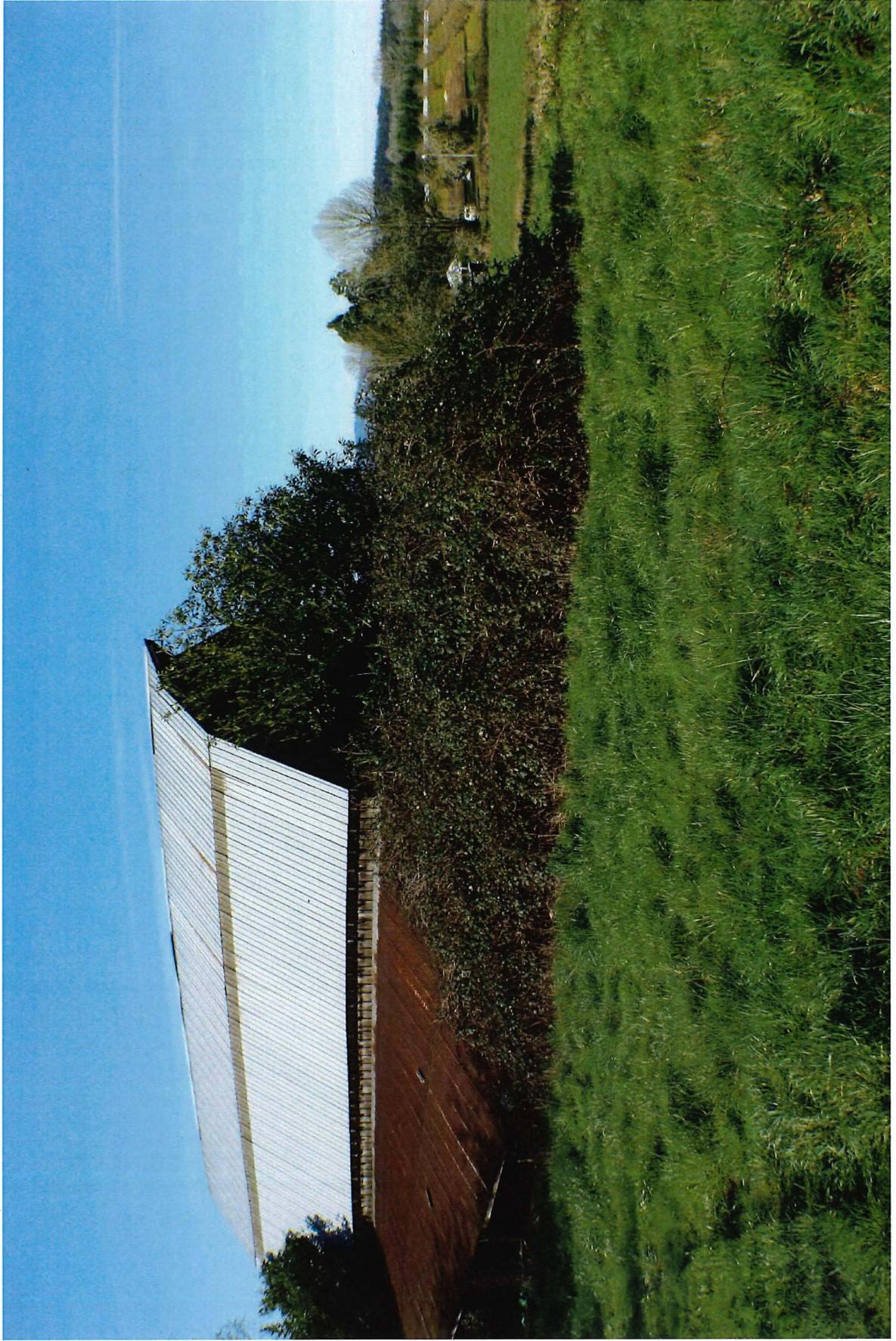
Along Property Frontage of SW Scholls Ferry Road – Looking East



Walnut Tree at Intersection of SW Scholls Ferry Road / SW 175th



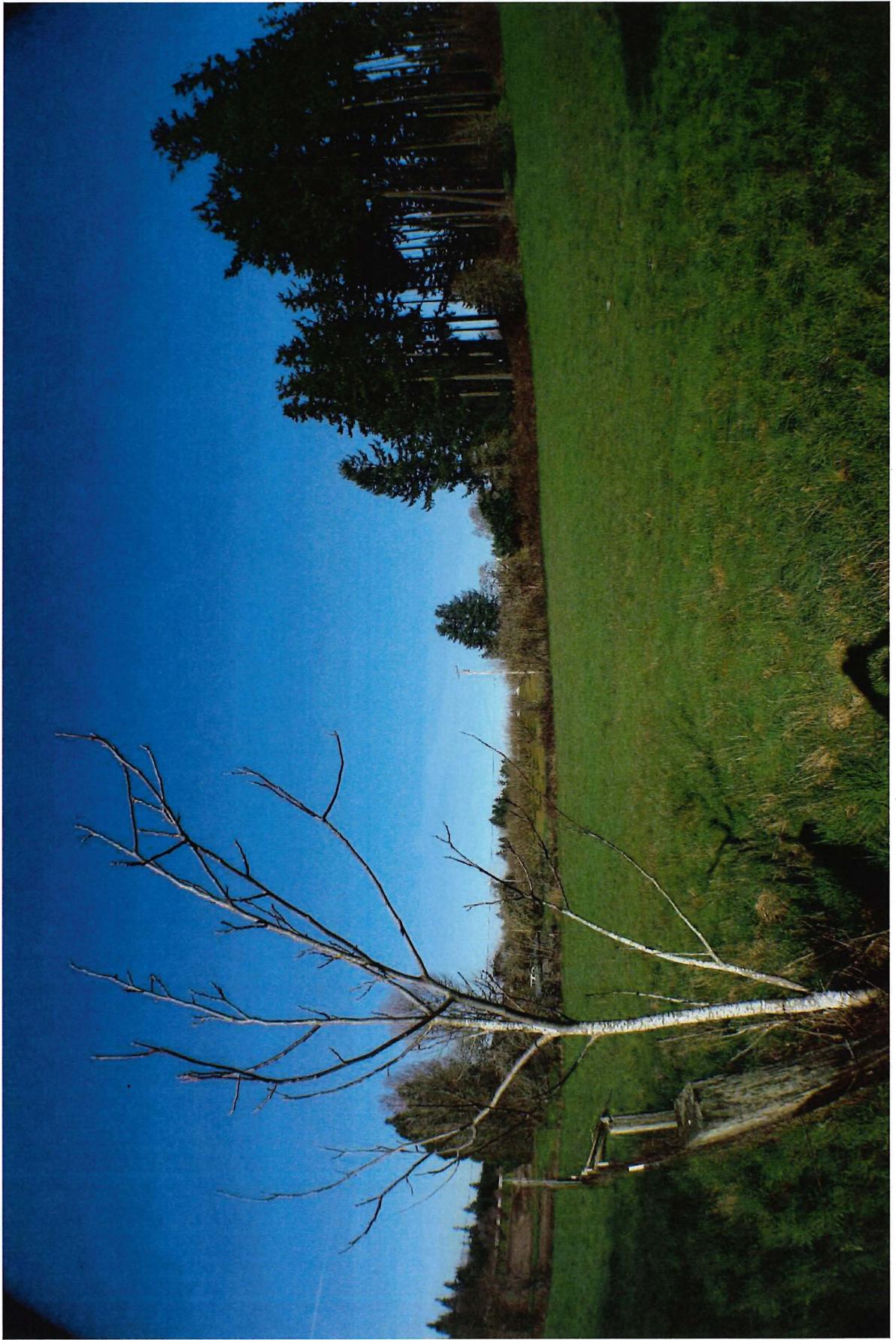
Existing Barn – South Portion of Property – to be removed.



Existing Dwelling – South Portion of Property – to be removed.



South Portion of Property – Looking to the Northwest



High Mid-Part of Property – Looking to the Northwest



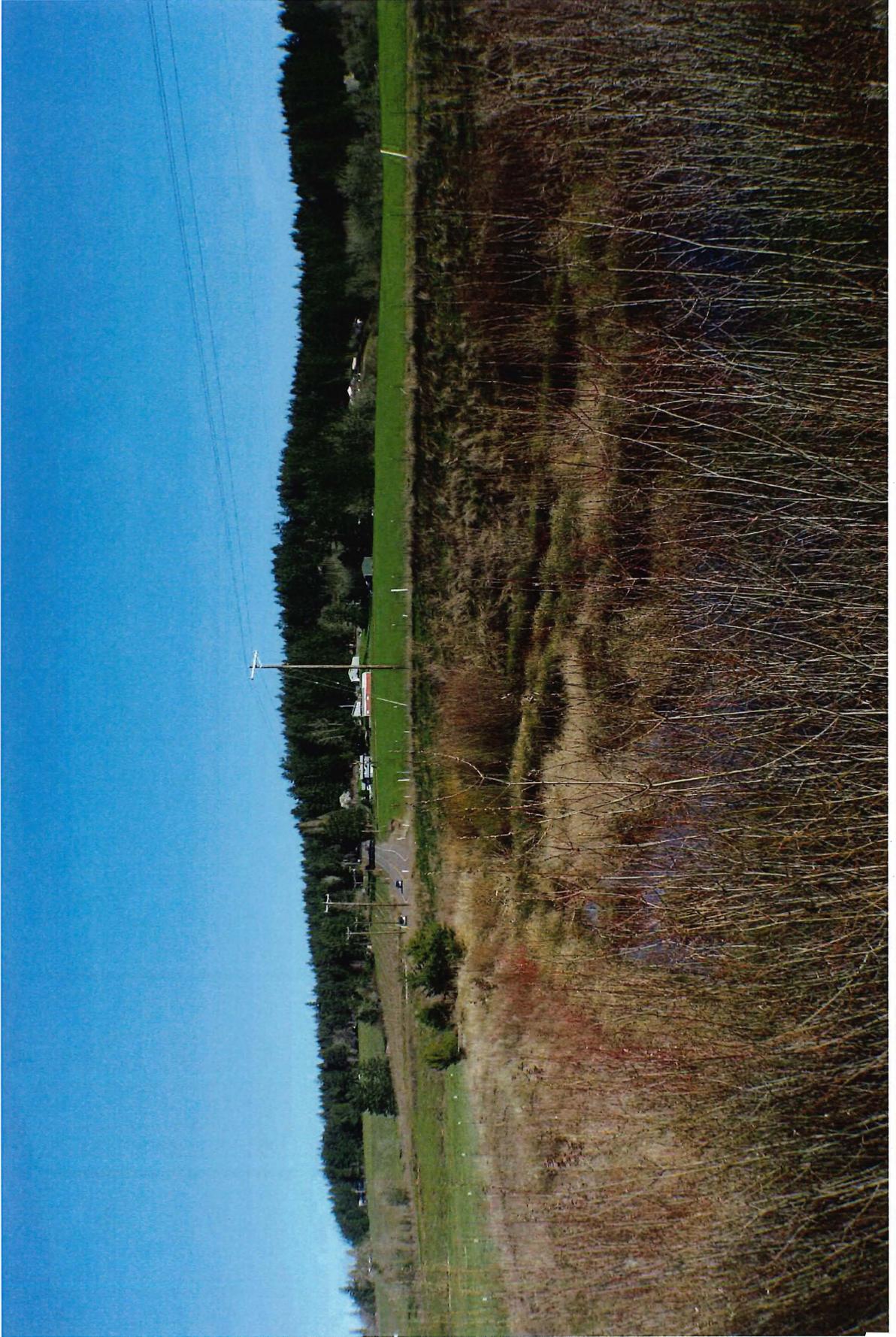
High Mid-Part of Property – Looking to the West



High Mid-Part of Property – Looking to the North



Existing Stormwater Pond – Looking to the North



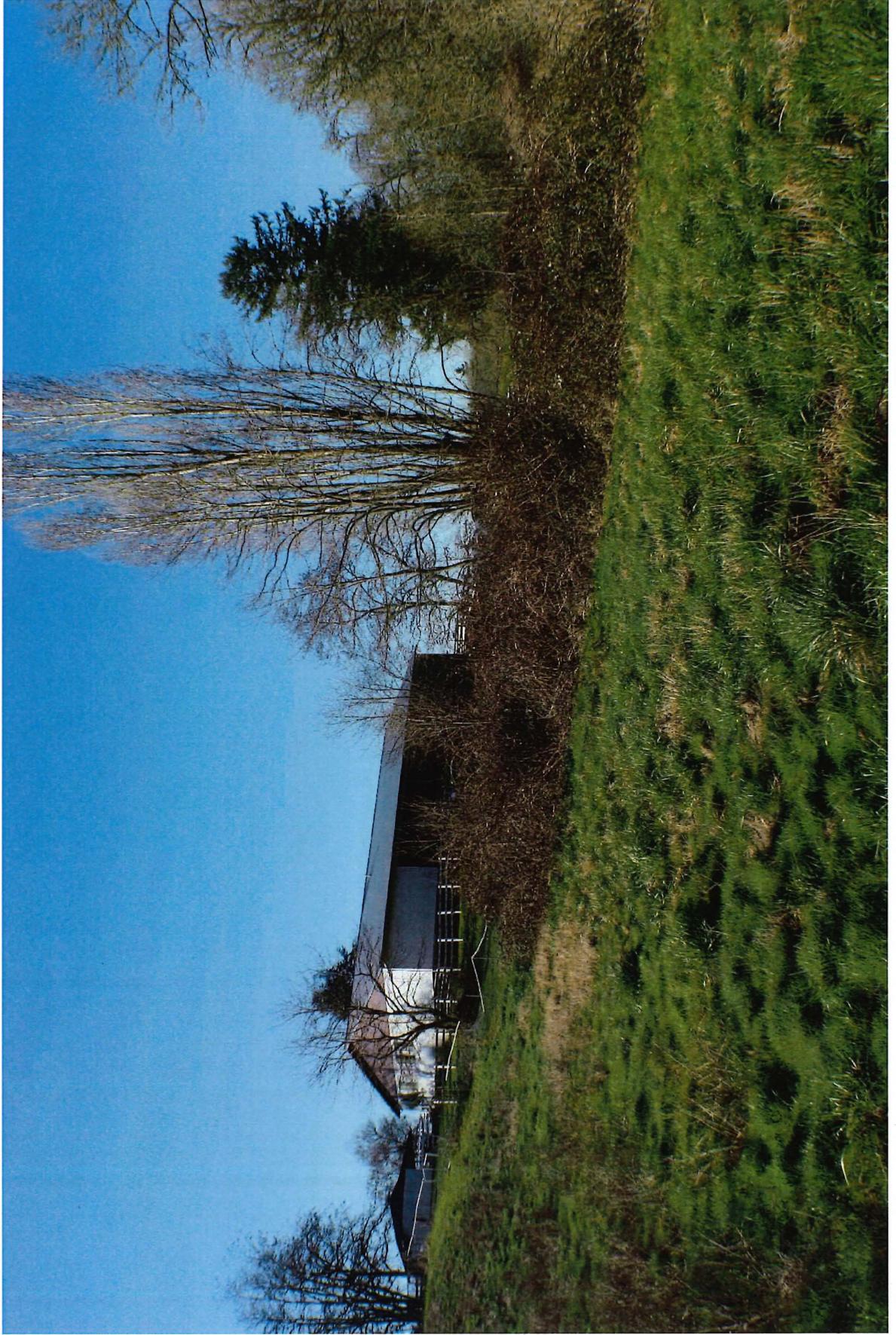
Existing Stormwater Pond – Looking to the South



Wetlands Portion of Property – Looking to the Northwest



Wetlands Portion of Property – Looking to the Southwest



# **Land Use Applications**

- **Conditional Use**
- **Design Review 3**
- **Preliminary Partition**
- **Major Adjustment**

# Conditional Use

## Potential Key Impacts

1. Noise related to outdoor activities/events.
2. Lighting related to outdoor activities.
3. Parking demand associated with home football games.

# Design Review

- Design Guidelines are applicable
- Building Design / Materials
- Pedestrian Connections
- Landscaping
- Site Lighting
- Other

# Major Adjustment

- Building Height increase.
- Limited to Theater Fly-Loft Area
- R-1 Zone Standard is 60 feet.
- Proposal is for 75 feet, 9 inches

# Preliminary Partition

- Merge two lots into one.
- Record easements as necessary
- Eliminate Old 175<sup>th</sup> Right-of-way

## Other Land Use Applications / Tree Plan 2 - Status

- Separate yet concurrent notice
- Notice of Decision issued May 8
- Appeal Deadline of May 26, 2015
- No Appeal Received.
- Separate Grading Plan that does not encroach wetlands.

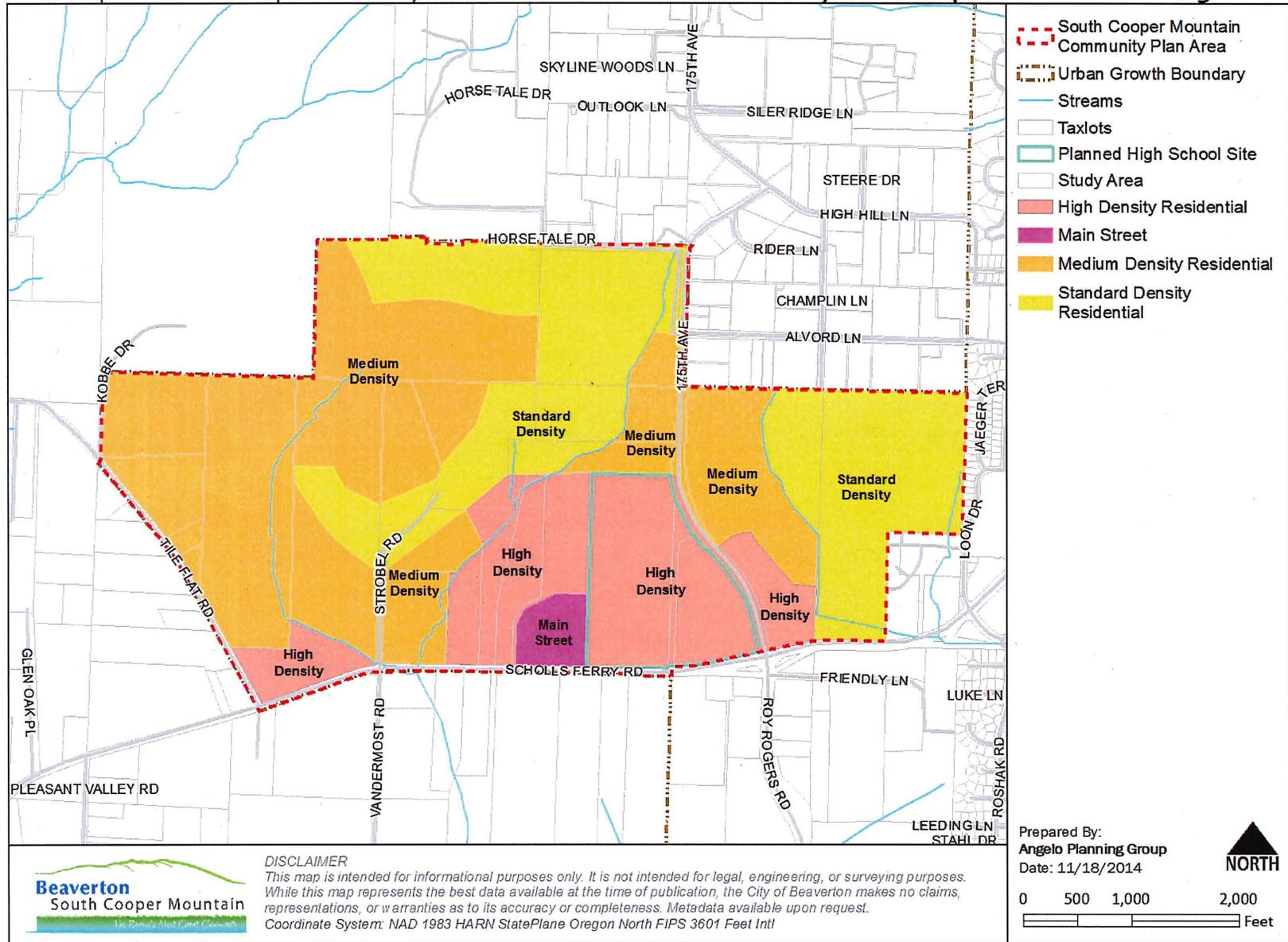
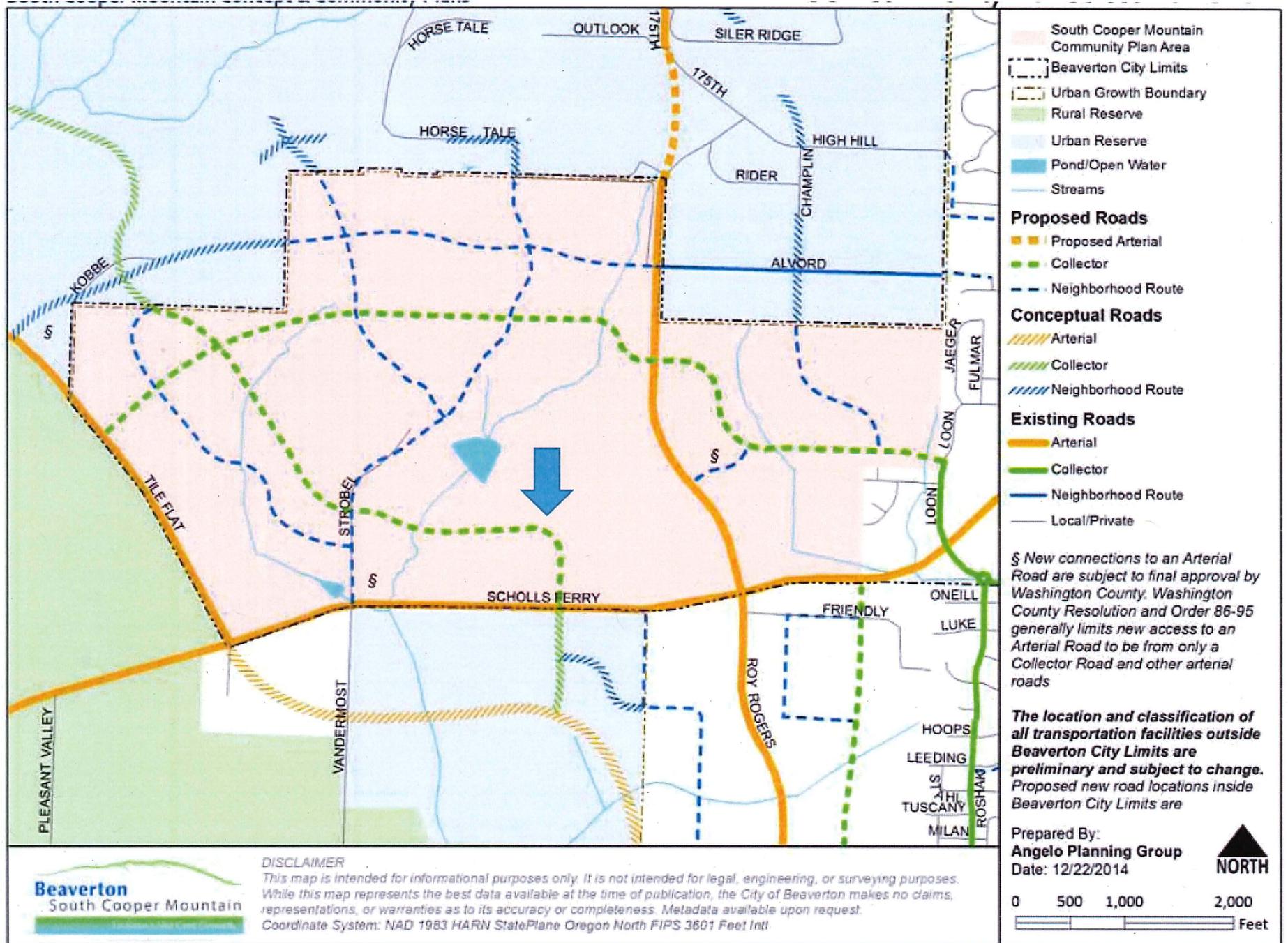
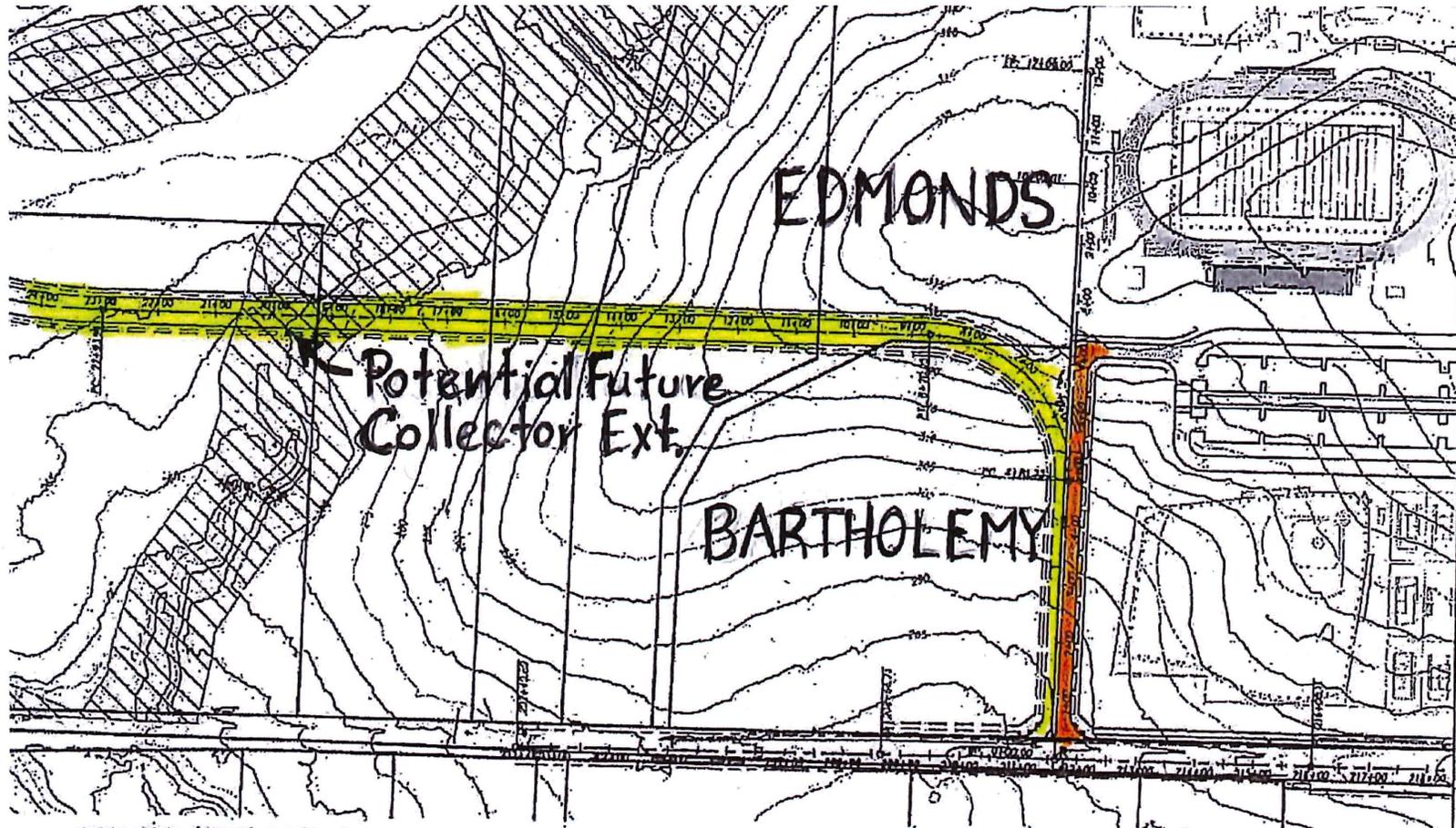


