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## Staff Report

HEARING DATE: Wednesday, January 27, 2016

TO: Planning Commission

FROM: Jason T, Assistant Planner

APPLICATIONS: **CU2015-0011 and DR2015-0120 (Vose Elementary Tear Down and Rebuild)**

LOCATION: 11350 SW Denney Road  
Tax Lot 2000 on Washington County Assessor's Map 1S1-22DB

ZONING/NAC: Urban Standard Density (R7) / Vose

REQUEST: The applicant, The Beaverton School District, proposes to tear down and re-construct Vose Elementary School. At full enrollment, the proposed 83,000 square foot school building is designed to accommodate approximately 750 students and approximately 77 staff. Comparatively, the existing school is approximately 52,602 square feet and designed to accommodate 499 students with six portable buildings bringing the existing total capacity to approximately 690 students. Three vehicular access points to the school are proposed from SW Denney Road. The western most driveway is intended as the entrance and exit for school busses and staff. The middle driveway, aligned with SW King Boulevard to the north, is intended for parents and students entering and exiting the school. The eastern most driveway is intended for parents and students to exit to the east only on to SW Denney Road. Only the primary vehicular access point directly to the south of SW King Boulevard will continue to be signalized.

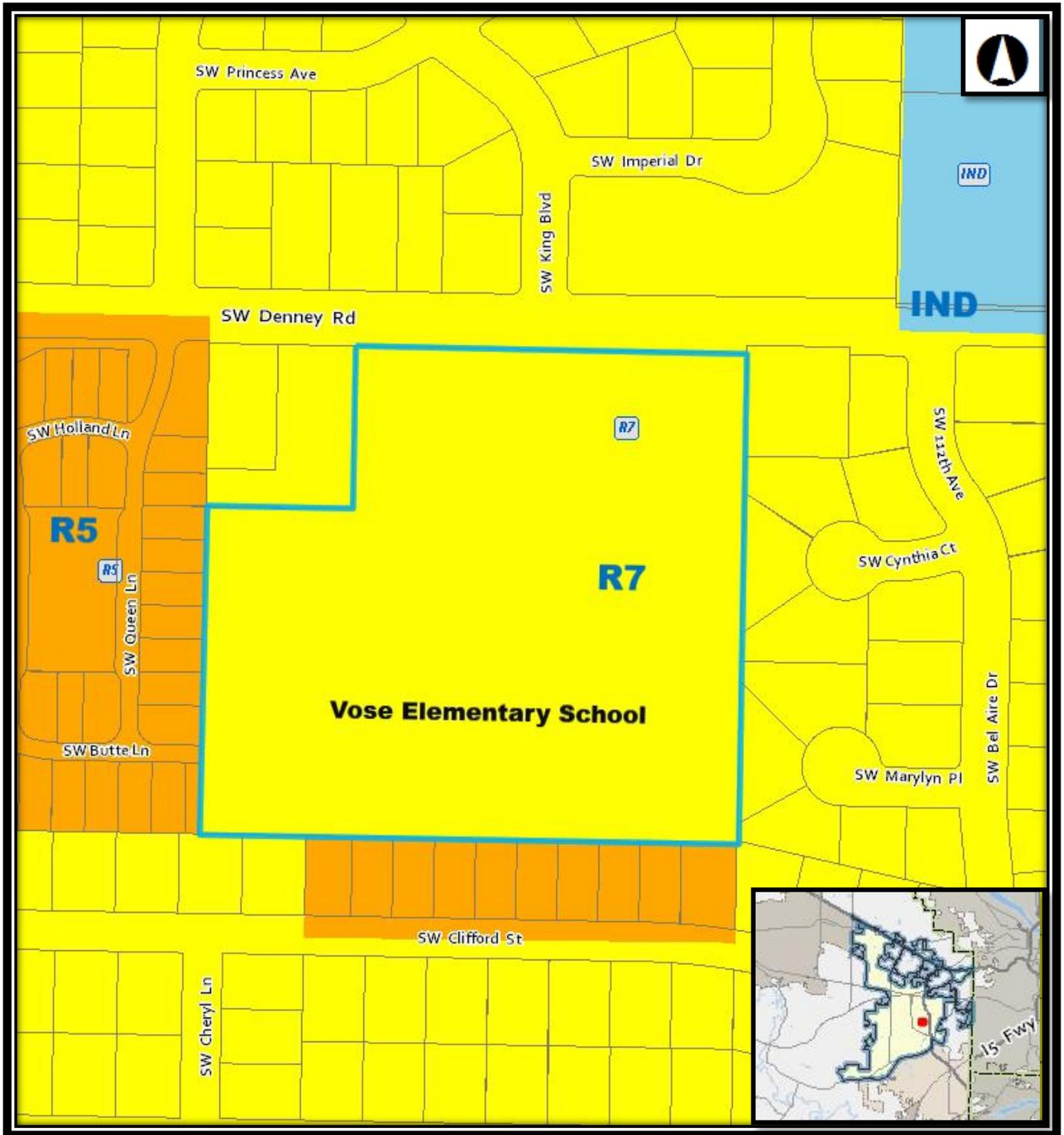
APPLICANT: Beaverton School District  
Attn: Aaron Boyle  
16550 SW Merlo Road  
Beaverton, OR 97006

APPLICANT REPRESENTATIVE: Angelo Planning Group  
Attn: Serah Breakstone  
921 SW Washington Street Suite 468  
Portland, OR 97205

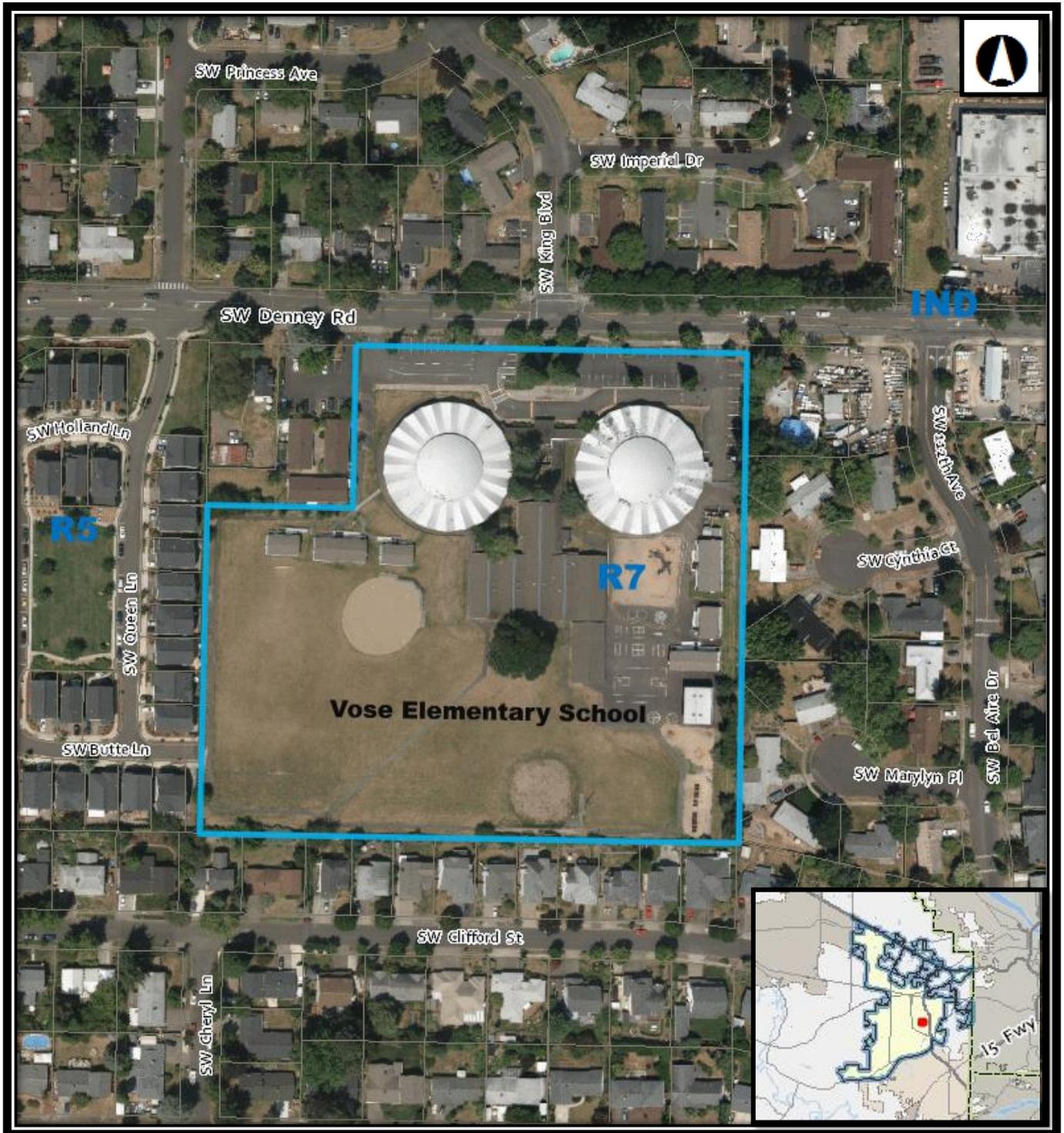
APPROVAL CRITERIA: Design Review Three, Development Code, Section 40.20.15.3.C  
New Conditional Use, Development Code Section 40.15.15.3.C

