

Washington County Parcel Information



Parcel Information

Parcel #:	R559470
Tax Lot:	2S135A000700
Site Address:	22380 SW Boones Ferry Rd
	Tualatin OR 97062 - 7373
Owner:	Tigard-Tualatin School District #23j
Owner2:	
Owner Address:	6960 SW Sandburg St
	Tigard OR 97223 - 8039
Twn/Range/Section:	02S / 01W / 35 / NE
Parcel Size:	64.68 Acres (2,817,461 SqFt)
Plat/Subdivision:	
Lot:	
Block:	
Map Page/Grid:	685-E7
Census Tract/Block:	032108 / 3000

Assessment Information

Market Value Land:	\$27,390,040.00
Market Value Impr:	\$26,549,430.00
Market Value Special:	\$0.00
Market Value Total:	\$53,939,470.00
Assessment Year:	2024
Assessed Value:	\$0.00

Tax Information

Levy Code:	23.76
Levy Rate:	17.5183
Tax Year:	2024
Annual Tax:	\$0.00
Exemption:	\$53,939,470.00

Legal

ACRES 64.68

Land

Cnty Land Use:	9200 - Exempt Public School Dist Vacant	Cnty Bldg Use:	PB - Public Buildings
Land Use Std:	9203 - Public School	Zoning:	Tualatin-RL - Low Density Residential
Neighborhood:	Byrom	Recreation:	
Watershed:	Abernethy Creek-Willamette River	School District:	23J - Tigard
Primary School:	Edward Byrom Elementary School	Middle School:	Hazelbrook Middle School
High School:	Tualatin High School		

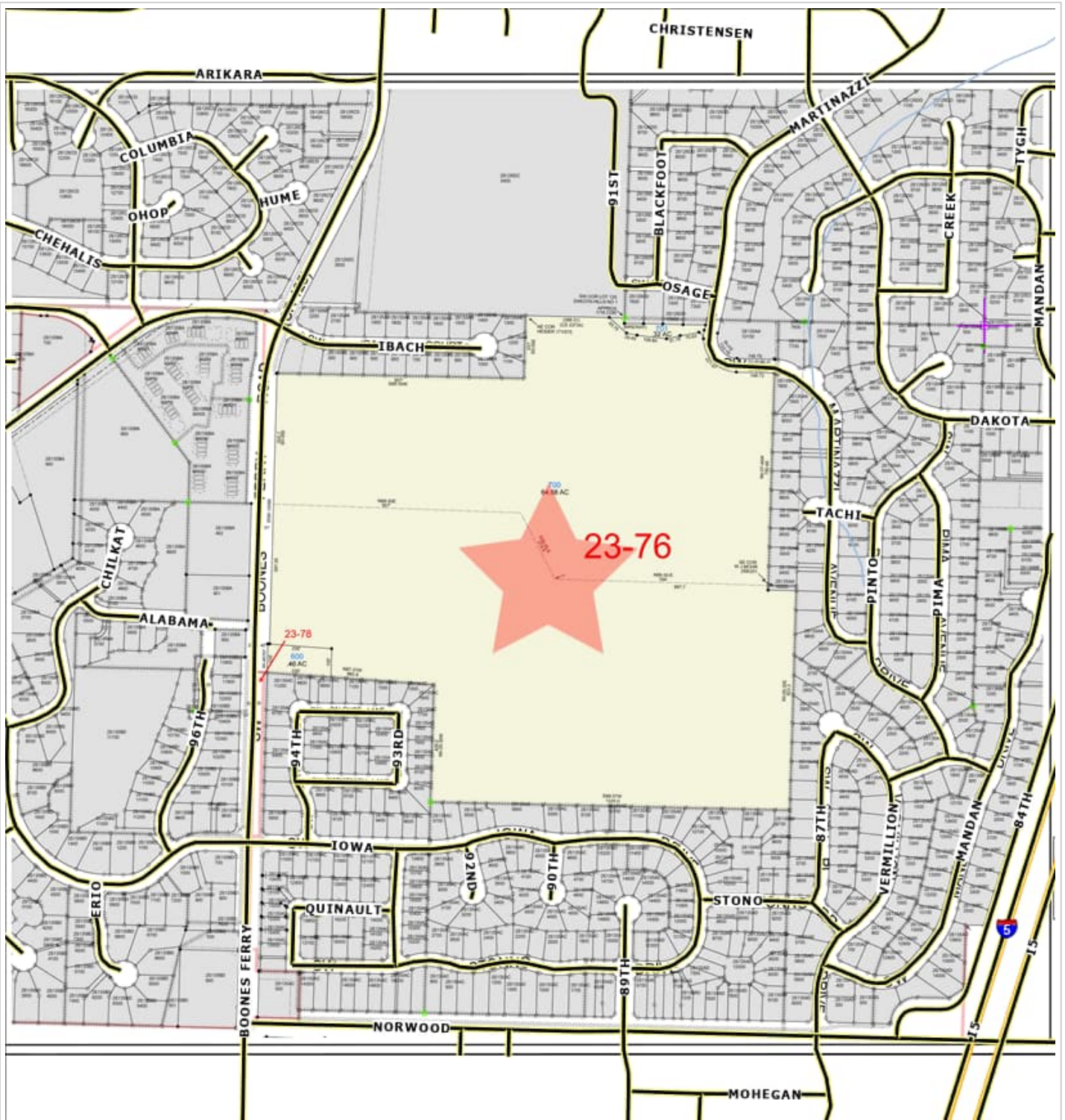
Improvement

Year Built:	0	Bedrooms:	0	Bathrooms:	0
1st Floor:	0 SqFt	2nd Floor:	0 SqFt	Building Total:	216,000 SqFt
Garage:	0 SqFt	Attic Fin/Unfin:	0 SqFt / 0 SqFt	Building Fin:	216,000 SqFt
A/C:		Basement Fin. SqFt:	0 SqFt	Basement Unfin:	
Heat:		Exterior Walls:	Wood	Roof Covering:	

Transfer Information

Rec. Date:	08/01/1987	Sale Price:	\$756,500.00	Doc Num:		Doc Type:	Deed
Owner:	Tigard-Tualatin School District #23j			Grantor:			
Orig. Loan Amt:				Title Co:			
Finance Type:		Loan Type:		Lender:			

Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.