Figure 10: Community Plan Street Framework

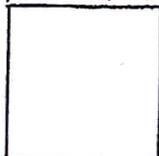


# Potential Future Extension of Collector



COLLECTOR (WEST) ROAD PLAN

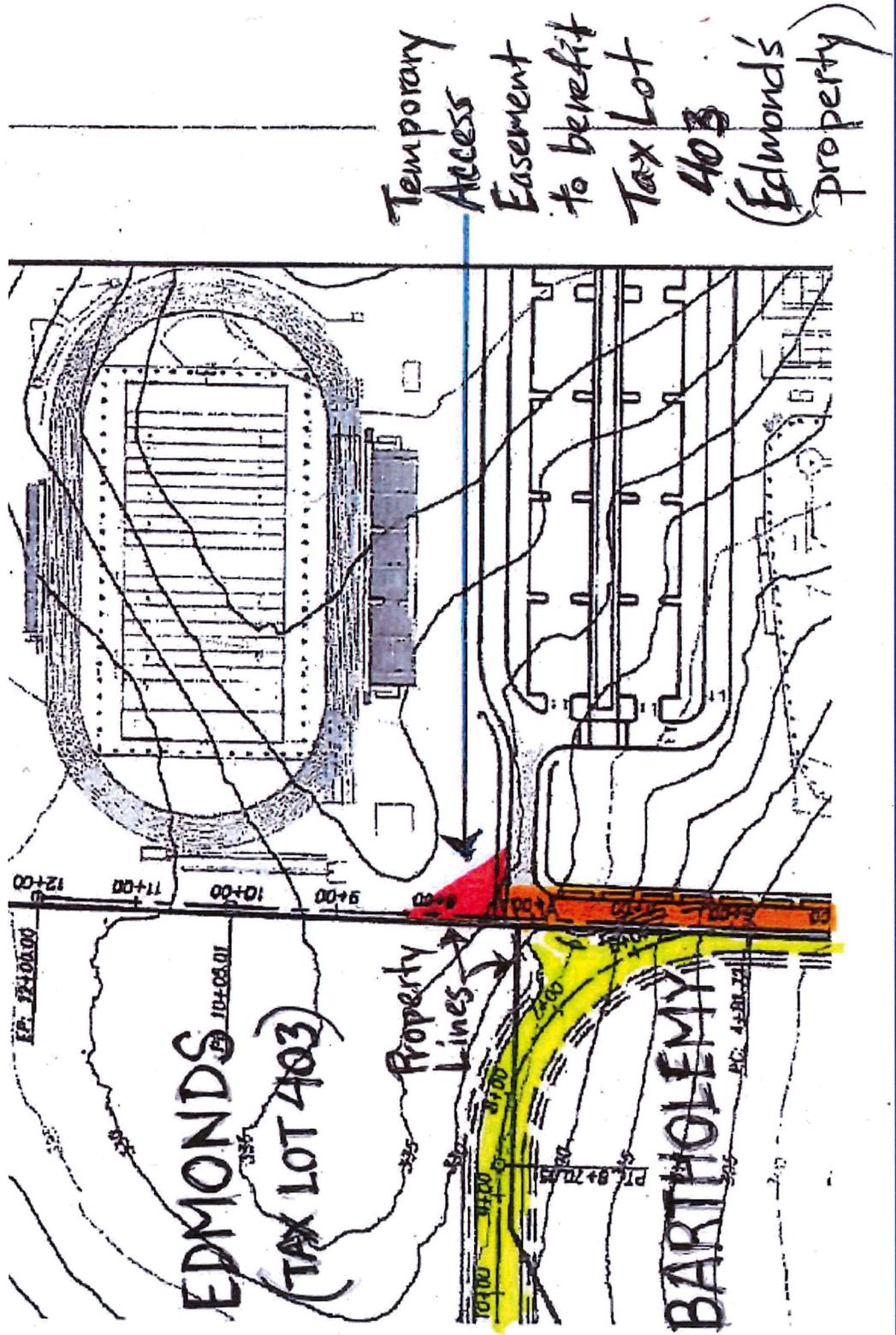
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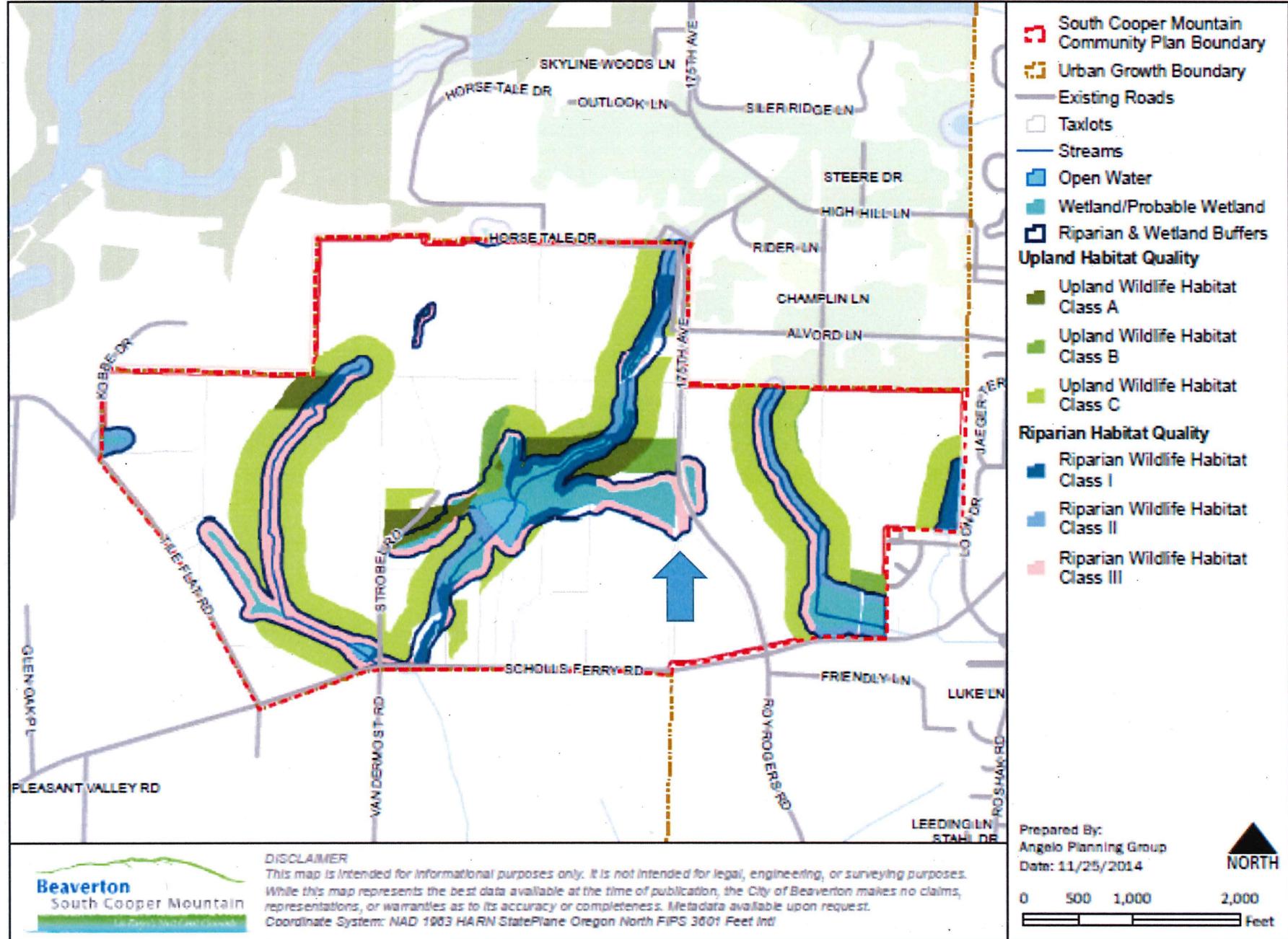



**Harper Houf Peterson Righellis Inc.**  
14000 NE 14TH AVE. SUITE 200, BEAVERTON, OR 97005  
 PHONE: 503.231.1111 WWW.HHPRI.COM

OPTION 1 ALIGNMENT OVERVIEW SOUTH COOPER MOUNTAIN HIGH SCHOOL BEAVERTON, OREGON		<b>1A</b>
		80R-13

# Temporary Easement – Applicant's Memorandum dated May 19, 2015





## Conditional Use -Key Conditions

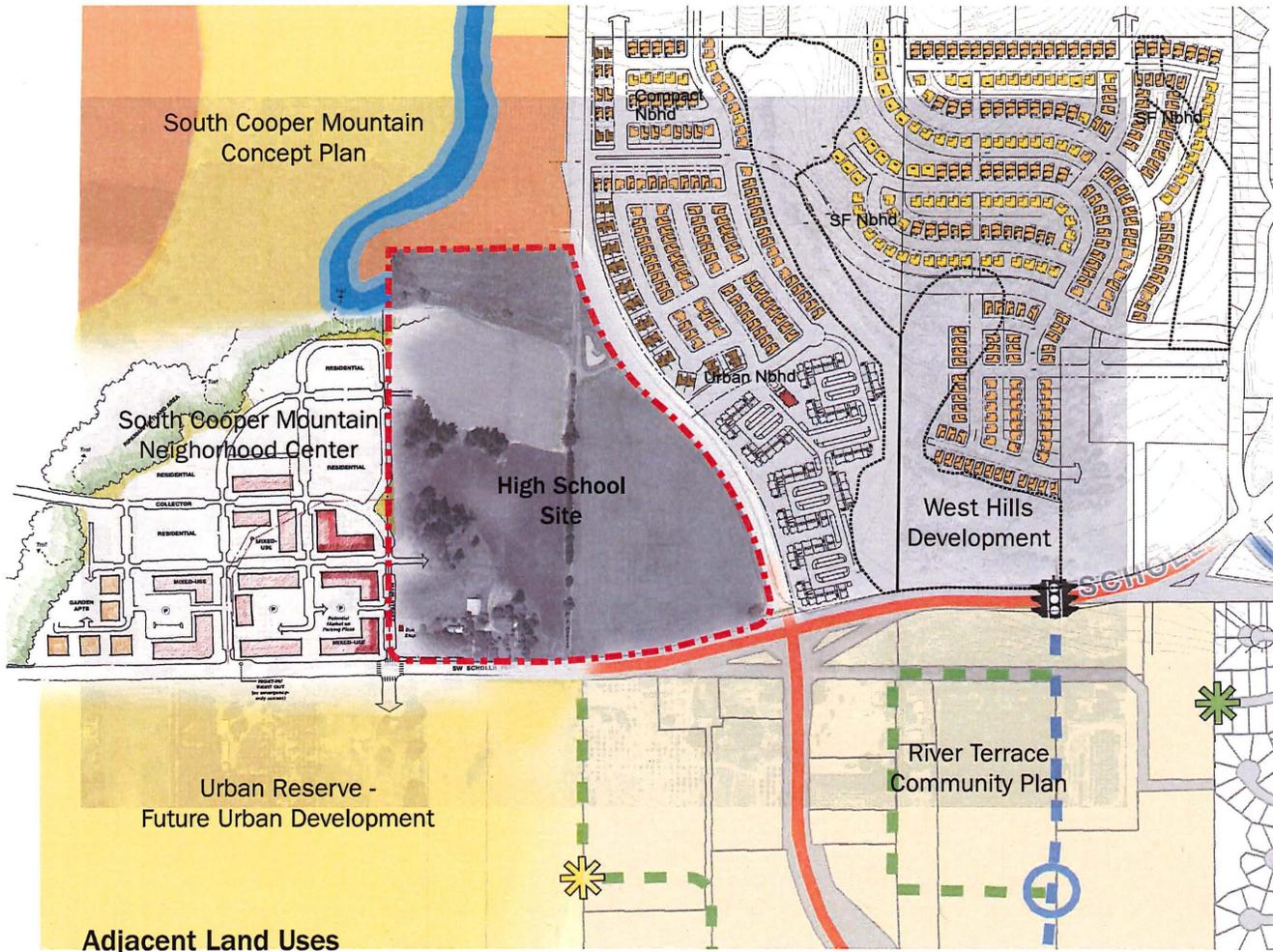
- Limited hours of operation for outdoor field activity and events
- Luminaries intended for outdoor sports, turned-off from 10pm to 7am – except for football games.
- School not to schedule other events that overlap to with home football games.
- Maximum foot-candle power of 0.5 at property line.
- Granting of temporary access easement for benefit of abutting property.

# Proposed Conditions for Design Review and other land use applications.

- Copy of permits from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (#11)
- Revise pedestrian crossings through the student/visitor parking area (#25)
- Fire, Police, Ambulance access conditions (#29, #30)
- Washington County **Facility Permit** as directed (#36)
- Reference to Exhibits submitted by the applicant

# BEAVERTON SCHOOL DISTRICT NEW HIGH SCHOOL

## GREAT PLANS MAKE GREAT PLACES



**PLANNING COMMISSION HEARING**  
**MAY 27, 2015**

*Applicant PowerPoint to Planning Commission  
on May 27, 2015 (oral presentation)*

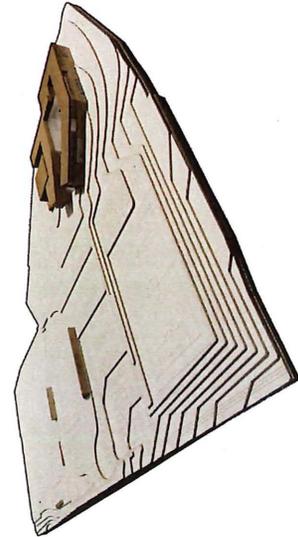
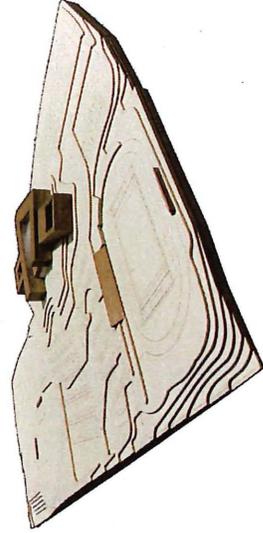
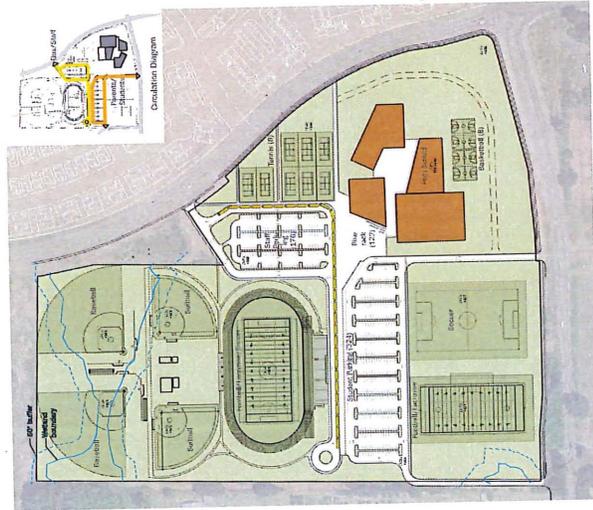
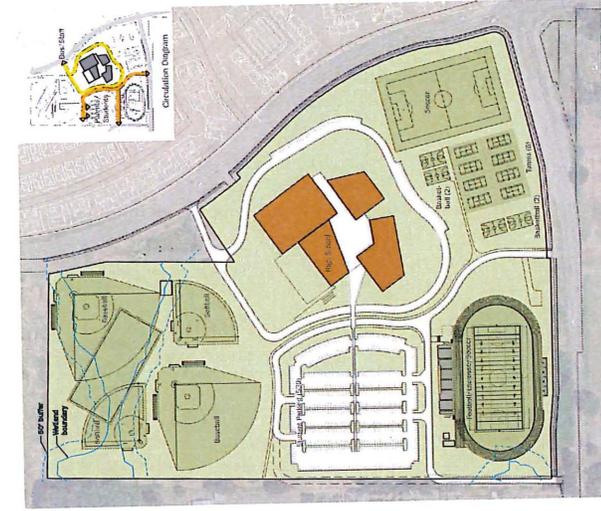
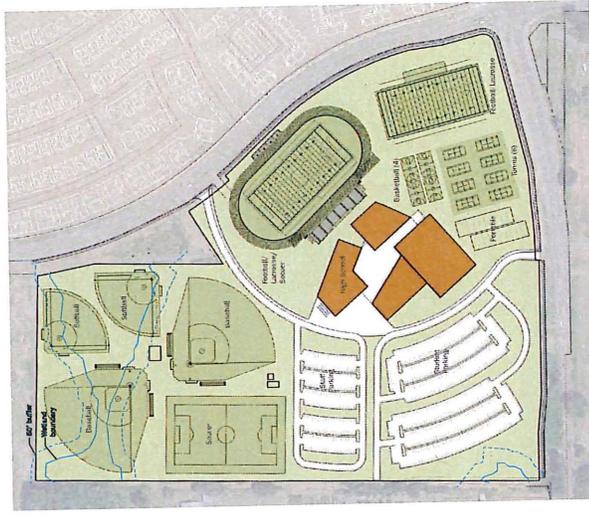
## DESIGN PROCESS

### INTER-AGENCY DESIGN CHARRETTES & NEIGHBORHOOD MEETINGS



- Include stakeholders
- Dialog with plan participants

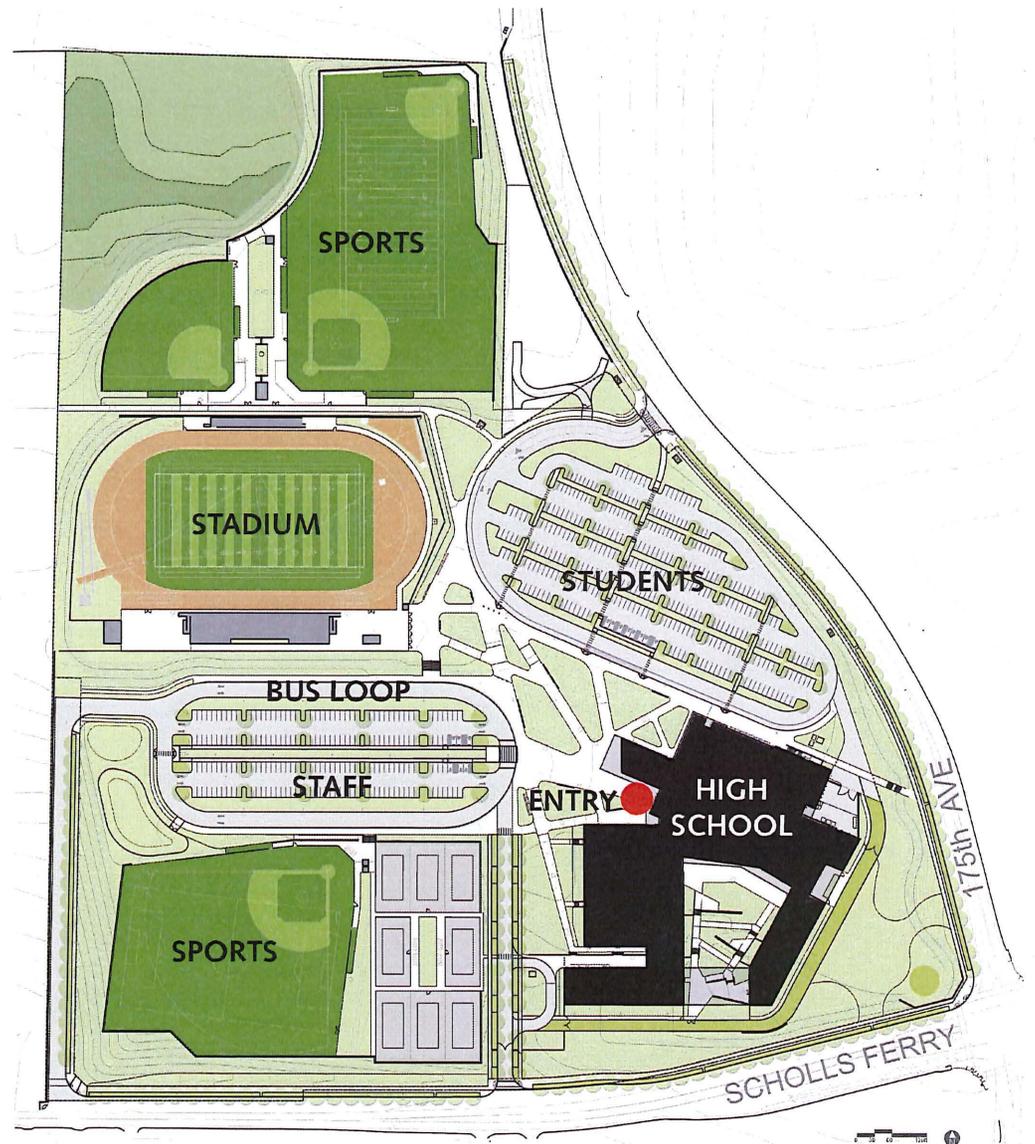
**DESIGN PROCESS  
 MULTIPLE SITE OPTIONS DEVELOPED & DISCUSSED WITH STAKEHOLDERS**



## DESIGN DIRECTION

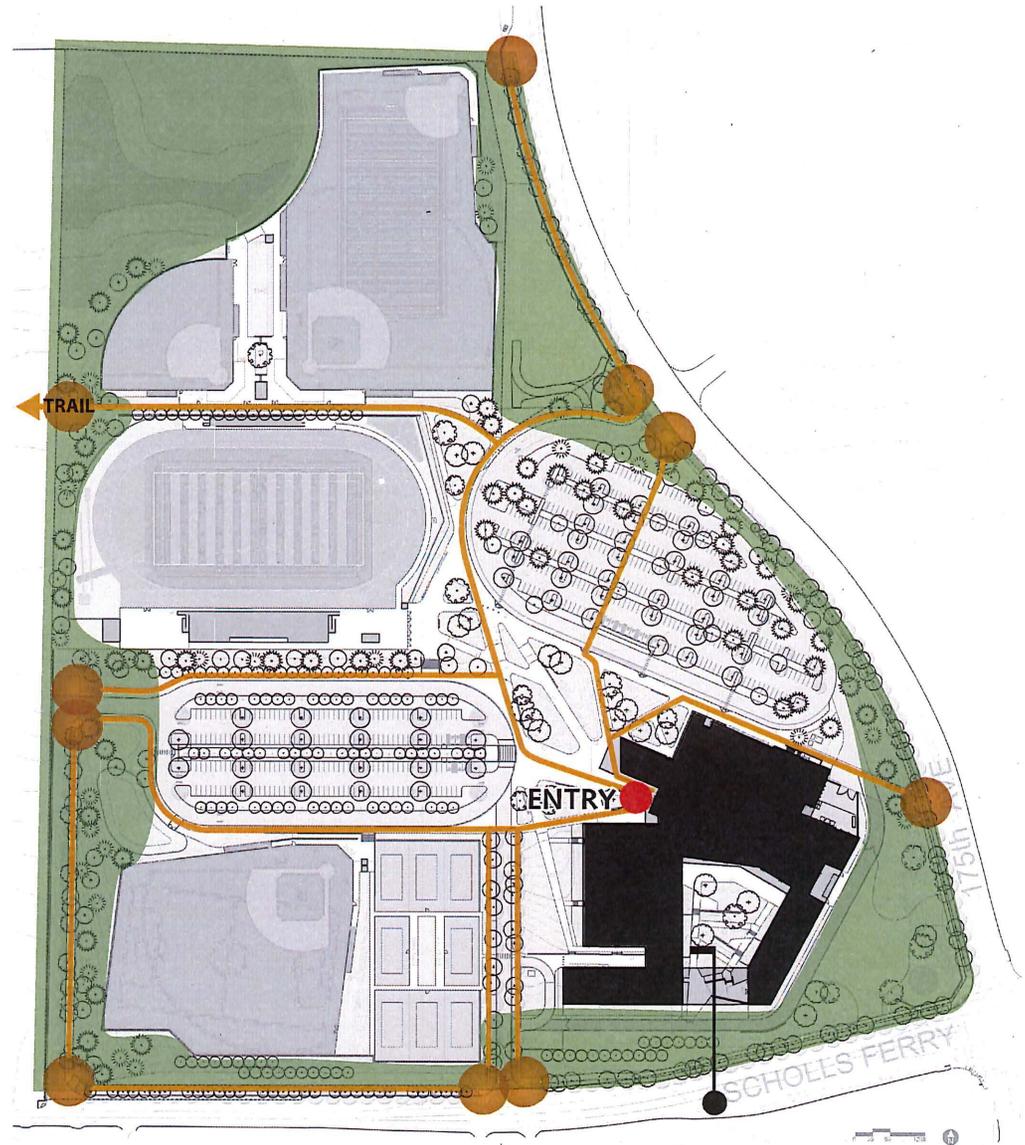
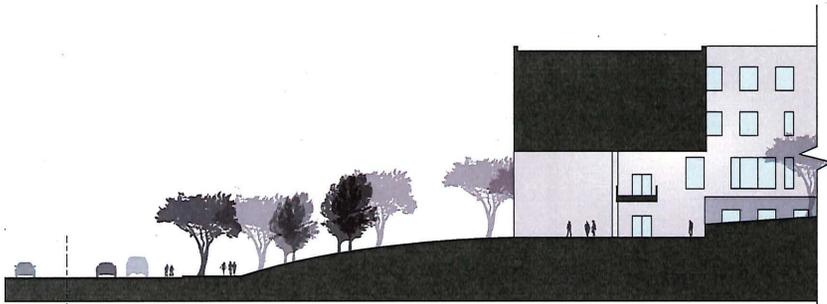
### STAKEHOLDER CONSENSUS

- Strong civic presence
- Maximize visibility of building on corner
- Minimize visibility of parking on corner
- Reduce use of retaining walls
- Maximize green pedestrian edges
- Safety & Security - Main entry faces parking