RECOMMENDATION: **Approval of CU2015-0011 and DR2015-0120 (Vose Elementary  
Tear Down and Rebuild)**

# Zoning Map



# Aerial Map



# Aerial Map



## BACKGROUND FACTS

### Key Application Dates

Application	Submittal Date	Deemed Complete	Day 120
<b>CU2015-0011</b>	<b>November 18, 2015</b>	<b>December 9, 2015</b>	<b>April 7, 2015</b>
<b>DR2015-0120</b>	<b>November 18, 2015</b>	<b>December 9, 2015</b>	<b>April 7, 2015</b>

### Existing Conditions Table

<b>Zoning</b>	Urban Standard Density (R7)	
<b>Current Development</b>	Elementary School	
<b>Site Size &amp; Location</b>	The subject property is located at 11350 SW Denney Road. The 8.83 acre site can also be identified as tax lot 2000 of Washington County Assessor's Map 1S1-22DB.	
<b>NAC</b>	Vose Neighborhood Association Committee	
<b>Surrounding Uses</b>	<u>Zoning:</u> North: R7  South: R5 and R7.  East: R7  West: R5	<u>Uses:</u> North: Single and Multi-Family Residential South: Single Family Residential  East: Single Family Residential, Commercial West: Single Family Residential

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	<ul style="list-style-type: none"><li>• <b>3.1</b> Letter dated December 21, 2015 from Tualatin Valley Fire and Rescue (TVF&amp;R)</li><li>• <b>3.2</b> City of Beaverton Engineering Design Modification Approval</li></ul>	
<b>Exhibit 4</b>	<b>Materials submitted by applicant</b>	
	<ul style="list-style-type: none"><li>• Applicant's Application Package prepared by Angelo Planning Group.</li></ul>	
<b>Exhibit 5</b>	<b>Public Comment</b>	
	<ul style="list-style-type: none"><li>• <b>5.1</b> Email from Carmela Brown, residing at 11855 SW Belmont Terrace, Beaverton, OR 97008, dated January 6, 2016.</li><li>• <b>5.2</b> Letter Dated January 4, 2016 from Dai Ngo and Hien Nguyen, owner of the residence at 11365 SW Clifford Street, Beaverton, OR 97008</li></ul>	

**Facilities Review Committee  
 Technical Review and Recommendations  
 Vose Elementary School Tear Down and Rebuild  
 DR2015-0120, CU2015-0011**

**Section 40.03 Facilities Review Committee:**

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

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

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

- All Twelve (12) criteria are applicable to the submitted Design Review Three application as submitted.

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

**Finding**

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. Staff concurs with the applicant's statement that the site currently has adequate capacity or can be improved to have the capacity for all critical facilities and services to available on site.

**Utilities:**

Water, sewer and stormwater service are all provided by the City of Beaverton. The applicant states that the public 8-inch waterline in SW Butte Lane will be extended through the site to upgrade fire water service and connect to the public water system in SW Denney Road.

The committee recommends a condition that 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.

### Transportation Findings:

The applicant's submittal proposes that the school's maximum capacity will be 750 elementary school students and approximately 77 staff.

Per *section 60.55.20 Traffic Impact Analysis*, a Traffic Impact Analysis (TIA) dated November of 2015 was prepared by DKS Associates. The applicant states that at full capacity, the proposal will generate a small increase in vehicle trips when compared with the existing school. The transportation impact analysis (TIA) estimates that the proposed project will generate an additional 37 trips during the peak morning hours of 6:00 a.m. to 8:00 a.m. which are the typical peak periods for a TIA and an additional 20 trips during the peak afternoon hours of 2:00 p.m. to 4:00 p.m. The p.m. peak period for an elementary school however does not typically align with the typical TIA p.m. peak of the adjacent transportation system which is 4:00 p.m. to 6:00 p.m. The majority of trips will be distributed along SW Denney Road, with a small percentage of trips along SW King Blvd. To offset potential impacts of the increase in vehicle trips, the applicant's proposed mitigation include:

- Adding an additional lane to the primary driveway at the intersection of SW Denney Road and SW King Boulevard that will be approximately 300-feet in length, to provide additional space for on-site vehicle queueing.
- Constructing half street improvements to SW Denney Road, which may improve traffic flow.
- Restrict the existing eastern school access to right-out only in order to mitigate sight distance issues and relieve congestion at the SW Denney Road / SW King Boulevard intersection.
- Remove vegetation to provide clear sight distance at the western staff/bus access.
- Provide signage along SW Denney Road to direct staff, buses and school visitors to the correct entrance/exit.
- Provide street/sidewalk improvements along the lot's frontage of SW Denney Road consistent with the Collector half-street standard as shown in the Engineering Design Manual (EDM).

### Street Right-of-Way Dedication

The Beaverton Transportation System Plan classifies SW Denney Road as a Collector Street, which requires a right-of-way width of 74-feet per the Engineering Design Manual (EDM). According to the applicant's plans, the existing right-of-way is 80-feet which exceeds the minimum width, therefore additional right-of-way dedication will not be required. The City Traffic Engineer confirms the existing right-of-way width to be consistent with the Collector Street standard. The applicant's plans show the construction of a half street improvement consistent with the Collector half-street improvement standard as shown in the Engineering Design Manual. This standard consists of a 12-foot travel lane, a 12-foot turn lane/median and a 5-foot bike lane. The applicant has proposed a 5-foot bike lane along the entire frontage of their lot along SW Denney Road, therefore exceeding the EDM requirement. The bike lane will not be striped at this time since it won't be extending beyond the boundaries of the lot.

Sidewalk Widths

The applicant proposes a 6-foot sidewalk and a 7.5-foot planter strip with street trees, measured from the face of the curb along the entire lot frontage of SW Denney Road. The applicant's plans show construction of the required sidewalk along the frontage consistent with this standard.

As a condition of approval, the sidewalk work must be completed prior to occupancy (final inspection). If there is insufficient right-of-way width, the applicant may place some or all of the sidewalk and planter strip within a public sidewalk easement, with the approval of the City Engineer.

Driveway Spacing, Access and Maintenance.

The subject lot will access SW Denney Road by means of three separate driveways. The proposed driveway spacing does not meet the minimum spacing per the Engineering Design Manual (EDM). As a result, the applicant has submitted to the Traffic Engineer and Site Development Engineer and was approved for a modification request to the EDM for the proposed driveway spacing.

Fire Protection

Tualatin Valley Fire & Rescue (TVF&R) provides fire protection services for properties in this area. TVF&R has reviewed the project and has provided technical advisory notes and requirements with regard to this proposal. These technical advisory notes are included within the conditions of approval and included as Exhibit 3 at the end of this report.

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

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

Finding

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

Schools

The applicant states that the proposed development is a replacement of the existing Vose Elementary School that was approved by voters as part of a 2014 district bond measure.

### Transit

TriMet bus number 76 has stops located near the intersection of SW Hall Blvd. and SW Denney Road, which is approximately 0.5 miles from the subject lot. This bus provides weekday/weekend service between Beaverton and Tualatin. At this time, no specific plans for additional transit service by Trimet in the area are known. Staff concurs with applicant's statement that existing transit service is sufficient to service Vose Elementary School.

### Police Protection

The Beaverton Police Department provides police and public safety services for properties in this area. The City of Beaverton Police Department received a copy of the submittal and has not provided comments in regard to this proposal.

### Pedestrian and Bicycle Facilities

The applicant's plan submittal show the on-site bicycle and pedestrian circulation network for the proposed school and how it connects to the surrounding public right-of-ways. There are five primary access points for bicycles and pedestrians to enter/exit the site and connect to off-site sidewalks. The applicant states that the School District will maintain the existing pedestrian connections at the southwest corner of the school site and will provide new accesses along SW Denney Road. The proposed on-site circulation provides safe and direct access between the school entrances, the parking areas and the athletic fields. The proposal also includes 84 bicycle parking spaces around the school building as shown on the plan Sheet L2.0.

Staff notes that pedestrian, bicycle, and transit facilities are, by definition, Essential Facilities and are typically required to be in place prior to occupancy. The committee recommends a condition of approval to have all pedestrian, bicycle, and transit facilities completed prior to final occupancy.

### Parks

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

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

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

**Finding**

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Standard Density Residential (R7) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards.

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

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

**Finding**

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria. Staff also refers to section A above for additional staff findings in response to Criterion D.

**60.25 Off-Street Loading Requirements**

The proposal is required to provide one Type B loading berth. As shown on the Site Plan Sheet L2.1, one loading berth (called Service & Delivery Area) that meets the Type B dimensional requirements is proposed for Vose Elementary School. The loading berth is proposed to be screened by a decorative metal fence, eight-feet in height.

**60.30 Off-Street Parking**

The proposed elementary school is required to have one parking space per full time staff person, with a maximum of 1.5 spaces per full time staff person. At full capacity, the number of full time staff at Vose is anticipated to be 77. That means the minimum required number of parking spaces at Vose is 77 spaces and the maximum allowed is 116 spaces.

As shown on the applicant's site plans, 103 vehicle parking spaces are being provided. Specifically the staff parking area to the west will provide 49 parking spaces and the parent/staff parking area to the east will provide 54 spaces.