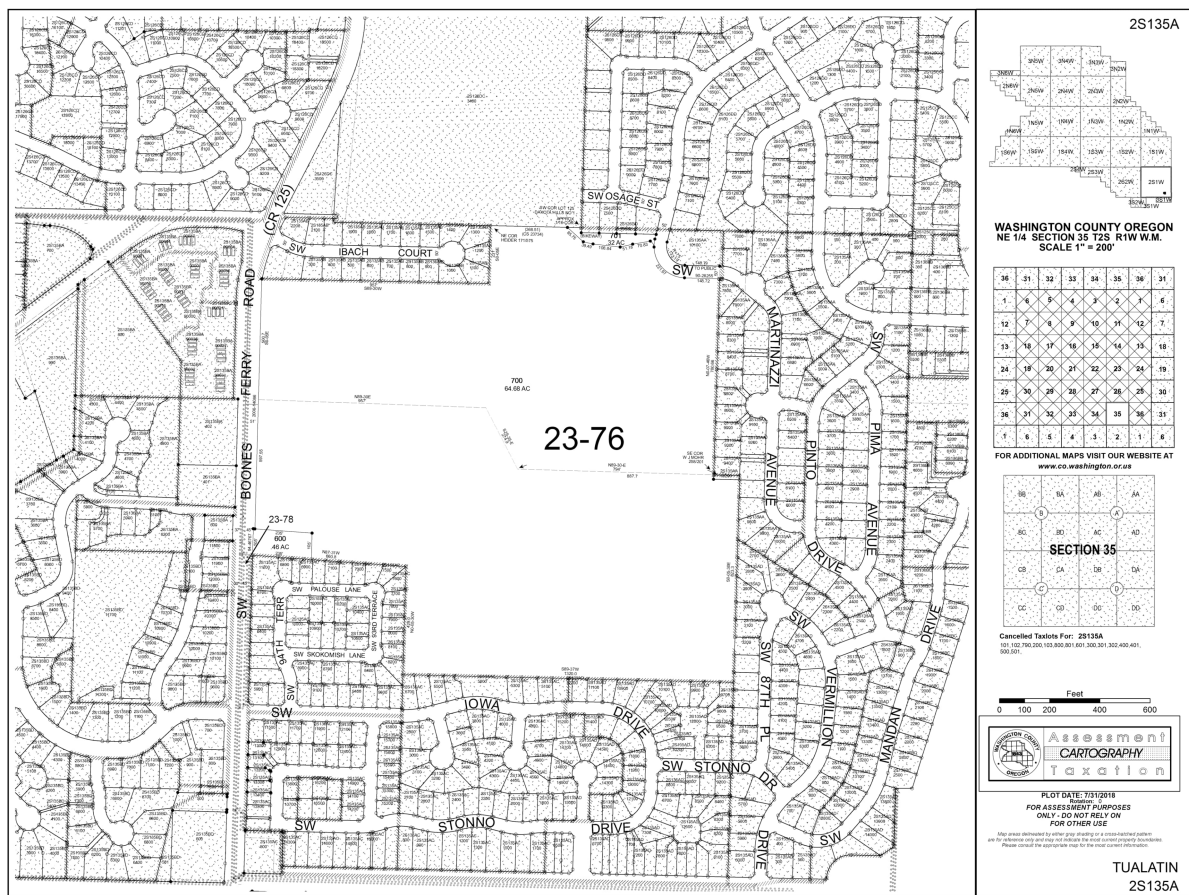
Parcel ID: R559470

Site Address: 22380 SW Boones Ferry Rd

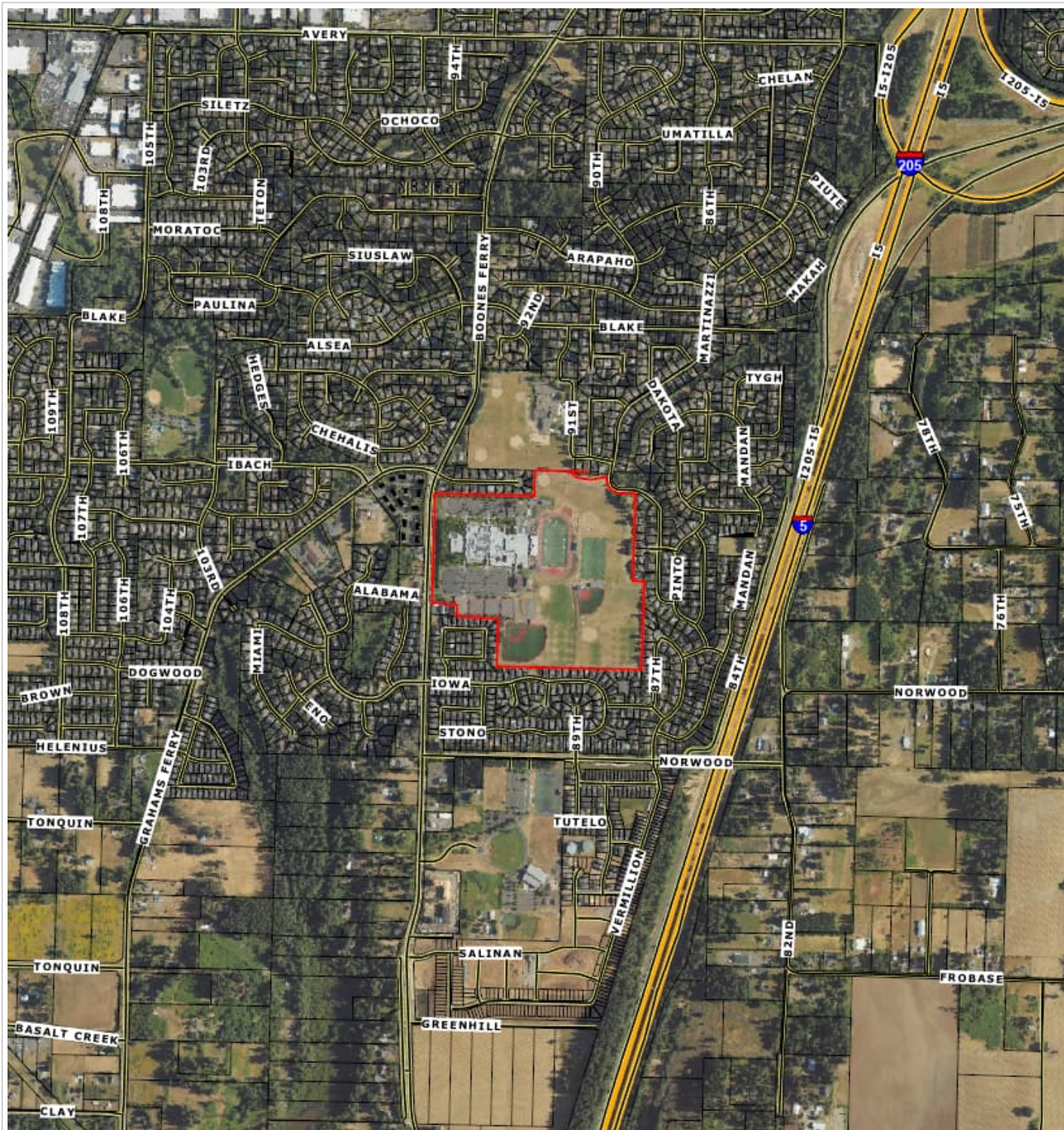
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CHICAGO TITLE