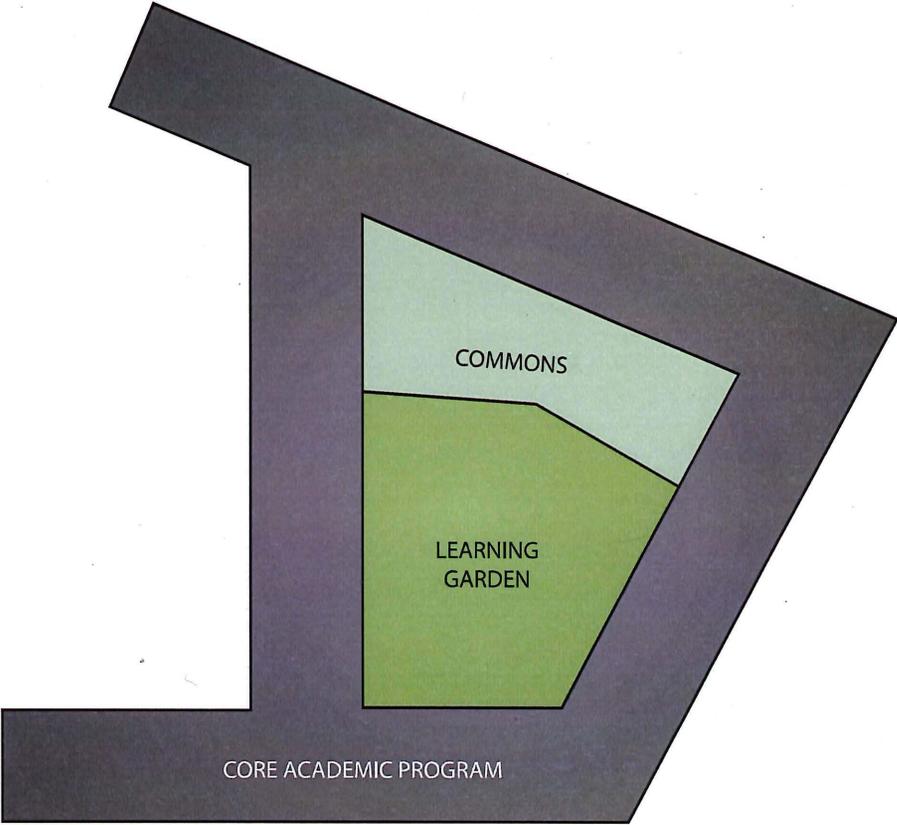


## SITE EDGES & CONNECTIONS

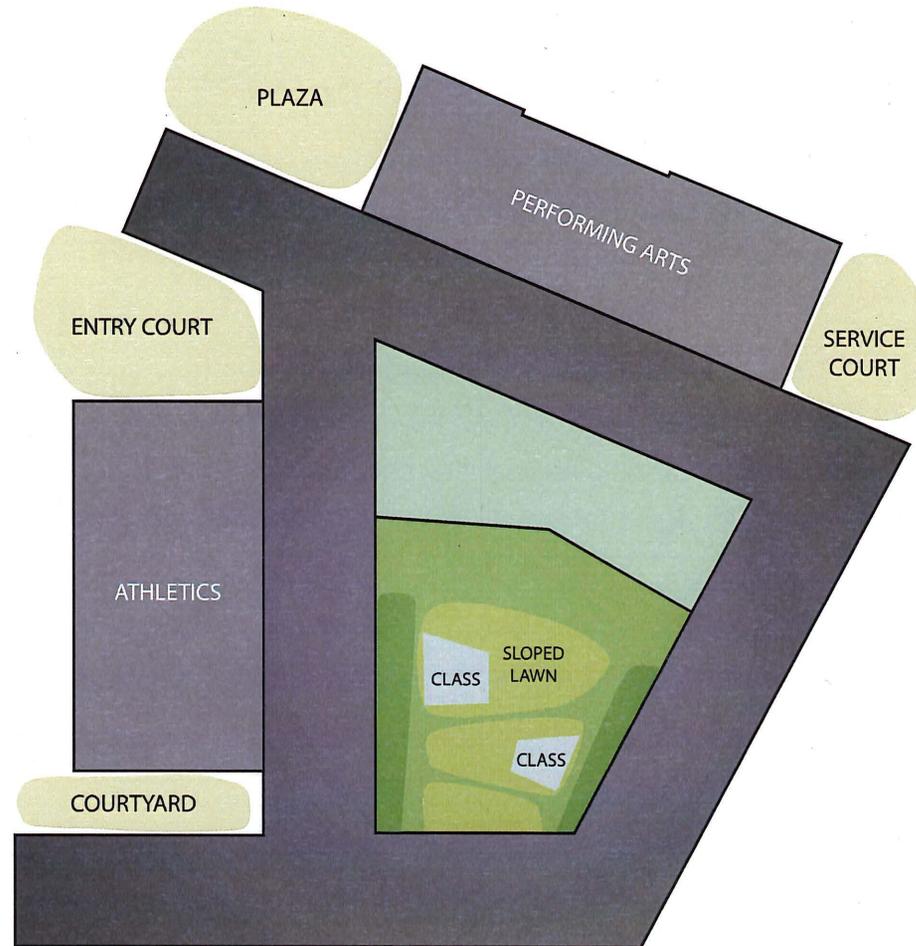
- 10 pedestrian entry points
- Trail connectivity
- Landscaped slopes vs. retaining walls
- Extensive tree cover & ground cover
- 391 mixed of evergreen and deciduous native adaptive trees
  - Evergreens - 40' to 60' mature height
  - Deciduous - 20' to 60' mature height
  - Flowering Deciduous - 20' to 30' mature height



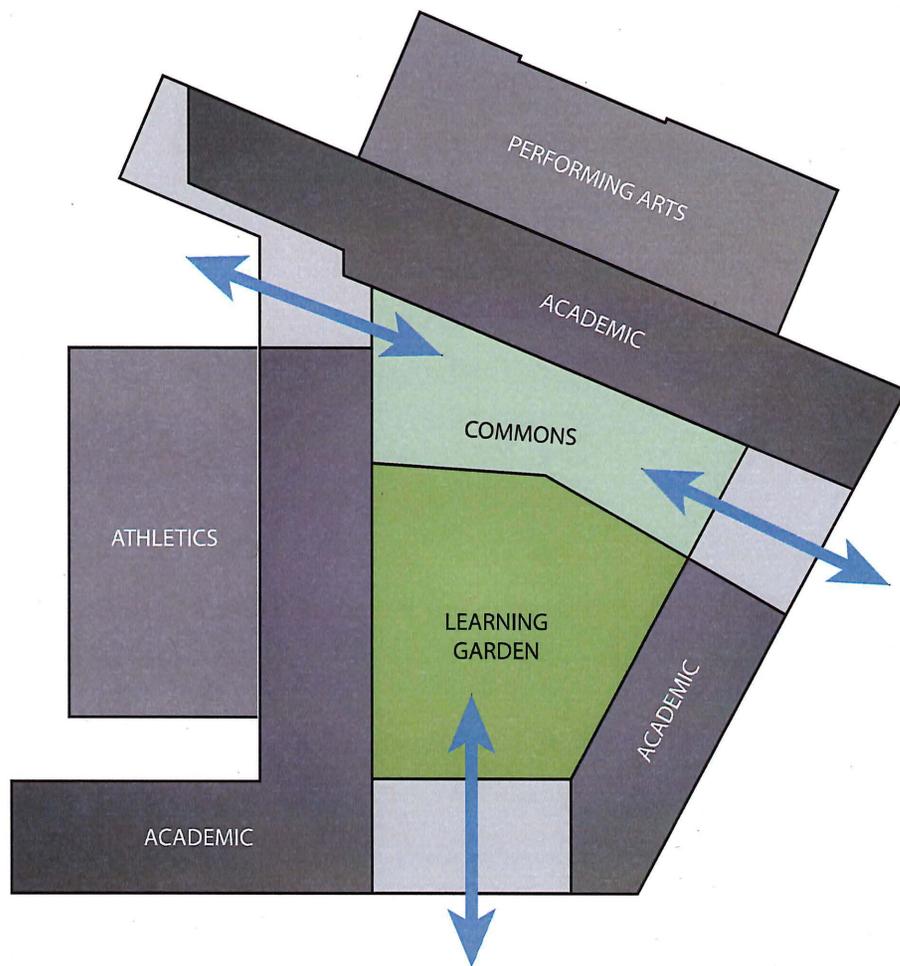
# COMMUNITY CENTERED SCHOOL



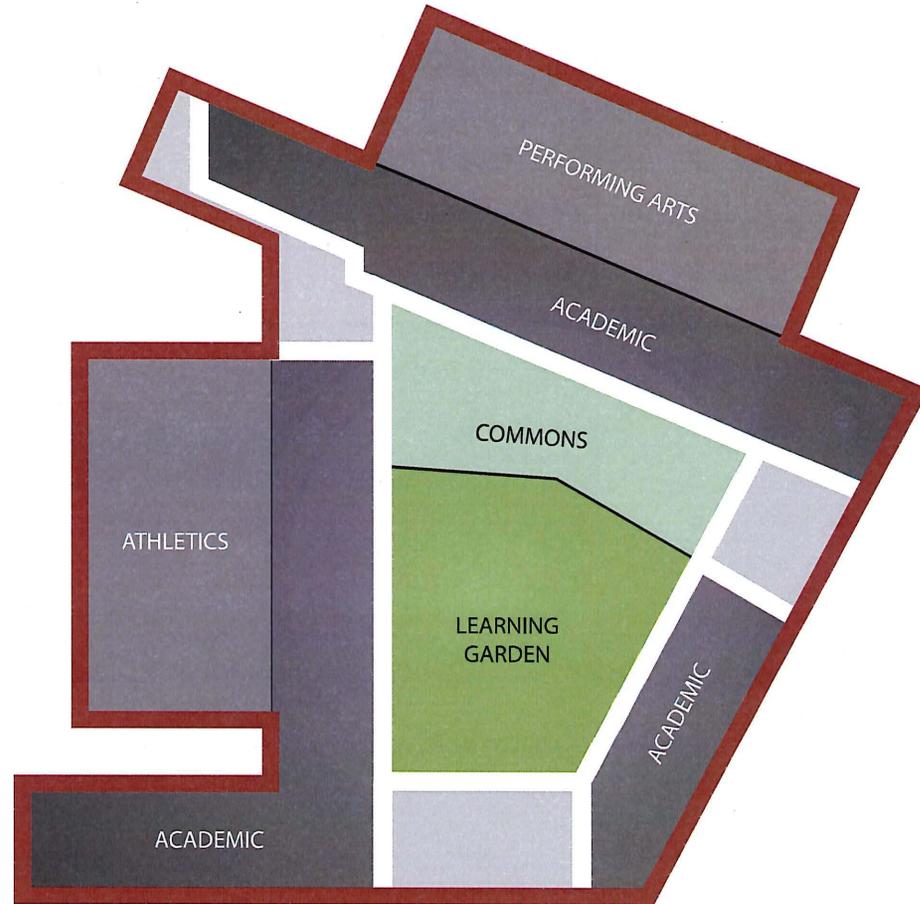
# PERFORMING ARTS & ATHLETICS SIDE CARS



# INVITING PORCHES & ENTRIES



# VARIED BRICK TREATMENT



# BUILDING ARCHITECTURE/DESIGN

## DESIGN REVIEW IN BEAVERTON

### DESIGN REVIEW PRINCIPLES

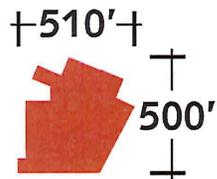
- Community Appearance
- Quality Pedestrian Environment
- Aesthetic Quality
- Permanence/Sense of Place
- Safety

### DESIGN CRITERIA

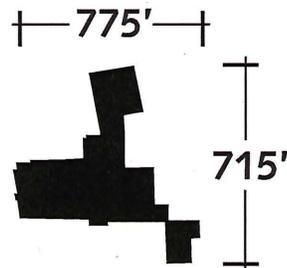
- Pedestrian scale & orientation
- Varied building elevations
- Emphasize verticality
- Distinctive cornices & detailing
- Protected entries
- Permanence & durability
- Decorative patterns in masonry
- Screened mechanical

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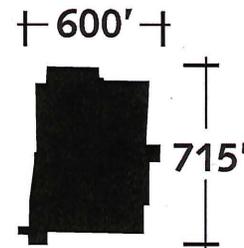
### VERTICALITY/STACKING