The applicant states that the parking analysis provided in the TIA, finds that 103 parking spaces will be adequate to serve a typical school's demands. For occasional special events held at the school, additional parking can be accommodated on site by using the bus and student loading areas. As shown in Figure 9 of the TIA, the bus loading area can accommodate 17 vehicles and the student loading area can accommodate 22 vehicles.

This provides a total of 39 additional parking spaces that would be available for special events. Directional signage will be used to direct visitors to the appropriate parking spaces.

The applicant has shown all of the proposed vehicle parking spaces to be at least 18.5-feet by 9-feet, which is larger than the required standard stall, per section 60.30.15 of the Development Code. Five (5) ADA-compliant spaces are also provided for, which will be verified with the Building Permit.

Per Section 60.30.10.13, the site is required to provide carpool or vanpool parking. As a Condition of Approval, the applicant shall designate at least three (3) of the closest spaces to the primary employee entrance(s) as reserved carpool or vanpool parking only.

The applicant has provided an active management plan for the parent pick-up and drop-off parking and vehicle queuing will ensure that the operation of the school will function as assumed in the applicant's Traffic Impact Analysis.

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

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

### **Finding**

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

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

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

**Finding**

As shown on the Site Plan Sheet L7.1, the applicant has provided diagrams to demonstrate how on-site vehicular, pedestrian, bus, delivery and emergency traffic will flow in a safe and efficient manner. Primary elements of that circulation pattern include:

- Bus traffic is separated from parent and visitor traffic through the use of separate access points and parking/loading areas.
- The parent/visitor accesses and parking lot are configured to minimize potential vehicle conflict on the site. Parents may enter the site at the primary school access along SW Denney Road and drive through the parking lot in one direction only. They may exit the site either at the eastern right-out only driveway on SW Denney Road or at the full signalized access directly south of SW King Boulevard.
- Students dropped off at the parent drop-off area will use the primary school entrance at the entry plaza in the northeast corner of the school building or the south courtyard entrance. Students dropped off by school bus will be able to enter the school through the secondary entrance located adjacent to the bus loading area on the west side of the building. Outside of drop-off and pick-up times, all visitors must enter the school through the primary entry plaza on the east side of the school.
- Two distinct pedestrian walkways have been proposed through the eastern parking area in order to provide a safe walking route to the primary entrance to the school. The same proposed walkways will enable student's access to all school facilities (soccer field, outdoor play, etc.) without walking through a parking lot. Students may also access the surrounding public sidewalk system in multiple places without crossing a parking lot. Pedestrian access from the SW Denney Road does not require crossing vehicle drive aisles or parking lots.

Staff concurs with the applicant that the vehicular and pedestrian circulation patterns within the boundaries of the site are safe and efficient for the daily operation of the proposed school.

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

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

**Finding**

As noted above in response to criteria F, the applicant has described how the on-site vehicle and pedestrian circulation network for the proposed school connects to the surrounding public rights-of-way in a safe, efficient and direct manner.

Per the Beaverton Functional Plan, SW Denney Road is a Collector Street. As such it will be critically important to the safe and efficient operation of the surrounding street system, in that the queueing of vehicles waiting to drop off students in the morning and pick them up in the afternoon should not encroach onto SW Denney Road. The applicant states that the current enrollment of the school is approximately 691 students. The current enrollment generates an average AM school peak hour of approximately 429 trips and an average PM school peak hour of approximately 233 vehicle trips, as shown on page 28 of the applicant's TIA. The proposed 59 student increase is expected to generate an additional 37 trips in the AM peak hour and 20 additional trips in the PM school peak hour also shown on page 28 of the applicant's TIA.

Staff recommends a condition of approval that details the active steps the applicant will take to ensure that the drop-off and pick-up queues minimize extending out onto the SW Denney Road.

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

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

**Finding**

Comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages.

The Fire Marshal has indicated that the proposed development can be approved predicated on compliance with criteria and conditions of approval related to fire apparatus access, firefighting water supplies, fire hydrants and building access and fire service features.

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

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

**Finding**

The conditions of approval stated at the end of this document, provide requirements of the applicant to obtain a Site Development and Building Permit through the City to ensure that structures and public facilities will be designed and built according to the applicable codes and standards.

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

- 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.**

**Finding**

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

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

- 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.**

**Finding**

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with site development and building permit approvals.

The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated.

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

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

**Finding**

The applicant submitted the applications on November 18, 2015 and was deemed complete on December 3, 2015. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

**The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority APPROVE the proposal for Vose Elementary Tear Down and Rebuild CU2015-0011/DR2015-0120 and adopt the conditions of approval at the end of this report.**

**Code Conformance Analysis**  
**Chapter 20 Use and Site Development Requirements**  
**Urban Standard Residential (R7) Zoning District**

<b>CODE STANDARD</b>	<b>CODE REQUIREMENT</b>	<b>PROJECT PROPOSAL</b>	<b>MEETS CODE?</b>
<b>Development Code Section 20.05.20. Land Uses – R7</b>			
Use, Conditional	Educational Institutions	The applicant proposes the replacement of an existing elementary school.	<b>YES, with Approval of CU2015-0011</b>
<b>Development Code Section 20.05.15. Site Development Standards – R7</b>			
Land Area Minimum	7,000 square feet	8.83 acres	<b>Yes</b>
Lot Dimensions Minimum	Width: 65 Depth: 90	Width: Approximately 620-Feet Depth: Approximately 680-Feet	<b>Yes</b>
Yard Setbacks Minimum	Front: 17 Rear: 25 Sides: 5	The setback is governed by the Design Review Process.	<b>See DR Findings</b>
Building Height Maximum	35-feet	The maximum building height is approximately 30-feet above grade plane.	<b>YES</b>

## Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review standards and guidelines will be reviewed in the Design Review portion of the staff report.	<b>See DR Findings</b>
<b>Development Code Section 60.10</b>			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No mapped floodplains are located within the subject site.	<b>N/A</b>
<b>Development Code Section 60.15 – Land Division Standards</b>			
Land Division Standards	Standards pertaining to Land Divisions	No Land Division is required.	<b>N/A</b>
<b>Development Code Section 60.25 – Off Street Loading</b>			
Loading Facilities	1 Type B loading berth	The applicant proposes one (1) Type B loading berth for deliveries, trash and recycling pickup.	<b>YES</b>
<b>Development Code Section 60.30 – Off-Street Parking</b>			
Off-street motor vehicle parking Parking Zone A	Minimum Required: 77 Spaces Maximum Required: 115 Spaces	<u>Vehicle Parking</u> 103 spaces	<b>YES</b>
Required Bicycle Parking	Required Long-Term: 84 Spaces Short-Term bicycle spaces are not required for an elementary school.	<u>Bicycle Parking</u> 84 Spaces	
Compact Spaces	Required residential parking must be provided at standard sizes.	No compact parking spaces are proposed.	<b>N/A</b>
<b>Development Code Section 60.55 - Transportation</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	<b>Yes- with COA</b>
<b>Development Code Section 60.60</b>			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	43 landscape trees are proposed to be removed and mitigated for.	<b>See DR</b>
<b>Development Code Section 60.65</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	<b>Yes- with COA</b>

**ANALYSIS AND FINDINGS FOR  
CONDITIONAL USE APPROVAL  
Vose Elementary Tear Down and Rebuild  
CU2015-0011**

**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.***

**FINDING:**

Development Code, Section 40.15.15.3.A, Threshold #1 states:

*“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.”*

The applicant states that per Table 20.05.20 of the Beaverton Development Code (BDC), educational institutions are allowed in the R7 zone as a conditional use. The established school was annexed into the City of Beaverton in 1961 and did not have a conditional use approval on file at that time. As also noted in the pre-application summary notes, no parent conditional use file nor original building permits for the existing elementary school were found, most likely because the school was probably built prior to its annexation to the City. In cases where an existing use is annexed into the City of Beaverton, even if it would have required a conditional use permit had it been built in the City, we accept that prior use as permitted or legal non-conforming. Therefore, the replacement school is being treated as a new conditional use for the purpose of this review so as to bring it into conformance.

**Therefore, staff finds 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.***

**FINDING:**

The applicant paid the required fee associated with a New Conditional Use application.

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

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

**FINDING:**

The applicant identified the following applicable Comprehensive Plan Policies and states there are no conflicts with the policies identified. Staff Concurs with the applicant's assessment.

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

The applicant states that existing drainage patterns and discharge locations will be maintained. Proposed water quality treatment and mitigation will be required during the Site Development phase of the proposed development. Upon initial review of the storm water report, landscaping and grading plans, the City Site Development Engineer concurs with the applicant's statement that proposed Low Impact Development Approaches (LIDA) facilities located adjacent to or within parking areas and the larger facility in the southeast corner of the site will be adequate to treat storm water runoff from the parking lot, roof, hard surface play area and the covered play area.

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

As shown on the Utility Plan, Sheet C2.0, the Vose school site will be connected to the existing public storm drainage system at two locations, one at the northeast corner of the site adjacent to SW Denney Road and one at the southeast corner of the site. Staff concurs that the existing public storm drainage system is adequate to serve the new development. The connection to the public storm drainage system will be reviewed and permitted during the Site Development stage of this project.