Aerial Map



Parcel ID: R559470



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CHICAGO TITLE®

SEP 1 1987

SF

W 37595

SAFECO TITLE INSURANCE COMPANY

WARRANTY DEED - STATUTORY FORM
(INDIVIDUAL or CORPORATION)

87044953³

BANYAN WOODS, a Joint Venture comprised of DUNCAN DEVELOPMENT CORPORATION and GREG A. HEMSTREET

Grantor, conveys and warrants to TIGARD SCHOOL DISTRICT

Grantee, the following described real property free of encumbrances except as specifically set forth herein:
FOR THE LEGAL DESCRIPTION OF THE PROPERTY IN QUESTION SEE "EXHIBIT A" ATTACHED HERETO AND MADE A PART HEREOF BY THIS REFERENCE.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

ENCUMBRANCES:

Powers of unified Sewerage Agency of Washington County and rights of the public in and to that portion of the premises herein described lying within the limits of county Road 125.

The true consideration for this conveyance is \$756,800.00.

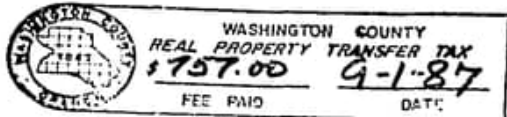
Dated this August 28, 1987, if a corporate grantor, it has caused its name to be signed by order of its board of directors.

BANYAN WOODS, a Joint Venture

By Greg A. Hemstreet

Duncan Development Corporation
By Mike Duncan pres.

STATE OF OREGON,
County of Multnomah
August 28, 1987.



Personally appeared Mike Duncan who, being duly sworn, each for himself and not one for the other, did say that the former is the President and the latter is the Secretary of the BANYAN WOODS, a Joint Venture) a corporation, and that said instrument was signed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Duncan Development Corporation (venturer
STATE OF OREGON) ss.
County of Multnomah)
On this 28th day of August, 1987 personally appeared Greg A. Hemstreet and acknowledged the foregoing instrument to be his voluntary act and deed as Joint Venturer of Banyan Woods, a Joint Venture.

Notary Public for Oregon
My commission expires: 3-18-91

Before me:
Notary Public for Oregon
My commission expires: 3-18-91

After recording return to:

TIGARD SCHOOL DISTRICT
13137 SW Pacific Highway
Tigard, Oregon 97223
Until a change is requested all tax statements shall be sent to the following address:
Grantee as above

1-2



SEP 1 1987

Order No. W 37595
Page No. 3

DESCRIPTION

Beginning at an iron pipe on the section line North 89°30' East 957.0 feet from the one-quarter corner of the north line of Section 35, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, said beginning point being the northeast corner of the tract of land conveyed to Fred Heider by Deed described on Page 575, Book 171 of Deed Records of Washington County, Oregon; running thence South 0°05 1/2' East 231.0 feet to an iron pipe set for the southeast corner of the said Heider tract; thence South 89°30' West on the south line of the said Heider tract 957.0 feet to the southwest corner thereof; thence South 0°05 1/2' East 500.7 feet to a point from which an iron pipe bears North 89°30' East 30.0 feet; thence North 89°30' East 957.0 feet to an iron pipe, thence South 29°35' East 274.9 feet to an iron pipe; thence North 89°30' East 794.5 feet to an iron pipe; thence North 0°05 1/2' West 972.0 feet to an iron pipe on the north line of said Section 35; thence South 89°30' West along said section line, a distance of 930.0 feet to the true place of beginning.

STATE OF OREGON
County of Washington

} SS

I, Donald W. Mason, Director of Assessment and Taxation and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Donald W. Mason, Director of
Assessment and Taxation, Ex-
Officio County Clerk