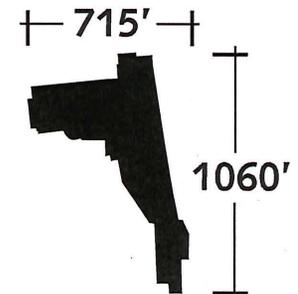
SCMHS



BEAVERTON HS



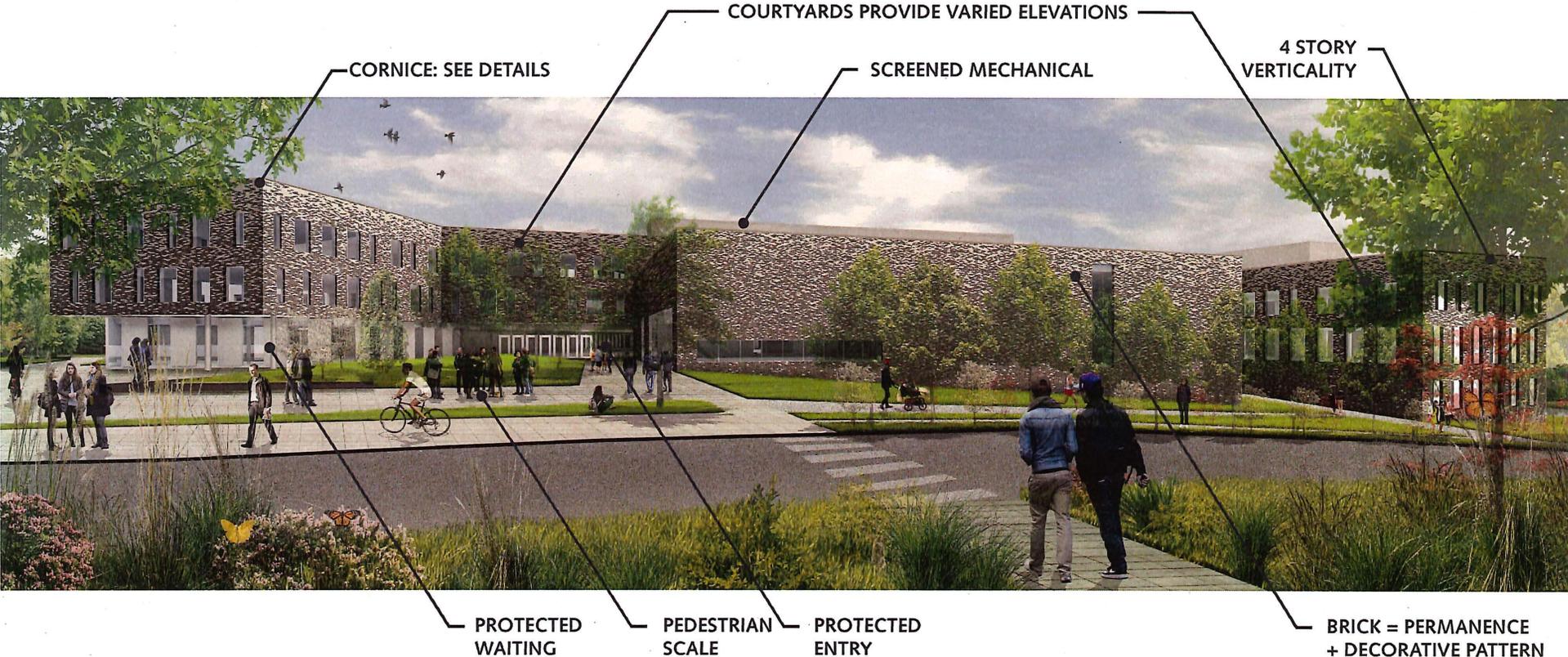
SUNSET HS



SOUTHRIDGE HS

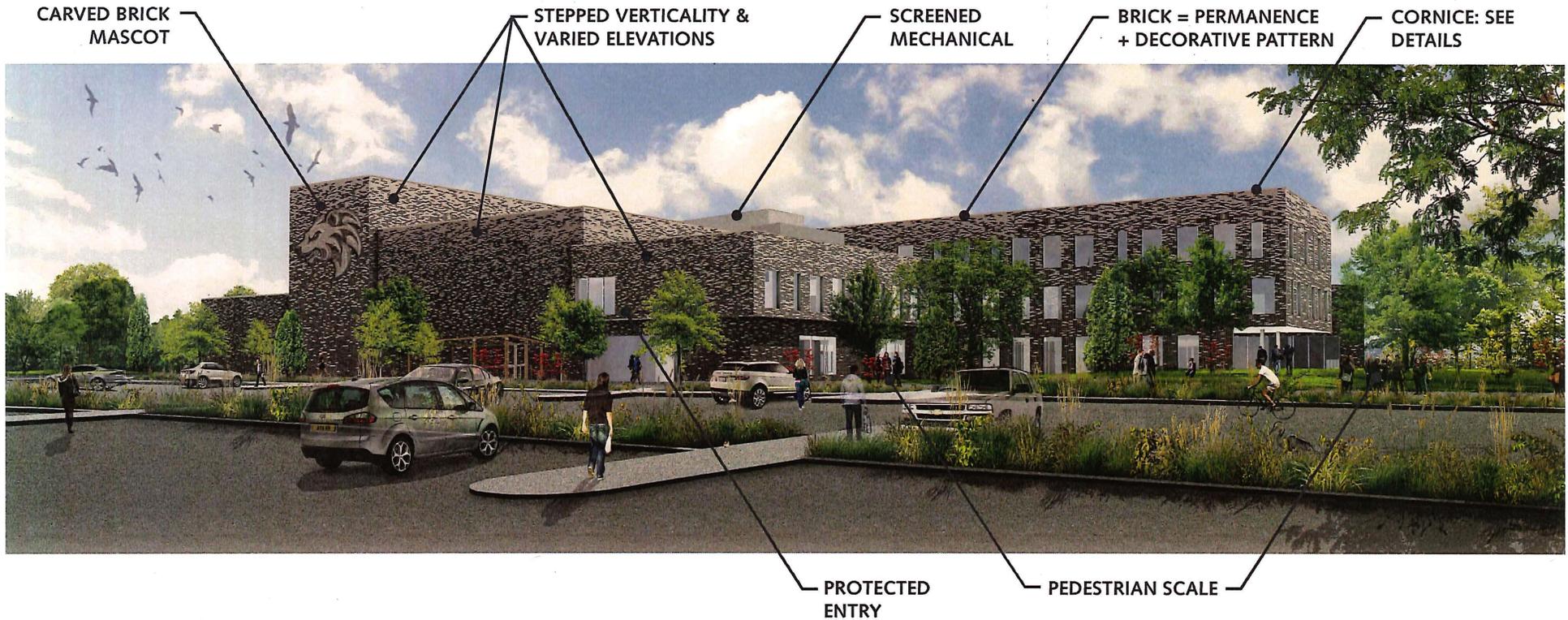
# BUILDING ARCHITECTURE/DESIGN

## ENTRANCE PERSPECTIVE



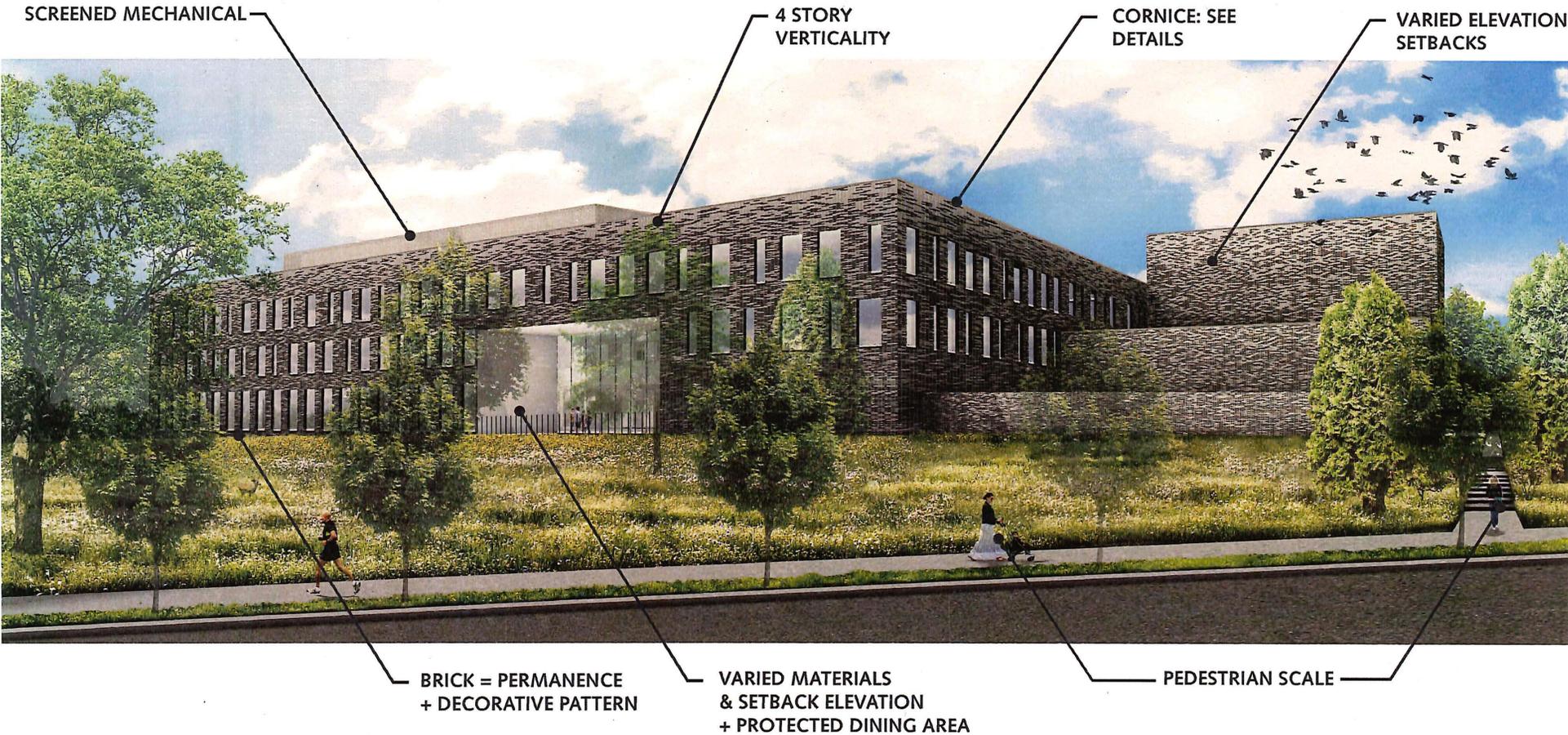
# BUILDING ARCHITECTURE/DESIGN

## N. 175 AVENUE



# BUILDING ARCHITECTURE/DESIGN

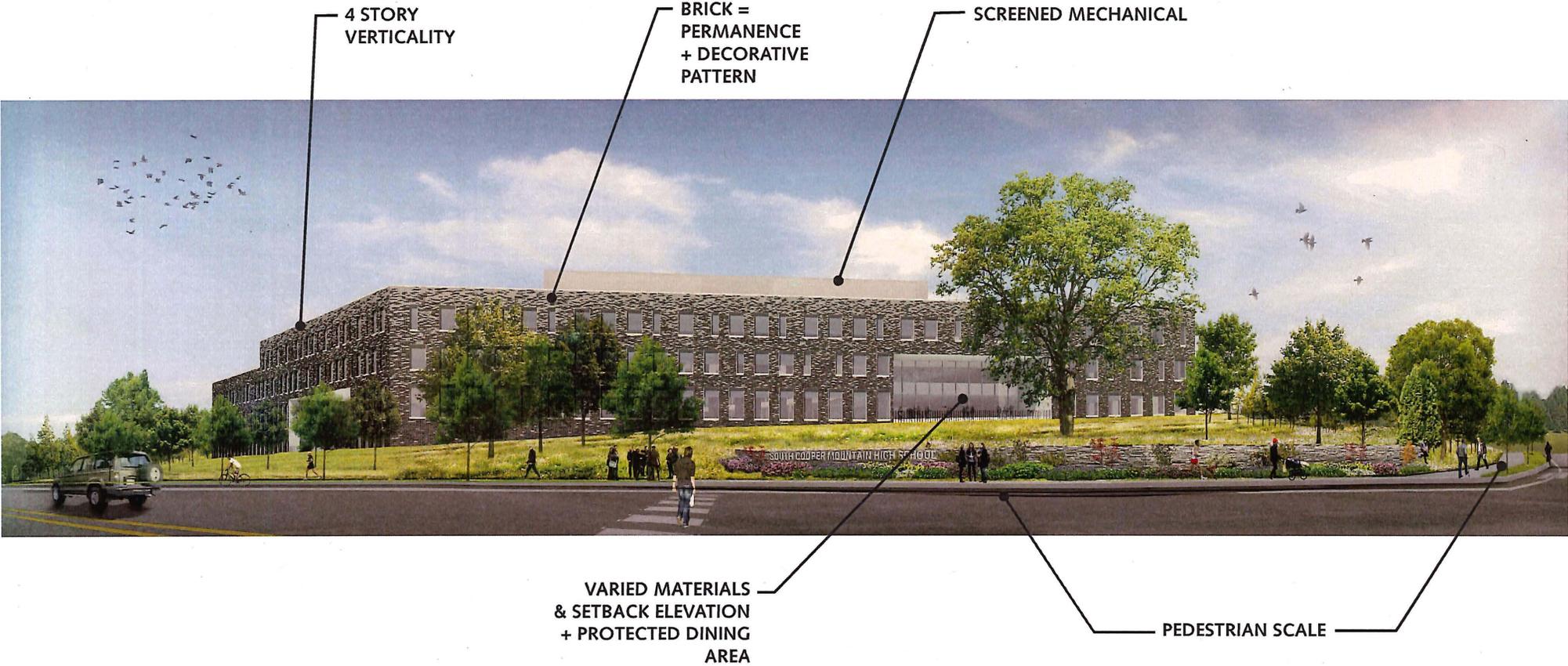
E. 175 AVENUE



**BUILDING ARCHITECTURE/DESIGN**  
**INTERSECTION OF SCHOLLS FERRY & 175TH**

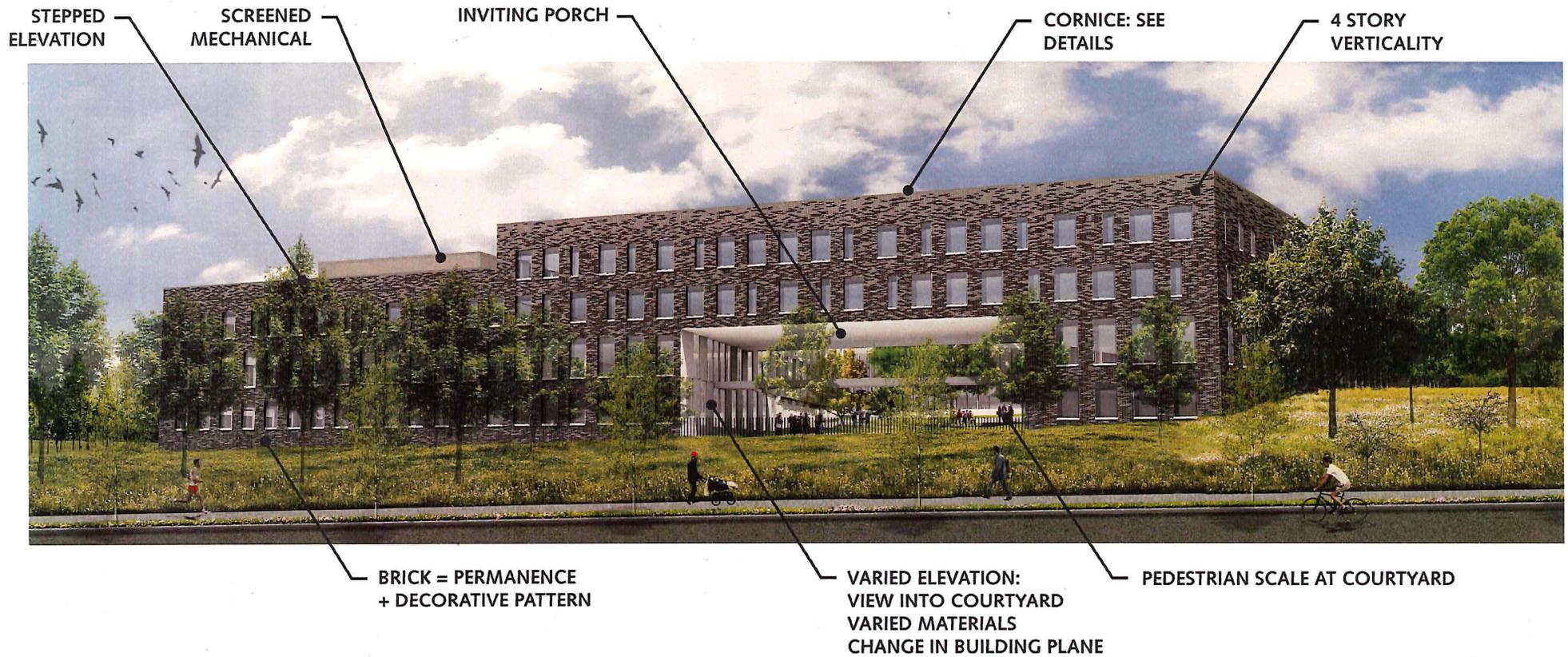


**BUILDING ARCHITECTURE/DESIGN**  
**INTERSECTION OF SCHOLLS FERRY & 175TH**



# BUILDING ARCHITECTURE/DESIGN

## SW SCHOLLS FERRY

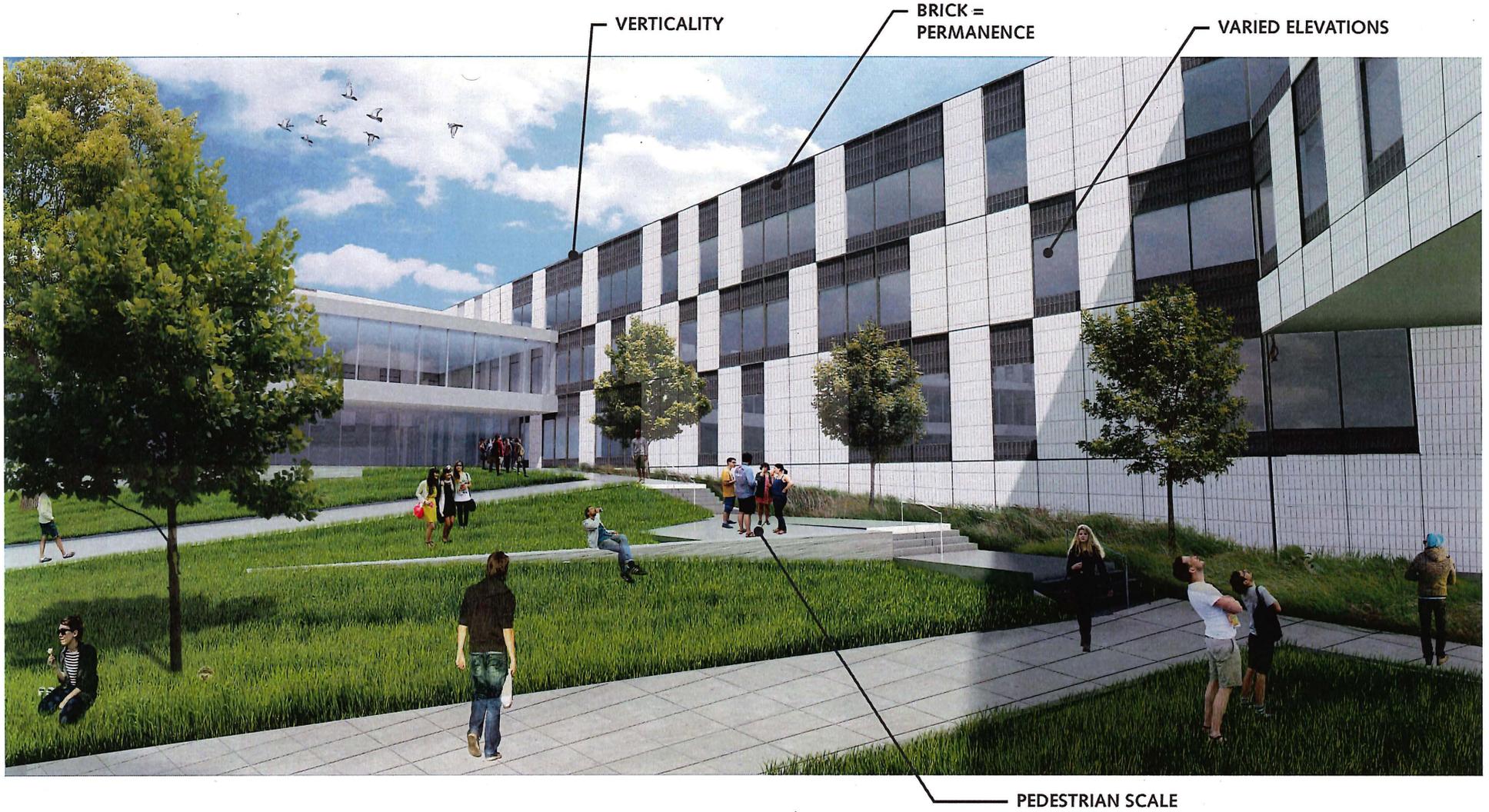


**BUILDING ARCHITECTURE/DESIGN**  
**SW SCHOLLS FERRY - CLOSE UP**

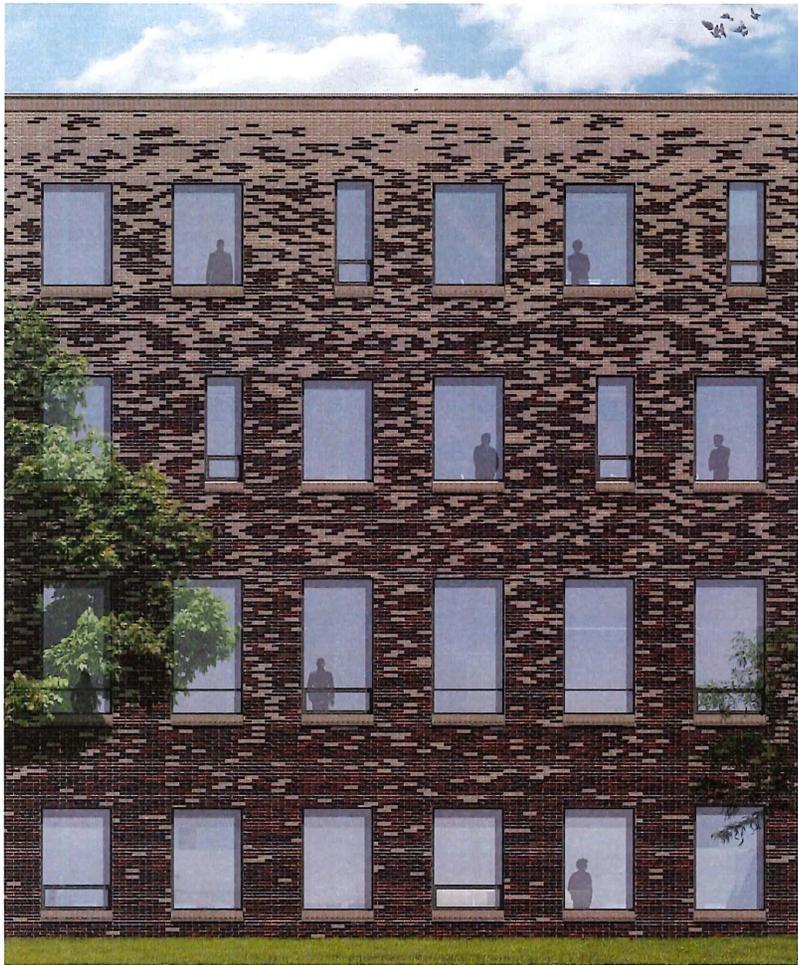


# BUILDING ARCHITECTURE/DESIGN

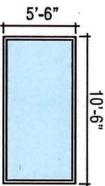
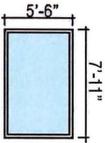
## COURTYARD PERSPECTIVE



**BUILDING ARCHITECTURE/DESIGN**  
**EXTERIOR BUILDING MATERIALS**



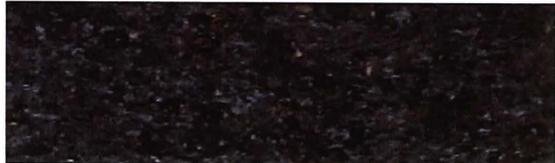
TYPICAL WINDOW DIMENSIONS



LIGHT GRAY



MEDIUM IRONSPOT #46



SIENNA IRONSPOT

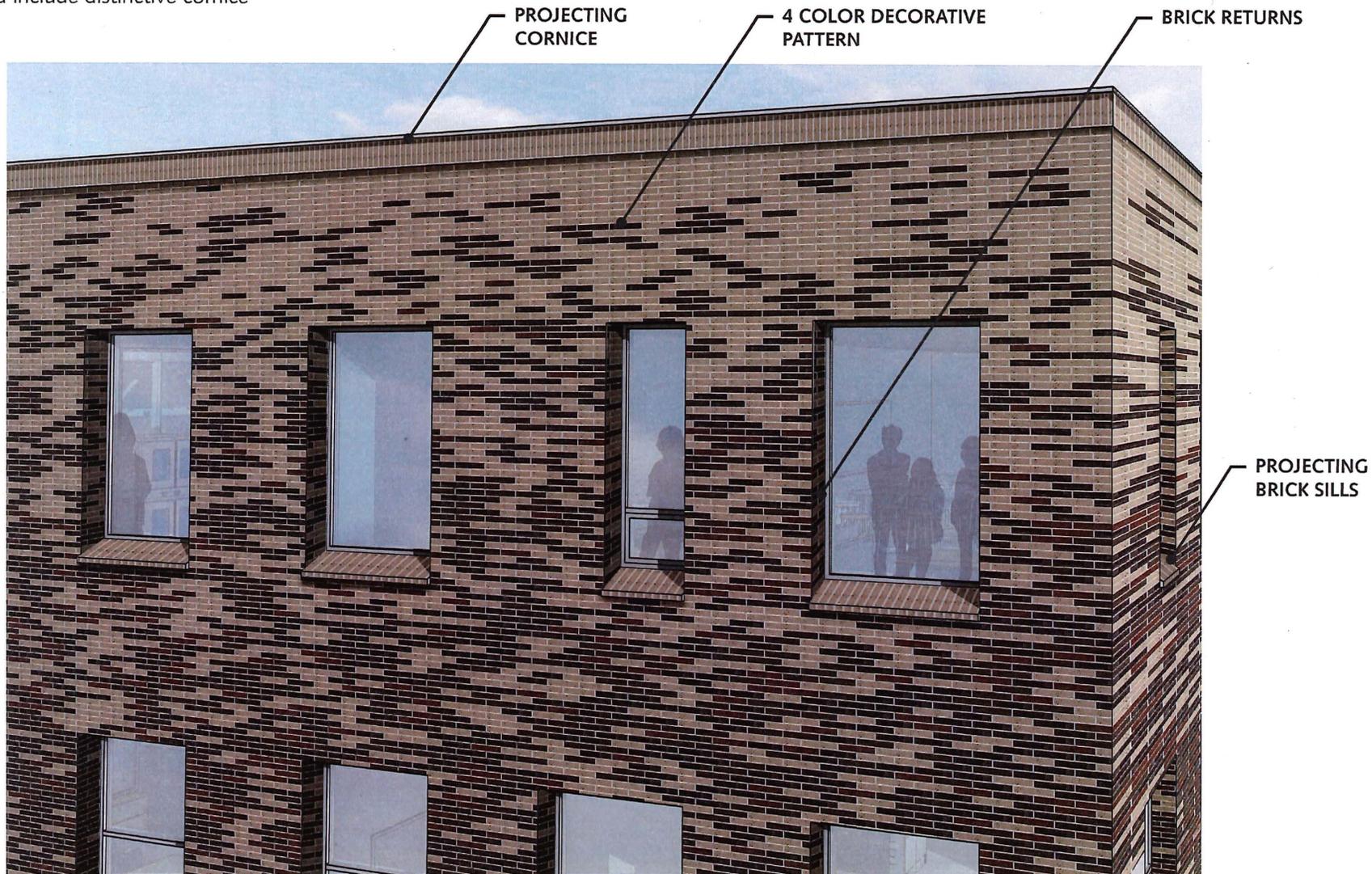


DARK IRONSPOT

# BUILDING ARCHITECTURE/DESIGN

## ROOF FORMS AS UNIFYING ELEMENTS

- Flat roofs should include distinctive cornice treatments



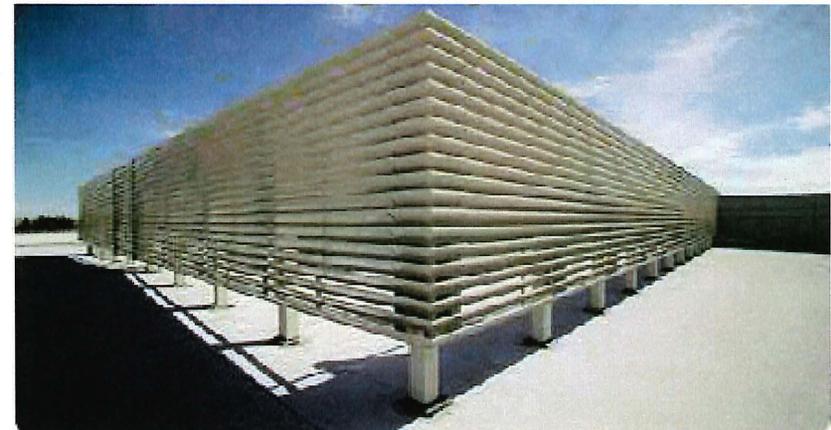
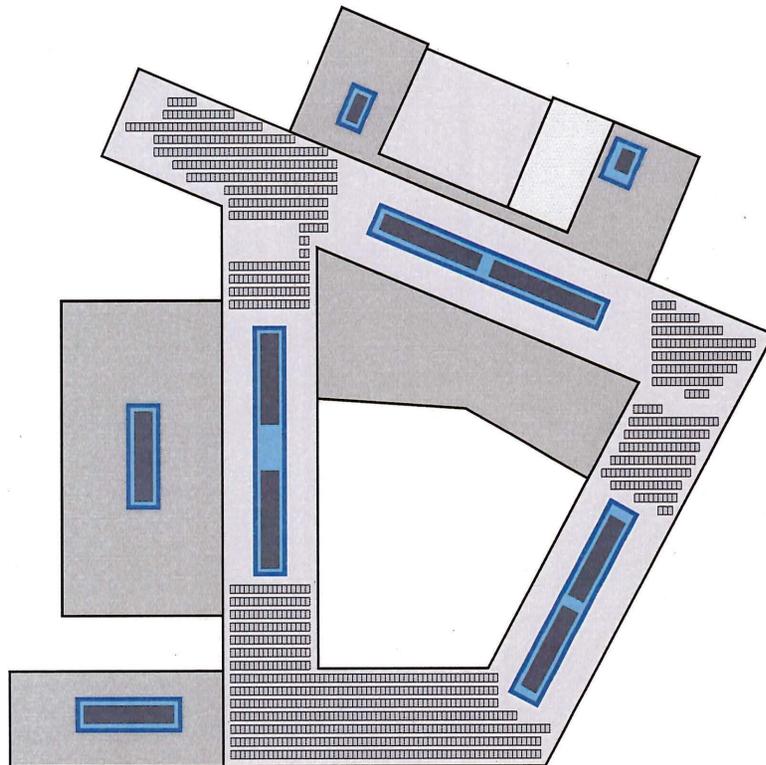
# BUILDING ARCHITECTURE/DESIGN & RESILIENCY

## SCREENING OF EQUIPMENT

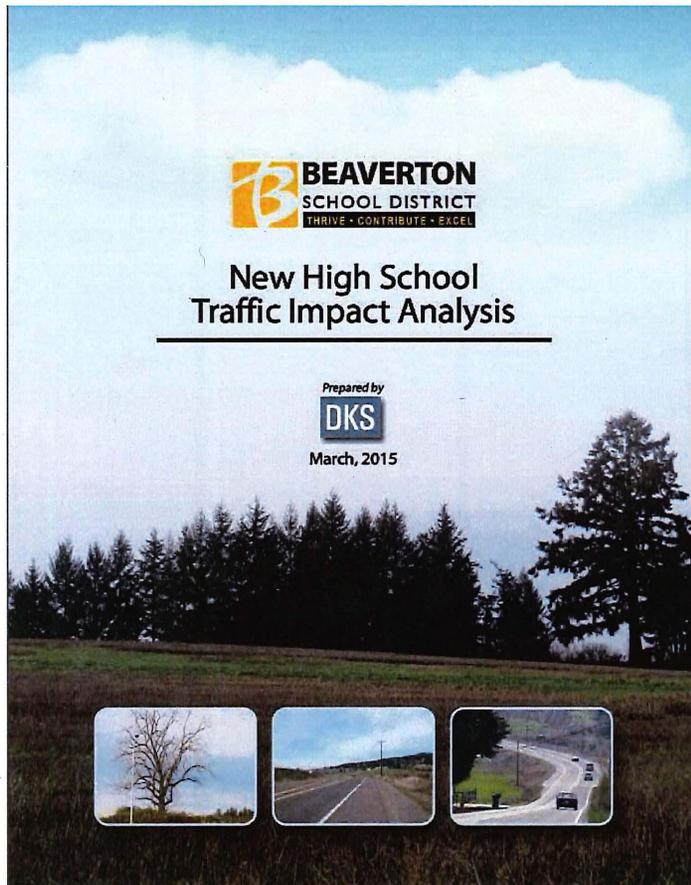
- All roofs and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets

## ORP UPGRADES

- Emergency Power
- Improved Seismic

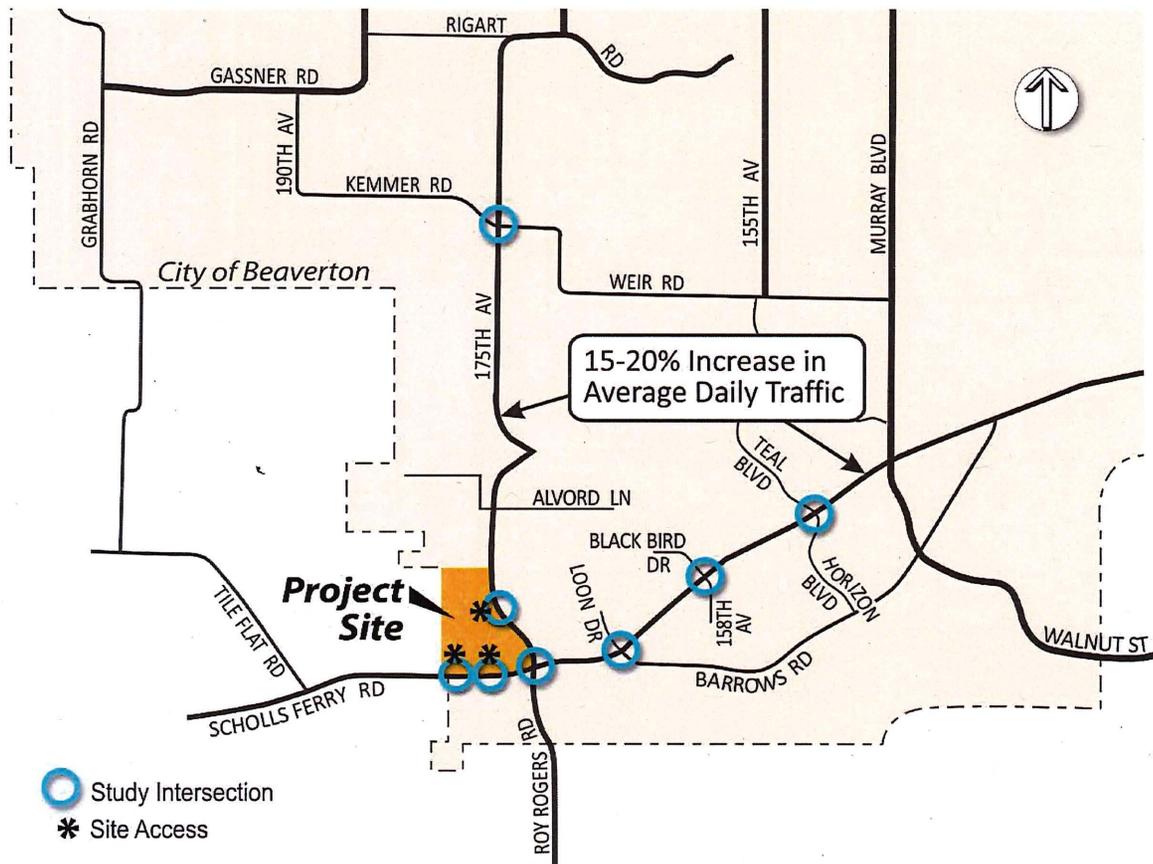


# Traffic Impact Analysis (TIA)



- Enrollment of 2,200 students and 200 staff
- Anticipate 1,700 students and 155 staff for 2017 year of opening
- Analyzed traffic for 2017 year of opening and future year 2035 conditions
- Surrounding street traffic peak hours are 7:15-8:15 a.m. and 4:40-5:40 p.m.
- School starts at 7:45 a.m. and releases at 2:30 p.m.

# Traffic Impact Analysis (TIA)



- Study area agreed upon by City and County
- The project does not degrade study intersections below City of Beaverton or Washington County mobility targets
- SW 175<sup>th</sup> Avenue/ SW Kemmer Road intersection does not currently meet mobility targets

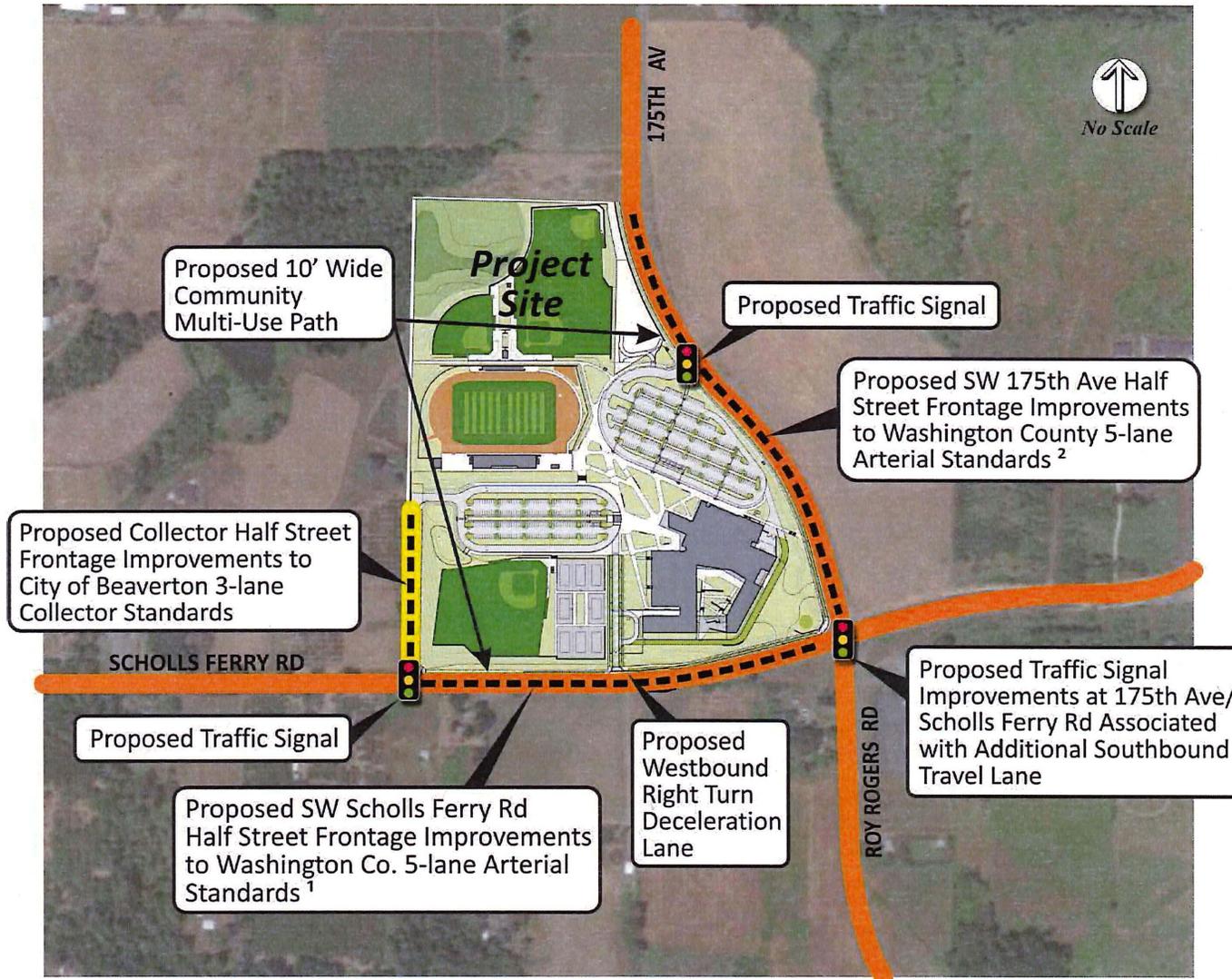
# SW 175<sup>th</sup> Avenue/SW Kemmer Road Intersection Improvements



- Long term improvement estimated cost of \$2.5 million<sup>1</sup>
- Proportionate share contribution of approximately 12.6% developed with City and County
- Share based on proportion of average a.m. and p.m. peak hour trips that travel through intersection
- Share considers eight other near term developments which could also contribute