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

As shown on the Exhibit A, Sheet C1.0, the Vose school site will be connected to the existing City of Beaverton public water system. The existing water line in SW Butte Lane will also be extended into the site to upgrade fire flow and also connect to the public water system in SW Denney Road. The connection to the public water system will be reviewed and permitted during the Site Development stage of this project.

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

The applicant has provided materials with this application that show how adequate water pressure can be attained within the Beaverton Water Division. Staff concurs with the applicant's initial assessment that adequate water pressure is available to meet the proposed development. The Site Development Engineer will determine that available water pressure is adequate to serve the proposed project during the Site Development stage of this project and the Fire Marshal will also review the proposal during the Building Department stage of this project to ensure adequate water pressure for fire purposes.

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

The applicant's proposed landscape plan for Vose School shows utilization of climate-adaptive or native plant species which require less water than other plant species. The applicant also states that the irrigation system for the school site will be designed to use water-saving equipment and be zone-specific to maximize overall efficiency. Staff concurs that the proposed landscape approaches could help Vose Elementary School to reduce water consumption. The irrigation system will be designed and permitted during the Building Permit stage of the development.

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

The proposed Vose Elementary School will be connected to the City of Beaverton public sewer system. The applicant's Utility Plan Sheet C1.0 shows the location of proposed connections to the existing public sewer system, located near the northeast corner of the site. Staff concurs that the existing public sewer system is adequate to serve the new development. The connection to the public sewer system will be reviewed and permitted during the Site Development stage of this project.

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

The applicant, the Beaverton School District, states that they have designed the new Vose Elementary School to accommodate an increase in student capacity to support this policy without the need for additional land. Staff concurs with the applicant's statement that they have maximized the ratio of land area, building size and parking with the need<sup>s</sup> and requirement for outdoor learning and recreation facilities.

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

The applicant states that the proposed project is located on an existing school site that has been serving the surrounding residential districts since approximately 1961. The applicant states that compatibility with the surrounding residences will be achieved in a variety of ways which include the following:

- The applicant has designed the school site with a 20-foot landscaped buffer along all property lines that abut a residential property (south, east and west property lines). Staff concurs that the buffer meets the B3 high-screen buffer standard found in the Beaverton Development Code Section 60.05.25.13.D and table 60.05-2 Note Seven (7). The applicant states that this will provide a high degree of visual screening between properties. The buffer will consist of a six-foot high wooden or vinyl coated and slatted chain link fence and a strip of landscaping that includes trees, shrubs and groundcover as shown on the landscape plan on Sheet L5.0 of the applicant's plans.

- The applicant is not proposing any outdoor recreational field lighting and will not utilize a speaker system, thereby minimizing the potential for noise or glare impacts on surrounding homes.
- Lighting used in the parking lots and along on-site walkways have been designed to avoid light spill onto surrounding properties. The buffer described above will also help reduce the impact of vehicle lights from the parking lots.
- Access to the school site is taken from several points along SW Denney Road, which is a collector street. Local streets will not be required for accessing the school.
- The applicant states that the existing pedestrian walkways at the southeast corner of the site, connect to the surrounding residential neighborhoods and will be preserved and maintained by the School District so that they continue to serve as a safe and convenient connection for pedestrians and bicyclists.

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

Vose Elementary School is located within the THPRD service boundary. The applicant states that the School District will continue its history of collaboration with THPRD on the potential use and programming of the proposed soccer field and determine if a shared arrangement will benefit the School District, THPRD and the surrounding neighborhood.

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

Access to the proposed Vose School redevelopment will be taken from SW Denney Road, a Collector Street, as designated by the Beaverton Functional Plan. No local residential streets are proposed to be used to access the school. The applicant states that this will help to minimize traffic on surrounding local streets. Staff concurs.

As shown in the Traffic Impact Analysis (TIA) provided, the proposed Vose Elementary School is expected to add a total of 37 new trips during the morning peak hour and 20 trips during the afternoon/evening peak hour. Figure six (6) of the TIA indicates that these trips will be primarily on SW Denney Road and SW King Boulevard. The applicant states that other nearby local streets will not see a measurable increase in trips due to the minimal projected increase in overall trips to the site. Street improvements, include an improved signalized intersection at SW Denney Road and SW King Boulevard which will help to mitigate potential traffic impacts resulting from the new Vose Elementary School. The TIA also recommends signage be used at the school access points along SW Denney Road to ensure safe and efficient use of the accesses and on-site queuing areas. Staff concurs with the applicant's assessment.

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

**6.2.2.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.***

- 6.2.2.d Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.***
- 6.2.2.e Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.***
- 6.2.2.f Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle “cul-de-sacs” that require substantial out-of-direction travel for pedestrians and bicyclists.***
- 6.2.3.d Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.***
- 6.2.3.g Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.***
- 6.2.3.h Ensure that adequate access for emergency services vehicles is provided throughout the City.***
- 6.2.4.h Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project’s identified impacts.***

In response to policies 6.2.1.g, 6.2.2c through 6.2.2f and 6.2.3d/g/h and 6.2.4.h identified above, the applicant states that Sheet L7.0 shows how safe, direct and convenient bicycle and pedestrian walkways are proposed. Paint striping and tactile warning pavers will be used to identify safe pedestrian routes connecting the school building, parking areas, outdoor recreation areas and public sidewalks along SW Denney Road. Pedestrian connections will also be provided to the existing pathways that connect the southwest corner of the site to the surrounding neighborhoods.

The applicant also proposes half-street improvements, which include additional space for a 6-foot sidewalk and unstriped 5-foot bike lane along SW Denney Road.

Staff concurs that the applicant’s Multimodal Circulation Diagrams on Sheet L7.0 demonstrate how pedestrian, bicycle, vehicle and emergency service access to and around the school site, will function through multiple safe access points and meet the intent of the Comprehensive Plan policies identified above.

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

The applicant states that noise impacts were considered during design of the proposed school site, particularly regarding outdoor recreation areas and the parking lots. Potential noise impacts will be minimized through a variety of design and management aspects. No outdoor lighting or loud speaker systems are proposed for the fields, which will minimize any potential outdoor noise generating activities during evening hours.

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

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

In response to Criterion No. 4, the applicant states that there are no topographic constraints present that would prohibit the proposal. Additionally, the applicant states that the shape, topography and associated site amenities such as parking and outdoor spaces of the existing Vose Elementary School can very reasonably accommodate the proposal.

Staff concurs with the applicant's statement as shown on Sheet L2.0 of the submitted plans, that the site can reasonably accommodate the proposed Vose Elementary School building, associated parking areas, circulation systems and athletic fields while meeting all required setbacks, site buffering and other design review guidelines while also meeting the School District's specifications for a new elementary school in terms of capacity and programming.

Design guidelines are addressed in the Design Review Findings and Analysis beginning on page DR1 below.

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

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

In response to Criterion No. 5, the applicant states that the proposed uses surrounding the Vose Elementary School site include primarily single-family residences and small commercial uses along SW Denney Road. In order to minimize potential impacts of the proposed elementary school on the surrounding properties, the applicant has designed the site with the following elements:

- The school building is generally located centrally on the site and oriented toward SW Denney Road in order to provide adequate separation between the building and the established residences to the east, west, and south of the elementary school property.

- A 20-foot landscaped and fenced buffer are proposed around the entire eastern, western and southern perimeter of the site to provide screening where the site abuts residential neighbors.
- Outdoor lighting and loud speaker systems are not proposed, which will ensure minimal lighting, glare and noise crossing over to surrounding properties.
- As demonstrated in the TIA, the proposed school project will have minimal impacts to the surrounding street system. The majority of trips generated by the proposed school will occur along SW Denney Road, which is a designated collector street. Half-street improvements along SW Denney Road will be completed as part of the proposed project, including improvements to the signalized intersection of SW Denney Road and SW King Boulevard. Intersection operations surrounding the school site will continue to operate at acceptable levels and will not be degraded by the proposed project.
- The applicant states that Vose Elementary School has existed on this site since approximately 1961 and has not impacted but rather aided the livability and appropriate use and development of the surrounding properties and neighborhoods.

Staff concurs with the applicant, that the proposal is compatible with the surrounding area and will have a minimal impact on the livability of the surrounding area. Staff finds that noise and glare impacts are expected to be minimal given the scope of this proposal.

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

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

**FINDING:**

The applicant has submitted all documents related to this request for Conditional Use approval. A Design Review Three application is being processed concurrently. The Conditional Use application is dependent upon approval of the Design Review Three application.

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

**Recommendation**

Based on the facts and findings presented, staff recommends **APPROVAL** of **CU2015-0011 (Vose Elementary Tear Down and Rebuild)** subject to the conditions of approval identified in Attachment D.

**DESIGN REVIEW  
ANALYSIS AND FINDINGS  
Vose Elementary Tear Down and Rebuild  
DR2015-0120**

**Section 40.20.05 Design Review Applications; Purpose**

The purpose of Design Review is to encourage originality, flexibility, and innovation in development, site planning, buildings, structures, and landscaping. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by insuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development. This Section is carried out by the approval criteria listed 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 number two (2) for a Design Review Three application.*

*“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.*

**FINDING:**

The applicant proposes to construct a new 83,000 square-foot school building to replace the existing 52,600 square-foot Vose Elementary School in the R7 zoning district.

**Therefore, staff finds 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.*

**FINDING:**

The applicant has paid the required fee.