1987 SEP -1 PH12:44

2

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

BB	BA	AB	AA
	(B)	(A)	
BC	BD	AC	AD
CB	CA	DB	DA
	(C)		(D)
CC	CD	DC	DD



Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

An aerial map of a suburban area in Miami, Florida, centered around SW 65th Avenue. The map features several colored overlays: a large purple-shaded area in the upper left, a yellow-shaded area in the center, a green-shaded area in the lower left, and a blue-shaded area in the lower right. These areas are outlined with dashed lines. Major roads include SW 65th Ave running horizontally across the middle, and SW 113th Ave and SW 117th Ave running vertically. Other roads shown include SW 120th Ave, SW 123rd Ave, SW 126th Ave, SW 129th Ave, SW 132nd Ave, SW 135th Ave, SW 138th Ave, SW 141st Ave, SW 144th Ave, SW 147th Ave, SW 150th Ave, SW 153rd Ave, SW 156th Ave, SW 159th Ave, SW 162nd Ave, SW 165th Ave, SW 168th Ave, SW 171st Ave, SW 174th Ave, SW 177th Ave, SW 180th Ave, SW 183rd Ave, SW 186th Ave, SW 189th Ave, SW 192nd Ave, SW 195th Ave, SW 198th Ave, SW 201st Ave, SW 204th Ave, SW 207th Ave, SW 210th Ave, SW 213rd Ave, SW 216th Ave, SW 219th Ave, SW 222nd Ave, SW 225th Ave, SW 228th Ave, SW 231st Ave, SW 234th Ave, SW 237th Ave, SW 240th Ave, SW 243rd Ave, SW 246th Ave, SW 249th Ave, SW 252nd Ave, SW 255th Ave, SW 258th Ave, SW 261st Ave, SW 264th Ave, SW 267th Ave, SW 270th Ave, SW 273rd Ave, SW 276th Ave, SW 279th Ave, SW 282nd Ave, SW 285th Ave, SW 288th Ave, SW 291st Ave, SW 294th Ave, SW 297th Ave, SW 300th Ave, SW 303rd Ave, SW 306th Ave, SW 309th Ave, SW 312nd Ave, SW 315th Ave, SW 318th Ave, SW 321st Ave, SW 324th Ave, SW 327th Ave, SW 330th Ave, SW 333rd Ave, SW 336th Ave, SW 339th Ave, SW 342nd Ave, SW 345th Ave, SW 348th Ave, SW 351st Ave, SW 354th Ave, SW 357th Ave, SW 360th Ave, SW 363rd Ave, SW 366th Ave, SW 369th Ave, SW 372nd Ave, SW 375th Ave, SW 378th Ave, SW 381st Ave, SW 384th Ave, SW 387th Ave, SW 390th Ave, SW 393rd Ave, SW 396th Ave, SW 399th Ave, SW 402nd Ave, SW 405th Ave, SW 408th Ave, SW 411st Ave, SW 414th Ave, SW 417th Ave, SW 420th Ave, SW 423rd Ave, SW 426th Ave, SW 429th Ave, SW 432nd Ave, SW 435th Ave, SW 438th Ave, SW 441st Ave, SW 444th Ave, SW 447th Ave, SW 450th Ave, SW 453rd Ave, SW 456th Ave, SW 459th Ave, SW 462nd Ave, SW 465th Ave, SW 468th Ave, SW 471st Ave, SW 474th Ave, SW 477th Ave, SW 480th Ave, SW 483rd Ave, SW 486th Ave, SW 489th Ave, SW 492nd Ave, SW 495th Ave, SW 498th Ave, SW 501st Ave, SW 504th Ave, SW 507th Ave, SW 510th Ave, SW 513rd Ave, SW 516th Ave, SW 519th Ave, SW 522nd Ave, SW 525th Ave, SW 528th Ave, SW 531st Ave, SW 534th Ave, SW 537th Ave, SW 540th Ave, SW 543rd Ave, SW 546th Ave, SW 549th Ave, SW 552nd Ave, SW 555th Ave, SW 558th Ave, SW 561st Ave, SW 564th Ave, SW 567th Ave, SW 570th Ave, SW 573rd Ave, SW 576th Ave, SW 579th Ave, SW 582nd Ave, SW 585th Ave, SW 588th Ave, SW 591st Ave, SW 594th Ave, SW 597th Ave, SW 600th Ave, SW 603rd Ave, SW 606th Ave, SW 609th Ave, SW 612nd Ave, SW 615th Ave, SW 618th Ave, SW 621st Ave, SW 624th Ave, SW 627th Ave, SW 630th Ave, SW 633rd Ave, SW 636th Ave, SW 639th Ave, SW 642nd Ave, SW 645th Ave, SW 648th Ave, SW 651st Ave, SW 654th Ave, SW 657th Ave, SW 660th Ave, SW 663rd Ave, SW 666th Ave, SW 669th Ave, SW 672nd Ave, SW 675th Ave, SW 678th Ave, SW 681st Ave, SW 684th Ave, SW 687th Ave, SW 690th Ave, SW 693rd Ave, SW 696th Ave, SW 699th Ave, SW 702nd Ave, SW 705th Ave, SW 708th Ave, SW 711st Ave, SW 714th Ave, SW 717th Ave, SW 720th Ave, SW 723rd Ave, SW 726th Ave, SW 729th Ave, SW 732nd Ave, SW 735th Ave, SW 738th Ave, SW 741st Ave, SW 744th Ave, SW 747th Ave, SW 750th Ave, SW 753rd Ave, SW 756th Ave, SW 759th Ave, SW 762nd Ave, SW 765th Ave, SW 768th Ave, SW 771st Ave, SW 774th Ave, SW 777th Ave, SW 780th Ave, SW 783rd Ave, SW 786th Ave, SW 789th Ave, SW 792nd Ave, SW 795th Ave, SW 798th Ave, SW 801st Ave, SW 804th Ave, SW 807th Ave, SW 810th Ave, SW 813rd Ave, SW 816th Ave, SW 819th Ave, SW 822nd Ave, SW 825th Ave, SW 828th Ave, SW 831st Ave, SW 834th Ave, SW 837th Ave, SW 840th Ave, SW 843rd Ave, SW 846th Ave, SW 849th Ave, SW 852nd Ave, SW 855th Ave, SW 858th Ave, SW 861st Ave, SW 864th Ave, SW 867th Ave, SW 870th Ave, SW 873rd Ave, SW 876th Ave, SW 879th Ave, SW 882nd Ave, SW 885th Ave, SW 888th Ave, SW 891st Ave, SW 894th Ave, SW 897th Ave, SW 900th Ave, SW 903rd Ave, SW 906th Ave, SW 909th Ave, SW 912nd Ave, SW 915th Ave, SW 918th Ave, SW 921st Ave, SW 924th Ave, SW 927th Ave, SW 930th Ave, SW 933rd Ave, SW 936th Ave, SW 939th Ave, SW 942nd Ave, SW 945th Ave, SW 948th Ave, SW 951st Ave, SW 954th Ave, SW 957th Ave, SW 960th Ave, SW 963rd Ave, SW 966th Ave, SW 969th Ave, SW 972nd Ave, SW 975th Ave, SW 978th Ave, SW 981st Ave, SW 984th Ave, SW 987th Ave, SW 990th Ave, SW 993rd Ave, SW 996th Ave, SW 999th Ave. The map also shows various landmarks, including a large body of water in the lower left, and several smaller bodies of water. The map is oriented with North at the top.

1:63,497



CityofTualatin

RESOLUTION NO. 2512-90

A RESOLUTION GRANTING A CONDITIONAL USE (CUP-90-04) TO ALLOW A HIGH SCHOOL AND ASSOCIATED FACILITIES IN A LOW DENSITY RESIDENTIAL (RL) PLANNING DISTRICT ON TAX LOTS 601 AND 700 OF TAX MAP 2S1 35A, 22300 SW BOONES FERRY ROAD.

WHEREAS a public hearing was held before the City Council of the City of Tualatin on August 27, 1990, upon the application of Charles E. Selig of Selig/Lee/Rueda Architects on behalf of the Tigard-Tualatin School District for a conditional use permit to allow a high school and associated facilities in a Low Density Residential (RL) Planning District upon real property described as:

A tract of land described on the records of the Washington County Department of Assessment and Taxation as Tax Account No. 2S1-35A--Tax Lots 601 and 700, which property is generally located at 22300 SW Boones Ferry Road.