<sup>1</sup>As identified in the South Cooper Mountain Concept Plan, 2014

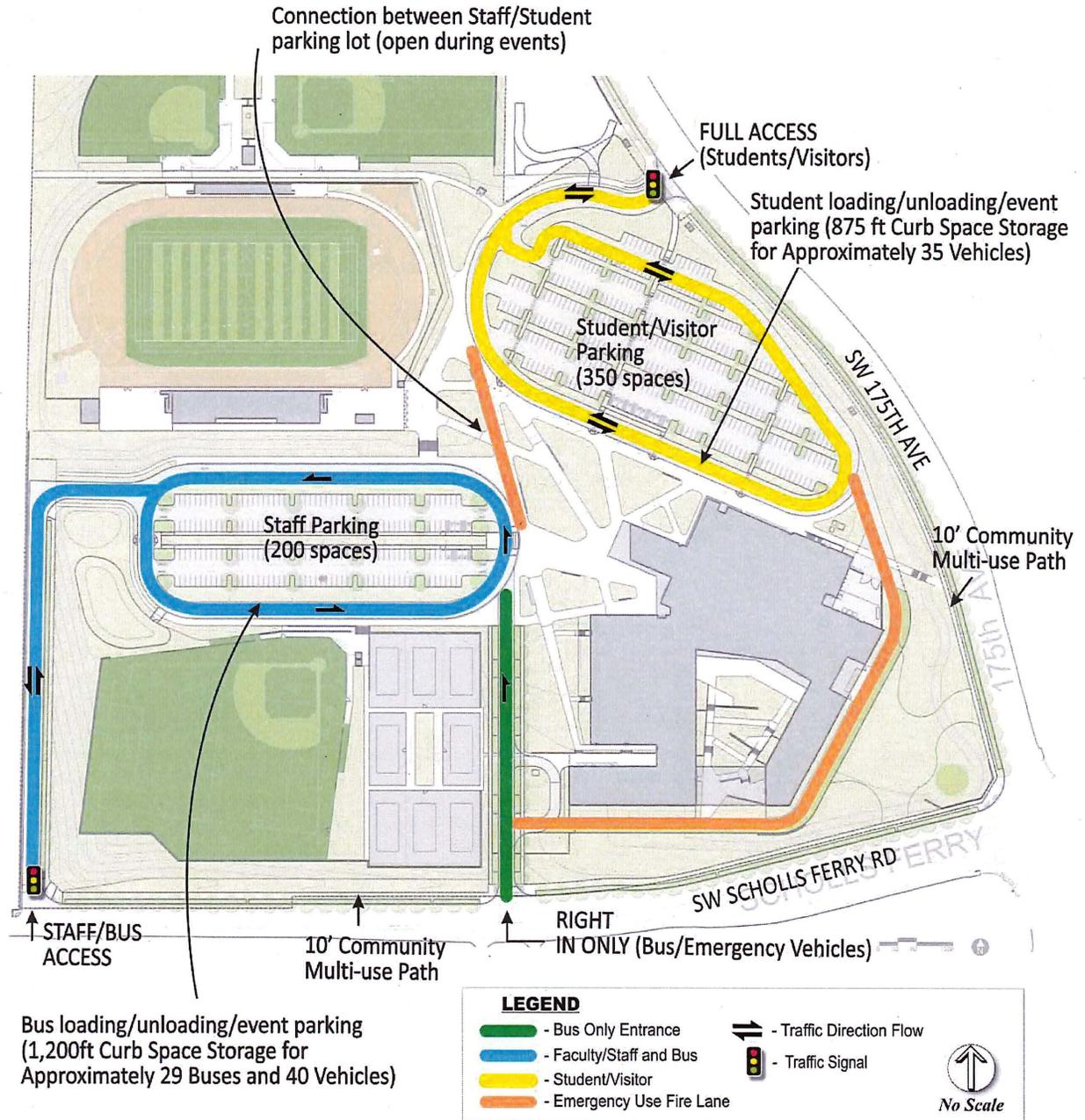
# Transportation Site Frontage Improvements



1. Provides additional westbound travel lane from SW 175th Ave/Scholls Ferry Rd to New Collector
2. Provides additional southbound travel lane from site frontage to SW Scholls Ferry Rd

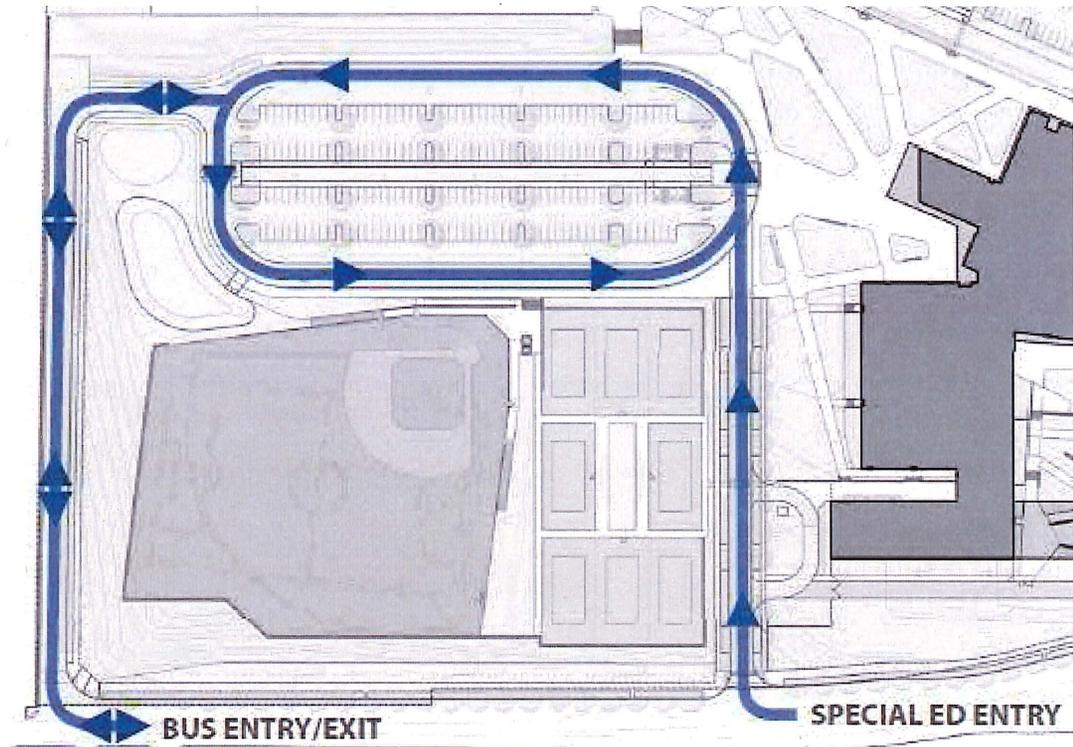
# Site Circulation

- Buses
- Faculty/Staff Vehicles
- Student/Visitor Vehicles
- Emergency Vehicles
- Connection between parking lots



# Bus Circulation

- Accommodates 29 school buses, including 25 full length buses (40 feet long) and 4 special needs buses (24 feet long)



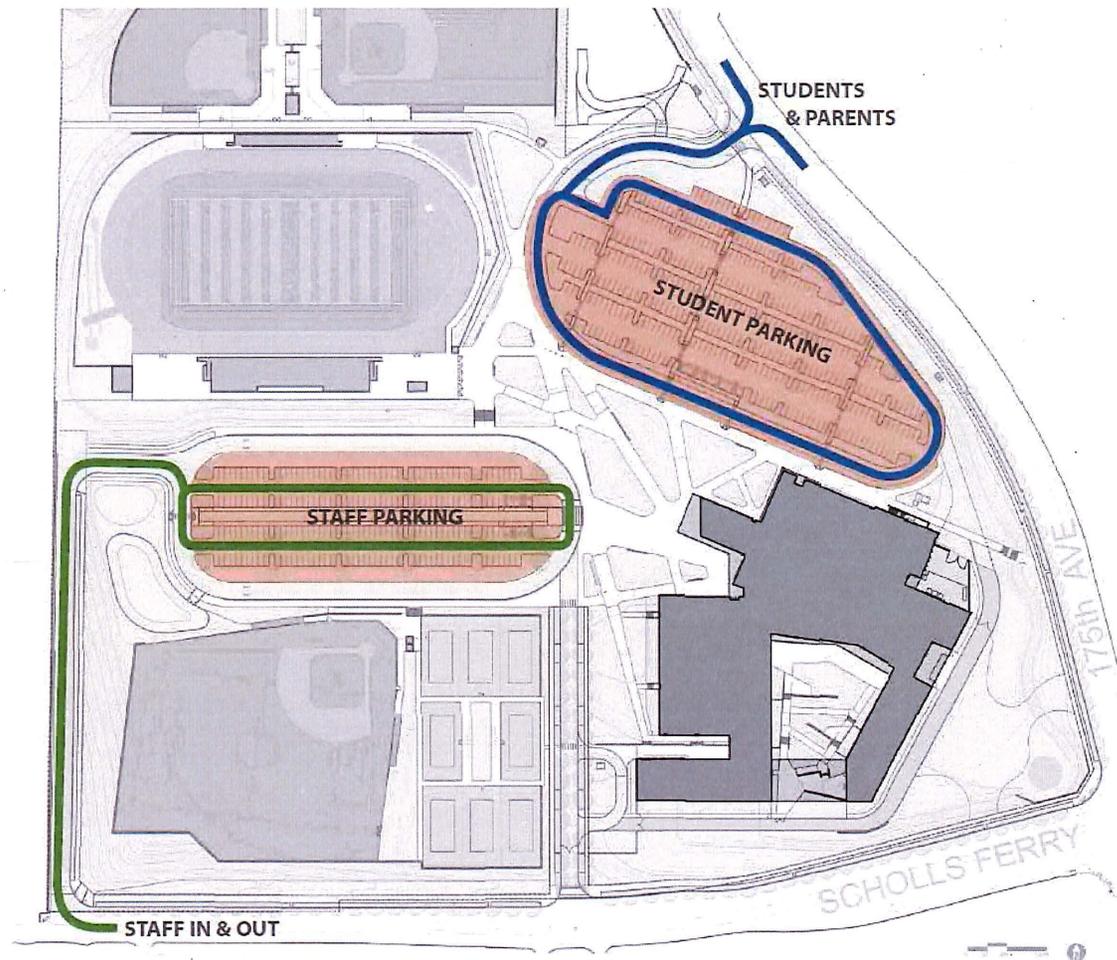
# Proposed Parking

## Staff parking lot

- Lot – 200 spaces
- Curbside event parking – 40 spaces

## Student parking lot

- Lot – 350 spaces
- Curbside event parking – 35 spaces



# On-Site Parking

- School day parking – 550 spaces
- Event parking – 75 additional curbside spaces (625 spaces)

Land Use	Required Parking Rate (by City Code)		Required Number of Parking Spaces		Proposed Number of Parking Spaces
	Minimum	Maximum	Minimum	Maximum	
High School (2,200 Students + 200 Staff)	0.20 spaces/(student + staff)	0.30 spaces/(student + staff)	480	720	550
Arena/Stadium (2,500 Seats)	N/A	0.25 spaces/seat	N/A	625	625

- Bike parking – 122 spaces provided (122 required by City code)

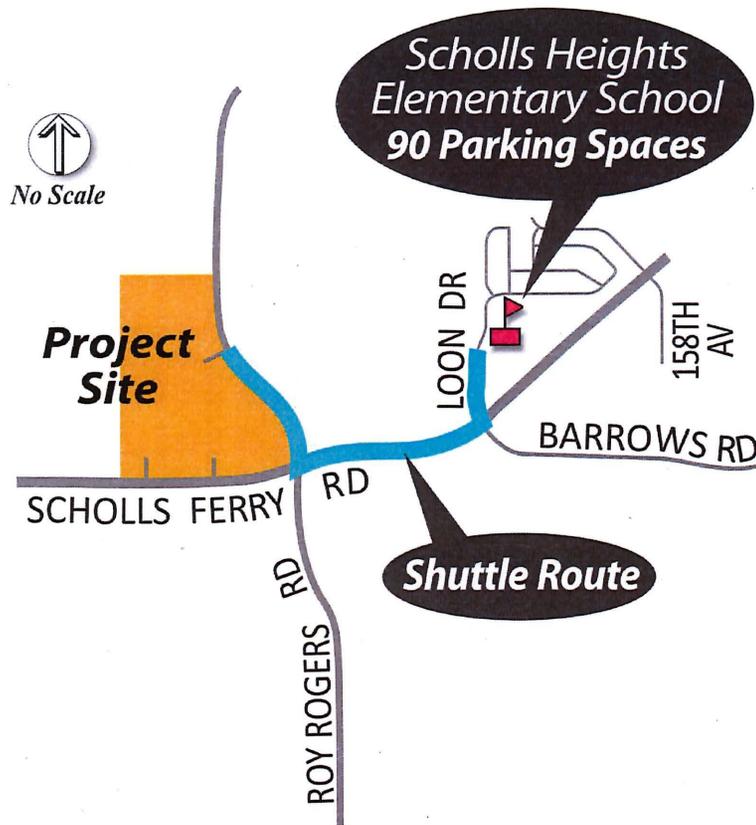
## Event Parking

- Parking surveys were conducted during four BSD football games to determine parking demand
- Parking surveys included on-site lots, surrounding parking lots, and adjacent neighborhood streets

High School	Enrollment	Stadium Seats	Parked Vehicles/ Student	On-site Capacity
Aloha	1,962	2,069	0.20	544
Sunset	1,722	2,392	0.28	490
Westview – Day 1	2,418	2,485	0.25	660
Westview – Day 2	2,418	2,485	0.27	660
Proposed New High School	2,200	2,500	<b>0.28</b>	625

Note: Data was collected in 2014

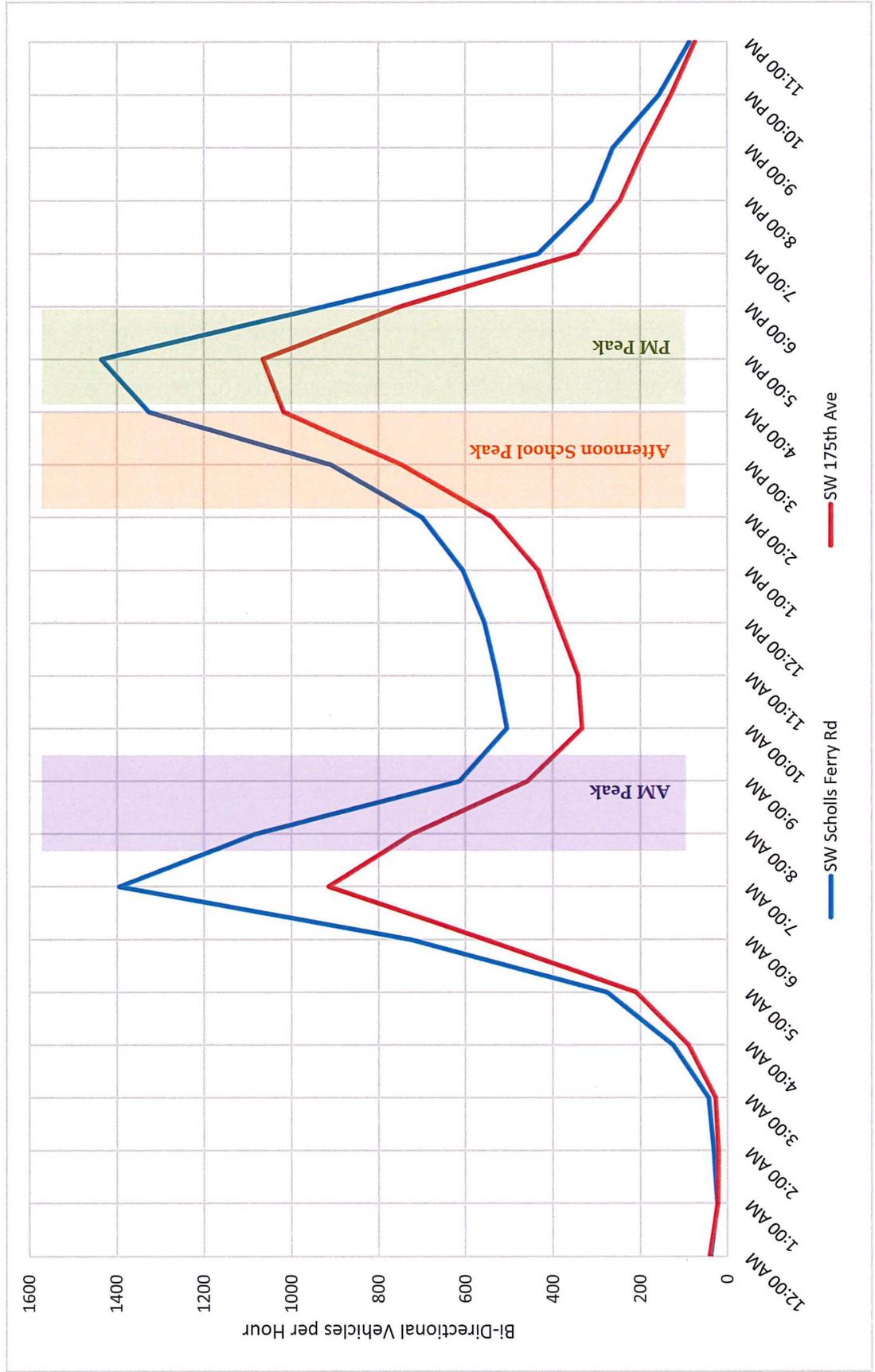
# Transportation Management Plan



- It is recommended that additional on-site events be limited but not prohibited during football games
- Shuttle service could be provided during football games until the surrounding residential developments are constructed and street parking is available
- Travel distance is 0.5 miles

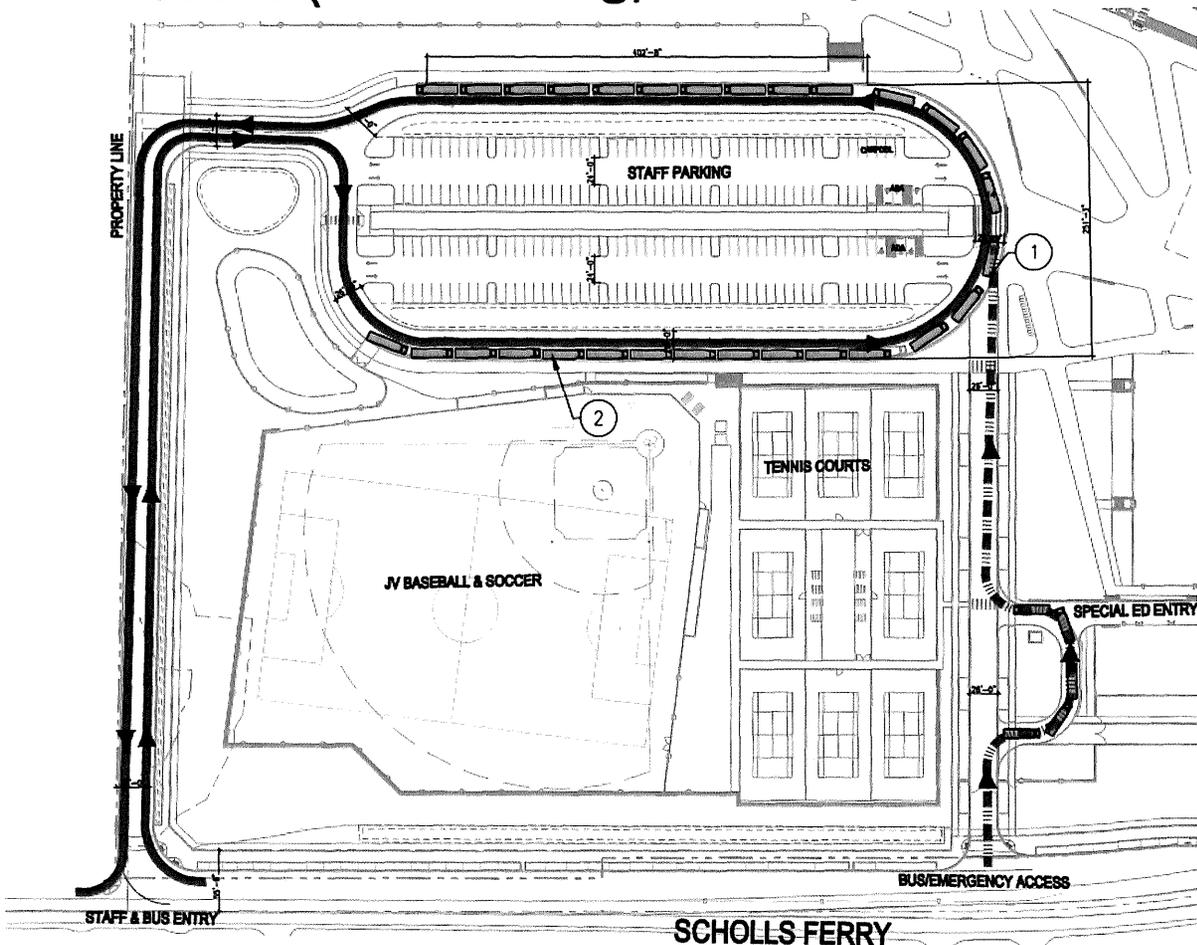
# Additional Slides

# Daily Traffic Volumes



# Bus Circulation

- Accommodates 29 school buses, including 25 full length buses (40 feet long) and 4 special needs buses (24 feet long)

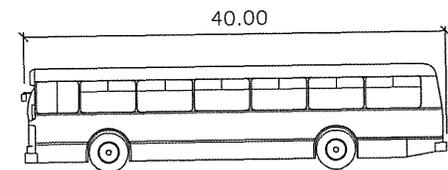


## LEGEND

-  BUS ROUTE
-  SPECIAL ED BUS ROUTE
-  ONE WAY DIRECTION OF TRAVEL

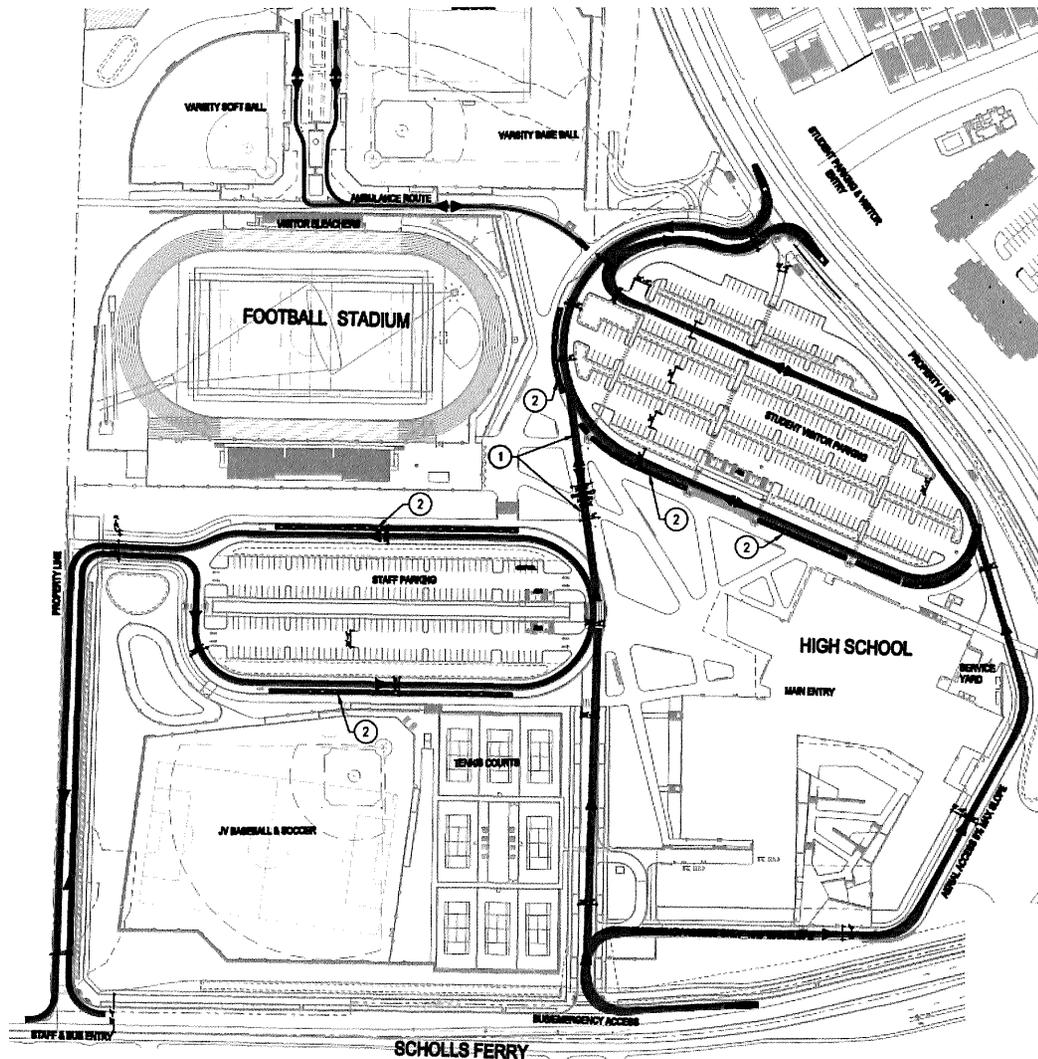
## KEY NOTES

- ① SPECIAL EDUCATION BUS TO EXIT USING SAME ROUTE AS SCHOOL BUS DROP OFF.
- ② 29 BUS STACKING CAPACITY



SCHOOL BUS

# Vehicle Circulation & Overflow Parking



- Emergency vehicle (fire truck and ambulance) circulation
- 75 parked vehicles in overflow parking

## KEY NOTES

- ① MOUNTABLE CURB WITH REMOVABLE BOLLARDS AT PLAZA FOR EMERGENCY ACCESS.
- ② PASSENGER VEHICLE OVERFLOW PARKING.  
35 CARS IN STUDENT PARKING LOT.  
40 CARS IN STAFF PARKING LOT.