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

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).*

**FINDING:**

Staff cites the findings in the Code Conformance Analysis chart at the end of the report, which evaluates the project as it relates the applicable Code requirements of Chapter 60.

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

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 with 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.*

**FINDING:**

The proposal involves the demolition of an existing building and construction of a new building which is considered a modification to the existing development. The applicant has addressed Design Guidelines. Staff refers to and incorporates by reference, the applicant's response to applicable design guidelines as contained in the narrative prepared by Angelo Planning Group.

The Design Guidelines are addressed in the tables below. As noted in the tables, the proposal satisfies the applicable provisions of Sections 60.05.35 through 60.05.50.

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

5. *For DRBCP 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 the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*

**FINDING:**

The proposal does not involve a DRBCP plan.

**Therefore, staff finds the criterion is not applicable to the proposal.**

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 all applicable provisions of Sections 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).*

**FINDING:**

The proposal meets threshold number two (2) of the Design Review Three application and as such, the applicant has addressed design guidelines only.

**Therefore, staff finds the criterion is not applicable to the proposal.**

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).*

**FINDING:**

The proposal meets threshold number two (2) of the Design Review Three application and not thresholds seven (7) or eight (8), but the applicant has addressed design guidelines only.

**Therefore, staff finds the criterion is not applicable to the proposal.**

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

**FINDING:**

A New Conditional Use application is being reviewed concurrently along with this application. No other applications are required of the applicant for this stage of City approvals.

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

**SUMMARY OF FINDINGS:**

Based on evidence provided by the applicant and proposed conditions of approval, 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.

**RECOMMENDATION**

Based on the facts and findings presented, staff recommends APPROVAL of DR2015-0120 (Vose Elementary Tear Down and Rebuild) subject to the conditions of approval identified in Attachment D below.)

**DESIGN REVIEW GUIDELINES ANALYSIS**  
**Vose Elementary Tear Down and Rebuild**  
**DR2015-0120**

**Design Review Guidelines Analysis and Findings Table**

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS GUIDELINE?
<b>60.05.35 Building Design and Orientation Guidelines</b>			
60.05.35.1.A	Residential buildings should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians.	The proposal is an elementary school, not a residential building.	<b>N/A</b>
60.05.35.1.B	Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Corresponding Standards 60.05.15.1.A and B)	The applicant states that the proposed building elevations provide extensive articulation and visual interest as shown on Sheets A5.1 and A5.2. Articulation elements include punched openings in a textured concrete board façade, a large courtyard on the south to provide visual interest to outdoor educational spaces, vertical glazing and horizontal fiber cement board siding combined with metal panels and a varied sloping roof profile.	<b>Yes</b>
60.05.35.1.C	To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Corresponding Standard 60.05.15.1.B)	Staff refers to the finding above for response to this guideline. The applicant's plans also show that the second floor extends past the first floor at the main entry on the west, with a large cantilever which emphasizes the pedestrian scale entry to the building.	<b>Yes</b>
60.05.35.1.D	Buildings should promote and enhance a comfortable pedestrian scale and orientation... (Corresponding Standard 60.05.15.1.B)	The applicant states that pedestrian scale and orientation are created by designing the second floor to extend over the first floor providing a large canopy over the primary entrance and to promote natural way-finding.  A large courtyard and varied internal walkways which enable pedestrians to access the building without crossing a street or driveway/drive isle, as well as pedestrian amenities such as seating and varied locations for bike parking, promote a pedestrian scale.	<b>Yes</b>

60.05.35.1.E	Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or 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. (Corresponding Standards 60.05.15.1.B, C, and D)	Staff refers to the findings above for Section 60.05.35.1.D, for response to this guideline.	<b>Yes</b>
60.05.35.1.F	Building elevations visible from and within 100 feet of an adjacent street where the principle use of the building is manufacturing, assembly, fabricating... (Corresponding Standards 60.05.15.1.B and C)	The proposal is an educational use, not an industrial use.	<b>N/A</b>
<b>60.05.35.2 Roof Forms as Unifying Elements</b>			
60.05.35.2.A	Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)	The applicant's elevations on page A5.1 and A5.1 show that the roof forms as viewed from SW Denney Road provide visual details and appropriate scaling and cohesiveness with the north elevation articulation as described above in 60.05.35.1.	<b>Yes</b>

60.05.35.2.B	Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)	<p>The applicant states that the proposed design incorporates a frame or border around the upper articulated façade which is intended to contain the vertical "random" pattern similar to the north wall elevation and provide a modern cornice detail.</p> <p>The applicant's elevations indicate that the portions of the roof that are flat are not relatively visible from SW Denney Road as they are primarily located on the east and west elevations. The areas where the roof is flat will have a minimum parapet of twelve (12) inches.</p>	Yes
60.05.35.2.C	Additions to existing structures ... (Corresponding Standard 60.05.15.2.D)	The proposal is for a new building not an addition.	N/A
<b>60.05.35.3 Primary Building Entrances</b>			
60.05.35.3.A	The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun... (Corresponding Standard 60.05.15.3)	The applicant states that the proposed building design has the primary school entrance located at the northeast corner of the proposed school building facing SW Denney Road and is emphasized by a large building overhang/canopy that provides shelter for people entering the school.	Yes
60.05.35.3.B	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. (Corresponding Standard 60.05.15.3)	The applicant's plans provide for a school entrance that is emphasized by an entry plaza consisting of decorative concrete paving, a landscaped area surrounded by seat walls, pedestrian scaled lighting and stairs that lead up to the plaza from the parking area.	Yes

<b>60.05.35.4 Exterior Building Materials</b>			
60.05.35.4.A	Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Corresponding Standards 60.05.15.4.A and B)	<p>The applicant states that durable, "heavy" materials at the base of the building, and "lighter" materials on the second floor convey an impression of permanence. The exterior building materials will consist of masonry or precast concrete at the first floor and a combination of metal panel and aluminum panel or integral fiber cement panel on the second floor. The design incorporates glazing into the building where appropriate for the function of the school.</p> <p>Views outward from the reception area and associated offices are incorporated into the design for additional security which also allows for visual connection to people approaching the school.</p>	<b>Yes</b>
60.05.35.4.B	Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern.... (Corresponding Standards 60.05.15.4.B and C)	The applicant states that the proposed design uses a precast concrete panel that will incorporate a pattern into its form which will add significant texture and detail at the pedestrian scale. The patterns will be offset with vertical features in order to reduce the scale of the horizontal building.	<b>Yes</b>
60.05.35.5	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... (Corresponding Standards 60.05.15.5.A, B, C)	The applicant states that a decorative metal fence and evergreen hedge is proposed to screen outdoor service equipment. Mechanical equipment on the roof will either be screened via parapet walls, the roof line or by being located within mechanical penthouses. No equipment on site will be visible from adjacent rights-of-way.	<b>Yes</b>

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

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.05.40.1 Circulation and Parking Design Guidelines</b>			
60.05.40.1	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. (Corresponding Standard 60.05.20.1)	<p>The applicant shows on the Site Plan and the Multimodal Circulation Diagrams on Sheet L7.0, how the on-site pedestrian, bicycle and vehicle circulation system provides safe and efficient connections to the public street/sidewalk system surrounding the site. Connections provided include the following:</p> <ul style="list-style-type: none"> <li>▪ A direct access point for busses, staff and service/loading providers along SW Denney Road, provide access directly to the proposed bus/staff parking lot and loading area.</li> <li>▪ A new, full signalized access point at SW Denney Road and SW King Boulevard will provide access for parents, visitors and staff to the parking lot and parent loading area.</li> <li>▪ A right-out-only exit onto SW Denney Road at the northeastern corner of the site provides an additional exit option for vehicles in the parent/staff parking and loading area.</li> <li>▪ Pedestrian access to the site from the public sidewalk are provided at two access points SW Denney Road. Two existing pedestrian connections are also being maintained at the southwest corner of the site, both which connect to public rights-of-way.</li> </ul>	<b>Yes</b>
<b>60.05.40.2 Loading area, solid waste facilities, and similar improvements</b>			
60.05.40.2.A	On-Site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Corresponding Standard 60.05.20.2)	The applicant states that the on-site service and delivery loading area is located along the western edge of the school building, adjacent to the bus loading area. As shown on Sheet L2.1, this area will be screened from view by landscaping and a decorative metal fence eight feet in height. This area of the school is not visible from SW Denney Road.	<b>Yes</b>
60.05.40.2.B	Loading areas should be designed and located so that these facilities are screened... (Corresponding Standard 60.05.20.2)		

<b>60.05.40.3 Pedestrian Circulation</b>			
60.05.40.3.A	Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Corresponding Standard 60.05.20.3.A)	The applicant's Bike and Pedestrian Circulation diagram on Sheet L7.0, show how the pedestrian connections are proposed to connect the building entrances, parking areas, and outdoor play areas, including the soccer field and the pedestrian walkways through the southwest corner of the site.	<b>Yes</b>
60.05.40.3.B	Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Corresponding Standard 60.05.20.3.A)	The applicant's proposed Multimodal Circulation Diagrams, Sheet L7.0, show the on-site pedestrian circulation network for the proposed school and how it connects the surrounding public right-of-ways to the primary and secondary school entrances.	<b>Yes</b>
60.05.40.3.C	Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Corresponding Standard 60.05.20.3.B)	The applicant also states that the School District will also maintain the two (2) existing pedestrian connections at the southwest corner of the school site and will provide two (2) new pedestrian connections along SW Denney Road.	<b>Yes</b>
60.05.40.3.D	Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Corresponding Standards 60.05.20.3.C through E)	The applicant states that the proposed Vose Elementary School site has been designed so that pedestrian connections through parking areas are minimized. Where the pedestrian connections do travel through vehicle maneuvering areas, they will be raised and identified with striping or different paving materials.	<b>Yes</b>
60.05.40.3.E	Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Corresponding Standards 60.05.20.3.A through H)	The applicant states that proposed pedestrian connections have been 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</b>
60.05.40.3.F	Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Corresponding Standards 60.05.20.3.F through G)	The applicant states that all proposed walkways will be five (5) feet in width and designed and constructed for durable surfaces as shown on the submitted plans and will meet ADA standards.	<b>Yes</b>