WHEREAS notice of public hearing was given as required under the provisions of the Tualatin Development Code by mailing to property owners located within 300 feet of the property, which mailing is evidenced by that certain Affidavit of Mailing, marked "Exhibit A," attached hereto and by this reference incorporated herein, and

WHEREAS the Council heard and considered the testimony and evidence presented on behalf of the applicant, the city staff and those appearing at the public hearing, and

WHEREAS based upon the evidence and testimony heard and considered by the Council, the Council makes and hereby adopts and enters as its Findings of Fact the city staff report, dated August 27, 1990, which is attached as "Exhibit B," and by this reference incorporated herein, and

WHEREAS based upon the foregoing Findings of Fact, the Council finds that the applicant has provided sufficient evidence to demonstrate that all the requirements of the Tualatin Development Code relative to a conditional use have been satisfied, and that granting the conditional use subject to certain conditions is in the best interests of the residents and inhabitants of the city, the applicant, and the public generally.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Charles E. Selig of Selig/Lee/Rueda Architects and the Tigard-Tualatin School District are hereby granted a

conditional use permit to allow a high school and associated facilities in a Low Density Residential (RL) Planning District upon the following described real property subject to the conditions set forth in Section 2 below:

A tract of land described on the records of the Washington County Department of Assessment and Taxation as Tax Account No. 2S1-35A--Tax Lots 601 and 700, which property is generally located at 22300 SW Boones Ferry Road.

Section 2. The conditional use permit granted in Section 1 above is subject to the conditions set forth below:

1. The developer shall dedicate an additional 15' of right-of-way on Boones Ferry Road to equal 45' from centerline prior to issuance of the building permit.
2. Only emergency vehicle access shall be allowed onto Martinazzi Avenue. The location and type of access shall be determined through the Architectural Review process if the District proposed such an access.
3. The School District shall enter into discussions with the city and residents abutting Martinazzi Avenue and Osage Street adjacent to the school to address possible on-street parking concerns. If a restrictive on-street program is proposed, it shall be in place by the fall of 1991 to allow residents adequate time to become acquainted with the program.
4. When SW Boones Ferry Road is improved it shall be constructed to include sufficient width to accommodate a minimum 4' wide bike lane.
5. Prior to the issuance of building permits, the School District shall grant an 18' easement for pedestrian/bikeway purposes along the northerly property line of the site. The easement shall extend from the most northerly northeast corner of the high school site and run approximately 700' west to the east property line of the proposed Moccasin Run Subdivision (2S1 35A, 801), thence north along the east property line of the subdivision to the Byrom Elementary School property and thence westerly on the elementary school property approximately 700' to the east right-of-way line of Ibach Street or that portion of the Ibach Street right-of-way which is not vacated by the City.
6. The easement area in Condition 5 shall be surveyed and staked by the applicant and its location approved by the Parks and Recreation Department prior to acceptance of the easement by the city.

7. The lighted main competition field shall not use its lights between 10:30 p.m. and daybreak and the lights shall be of a type that focuses the light on the field and allows a minimum of diffusion.
8. Two access points shall be allowed through the perimeter fence. The access points shall be generally located at the bike path easement and along the southern property line. The exact location shall be determined through the Architectural Review process.

INTRODUCED AND ADOPTED this 10th day of September, 1990.


CITY OF TUALATIN, Oregon

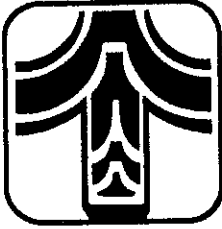
BY


Mayor

ATTEST:

BY


City Recorder



CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

August 27, 1990

City Council
City of Tualatin

Members of the Council:

CUP-90-04--CONDITIONAL USE TO ALLOW CONSTRUCTION OF A
HIGH SCHOOL AND ASSOCIATED FACILITIES IN A LOW DENSITY
RESIDENTIAL PLANNING DISTRICT AT 22300 SW BOONES FERRY ROAD
TAX LOTS 601 & 700 ON TAX MAP 2S1 35A

REQUEST

On July 16, 1990, the City of Tualatin received an application for a conditional use permit to allow construction of a high school in a Low Density Residential (RL) Planning District at 22300 SW Boones Ferry Road. The facility would include an approximately 210,000-square-foot academic building; approximately 600 parking spaces; a 20,000-square-foot auditorium; a 7,750-square-foot auto shop; a future 15- to 20,000-square-foot swimming pool facility; a lighted main competition field; baseball, softball, soccer and multi-purpose fields and tennis courts. In conjunction with this conditional use request a variance request has also been submitted (VAR-90-03).

APPLICANT'S REASONS

The applicant's reasons and supporting material are made a part of this staff report (Attachment 1). A map of the proposed site plan is included as Attachment 2.

BACKGROUND

Annexation of the proposed school site occurred in two phases. Tax Lot 700 was annexed June 29, 1977 (case # 77-04). Tax Lot 601 was annexed January 16, 1980 (case #78-03). In 1987 the Tigard School District purchased the 60+-acre site along SW Boones Ferry Road for future development of educational facilities (Attachment 3). The site was selected due to its size, location along a major north-south arterial and availability. Since its purchase, the site has been utilized for farming purposes (filbert orchard, wheat and hay).

The Tigard-Tualatin School District determined the need for a future education facility development based on a number of factors. The most critical was the increasing enrollment the district had experienced since 1958. Information supplied by Selig/Lee/Rueda (applicant) indicates overall district enrollment has increased from 2127 to 7292 (1959-1988). To deal with this

growth, several committees were formed over the years. The most recent committee recommended to the school district a \$30 million dollar bond measure be placed before the voters for construction of new high school and middle school facilities to accommodate the enrollment increases. That measure was put before the voters on September 18, 1989, and was approved.

Prior to placing the ballot measure before the voters, the district investigated the possibility of expanding the existing Tigard High School complex. The information gathered from that study indicated the existing 50-acre site did not have sufficient area to add additional classroom space and maintain adequate athletic facilities. Additionally, problems were present in dealing with parking and bus loading. The City of Tigard had indicated no expansion at Tigard High School would be allowed until parking and bus loading issues were resolved. Based on these factors, the school district has opted to develop their 60+ acre site adjacent to SW Boones Ferry Road as a new high school facility. The facility will accommodate approximately 1500 students. A more detailed analysis of the process and factors which led the school district to propose development of this site is contained in Attachment 1, pages 1 - 3.

ANALYSIS AND FINDINGS

1. Section 32.030 of the Tualatin Development Code (TDC) states that the applicant must provide "evidence substantiating that all requirements of the Code relative to the proposed use are satisfied and that the proposed use also satisfies the following criteria:
 - a. The use is listed as a conditional use in the underlying planning district.
 - b. The characteristics of the site are suitable for the proposed use, considering the size, shape, location, topography, existence of improvements and natural features.
 - c. The proposed development is timely, considering the adequacy of transportation systems, public facilities, and services existing or planned for the area affected by the use.
 - d. The proposed use will not alter the character of the surrounding area in any manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying planning district.
 - e. The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

Each of the criteria are discussed below.

2. The use is listed as a conditional use in the underlying Planning District.

Section 40.030(5)(i) lists schools as a conditional use. Schools include as part of their use academic facilities and athletic facilities.

Criterion "a" is met.