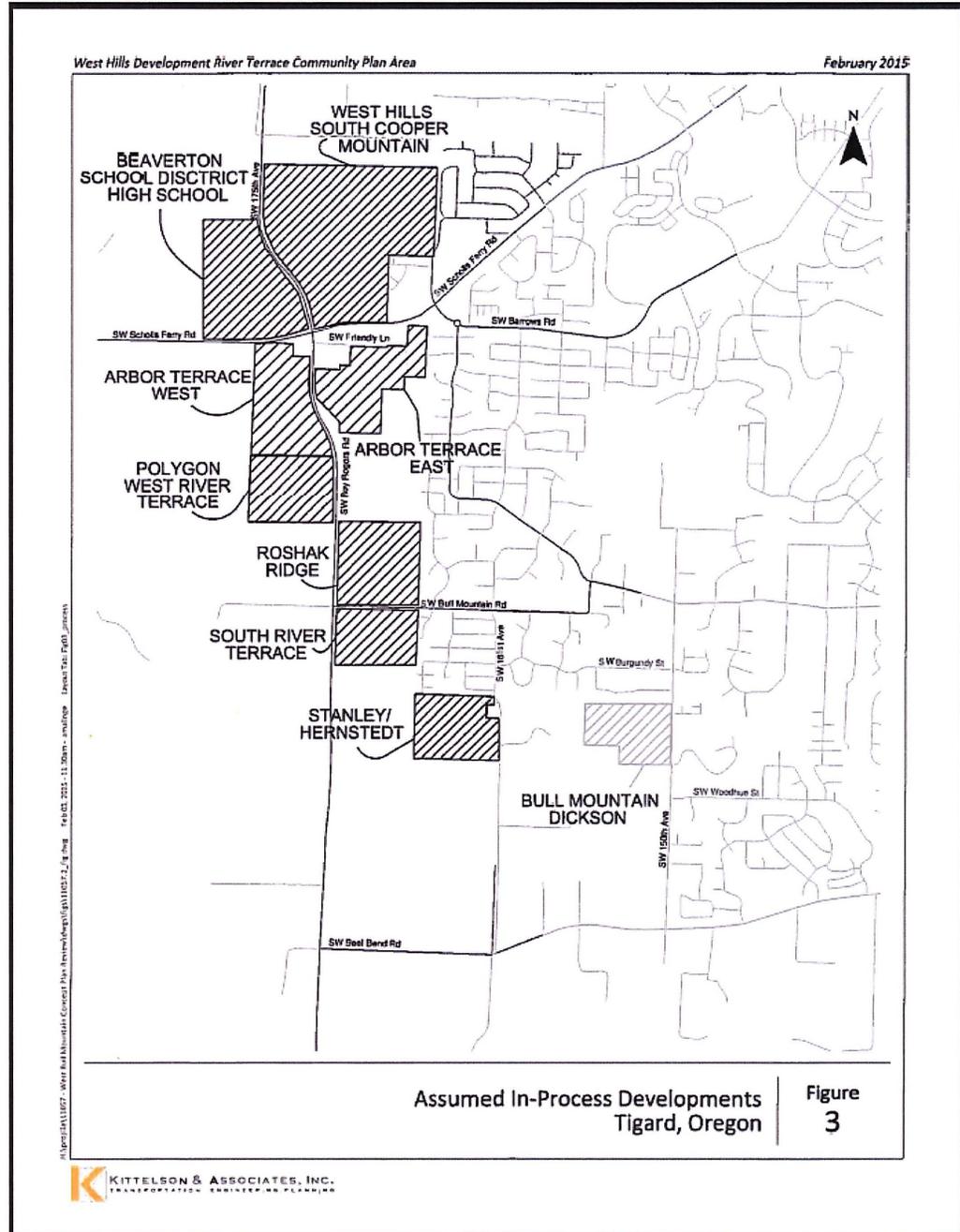


## LEGEND (SEE L100 FOR REGIONAL TRAIL & L102 FOR BUS ROUTES)

- EMERGENCY VEHICLE CIRCULATION
- ONE WAY DIRECTION OF TRAVEL
- TWO WAY DIRECTION OF TRAVEL



# In-Process Developments





Total Occupied Stalls **400**  
Total On-site Spaces **544**  
Note: Parked vehicles represent football game related parked vehicles

DKS



No Scale

Figure 2

May 31, 2014  
Football Game Parking Survey  
Aloha High School



\* Under construction so only 51 spaces available

**Total Occupied Stalls 535**  
**Total On-site Spaces 490**  
*Note: Parked vehicles represent football game related parked vehicles*



**Figure 3**  
October 24, 2014  
Football Game Parking Survey  
**Sunset High School**



\* Vehicles parked in fire lane

**Total Occupied Stalls 611**  
**Total On-site Spaces 660**  
*Note: Parked vehicles represent football game related parked vehicles*

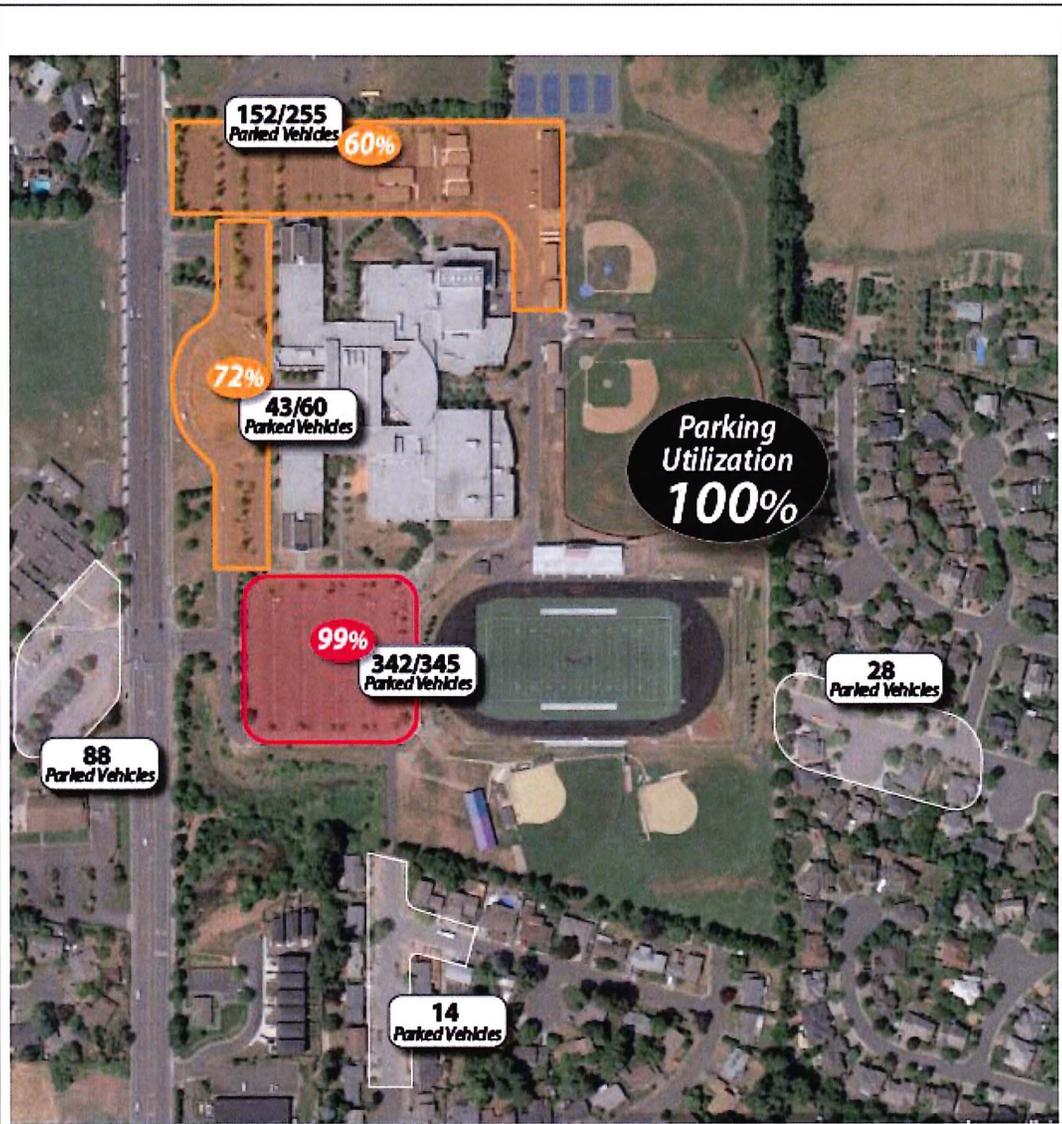
**DKS**



No Scale

**Figure 4**

October 10, 2014  
**Football Game Parking Survey**  
**Westview High School**



Total Occupied Stalls **660**  
Total On-site Spaces **660**  
Note: Parked vehicles represent football game related parked vehicles

DKS

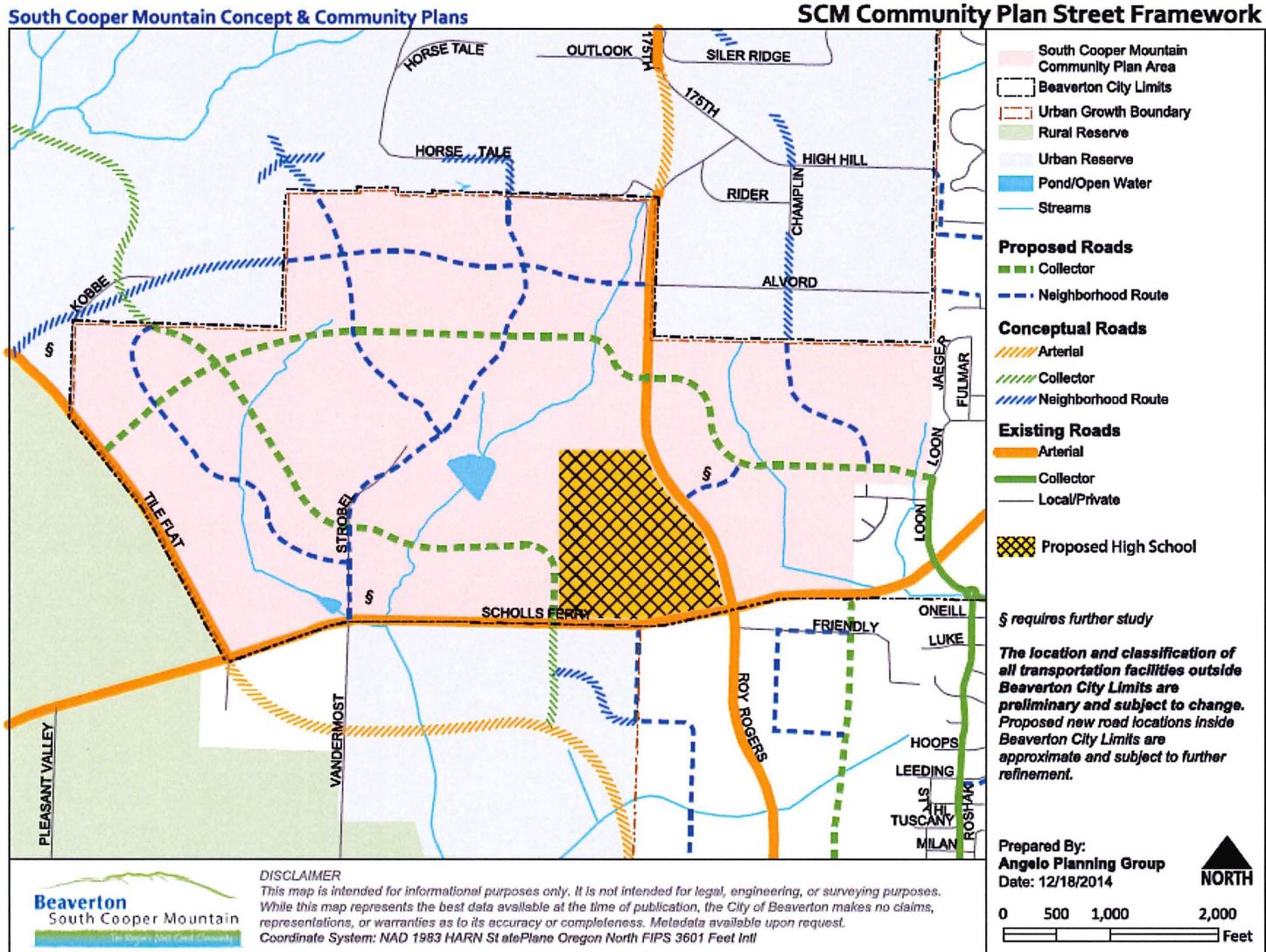


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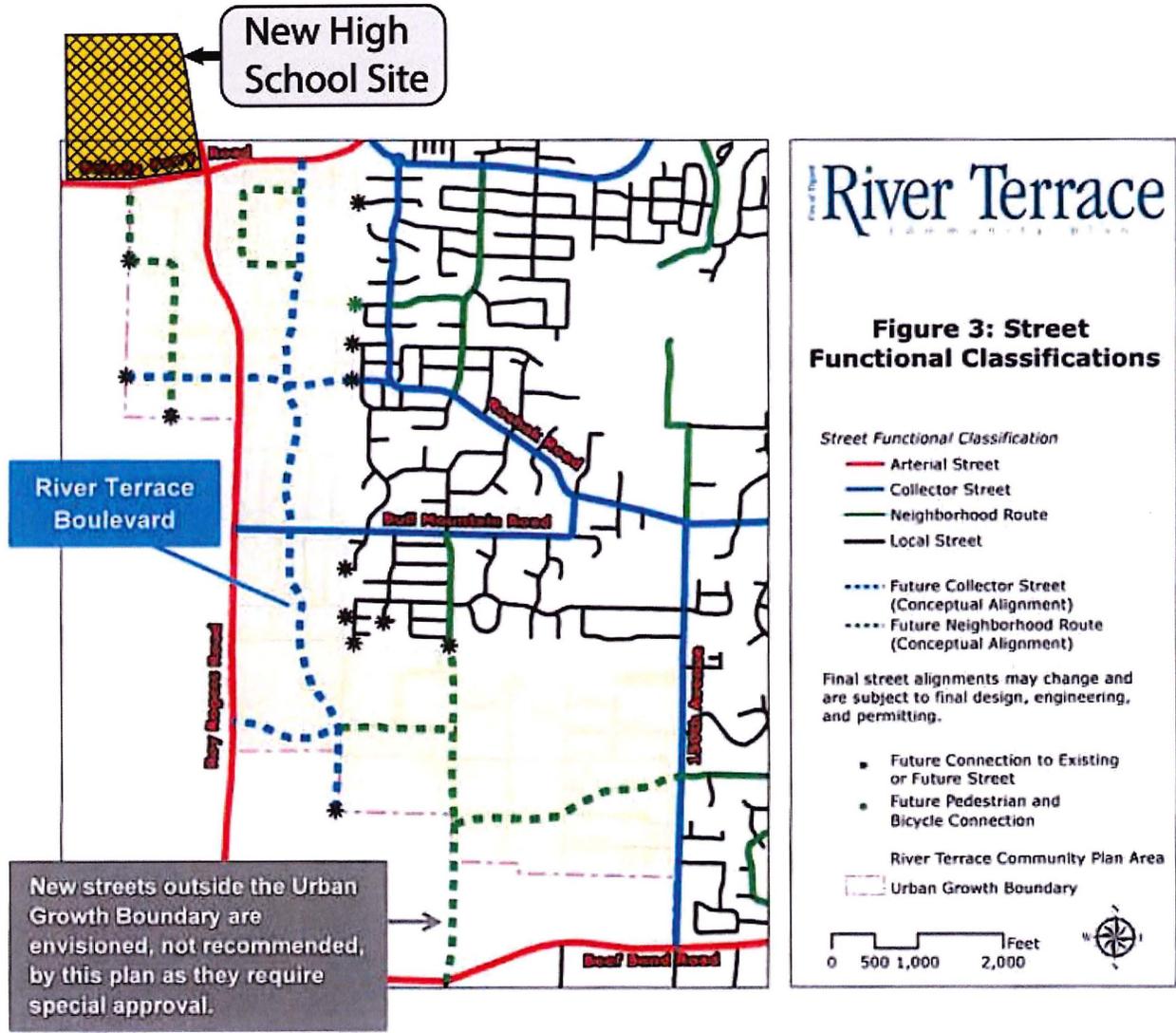
Figure 5

November 7, 2014  
Football Game Parking Survey  
**Westview High School**

# South Cooper Mountain Community Plan



# River Terrace Community Plan



# 2014 Existing Intersection Operations

Intersection	Mobility Target		AM Peak			Afternoon School Peak			PM Peak		
	City	County	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
SW Scholls Ferry Rd/ SW 175th Ave	0.98 V/C*, 65 sec delay	0.99 V/C	36.9	D	0.82	27.0	C	0.70	52.0	D	0.91
SW Scholls Ferry Rd/ SW Barrows Rd			15.0	B	0.55	10.3	B	0.44	10.9	B	0.51
SW Scholls Ferry Rd/ SW 158th Ave			9.8	A	0.49	5.2	A	0.34	5.2	A	0.40
SW Scholls Ferry Rd/ SW Teal Blvd			24.9	C	0.53	21.8	C	0.44	24.4	C	0.56
SW 175th Ave/ SW Kemmer Rd**	45 sec delay		44.1	E	<b>1.03</b>	14.6	B	0.64	<b>63.0</b>	F	<b>1.05</b>

Delay = average intersection vehicle delay (sec), LOS = intersection level of service, V/C = intersection volume-to-capacity ratio

**Bold and Red** indicates intersection does not meet mobility target

\* Applies to each lane group at intersection

\*\*V/C reported for northbound lane group

# 2017 Background Intersection Operations

Intersection	Mobility Target		AM Peak			Afternoon School Peak			PM Peak		
	City	County	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
SW Scholls Ferry Rd/ SW 175th Ave	0.98 V/C*, 65 sec delay	0.99 V/C	38.8	D	0.84	28.2	C	0.72	55.8	E	<b>0.93</b>
SW Scholls Ferry Rd/ SW Barrows Rd			15.4	B	0.56	10.2	B	0.45	11.0	B	0.52
SW Scholls Ferry Rd/ SW 158th Ave			9.9	A	0.50	5.3	A	0.35	5.2	A	0.41
SW Scholls Ferry Rd/ SW Teal Blvd			25.5	C	0.54	22.2	C	0.45	25.1	C	0.57
SW 175th Ave/ SW Kemmer Rd**	45 sec delay		<b>50.8</b>	F	<b>1.09</b>	15.6	C	0.67	<b>73.4</b>	F	<b>1.11</b>

Delay = average intersection vehicle delay (sec), LOS = intersection level of service, V/C = intersection volume-to-capacity ratio

**Bold and Red** indicates intersection does not meet mobility target

\* Applies to each lane group at intersection

\*\*V/C reported for northbound lane group

# 2017 Intersection Operations with 2,200 Students

Intersection	Mobility Target		AM Peak			Afternoon School Peak			PM Peak		
	City	County	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
SW Scholls Ferry Rd/ SW 175th Ave****	0.98 V/C*, 65 sec delay	0.99 V/C	36.1	C	0.86	34.0	C	0.73	41.0	D	0.82
SW Scholls Ferry Rd/ SW Barrows Rd			18.8	B	0.63	12.0	B	0.50	11.7	B	0.56
SW Scholls Ferry Rd/ SW 158th Ave			10.6	B	0.51	6.0	A	0.38	5.9	A	0.43
SW Scholls Ferry Rd/ SW Teal Blvd			25.9	C	0.57	22.2	C	0.48	25.6	C	0.60
SW 175th Ave/ SW Kemmer Rd**	45 sec delay		167.4	F	<b>1.64</b>	37.3	E	<b>0.99</b>	107.2	F	<b>1.29</b>
SW Scholls Ferry Rd/ New Collector (west site access)	0.98 V/C*, 65 sec delay		6.2	A	0.69	9.4	A	0.61	5.0	A	0.66
SW Scholls Ferry Rd/ Site Access (east)***	45 sec delay		N/A								
SW 175th Ave/ Site Access	0.98 V/C*, 65 sec delay		25.9	C	0.79	13.6	B	0.54	7.1	A	0.48

Delay = average intersection vehicle delay (sec), LOS = intersection level of service, V/C = intersection volume-to-capacity ratio

**Bold and Red** indicates intersection does not meet mobility target

\* Applies to each lane group at intersection

\*\*V/C reported for northbound lane group

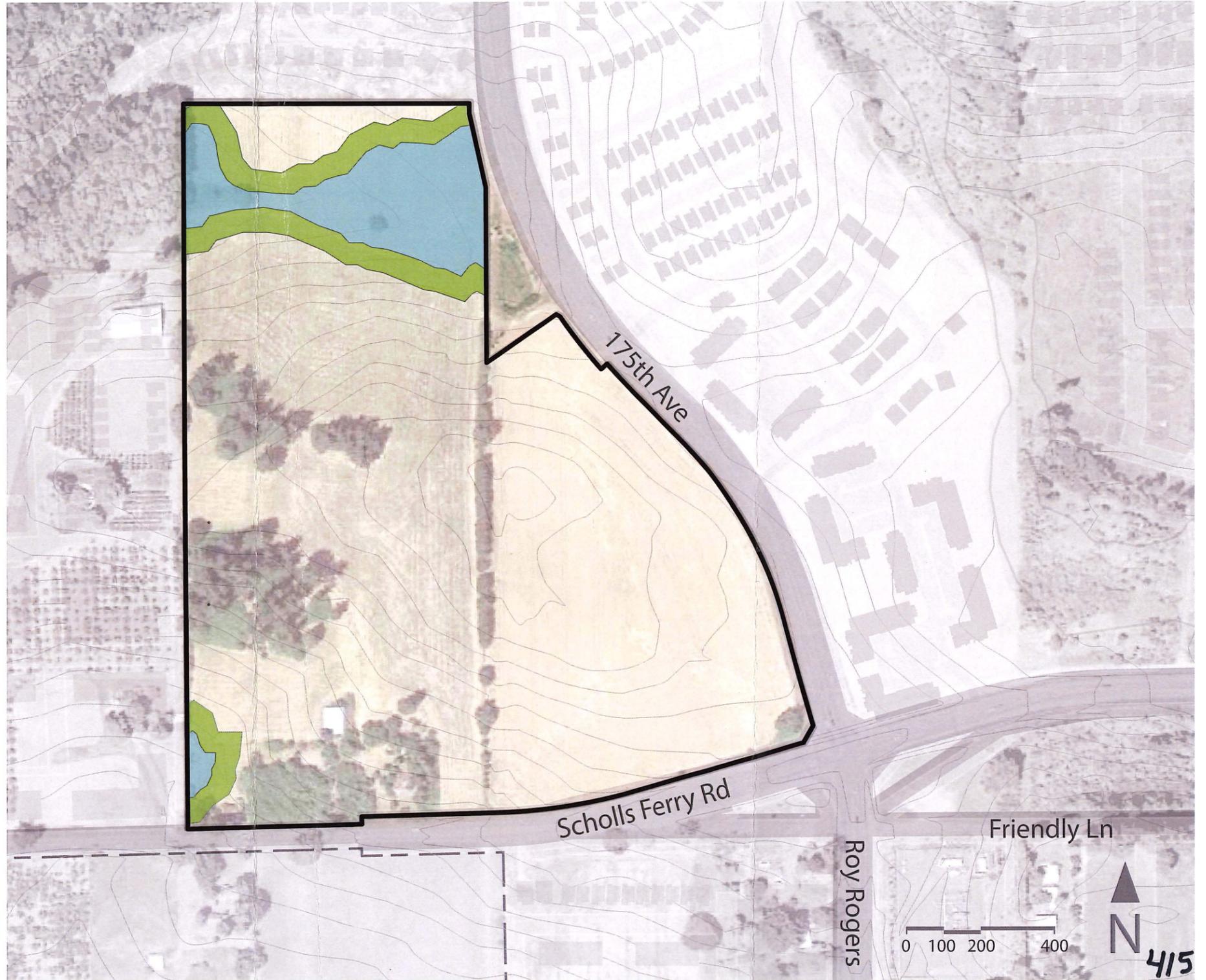
\*\*\* Access proposed to be restricted to right in only.

\*\*\*\* Assumes two southbound through lanes on SW 175th Avenue at Scholls Ferry Road

# Trip Generation

Study Period	Expected Student Enrollment		Trip Rate (per student)	In %	Out %	2017 Trip Generation			2035 Trip Generation		
	2017	2035				In Trips	Out Trips	Total Trips	In Trips	Out Trips	Total Trips
AM Peak	1,700	2,200	0.43	68%	32%	497	234	731	643	303	946
Afternoon School Peak			0.29	33%	67%	163	330	493	211	427	638
PM Peak			0.13	47%	53%	104	117	221	134	152	286

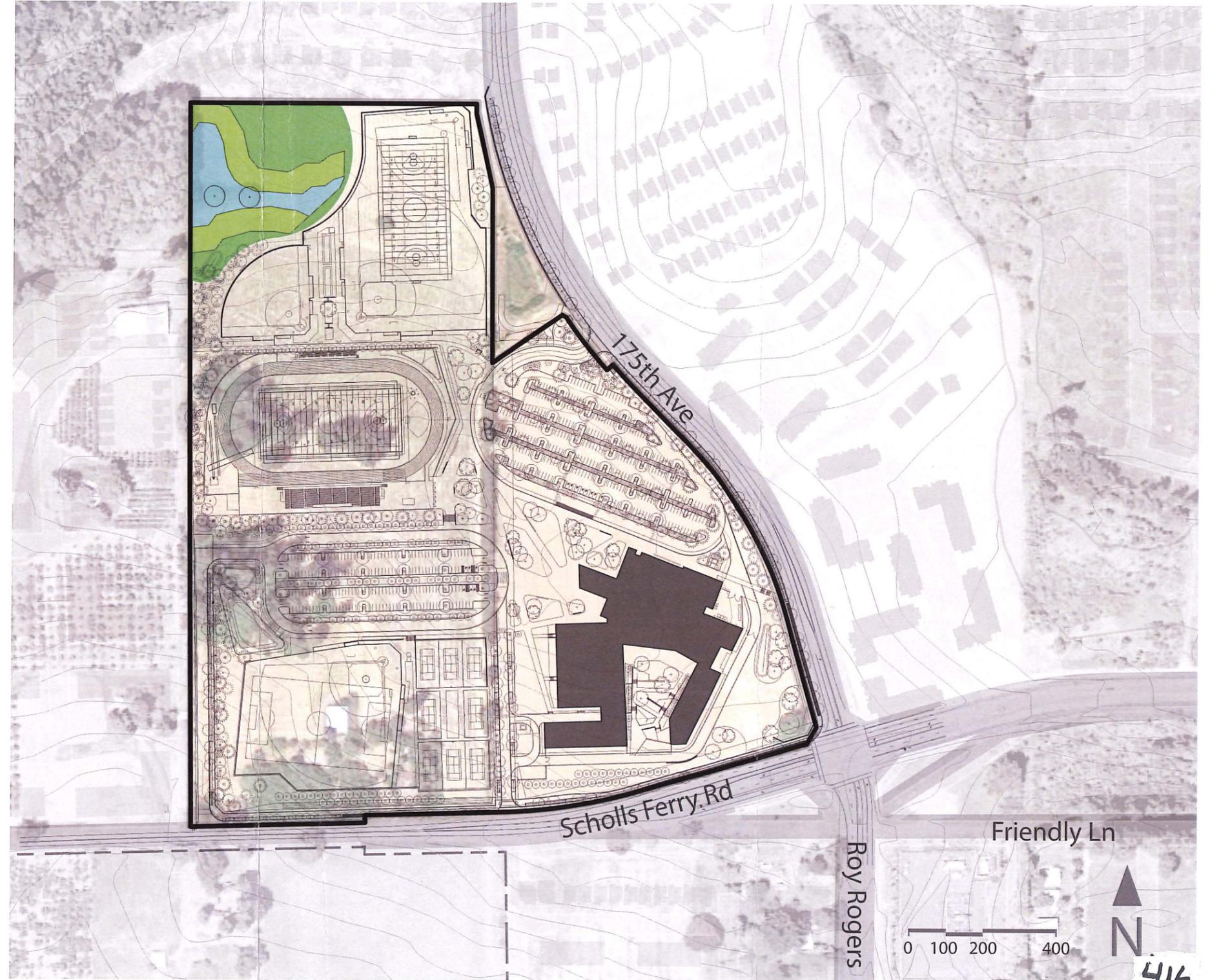
# EXISTING WETLANDS



## LEGEND

-  Existing Wetland 3.38ac
-  Existing Buffer 2.40ac

# WETLAND MITIGATION



## LEGEND

- Wetland Saved .83ac
- Buffer Saved 0.93ac
- Buffer Enhanced 1.47ac
- Wetland Mitigated off site 2.55ac

# Beaverton School District

## South Cooper Mountain High School

### Continued Public Hearing

City Case Files CU2015-0003, DR2015-0029,  
LD2015-0004 and ADJ2015-0004

June 24, 2015 – Planning Commission

*Staff Forwarded Point to Planning Commission  
on June 24, 2015 (Carla report)*



## From South Cooper Mountain Community Plan Natural Resource Policies

1. *Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, **consistent with local, state, and federal regulations.***

### **7.3.3.1 Goal: Protect or enhance wetlands adopted as Significant Wetlands in the Local Wetland Inventory.**

#### **Policies:**

- a) Significant Wetlands **in the Local Wetland Inventory** shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values.
- b) Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.

**Action 1:** Amend the City regulations and development standards as appropriate, **to ensure compliance with Clean Water Services Design and Construction Standards provisions for encroachment**

- c) Where development is constrained due to wetland protection regulations, a hardship variance may be granted if approval criteria are met.