<b>60.05.40.4 Street Frontages and Parking Areas</b>			
60.05.40.4	Landscape or other screening should be provided when surface parking areas are located along public streets.(Corresponding Standard 60.05.20.4)	The applicant states that the proposal has no surface parking areas located along public streets on the Vose Elementary School site. Staff concurs that this standard is not applicable.	<b>N/A</b>
<b>60.05.40.5 Parking Area Landscaping</b>			
60.05.40.5	Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Corresponding Standards 60.05.20.5.A through D)	The applicant states that as shown on the landscape plans in Sheets L5 - L5.4, 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</b>
<b>60.05.45 Minimum landscaping for Conditional Uses in Residential zones</b>			
60.05.45.3.A	Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Corresponding Standards 60.05.25.5.A, B, and D)	<p>The applicant states that a minimum of a 20-foot landscape buffer is proposed around the entire site perimeters that abut residential properties. Parking lot islands and planting strips are proposed at the interior of both parking lots to provide aesthetic interest and storm water treatment. These plantings will soften the overall visual impact of the parking areas.</p> <p>New street trees and storm water treatment plantings will be provided along SW Denney Road. Lawn and stormwater landscapes proposed between SW Denney Road and the school building, increase the aesthetics and public interest and attractiveness. Large lawn and play fields provide open space between the school building and neighbors to the south and west. Preserving the existing large oak tree on the south side of the proposed school building, provides a focal point for the site and softens the visual impact of the new construction.</p>	<b>Yes</b>
60.05.45.2.B	Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Corresponding Standard 60.05.25.5.C)	The applicant states that the proposed main entry plaza on the north elevation, has been designed with decorative concrete paving that extends around all sides of the school, linking other school entrances, the courtyard and outdoor recreation areas. Landscaped areas are dispersed throughout the common areas to provide visual interest, screening and seating.	<b>Yes</b>
60.05.45.2.C	Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Corresponding Standards 60.05.25.5.A and B)	The applicant has shown on the Landscape Schedule and Details Sheet L5.5, that all proposed plant species will be native or native analog (climate adaptive).	<b>Yes</b>

60.05.45.2.D	Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Corresponding Standards 60.05.25.5.A and B)	The applicant states that in order to optimize the available land while balancing the School Districts student capacity and safety needs and improving the communities traffic needs in regards to access to and from the site and the impacts on the surrounding transportation system, a number of existing trees on the site are proposed to be removed as shown on Sheet L5.0. Trees being removed are identified as Landscape Trees and not significant/historic trees by the City of Beaverton and their proposed removal will be mitigated per the requirements of Section 60.60.25.  There is an existing large oak tree on the site, south of the proposed school building that has been identified by the School District as a community amenity. That oak will be preserved and protected during redevelopment of the site. The proposed school building has been designed to emphasize the oak tree as a central element on the site, as shown on the site plans and building elevations.	<b>Yes</b>
60.05.45.2.E	A diversity of tree and shrub species should be provided in required landscaped areas. (Corresponding Standard 60.05.25.5)	The Applicant has proposed a variety of trees, shrubs, grasses and groundcovers to landscape the school site, as shown on Sheets L5.0 through L5.5. Deciduous trees planted on site will include varieties of maple, ash, oak and flowering dogwoods. Evergreen trees will include fir, cedar and hemlock. Over 20 different varieties of shrubs, grasses and groundcovers are also proposed to be used in landscaping the site.	<b>Yes</b>
60.05.45.6	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. (Corresponding Standard 60.05.25.8)	The applicant states that there are two retaining walls proposed on the Vose Elementary School site that will be over 50 linear feet in length. One will be located along the eastern edge of the visitor/staff parking area; the other will be along the northwest corner of the staff parking area. The proposed walls will be no higher than six-feet at their tallest point. Both walls will be screened by landscape material, as shown on Sheet L7.1 Site Sections.	<b>Yes</b>
60.05.45.7A	Fences and walls should be constructed of attractive, durable materials. (Corresponding Standard 60.05.25.9)	The school site will be fenced around the perimeter of the eastern, western and southern property lines with a six-foot tall wooden or vinyl coated and slatted chain link fence in accordance with the School District's security protocols and the B3 buffering requirements of BDC Section 60.05.25.13.D.	<b>Yes</b>
60.05.45.7B	Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street... (Corresponding Standard	The applicant states that there are no proposed fences or walls within the front yard setback adjacent to SW Denney Road on the Vose Elementary School site.	<b>N/A</b>

	60.05.25.9.E)		
60.05.45.8	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. (Corresponding Standard 60.05.25.10)	The applicant's Grading Plans, Sheets L4.0 - L4.4 show that grading along the site perimeter will not increase drainage to abutting properties, impact tree root zones, or block sunlight. The applicant states that grading for the proposed elementary school project was designed to meet the standards in 60.05.25.10.	<b>Yes</b>
60.05.45.9	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. (Corresponding Standard 60.05.25.11)	The applicant states that the proposed stormwater treatment facilities will be integrated into the landscaping throughout the elementary school site, as shown on the Landscape Plans, Sheets L5.0 - L5.4. The City's Site Development Engineer has reviewed the applicant's Stormwater Management Plan and has provided conditions of approval at the end of this report, that will help guide the applicant through the site development permit process.	<b>Yes w/COA</b>
60.05.45.10	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. (Corresponding Standard 60.05.25.12)	<p>The applicant states that there are no streams, wetlands or other such natural features located on the Vose Elementary School site.</p> <p>There are a number of existing landscape trees on the site that are proposed to be removed and mitigated for in order to accommodate the Vose Elementary School project. Those trees are generally located in the center of the site where the new school building will be built. There are also landscape trees proposed for removal along SW Denney Road where public right-of-way improvements and new access drives will require removal. The applicant's Landscape Plan on Sheet L5.0 shows the location of trees to be removed and mitigation trees along with a table listing tree species and size.</p> <p>The School District is proposing to preserve and protect an existing large oak tree located centrally to the site (tree #21 on Sheet L5.0). The School District has identified this tree as a community asset and it is proposed to be incorporated into the outdoor learning area for the new school.</p>	<b>Yes</b>

60.05.45.11A	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. (Corresponding Standard 60.05.25.13)	<p>The applicant states that the perimeter of the school site will be landscaped with a 20-foot buffer where it abuts a residential zone (southern, eastern and western property lines) as shown on the submitted Landscape Plan, Sheets L5.0.</p> <p>The applicant states that the proposed landscape buffer has been designed to meet the B3 High Screen Buffer standard in BDC Section 60.05.25.13.D. The B3 buffer is intended to provide a high degree of visual screening between zones and specific uses.</p> <p>The proposed buffer consists of a six-foot, sight-obscuring fence that will be constructed along the property line with native trees, shrubs, groundcover and lawn.</p>	
60.05.45.11B	When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Corresponding Standard 60.05.25.13)		<b>Yes w/COA</b>
60.05.45.11C	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. (Corresponding Standard 60.05.25.13)		
60.05.45.11D	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. (Corresponding Standard 60.05.25.13.E).	The applicant's Landscape Plan, Sheet L5.0 – L5.5 show that the buffer width is consistent (20-feet) along the southern, western and eastern property lines where the school site abuts residential properties. No variations to the width are proposed.	<b>Yes</b>

## Design Review Standards Analysis and Findings Chart

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.05.50 Lighting Design Guidelines</b>			
60.05.50.1	Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Corresponding Standards 60.05.30.1 and 2)	The applicant does not propose outdoor lighting in the parking areas and throughout the primary pedestrian areas and entrances. In the parking areas, LED light poles will be used to provide levels of light for safety, security and maneuvering around the parking lots.	<b>Yes w/COA</b>
60.05.50.2	Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Corresponding Standard 60.05.30.2)	In other pedestrian areas of the site, the applicant proposes a mix of wall sconces, bollard lighting for internal walkways and overhead recessed ceiling lights.  Lighting has been designed to be appropriate to the pedestrian scale and blend in with the building and landscaping context. Lighting equipment types are provided with the applicant's submittal.	
60.05.50.3	Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Corresponding Standards 60.05.30.1 and 2)	The applicant states that all proposed lighting for Vose Elementary School has been designed to minimize glare on abutting properties and streets, as shown on the Photometric Plan Sheet E0.1P. The light poles proposed for the parking areas will be shielded and angled to direct light into the parking areas and away from all property lines and abutting properties.	<b>Yes</b>
60.05.50.4	On-Site lighting should comply with the City's Technical Lighting Standards... (Corresponding Standards 60.05.30.1 and 2)...	The applicant states that all on-site lighting will comply with the City's Technical Lighting Standards, BDC Table 60.05-1.	<b>Yes</b>

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.25.05 OFF-STREET LOADING REQUIREMENTS</b>			
60.25.05	No building or structure subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section.	One Type B loading berth is required for schools over 14,000 square feet per BDC Section 60.25.20.  The applicant states that one loading berth identified as "Service & Delivery Area" has been identified on the submitted site plan, Sheet L2.1, which meets the Type B dimensional requirements.	<b>Yes</b>
60.25.10	Required off-street loading space shall be provided in berths which conform to the following minimum specifications:	The loading berth, which is not visible from SW Denney Road, is proposed to be screened by a decorative metal fence approximately eight-feet in height.	
60.25.15	The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.		
60.25.20.1	The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.		
60.25.20.2	No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code.		