3. The characteristics of the site are suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features.

Staff's review of this criterion has produced the following comments:

Size: The parcel size is 64.81 acres on two tax lots with 891.99 feet of total frontage along SW Boones Ferry Road. The lot size and street frontage exceed the requirements of 40.060(1) & (2). Building coverage for conditional uses is 40%. Proposed building coverage is 9% of the site complying with 40.060(4).

Shape: In reviewing the site layout for parking, academic and athletic facilities, all aspects fit into the subject property. Athletic fields are located on the eastern side and academic facilities and parking on the western side of the site.

Location: The proposed high school is located at the southern end of Tualatin within the city limits and Urban Growth Boundary (UGB). Abutting properties to the north include a small portion of Byrom Elementary school, a proposed 22-lot residential subdivision (Moccasin Run), four residential lots with frontage on SW Osage Street, and the southern terminus of the Chieftain/Dakota Greenway across Martinazzi Avenue. Presently under construction to the east are Dakota Hills #3, a 41 lot subdivision, and Tualatin Woods, an 89 lot subdivision. All uses are in the RL Planning District. To the south is property outside the city limits with large rural single family parcels and agricultural activities. The area is designated to be in the RML Planning District upon annexation to the City. Upon development the density for this area will be 6-10 dwelling units per acre. The one exception to this is the .50 acre Pohl property (Tax Lot 600, Tax Map 2S1 35A) within the city limits with frontage on Boones Ferry Road. This lot is in the RL Planning District. Finally, to the west across Boones Ferry Road are large rural single family parcels. This area is outside of the city limits, but within the UGB. The city has planned for development in this area to be 1-5 dwelling units per acre in an RL Planning District upon annexation. The area west of Boones Ferry Road and south of Ibach Street is in the Sherwood School District.

Topography: The proposed site is upon a hillside which generally slopes downhill from south to north and northwest and to the east at the northeast corner of the site. The highest portion of the site is at the southeast corner with an elevation above sea level of 355'. The lowest elevation at the northeast corner is 268' and along the frontage of Boones Ferry Road the elevation varies from 283' at the southwest to 281' at the northwest corner. A natural drainage swale runs from the southern property line northward to the center of the site, then turns west to SW Boones Ferry Road.

To incorporate the proposed on-site uses, on-site grades will be modified to create terraces upon which buildings and athletic fields are located. The proposed new grades will be reviewed through the Architectural Review process.

Existence of Improvements: There are few existing structural improvements on the 64.81-acre site. In the southwest quadrant of the site are a gambrel roofed barn, three smaller outbuildings, a concrete foundation and a well. These buildings will require removal to accommodate the proposed school. At the time of Architectural Review application, the barn and outbuildings will be analyzed for historical significance in accordance with Section 73.141 of the TDC.

In the northwest quadrant of the site are the remnants of a concrete foundation and partially fire damaged outbuilding. These remnant improvements will be removed. As noted earlier in this report the site has been used in the past for agricultural purposes. At present the southeast quadrant is under filbert orchard production. The northeast and northwest quadrants are remnants of a once active filbert orchard which has become overgrown with brush. The filbert orchards will be removed to accommodate site improvements. The southeast quadrant has been used for wheat and hay cultivation.

Natural Features: Site inspections have noted 24 large trees (Fir, Ash, Birch and Maple). The impacts of the proposed development on the trees will be reviewed through the Architectural Review process.

Staff's conclusion on the site's characteristics is the proposed development is appropriate considering the size, shape, location, topography, improvements and natural features.

Criterion "b" is met.

4. The proposed development is timely, considering the adequacy of transportation systems, public facilities, and services existing or planned for the area affected by the use.

Staff has reviewed the timeliness of this project based on transportation systems and public facilities. The specific requirements of this criterion will be implemented as part of the Architectural Review process for this development. The following information is provided to show that the project is timely.

Transportation: The proposed high school site is adjacent to SW Boones Ferry Road and SW Martinazzi Avenue. Boones Ferry Road is designated an arterial in the TDC [11.090(2)]. Street standard Eb & t are to be used to obtain the needed 90' of right-of-way (ROW). For construction purposes, standard Db & t should be used (66' of ROW, two 12' travel lanes, one 14' turn lane and two 4' bike lanes). The existing ROW from centerline is 30'. An additional 15' of

ROW is required to equal 45' from centerline and shall be required as apart of the conditional use approval.

Boones Ferry Road is a State Highway under ODOT jurisdiction. A facility such as a high school will tend to generate a substantial amount of traffic on this State Highway. To ensure the transportation system will be designed to accommodate the additional traffic and turning movements, an extensive traffic study will be required by the Highway Division and the City of Tualatin. At the minimum, this study should address traffic flow projections, left turn lane requirements, widening of Boones Ferry Road to accommodate the left turn movements, warrant analysis for a signal at the entrance(s) to the site as well as the Ibach Street intersection, site distance at driveways and site circulation patterns to prevent interference with SW Boones Ferry Road. The applicant has indicated a study has been prepared and is ready for review by ODOT and the City Engineer. The review of this study will occur as part of the public facilities of the Architectural Review.

Martinazzi Avenue ends at the north property line of this site. The Dakota Hills No. 3 Subdivision is currently constructing the public improvements, including extending Martinazzi Avenue to Pinto Drive.

Martinazzi Avenue is designated a collector street in the TDC [11.100(7)]. Street standard Cp should be used (60' ROW, two 12' travel lanes, two 8' parking lanes, TDC 11.060). Dakota Hills #3 is constructing the improvements to these standards.

To eliminate possible traffic impacts to the residential areas bordering Martinazzi Avenue and local streets in the area, no direct vehicle public access is proposed or shall be allowed off of Martinazzi Avenue on to the school site. Staff does recommend that emergency vehicle access be allowed off of Martinazzi Avenue to assist in response time for situations involving injuries on the athletic fields or for emergencies arising from fires. The design of the access by use of curb cuts, gate or signage and location of the access shall be determined during the Architectural Review process if the district proposes such an access.

In addition to the emergency access issue, concerns exist over potential parking problems in the residential areas bordering Martinazzi Avenue and Osage Street due to students or athletic events. To alleviate possible conflicts, staff recommends the City, School District and neighbors begin negotiations on a restrictive on-street parking program. It is staff's recommendation that this program, if warranted, be in place by the fall of 1991 to allow residents time to become accustomed to a program prior to opening of the school in the fall of 1992.