**Action 1:** Amend the implementing ordinances as appropriate **to ensure compliance with Clean Water Services Design and Construction Standards provisions for a hardship variance.**

## From Chapter 50 of the City Development Code

### *50.25. Application Completeness.*

*1. A complete application is one which contains...*

*C. ...additional necessary information in the pre-application conference.*

*F. Documentation from Clean Water Services stating that water quality will not be adversely affected by the proposal.*

## From Chapter 60 of the City Development Code

**60.67.05. Local Wetland Inventory.** *Prior to issuing a development permit, the Local Wetland Inventory map shall be reviewed to determine if the site proposed for development is identified as the location of a significant wetland.*

- 1. Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant wetlands shall be subject to relevant procedures and requirements specified in Chapter 50, of this ordinance.*
- 2. Upon City's determination that a site contains wetland as identified on the Local Wetland Inventory map, notice of the proposed development shall be provided to the Division of State Lands (DSL) in a manner and form prescribed by DSL pursuant to ORS requirements.*

## *From Clean Water Services Design and Construction Standards*

### 3.07.4 Tier 2 Alternatives Analysis

#### c. Criteria for Acceptance

Acceptance of the encroachment proposed as part of a Tier 2 Alternatives Analysis shall be based on meeting all the following criteria:

1. The **proposed encroachment area is mitigated** in accordance with Section 3.08.
2. The replacement mitigation protects the functions and values of the Vegetated Corridor and Sensitive Area.
3. Enhancement of the replacement area, if not already in Good Corridor Condition, and either the remaining Vegetated Corridor on the site or the first 50 feet of width closest to the resource, whichever is less, to a Good Corridor Condition.
4. A District Stormwater Connection Permit is likely to be issued based on proposed plans.
5. Location of development and site planning minimizes incursion into the Vegetated Corridor.
6. **No practicable alternative to the location of the development exists that will not disturb the Sensitive Area or Vegetated Corridor.**
7. **The proposed encroachment provides public benefits.**

From *Oregon Division of State Lands FAQ - website*

**If a wetland is missed by the LWI is it still regulated?**

Yes, the state and federal regulations apply to all wetlands regardless of whether or not they are mapped on the LWI. The consultants will attempt to include on the LWI all wetlands that are at least ½ acre in size.

# From Oregon Division of State Lands website

Application files are in TIF and PDF format Need Help?

[\[More info...\]](#)

Applicant
Application Number
Activity Type(s)
County
Waterbody
Location
Application Received
<b>Current Status</b>
COE Permit Number
DSL Coordinator
Phone
Fax
Comments

**Beaverton School District**

**APP0057434**

[View Application](#)

Other  
Parking Area, Assoc. Structures  
Removal-Fill  
Road  
Wetland Permanent Impact

**Washington**

**Wetlands**

**02S01W06**

**February 20, 2015**

**Technical Review**  
through August 4, 2015

**2015-00071**

[Anita Huffman](#)

**503 986-5250**

**503 378-4844**

[View](#)

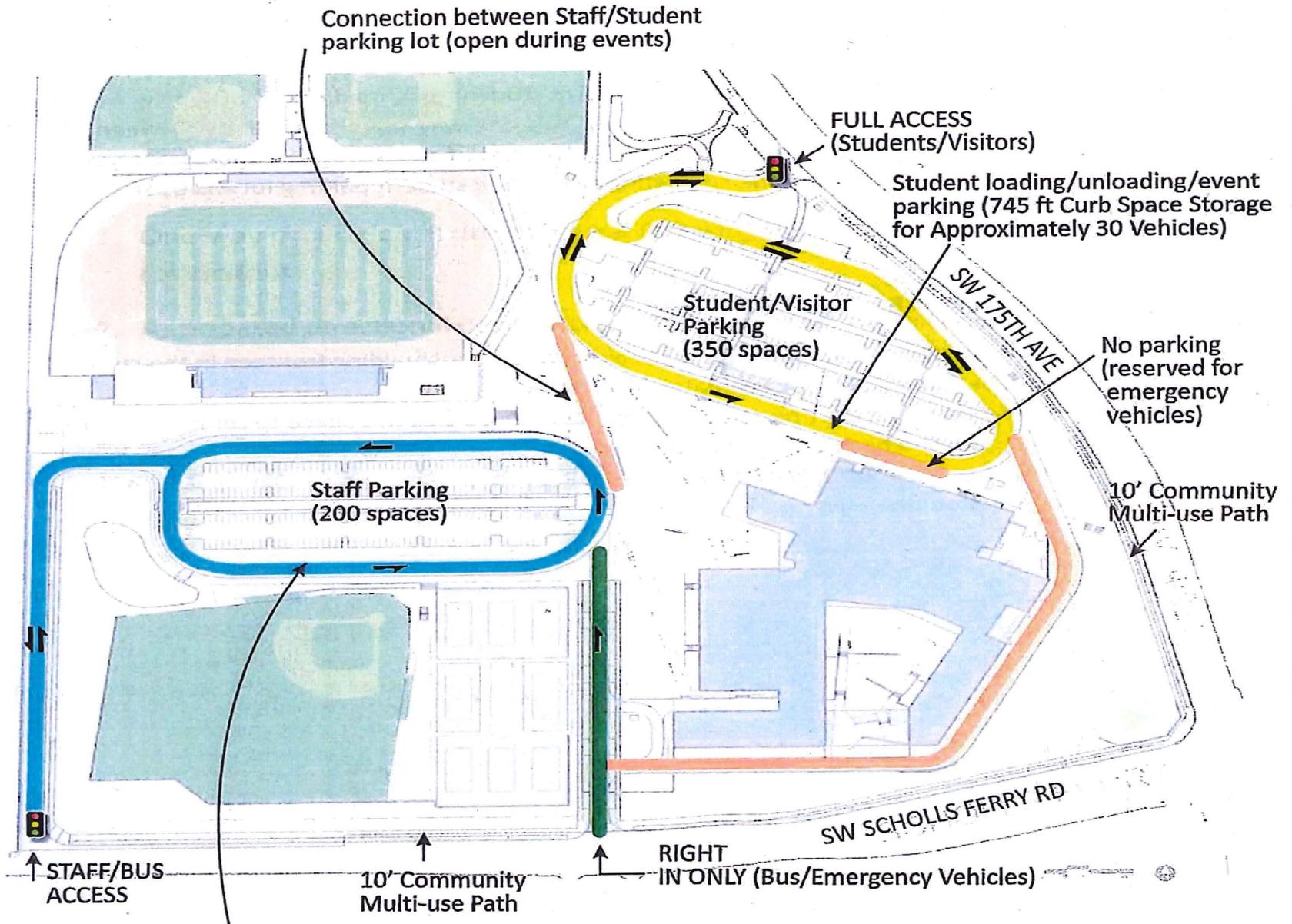
# Conditional Use

## Amended / Added Proposed Conditions

- Adjusted hours for THPRD outdoor field activity and events
- Six-foot perimeter fence (western property boundary) to remain in place (gate locked)
- Revised landscape plan along western property boundary – minimize visual impact of stadium lighting. City Arborist modifications.

## Design Review, Major Adjustment... Amended / Added Proposed Conditions

- Circulation within Parking Lots #25



Connection between Staff/Student parking lot (open during events)

FULL ACCESS (Students/Visitors)

Student loading/unloading/event parking (745 ft Curb Space Storage for Approximately 30 Vehicles)

Student/Visitor Parking (350 spaces)

SW 175TH AVE

No parking (reserved for emergency vehicles)

Staff Parking (200 spaces)

10' Community Multi-use Path

STAFF/BUS ACCESS

10' Community Multi-use Path

RIGHT IN ONLY (Bus/Emergency Vehicles)

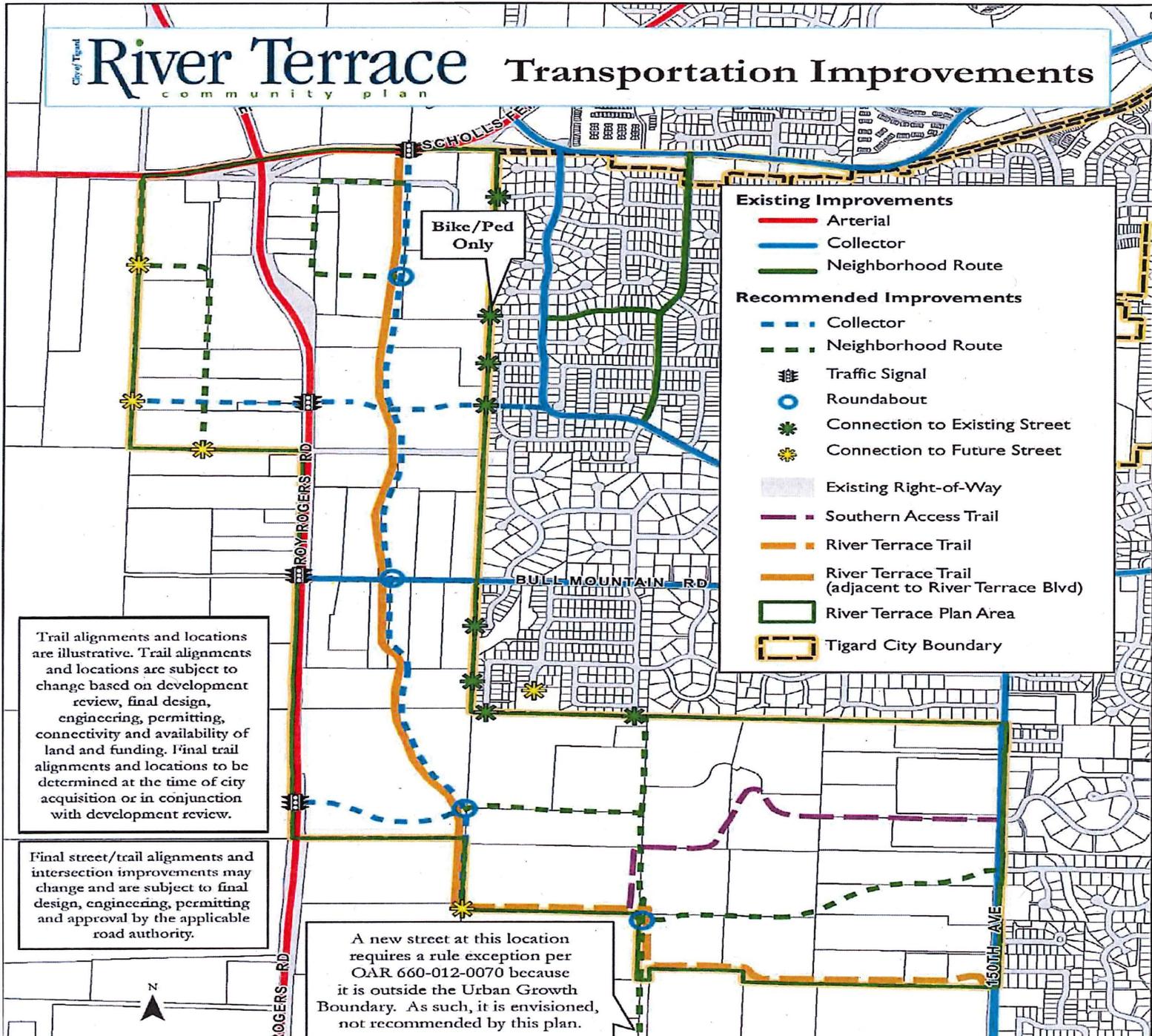
SW SCHOLLS FERRY RD

Bus loading/unloading/event parking (1,200ft Curb Space Storage for Approximately 29 Buses and 40 Vehicles)

# River Terrace

community plan

## Transportation Improvements



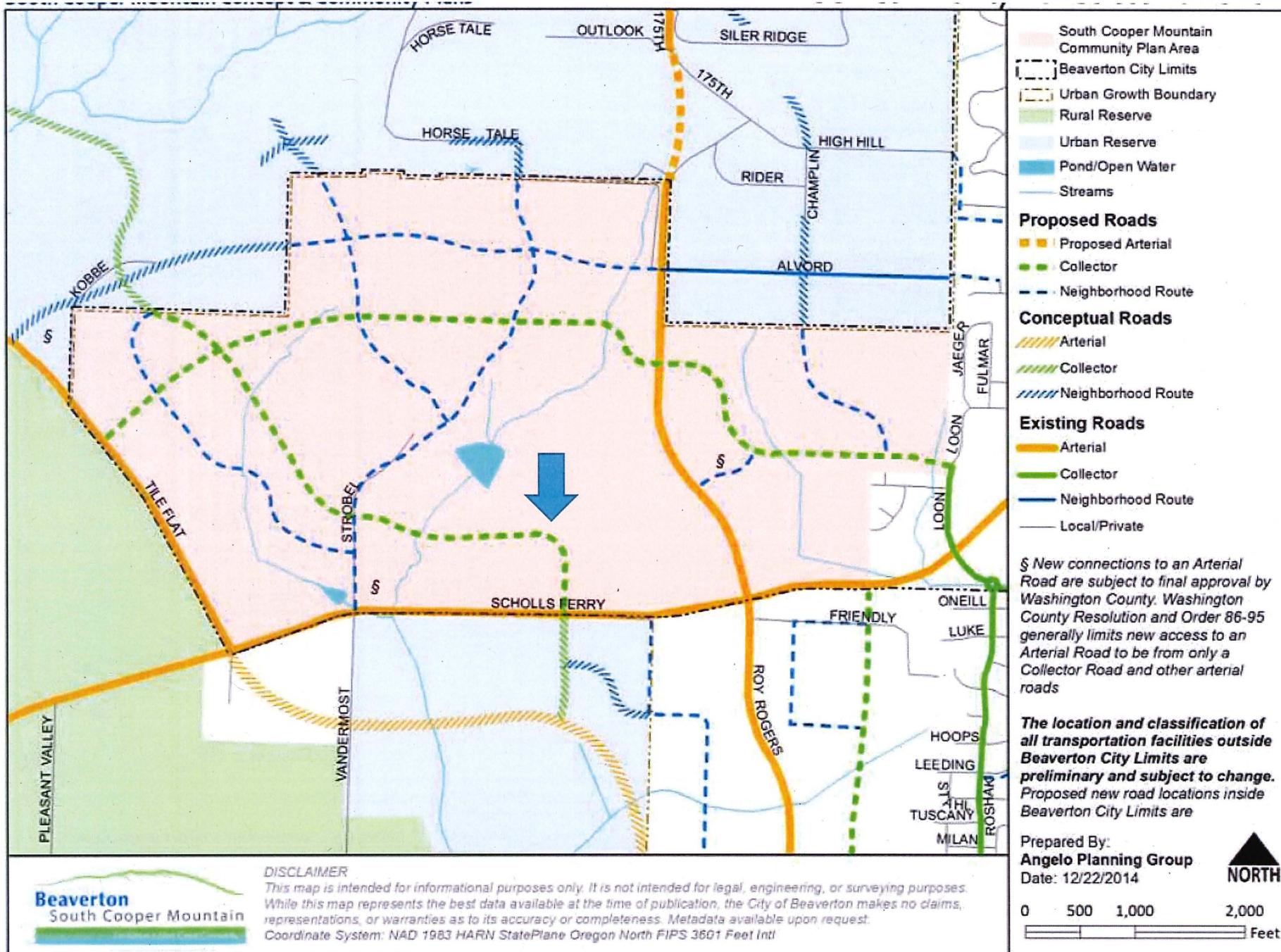
- Existing Improvements**
- Arterial
  - Collector
  - Neighborhood Route
- Recommended Improvements**
- - - Collector
  - - - Neighborhood Route
  - Traffic Signal
  - Roundabout
  - Connection to Existing Street
  - Connection to Future Street
  - Existing Right-of-Way
  - - - Southern Access Trail
  - - - River Terrace Trail
  - River Terrace Trail (adjacent to River Terrace Blvd)
  - River Terrace Plan Area
  - Tigard City Boundary

Trail alignments and locations are illustrative. Trail alignments and locations are subject to change based on development review, final design, engineering, permitting, connectivity and availability of land and funding. Final trail alignments and locations to be determined at the time of city acquisition or in conjunction with development review.

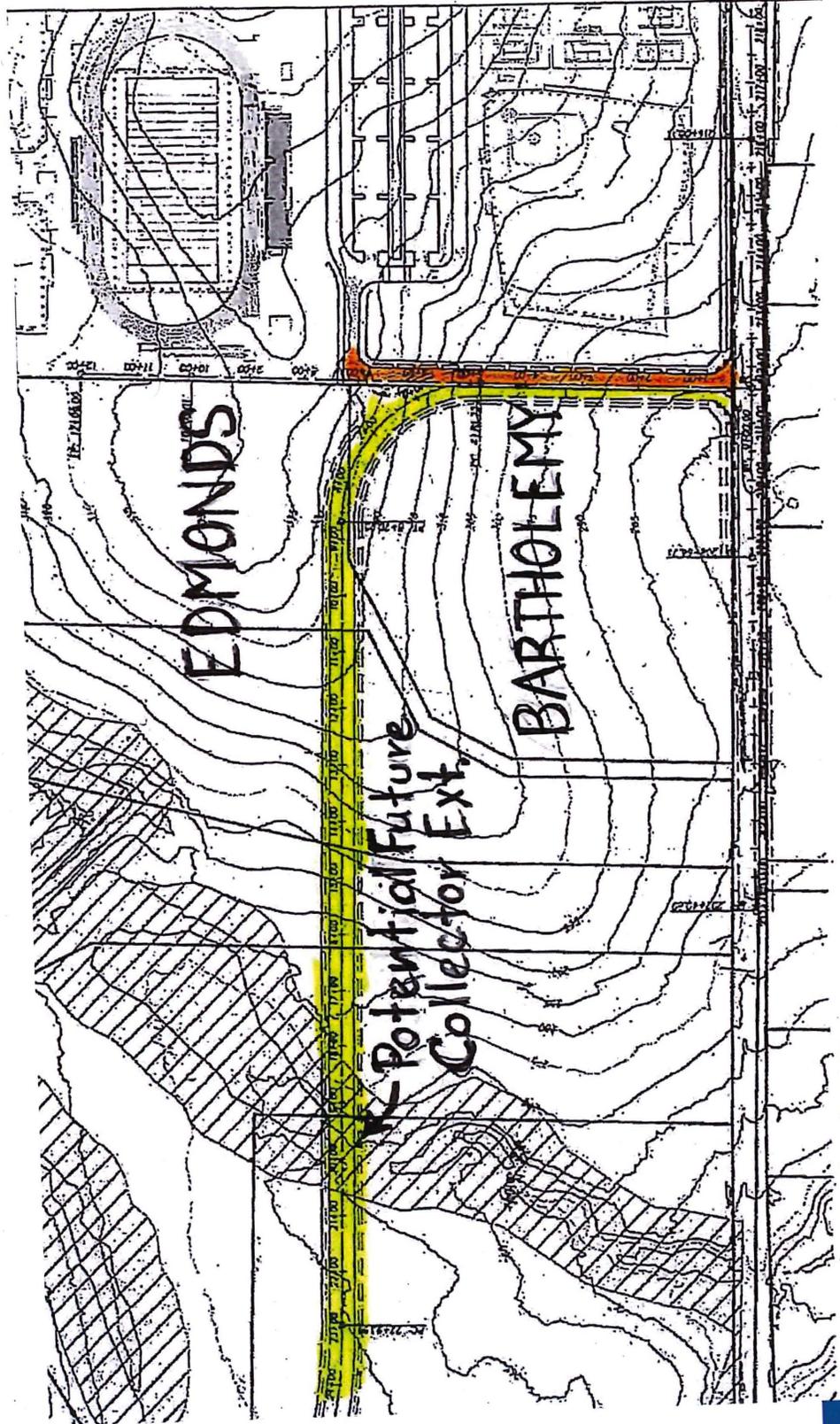
Final street/trail alignments and intersection improvements may change and are subject to final design, engineering, permitting and approval by the applicable road authority.

A new street at this location requires a rule exception per OAR 660-012-0070 because it is outside the Urban Growth Boundary. As such, it is envisioned, not recommended by this plan.

Figure 10: Community Plan Street Framework



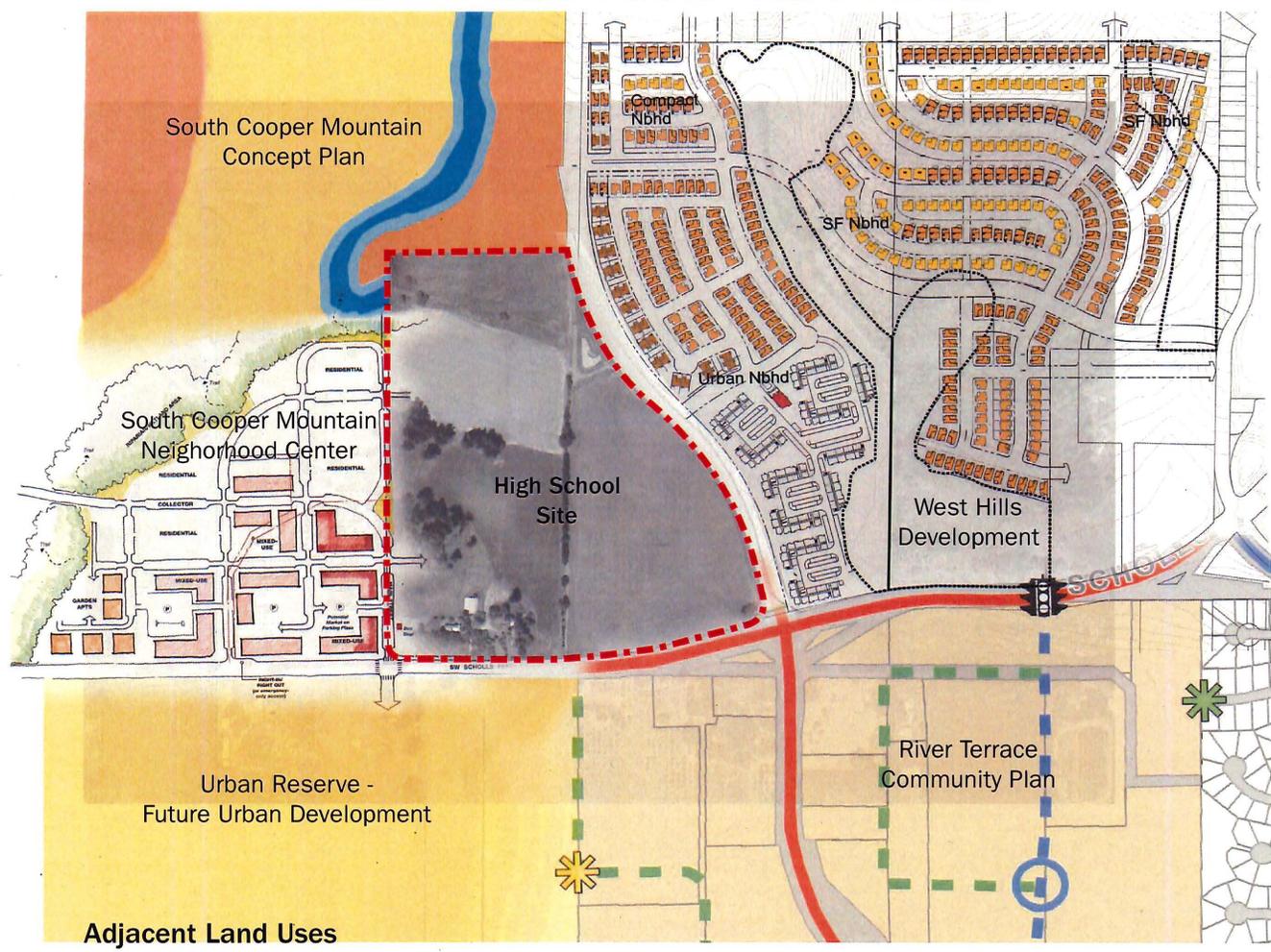
# Potential Future Extension of Collector



*Applicant PowerPoint to Planning Commission  
on June 24, 2015 (Carol presentation)*

JUN 12 2015

City of Beaverton  
Planning Services



# BEAVERTON SCHOOL DISTRICT NEW HIGH SCHOOL

## GREAT PLANS MAKE GREAT PLACES

**PLANNING COMMISSION HEARING**  
**JUNE 24, 2015**

## DESIGN DIRECTION

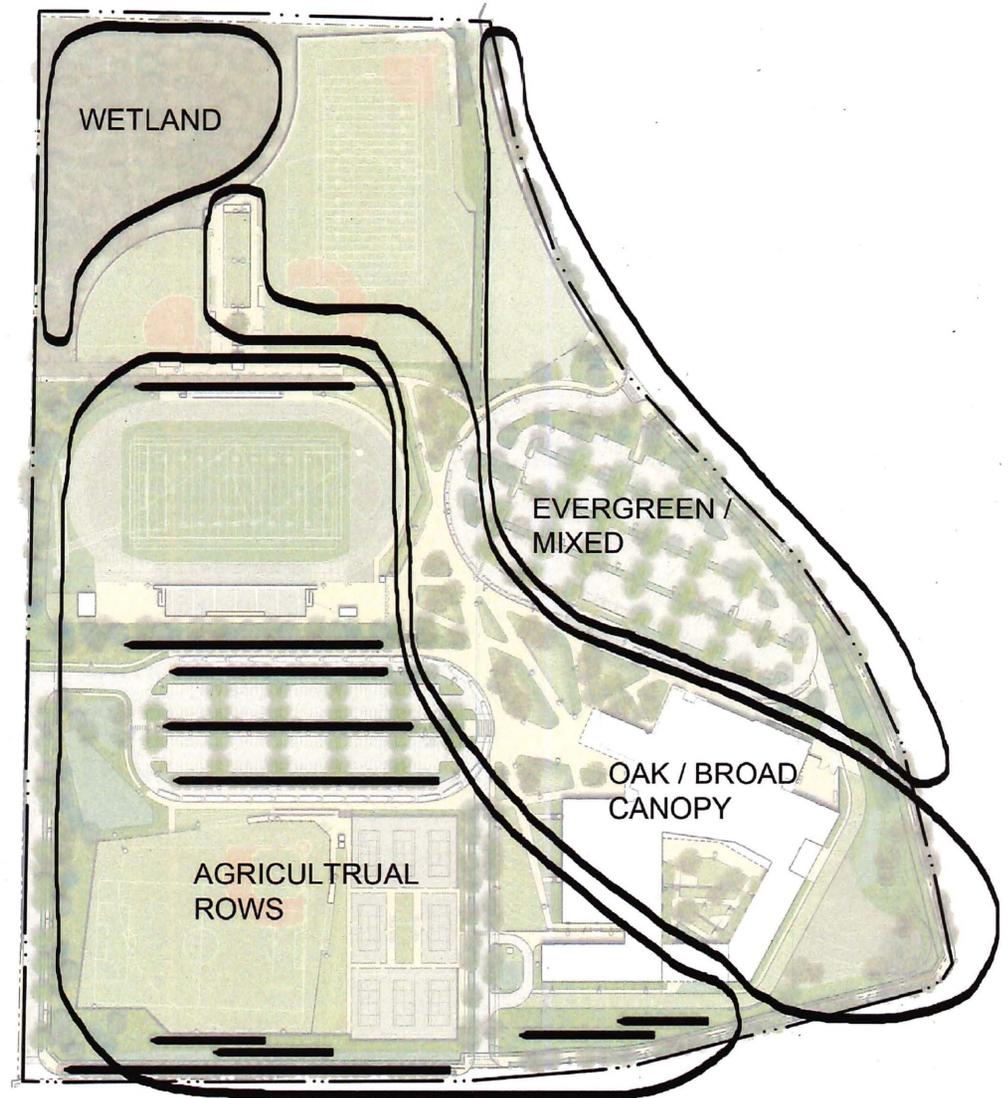
### STAKEHOLDER CONSENSUS

- Strong civic presence
- Maximize visibility of building on corner
- Minimize visibility of parking on corner
- Reduce use of retaining walls
- Maximize green pedestrian edges
- Safety & Security - Main entry faces parking