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.30 OFF-STREET PARKING</b>			
60.30.05.1 Table 60.30.10.5.A	Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.	<p>The required number of vehicle parking spaces for an elementary school per BDC Table 60.30.10.5.A, is one space per full time equivalent (FTE) staff, with a maximum of 1.5 spaces per FTE staff.</p> <p>At full capacity, Vose Elementary School is anticipated to have 77 FTE, which would require a total of 77 spaces and a maximum of 116 spaces.</p> <p>The applicant's site plan, Sheet L2.0 proposes 103 vehicle parking spaces for the Vose Elementary School site. The staff parking area will provide 49 parking spaces and the parent/staff parking area will provide 54 spaces.</p> <p>The applicant's transportation management plan finds that 103 parking spaces will be adequate to serve typical school demands of Vose Elementary School.</p> <p>For occasional special events held at the school, additional parking can be accommodated on site by using the bus and student loading areas. As shown in Figure 9 of the TIA, the bus loading area can accommodate 17 vehicles and the student loading area can accommodate 22 vehicles. This provides a total of 39 additional parking spaces that would be available for special events.</p>	<b>Yes</b>

<p>Table 60.30.10.5.B</p>	<p>Minimum Required Bicycle Parking Spaces</p>	<p>The required number of long-term bicycle parking spaces for an elementary school per BDC Table 60.30.10.5.B, is one space per nine (9) students. There is no requirement for short-term spaces for an elementary school.</p> <p>The applicant states that at full capacity, enrollment at Vose will be 750 students. Therefore, the required number of long-term bicycle parking spaces is 84. As shown on the Site Plan Sheet L2.2, 84 bicycle parking spaces will be provided on the school site. Bicycle parking will be designed, located and lighted to the standards of the Engineering Design Manual and Standard Drawings. The bicycle parking area is located centrally on the site at the north end of the school building. The main school entrance is nearby, as is the secondary school entrance (near the bus loading area).</p> <p>School buildings are exempted from the requirement to cover long-term bicycle parking per BDC Section 60.30.10.2.B.2. However, two (2) bicycle parking racks (15 bike parking spaces per rack) will be covered. The remaining bicycle parking racks will not be covered.</p>	<p><b>Yes</b></p>
<p>60.30.10.A</p>	<p>All parking spaces provided shall be on the same lot upon which the use requiring the parking is located. Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located, the Director may permit the required parking spaces to be located on any lot within 200 feet of the lot upon which the use requiring the parking is located.</p>	<p>The applicant's site plan, Sheet L2.0, provides all required vehicle parking on the elementary school site.</p>	<p><b>Yes</b></p>
<p>60.30.10.B</p>	<p>Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.</p>	<p>The applicant states that all required vehicle parking spaces on the school site are designed so that use of the spaces will not require backing movements or other maneuvering within a street right-of-way.</p>	<p><b>Yes</b></p>
<p>60.30.10.C</p>	<p>In R10, R7, R5 and R4 zones parking and loading spaces may be located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage.</p>	<p>The applicant's site plan, Sheet L2.0, provides for all the proposed parking areas and loading spaces at Vose Elementary School to be located in the side yards to the east and west of the school building and not within the front yard.</p>	<p><b>Yes</b></p>

60.30.10.D	Parking in the front yard is allowed for each dwelling unit...	The proposal is for an Elementary School and not for dwelling units. This standard is not applicable.	<b>N/A</b>
60.30.11	Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5 and 60.30.10.6 may be granted in the following specific cases:	The applicant states that the School District is not requesting any reductions or exceptions to the vehicle and bicycle parking standards and all proposed parking stalls are standard sized spaces.	<b>N/A</b>
60.30.12	Compact car parking spaces may be allowed as follows:		
60.30.13.A	In industrial, institution, and office developments...at least three percent of the employee parking spaces shall be designated for carpool and/or vanpool parking...	There are three (3) parking spaces that must be designated as carpool and/or vanpool parking for the proposed project is.  The applicant states that at maximum capacity there will be 77 FTE staff and have provided 77 parking spaces for school employees/staff.  As shown on the Site Plan Sheet L2.2, three (3) carpool spaces are provided in the eastern visitor/staff parking lot. The applicant states that the carpool/vanpool parking stalls will be clearly marked and signed for reserved use by carpool and vanpool vehicles only during school hours.	<b>Yes</b>
60.30.13.B	Designated carpool/vanpool spaces shall be the closest employee motor vehicle parking spaces to the building entrance normally used by employees, except for the motor vehicle parking spaces designated for persons with disabilities, which shall be the closest to the building entrance.	The applicant's site plan, Sheet L2.2, has located the proposed designated carpool/vanpool and ADA parking spaces closest to the building entrance(s).	<b>Yes</b>
60.30.15	All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables...	The applicant's Site Plan Sheets L2.1 - L2.4, propose all parking spaces at the elementary school to be the standard 90 degree design, as described in BDC Section 60.30.15, with the exception of the larger handicapped accessible parking stalls. Parking stall dimensions are provided on the plan sheets and are consistent with the requirements in this section.	<b>Yes</b>
60.30.20	Every parcel of land hereafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings.	The applicant states that all proposed parking on the elementary school site is designed in accordance with the Engineering Design Manual and Standard Drawings.	<b>Yes</b>

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.60 TREES AND VEGETATION</b>			
60.60.10	<p>Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90 of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:</p> <p>5. Landscape Trees...</p>	<p>The applicant states that per discussions with City staff during the pre-application meeting, all existing trees located on the Vose Elementary School site are considered Landscape Trees for the purpose of Section 60.60. In order to accommodate the proposed redevelopment of Vose School and reconfiguring of the site layout, the majority of existing trees will be removed. Tree removal is shown on Sheet L5.0. One large oak tree located in the center of the site will be preserved and protected and incorporated into the outdoor learning area of the new elementary school.</p> <p>There are no significant individual trees or groves on the elementary school site.</p>	<b>Yes w/COAz</b>
60.60.15	Pruning, Removal, and Preservation Standards	The applicant states that all proposed tree removal on the Vose Elementary School site will be done in accordance with standards in this section. Removal of the designated Landscape Trees will be mitigated as required as shown on Sheets L5.0 through L5.5.	<b>Yes</b>
60.60.20	Tree Protection Standards during Development	<p>The applicant states that as noted on Landscape Plan Sheet L5.0 (Note 7), the existing oak tree to remain on site will be protected according to the standards in this section. The required tree protection fence will be located five feet beyond the tree canopy.</p> <p>The applicant also states that no construction or other activities will be conducted within the protection zone as designated by this section.</p>	<b>Yes</b>
60.60.25.9	The following standards apply to the replacement of a Landscape Tree...	The applicant states that a total of 43 landscape trees are proposed to be removed from the site in order to accommodate the proposed redevelopment of Vose Elementary School. The total Diameter at Breast Height (DBH) of tree removal is approximately 680 inches. As shown on the Landscape Plan Sheet L.5.0, a total of 109 replacement trees will be planted on the site, with a total of 218 DBH inches. The City Arborist concurs that project cannot reasonably accommodate full mitigation of all 680 DBH inches proposed for removal. The applicant's Landscape Plan meets the intent of the code in that trees are being planted where they are reasonable and suitable to do so while still accommodating the new school building, parking and maneuvering areas, pedestrian walkways and plazas, and the outdoor recreational areas needed to meet the School District's programming requirements.	<b>Yes</b>

DESIGN STANDARD		PROJECT PROPOSAL	(STAFF FINDING) MEETS STANDARD?
<b>60.65 UTILITY UNDERGROUNDING</b>			
60.65.15	All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.	The applicant states that all existing overhead utilities on and to the site will be placed underground, as shown on the Utility Plan Sheet C2.0.	<b>Yes</b>
60.65.25	Optional Fee In Lieu of the Undergrounding Requirement.	The applicant states that they are not proposing any fee in lieu of undergrounding.	<b>N/A</b>

### **Evaluation of Design Standards identified above**

Staff finds that the applicant has provided sufficient evidence to show how the plan proposal meets applicable Design Guidelines (identified in the table summary above). In accordance with the direction provided under 40.20.15.3, the applicant has the opportunity at the public hearing to further demonstrate how the project meets these guidelines.