To ensure traffic issues as discussed above will be met, during the Architectural Review process the following conditions will be recommended:

1. The developer shall comply with ODOT requirements on Boones Ferry Road.
2. The developer shall be required to implement the improvements called for in the traffic study for SW Boones Ferry Road as determined by the City Engineer [TDC 74.050(3)].
3. The developer shall receive approval from ODOT prior to issuance of the public works permit.
4. The developer shall be responsible for constructing a half-street improvement on Boones Ferry Road. The improvements shall include:
 - a. pavement adjacent to the school site of 19' from curb to centerline and 9' past centerline
 - b. installation of curb and gutter
 - c. storm drains, including any off-site storm drainage facilities necessary to properly dispose of surface and/or sub-surface storm water
 - d. sidewalks
 - e. street trees
 - f. street lights
 - g. street striping
 - h. street signing
 - i. reconstruction of portions of SW Boones Ferry Road deemed to be of inadequate structural section to handle the projected traffic loads
 - j. adjustments in the horizontal and vertical alignment as necessary to construct SW Boones Ferry Road in a safe manner
 - k. bike lane

Water: This site is located in pressure level C. There is a 12" B level line located in Boones Ferry Road which cannot be used by this development. There is a 12" C level line in Norwood Road and a 10" C level line in the Tualatin Woods and Dakota Hills No. 2 Subdivisions.

Because of the size of the water demand for the proposed facility (fire flow for sprinklers and/or fire hydrants and irrigation), an expansion of the water system will be required. In order to supply the demand and provide system "looping" which allows the entire system to function with a minimum of adverse affects and to be in conformance with the

Master Water System Plan, the following improvements will be recommended at the time of Architectural Review:

1. The existing 10" C level line located south of the Dakota Hills No. 2 Subdivision shall be extended to the northwest and connect via a pressure reducing pressure sustaining valve (PRPS) to the existing 10" line located at the end of Martinazzi Avenue (now under construction by Dakota Hills No. 3 Subdivision).
2. The existing 12" C level line located at the entrance to the Norwood Road reservoir site shall be extended to the west to Boones Ferry Road, then north on Boones Ferry Road to the north property line of the proposed site. (The city is currently designing a project for construction this summer.)
3. A 10" C level line shall be extended across the proposed site near the north end and connected to the 12" line in Boones Ferry Road as well as the 10" line being extended to Martinazzi Avenue. (Moccasin Run Subdivision was recently approved and indicated a connection from Boones Ferry Road to Martinazzi Avenue.)

If any of the above projects, which are planned or under construction, should fail to be completed, it shall be the responsibility of the developer to complete the project to provide service to this site.

Sanitary Sewer: There is an existing 8" sanitary sewer line at the end of Martinazzi Avenue adjacent to the north property line of this site. There is an existing 8" line which ends on the east side of Byrom Elementary School. When the actual site plan is being developed, the city will work with the school district to determine the best location for service.

Service shall be provided to properties adjacent to the school site. This includes properties to the south and northwest as well as providing for discharge from the temporary pump station to be located west of the Grahams Ferry Road/Ibach Street intersection.

Storm Drainage: The Tualatin Drainage Plan (Plate 6) indicates runoff from the east half of this site flows to the northeast and the west half of the site flows to the northwest.

There is an existing storm drainage system in the Dakota Hills greenway to the northeast. There is an existing storm drainage system to the west in the Hedges Creek greenway.

The developer will have to investigate both systems to determine if there is capacity in the existing lines and submit calculations to the city. Calculations would include storm drainage service to the properties south of the school site in the same drainage basin.

Access Management: Section 75.120 of the TDC states development of this area shall result in only street intersections with Boones Ferry Road. All street intersections between Ibach Street and Norwood Road shall be spaced a minimum of 500' apart. Section 75.050 states all requests for access onto arterials shall be reviewed by the City Engineer. During the Architectural Review process the following will be recommended:

1. The developer shall submit to the city an Application for Access onto an Arterial and shall receive a decision prior to issuance of the building permit (TDC 75.050).
2. All accesses from this site shall be a minimum 500' apart.
3. Access locations shall be coordinated with the Ibach Street/Boones Ferry Road intersection and other proposed collector corridors to the south.

Bikeway Plan: The Bikeway Plan Map of the Parks and Recreation element of the Tualatin Comprehensive Plan calls for Class II on-Street Bikeways on SW Boones Ferry Road and on SW Ibach Street extending to Martinazzi Avenue.

If the Moccasin Run Subdivision is constructed, SW Ibach Street from SW Boones Ferry Road will be extended east only about 230 feet as a cul-de-sac. Consequently, an on-street bikeway cannot be installed. However, an independent bike path is proposed in lieu of the on-street bikeway in order to provide the important east-west link in the City's bikeway system from Boones Ferry Road to Martinazzi Avenue. The path would be on land north of Moccasin Run, the southern portion of Byrom Elementary and the northern portion of the high school site. This independent bikeway will provide access to the shared bikeway route already existing along SW Martinazzi Avenue, the designated on-street bikeway route along SW Boones Ferry Road, and the designated SW Ibach Street on-street bike route from Boones Ferry Road to 108th Avenue. In addition, the independent bikeway will provide access to the Chieftain/Dakota Greenway independent bike path located northeast of the high school site across SW Martinazzi Avenue, and to the Ibach Street park site located west of Boones Ferry on Ibach Street.

To meet the requirement of the Bikeway Plan staff recommends the following conditions:

1. SW Boones Ferry Road shall be constructed to include sufficient width to accommodate a minimum 4'-wide bike lane.
2. Prior to the issuance of building permits, the School District shall grant an 18' easement for pedestrian/pedestrian/bikeway purposes along the northerly property line of the site. The easement shall extend from the most northerly northeast corner of the high school site and run approximately 700' west to the east property line

of the proposed Moccasin Run Subdivision (2S1 35A, 801), thence north along the east property line of the subdivision to the Byrom Elementary School property and thence westerly on the elementary school property approximately 700' to the east right-of-way line of Ibach Street.

3. The easement area shall be surveyed and staked by the applicant and its location approved by the Parks and Recreation Department prior to the acceptance of the easement by the City.

Staff's conclusion is the development is timely based upon the improvements which will be required during the Architectural Review process and those required through this conditional use process.

Criterion "c" is met.

5. The proposed use will not alter the character of the surrounding area in any manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying planning district.

The location of the site as discussed on page 3 is surrounded by Low Density and Medium Low Density Residential Planning Districts. The use of this site as a school will have some effects upon these neighboring properties. These effects include visually large mass of buildings, intensified use of the site, traffic and night activities. The impacts are ameliorated because surrounding properties are not fully developed and the school site plan shows large expanses of open grass areas to the north, east and south. The topography also reduces some of the visual effect. Additionally, the building's setbacks to property lines also lessen the impacts in the residential area (N - 90', S - 300', E - 980', W - 160')(Attachment 2).