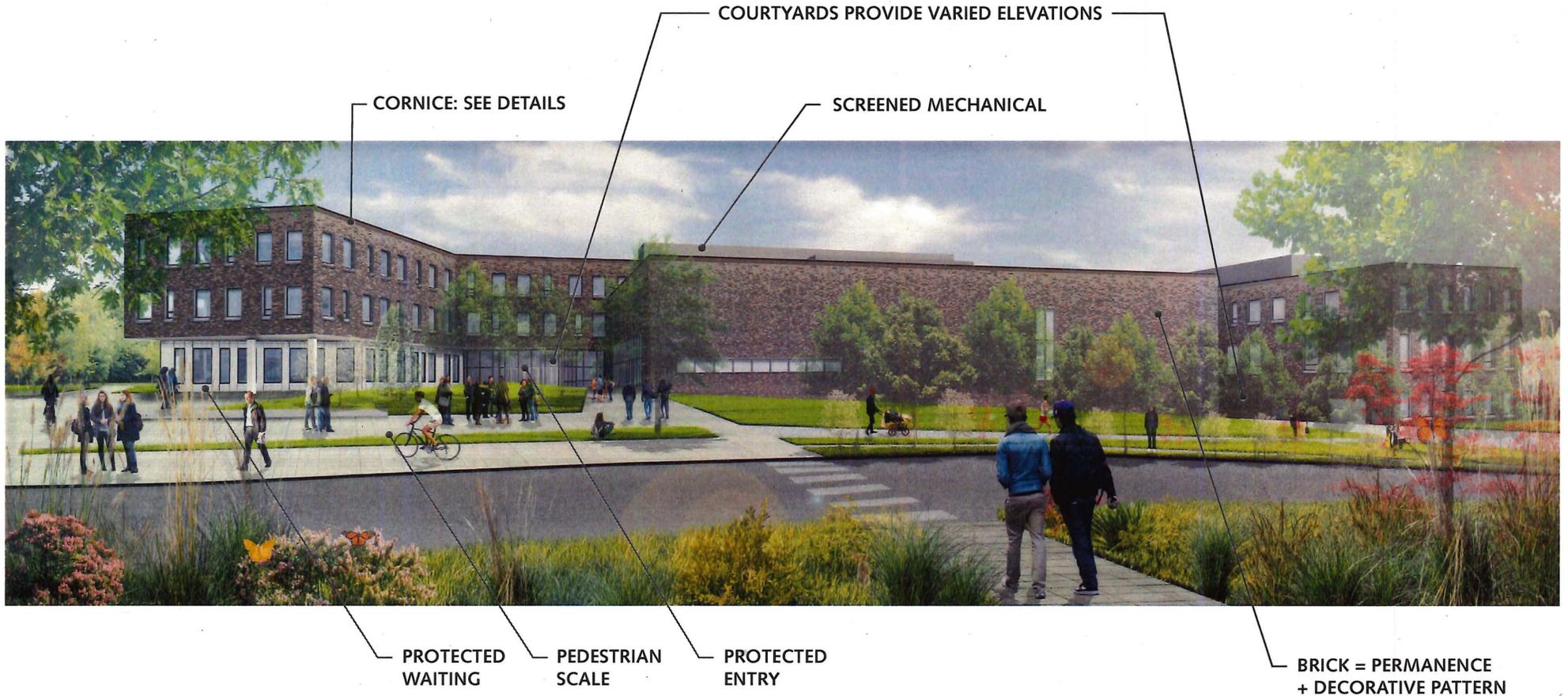
## SITE PLAN PLANTINGS

- Landscaped slopes vs. retaining walls
- Extensive tree cover & ground cover
- 391 mixed of evergreen and deciduous native adaptive trees
  - Evergreens - 40' to 60' mature height
  - Deciduous - 20' to 60' mature height
  - Flowering Deciduous - 20' to 30' mature height



# BUILDING ARCHITECTURE/DESIGN

## ENTRANCE PERSPECTIVE LOOKING EAST



# BUILDING ARCHITECTURE/DESIGN

## SW 175 AVENUE LOOKING SOUTH

CARVED BRICK  
MASCOT

STEPPED VERTICALITY &  
VARIED ELEVATIONS

SCREENED  
MECHANICAL

BRICK = PERMANENCE  
+ DECORATIVE PATTERN

CORNICE: SEE  
DETAILS

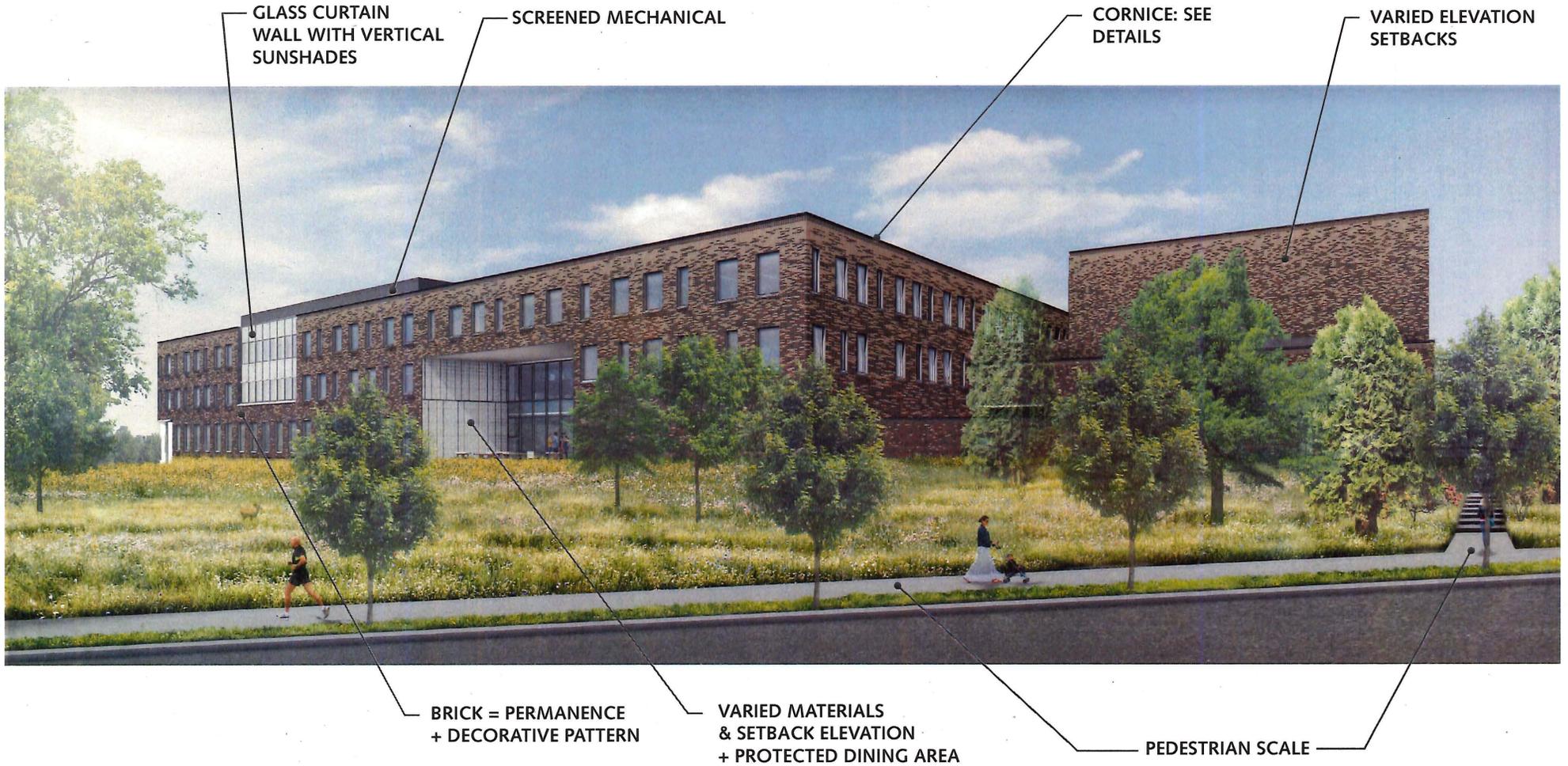


PROTECTED  
ENTRY

PEDESTRIAN SCALE

# BUILDING ARCHITECTURE/DESIGN

## SW 175 AVENUE LOOKING WEST

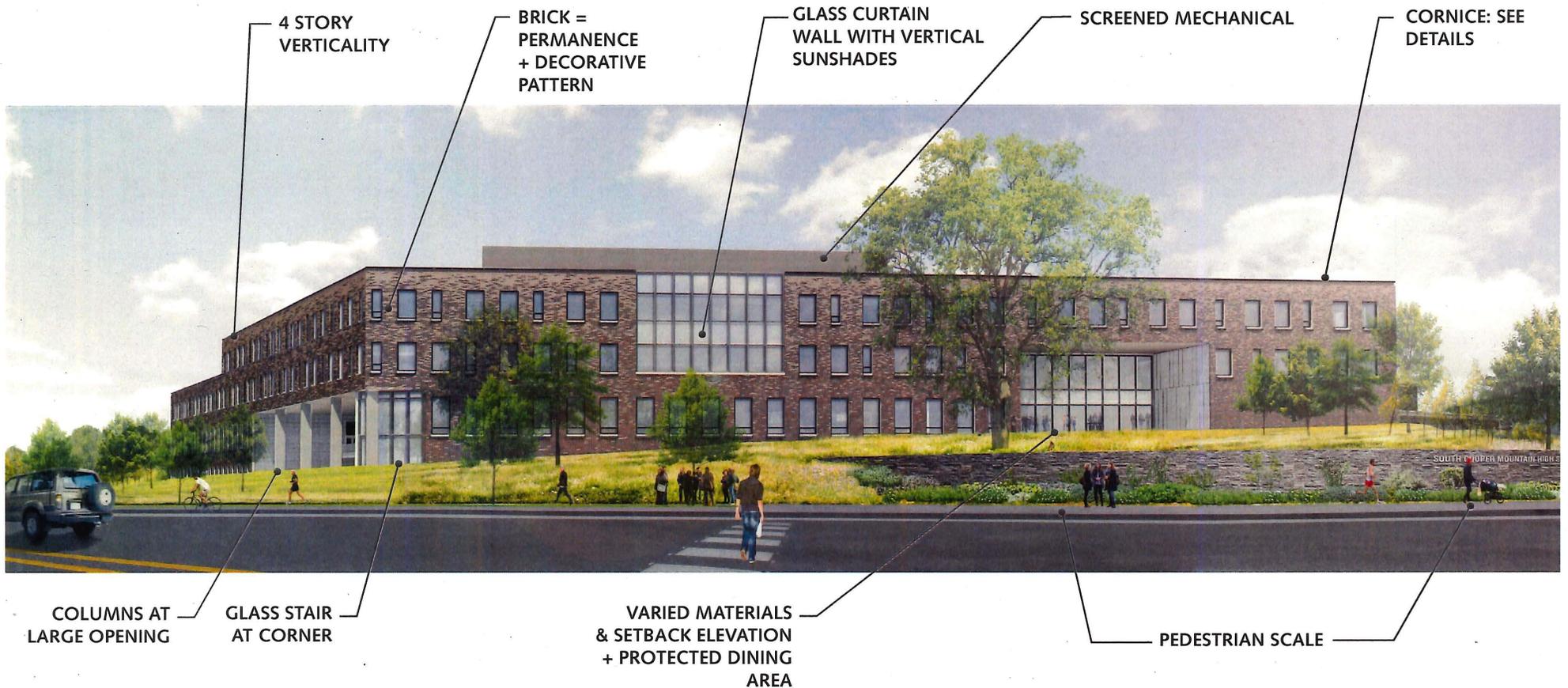


**BUILDING ARCHITECTURE/DESIGN**  
**INTERSECTION OF SW SCHOLLS FERRY & SW 175TH**



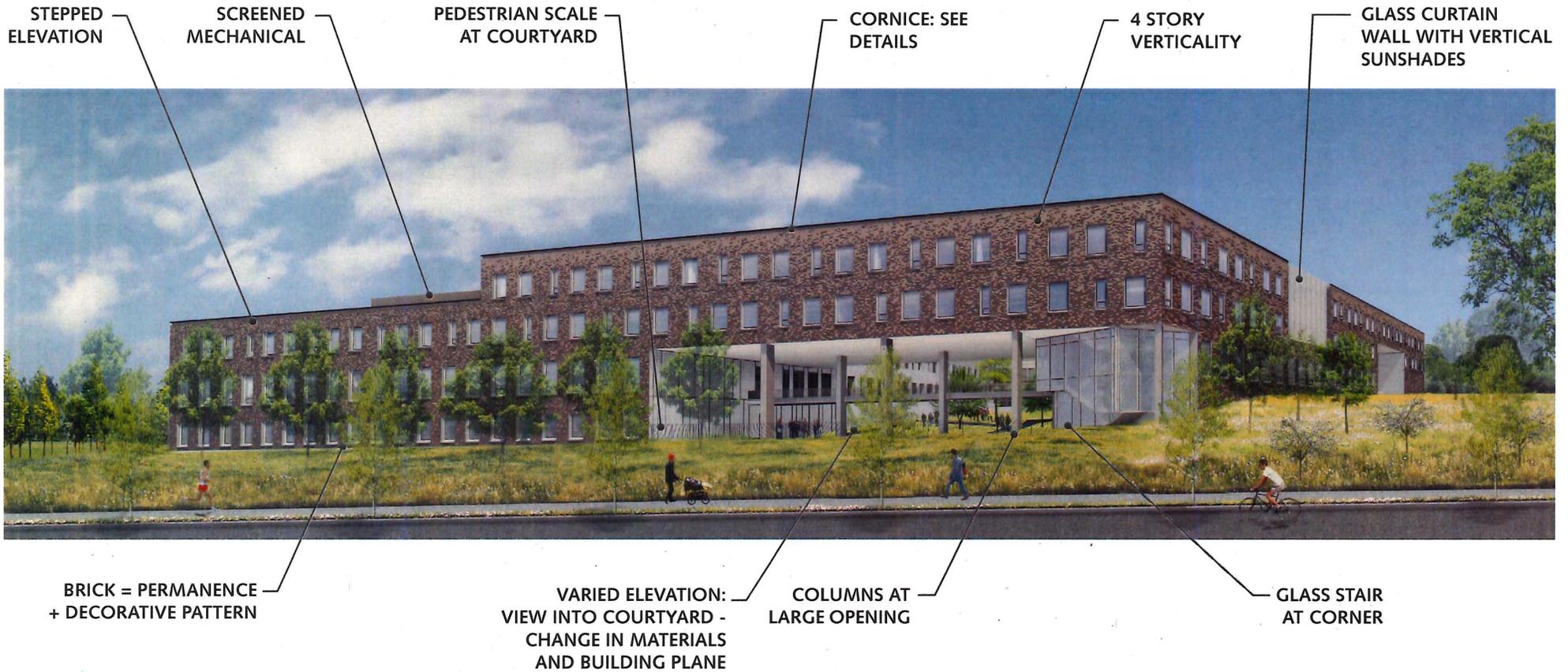
# BUILDING ARCHITECTURE/DESIGN

## INTERSECTION OF SW SCHOLLS FERRY & SW 175TH



# BUILDING ARCHITECTURE/DESIGN

## SW SCHOLLS FERRY LOOKING NORTH



# BUILDING ARCHITECTURE/DESIGN

## SW SCHOLLS FERRY - CLOSE UP



CORNICE: SEE  
DETAILS

4 STORY  
VERTICALITY

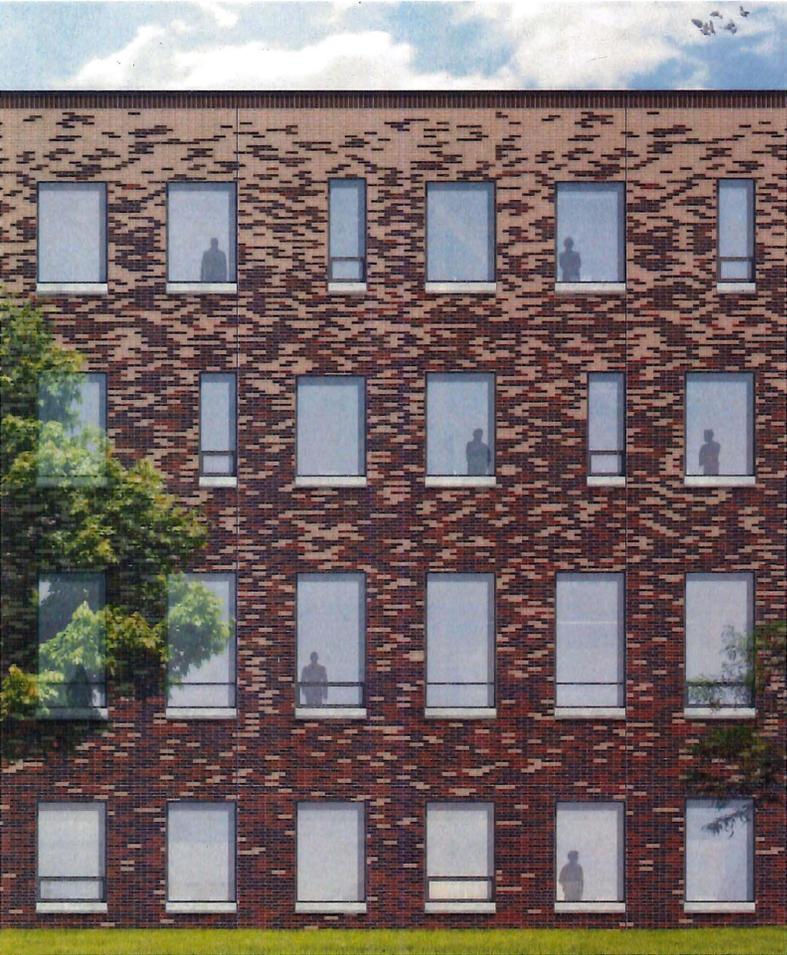
VARIED ELEVATION:  
VIEW INTO COURTYARD -  
CHANGE IN MATERIALS  
AND BUILDING PLANE

COLUMNS AT  
LARGE OPENING

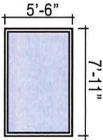
PEDESTRIAN SCALE AT COURTYARD

GLASS STAIR  
AT CORNER

**BUILDING ARCHITECTURE/DESIGN**  
**EXTERIOR BUILDING MATERIALS**



TYPICAL WINDOW DIMENSIONS



BRICK BLENDS



LIGHT GRAY



MEDIUM IRONSPOT #46



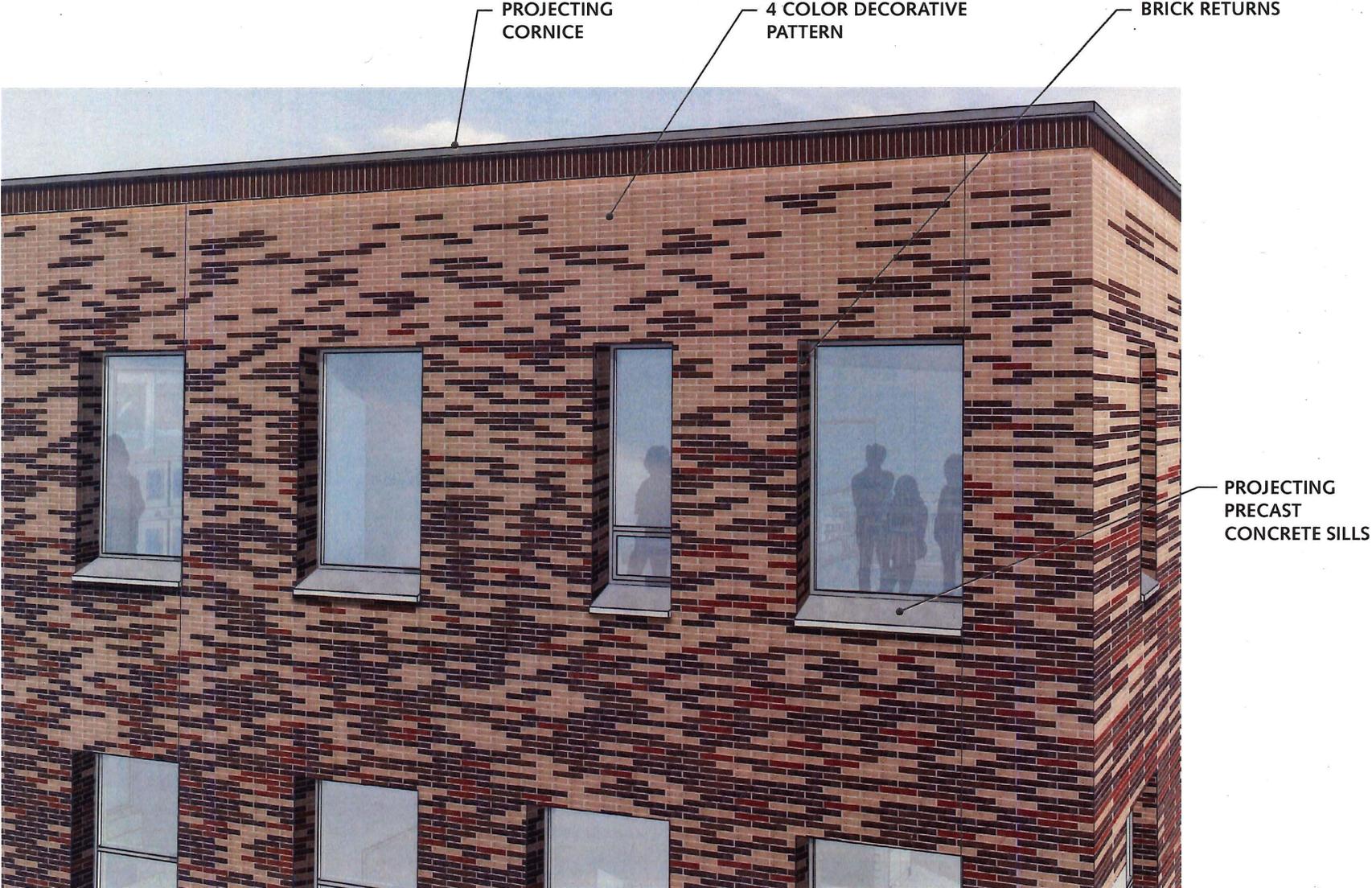
SIENNA IRONSPOT



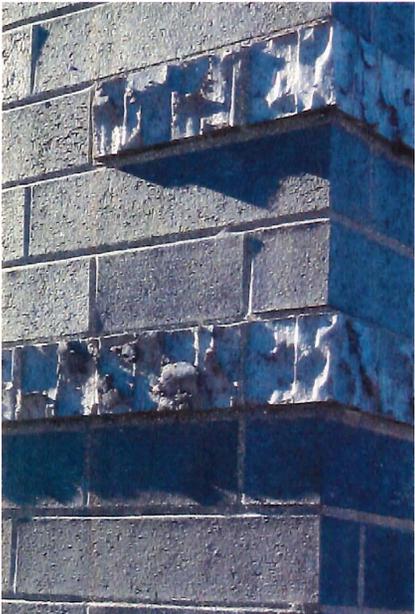
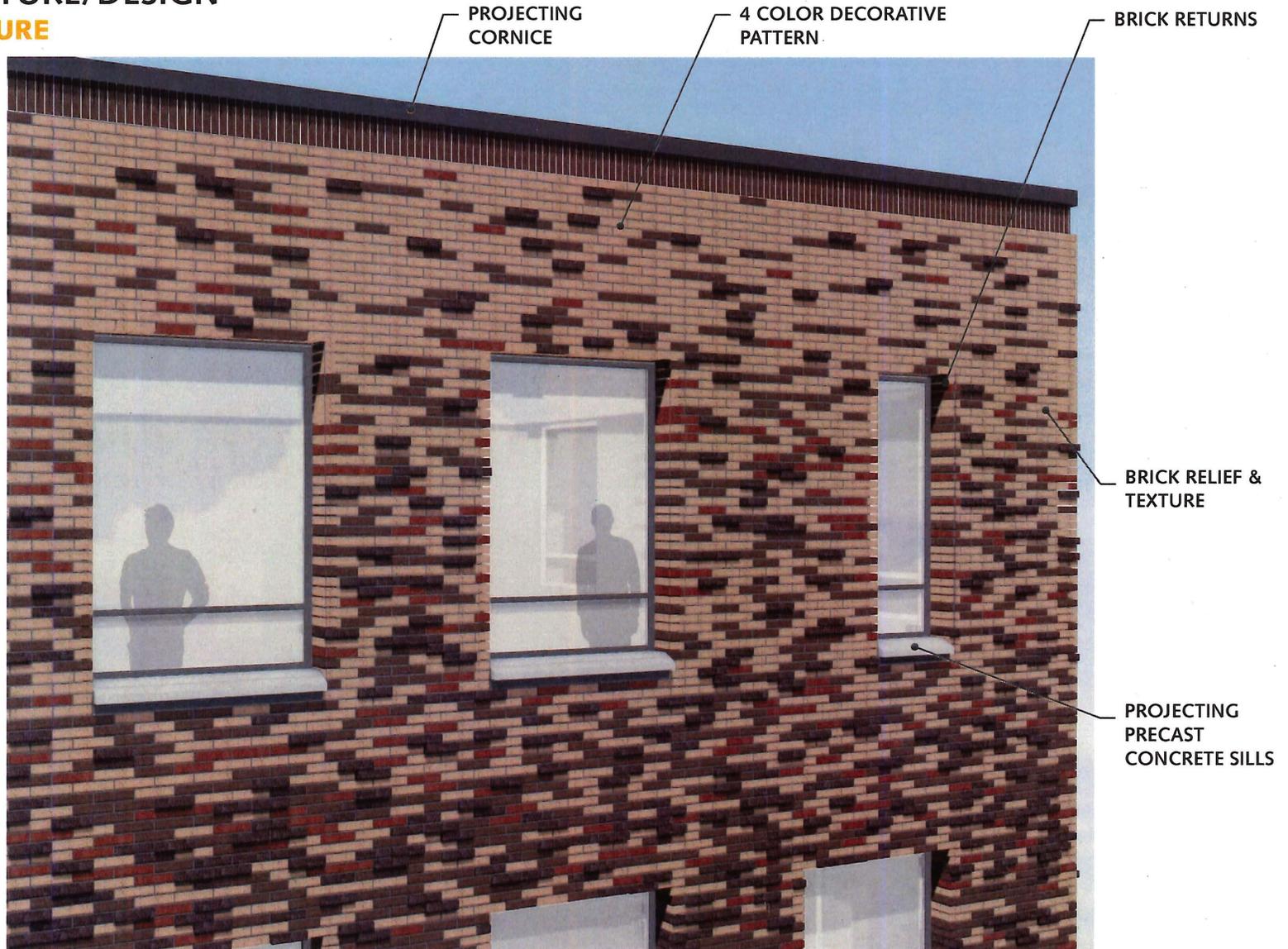
DARK IRONSPOT

# BUILDING ARCHITECTURE/DESIGN

## ROOF, WINDOW & BRICK DETAILS



**BUILDING ARCHITECTURE/DESIGN**  
**BRICK RELIEF AND TEXTURE**



# BUILDING ARCHITECTURE/DESIGN & RESILIENCY

## SCREENING OF ROOFTOP EQUIPMENT