### **RECOMMENDATION**

Based on the facts and findings presented, staff recommends **APPROVAL of DR2015-0120 (Vose Elementary Tear Down and Rebuild) subject to the conditions of approval below.**

**CONDITIONS OF APPROVAL**  
**Vose Elementary School Tear Down and Rebuild**  
**DR2015-0120, CU2015-0011**

1. 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. (Planning/JST)
2. Neither outdoor recreational field lighting nor speaker systems are being proposed with this application. Future modifications or additions will require approval of a modification to the conditional use. (Planning/JST)
3. The driveway at the northeastern corner of the site shall be a right-out-only exit onto SW Denney Road. (Planning/JST) (Transportation/KR)
4. Special event parking shall be provided on-site, within existing parking spaces, bus loading areas and the student loading areas. (Planning/JST) (Transportation/KR)

**Prior to the issuance of the Site Development permit and for any work beyond building demolition, the applicant shall:**

5. Provide verification of existing easements for the two (2) pedestrian walkways at the southwestern corner of the site that connect Vose Elementary School to the surrounding neighborhoods. If easement language is not existing, the applicant shall provide public pedestrian easements at both locations and have said easements recorded with Washington County. (Planning/JST)
6. The School District shall regularly maintain the asphalt/concrete and landscaping overgrowth of the two pedestrian walkways at the southeast corner of the site to ensure safe pedestrian and bicycle access to the site during off-school hours. (Planning/JST)
7. DR2015-0120 is subject to approval of CU2015-0011. Ensure that all associated applications, have been approved and are consistent with the submitted plans. (Planning/JST)
8. The applicant shall comply with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement of orange tree fencing, erosion control fabric and wattle bags at a minimum distance of ten (10) feet or as close to 10-feet as possible given the footprint of the proposed building, beyond the root zone of the existing large oak tree on the south side of the proposed school building as identified on the approved landscape plan Sheet L5.0, on file at city hall. Additionally, all grading within the canopy of the oak tree identified above shall be hand dug. Tree protection fencing shall be inspected by city staff prior to the issuance of the site development permit. (Planning Division/JST) (Public Works/PH)

9. 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. (TVF&R/JF)
10. Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (TVF&R/JF)
11. 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) Provide fire flow calculations and testing documentation at the time of site development review. (TVF&R/JF)
12. Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (TVF&R/JF)
13. 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. (TVF&R/JF)
14. 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)
15. 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)
16. 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)

17. Have the ownership of the subject property guarantee all public improvements, site grading, all storm water management (quality and quantity) facilities including plantings, 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)
18. Submit any required off-site easements, including a minimum 10-foot wide public storm water easement from Lot 10 of GHIGLIETTI ACRES (addressed 11295 SW Clifford Street) executed and ready for recording, granted 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)
19. 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)
20. 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)
21. Provide final utility plans that show construction of a minimum 8-inch diameter public waterline as shown on the preliminary plans (crossing the site from Denney Road to the westerly property line at Butte Lane). 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)
22. 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)
23. Submit plans for erosion control to the City per 1200C or 1200-CN Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements as applicable depending on the total project disturbance area. The applicant shall use the 2006 plan format per requirements adopted by DEQ and Clean Water Services. (Site Development Div./JJD)

(For more information and to access the new format, see:

<http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx>

24. 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. A public storm sewer shall be designed and constructed from the storm pond construction structure to an existing manhole in SW Clifford Street, replacing the existing, code non-conforming drainage pipe owned by the School District within Lot 10 of GHIGLIETTI ACRES (addressed 11295 SW Clifford Street). (Site Development Div./JJD)
25. 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)
26. 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)
27. Pay storm water system development charge (overall system conveyance) for any net, new impervious surface area created on site. (Site Development Div./JJD)
28. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plans and all standard exhibits, ready for recording at Washington County Records. (Site Development Div./JJD)
29. 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)
30. 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)

31. 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 or site-lighting shall remain overhead on site. If existing utility poles along existing street frontages or exterior boundaries 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)
32. 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)

**Prior to the issuance of a Building Permit, the applicant shall:**

33. Please note plan review turnaround times for the Building Division for New or Additions to, Commercial or Multi-family Buildings are typically:

Six weeks from the date the complete application is received until the plan review begins. Plan reviews take on average one to three weeks, depending on the complexity of the project. After completion of the review, a plan review letter is provided with any items needing additional information/clarification or change. Once a response to the plan review is received, it takes one-two weeks for a review of the responses. If the responses are complete and the plan review items are correct, the plans and permit can be approved. The building permit cannot be issued until applicable approvals (Planning, Site Development, etc....) have been received and the Site Development permit has been issued. All of the plan review time estimates can change with the volume of plan/permit activity, especially during peak construction months. (Building Div. /BR)

34. 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 2012 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); 2012 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2012 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 2014 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and the 2012 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). (Building Div./BR)
35. A demolition permit is required for the removal of the existing building(s). (Building Div./BR)
36. A plumbing permit is required for removal, abandonment and capping of a septic tank or sewer line. If a septic tank exists, it shall be pumped out and filled in with sand or gravel or completely removed. An inspection shall be obtained from the plumbing inspector after the tank is filled or removed. A copy of the receipt from the pumping company shall be provided. (Building Div./BR)

37. A plumbing permit and subsequent inspection by the plumbing inspector is required to cap the building's connection to the sanitary sewer system at the property line. (BC 8.02.035, Section 105, OSSC; Section 722, OPSC) The removal of existing buildings on the property may provide credits towards some system development (SDC) fees such as water, sanitary sewer, impervious surface, and traffic. (Building Div./BR)
38. Applications for plan review must include the information outlined in the Tri-County Commercial Application Checklist. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at <http://www.beavertonoregon.gov/PermitFormsFees>. Incomplete applications will not be accepted. (City policy)
39. 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 <http://www.beavertonoregon.gov/PermitFormsFees>. 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.
40. 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 Div./BR)
41. Projects involving new buildings and additions are subject to System Development fees. A list of the applicable fees is available at the Building Division counter or may be printed from the Forms/Fee Center at:
- <http://www.beavertonoregon.gov/PermitFormsFees>.
42. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building Div./BR)
43. An accessible route shall be provided to persons with disabilities throughout the site. (Section 1104, OSSC) (Building Div./BR)
44. An accessible route shall be provided to persons with disabilities from the building to a public way. (Section 1104, OSSC) (Building Div./BR)
45. Any businesses related to food preparation are required to have a grease trap/interceptor. The type and size are determined by the State Plumbing Code. Please contact the Fats/Oil/Grease (FOG) specialist for maintenance requirements (503) 526-3701 (Building Div./BR)

46. An Emergency Responder Radio Coverage (ERRC) system may be required for this building. It is incumbent on the project owner to plan for the possibility that such a system may need to be installed. This would include installing chases, conduit, raceways, or similar accesses within the building for such a system. It does not mean that each of these building types will need an EERC system (typically a bi-directional amplifier with passive distributed antennae system). The code requires that the regulated building types be tested for coverage prior to occupancy (typically after all partitions, windows and siding is installed). If the testing reveals radio coverage is impacted in areas of the building, then those areas would require the installation of an ERRC system. "A test by a Federal Communications Commission (FCC) licensed technician will be required after all partitions, windows, doors roofing and siding are installed to determine if an ERRC system will be required. For further information, contact DFM Jeremy Foster with Tualatin Valley Fire and Rescue at (503) 259-1414. OSSC Section 915.1
47. Submit a complete site development permit application and obtain the issuance of the full site development permit from the Site Development Division. (Site Development Div./JJD)
48. 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)

**Prior to Final Inspection of any building permit or Final Occupancy permit issuance, the applicant shall:**

49. Where the pedestrian connections travel through vehicle maneuvering areas, ensure that all paint striping and tactile warning pavers used to identify safe pedestrian routes are installed as approved. (Planning/JST)
50. Install street trees, in conformance with *Beaverton Engineering Design Manual* Standard Drawings. (Transportation/KR)
51. Install the proposed bicycle parking and provide adequate lighting to meet the 0.5 average foot-candle standard of the Engineering Design Manual. (Transportation/KR)
52. Designate at least 3 vehicle parking spaces for carpool parking, as required by Section 60.30.10.13 of the Beaverton Development Code. (Transportation/KR)
53. Ensure all pedestrian, bicycle, and transit facilities are completed in accordance with all City requirements. (Planning/JST)
54. Ensure all site improvements, including grading and landscaping are completed in accordance with approved plans except as modified by the decision making authority in conditions of approval. (Planning Div./JST)
55. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the approved elevations and plans, except as modified by the decision making authority in conditions of approval. (Planning Div./JST)
56. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./JST)
57. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period of two (2) years. (Planning Div./JST)
58. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. (Planning Div./JST)
59. All mechanical units, roof or ground mounted must be screened from view of public streets and adjacent properties. (Planning Div./JST)
60. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
61. 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)
62. 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. Note there are existing parking lot lights with overhead services that must be removed and replaced with freestanding parking lot lighting without overhead power-supply wiring. (Site Development Div./JJD)
63. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)

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

64. 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)
65. 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)
66. Submit any required on-site easements, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
67. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment/replacement of the vegetation and restoration of full function within the surface water management facility areas, as determined by the City Engineer. If the plants are not well established or the treatment areas not properly functioning (as determined by the City Engineer) within a minimum period of two years including two summer seasons from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Div./JJD)
68. Provide evidence of a post-construction cleaning, system maintenance, and Storm Filter recharge/replacement per manufacturer's recommendations for the site's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)