Enrollment of 1500 students and a parking area containing 600 spaces will increase traffic within the area. The position of on-site access, by use of two driveways on Boones Ferry Road, will direct traffic in the area onto a designated arterial street which is designed to accommodate high levels of traffic flow. This orientation will keep traffic off of the local and collector streets in the residential areas and on the main arterial. The restriction of on-street parking along Martinazzi Avenue and Osage Street, as discussed under the transportation section of this report, will additionally reduce traffic impacts on surrounding residential neighborhoods.

The applicant has indicated the school year is 178 days in length (days on which students are present for classes). Classes generally begin the day following Labor Day and extend to mid June. This leaves approximately 187 days with no school activities. These no school days will diminish traffic impacts.

During the active school days a number of extracurricular activities ranging from athletic events (practice and games) to theatrical productions occur. This excludes the future swimming pool. Attachment 1, pages 4-5 outline athletic event information. During the fall (approximately August 20 - November 7) extensive use will be made of outdoor athletic facilities. Beginning in September approximately 23 varsity events will occur on the lighted main competition field. The night use of this field will have some impacts on surrounding residential areas due to light cast. The events will occur on various nights throughout the week. It is anticipated the latest an athletic event would continue to is 9:30 p.m..

During winter there are no outdoor evening events. Indoor activities could run up to 9:15 - 9:30 p.m. During spring no outdoor events would occur past approximately 7 p.m.

When constructed, the auditorium usage is expected to be 2 - 3 nights a week until 10 p.m. The future swimming pool could be expected to operate until 9 p.m. 7 days a week. Of all the extracurricular activities noted, the lighted fields could be viewed as having the most negative visual impact upon the abutting residents. Illumination in the area may be disruptive to residences within close proximity. To reduce impacts, staff recommends that the main light competition field have the lights turned off from 10:30 p.m. to day break and that the lights be of a type that focuses the light on the field and allows a minimum of diffusion.

Another possible concern is activities of the school facility encroaching on single family back yards. The school district has indicated a 6'-tall chain link fence will be constructed around the site to establish a buffer. This fence should reduce any possible encroachment onto single family lots. Through the Architectural Review process additional screening measures will be investigated. The construction of the fence does create a pedestrian access problem from the south and east onto the site. If students are to walk or ride bikes as indicated by the applicant, access through the fence will be needed. Staff recommends two access points - one at the bikepath easement at the northeast corner of the site and one on the south side of the site. The specific location is to be determined through the Architectural Review process.

It is staff's belief that use of the site as single family residential would have the least negative impact on surrounding property owners. The use of the site as a high school also has limited negative impacts. To ensure the impacts of fall athletic events are minimized, staff recommends that lights for the main competition field be turned off by 10:30 p.m. on the nights competitions occur. With this condition, staff concludes the proposed high school use will not substantially limit, impair or preclude the use of the surrounding properties for their primary use.

Criterion "d" is met.

6. The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

The following are TDC plan policies and objectives which pertain to the proposed high school:

"8.040 Schools. (1) This category includes land uses associated with services generally provided by the public school system, although in some cases educational services may be provided by religious or business organizations. The objectives for these facilities are to:"

"(a) Cooperate with local school districts to plan for adequate educational services commensurate with the growth of the City."

The City has worked with and continues to work with the School District in planning for new educational services. This current CUP request is the culmination of that coordination effort.

"(c) Locate junior high or high school sites adjacent to arterial or collector streets."

The proposed high school site is located adjacent to Boones Ferry Road, an arterial street, and Martinazzi Avenue, a collector street.

"(d) Locate all schools providing primary and secondary education as far as possible from commercial and industrial districts, unless the education provided would be vocational in nature."

The proposed high school site is located at the southeast corner of the City of Tualatin within close proximity to the UGB. This location is the greatest distance from both commercial and industrial planning districts.

3.080(8) indicates high school students are currently served by Tigard High School. The TDC referenced the district had begun preliminary thoughts in 1979 for a school in Tualatin but felt it was many years away. This proposal for a new high school indicates that after nearly 10 years of planning a high school in Tualatin is needed to serve the area.

The proposed high school is in Neighborhood Planning area 4 (Attachment 4). 9.030 states in part "Each area, with the exception stated above, was viewed as a potential neighborhood unit, having its own area of interest, comprising a population of 3,000 to 5,000 persons and served, as much as possible, by common facilities such as schools or parks." The proposed location of the high school would serve this neighborhood planning area and other neighborhood planning areas within Tualatin and the Tigard-Tualatin School District.

11.030(20) states "Require developers to aid development of the roadway system by constructing a half street or full street improvements where necessary."

As outlined under the public facilities and transportation section of this report, the school district will be required to make improvements to Boones Ferry Road at the time of Architectural Review. This complies with the objective of 11.030(20).

11.030(24) "Provide sidewalks on both sides of all fully developed streets within the City."

The public facilities recommendation outlines that the half street improvement will include sidewalks through the Architectural Review process. This complies with 11.030(24).

11.030(26) "Require developers to aid development of the roadway system by dedicating or reservation of needed right-of-ways and by adopting setbacks and other required standards that will keep buildings from interfering with future road requirements."

The school district is being required to dedicate additional ROW along Boones Ferry Road for future improvements. This dedication fulfills the objective of 11.030(26).

11.030(31) "To undertake, as needed, special traffic circulation studies in problem areas, especially around schools, to determine appropriate traffic controls to effectively and safely manage automobile and pedestrian traffic."

The City is requesting a traffic study be performed to determine the impacts of the high school during the Architectural Review process. This requirement of the school district complies with this objective.

15.020(9) "Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities."

The requirement for an 18' bike easement further implements the linking of bicycle facilities.

Staff's conclusion is the proposed project with the conditions outlined in the staff report comply with the policies and objectives of the Tualatin Development Code.

Criterion "e" is met.

7. The proposed use meets all of the criteria for conditional use approval.

RECOMMENDATION

Staff recommends that Council direct staff to prepare a resolution granting CUP-90-04 to allow a high school in a RL Planning District subject to the following conditions:

1. The developer shall dedicate an additional 15' of right-of-way on Boones Ferry Road to equal 45' from centerline prior to issuance of the building permit.
2. Only emergency vehicle access shall be allowed onto Martinazzi Avenue. The location and type of access shall be determined through the Architectural Review process if the District proposes such an access.
3. The School District shall enter into discussions with the City and residents abutting Martinazzi Avenue and Osage Street adjacent to the school to address possible on-street parking concerns. If a restrictive on-street program is proposed, it shall be in place by the fall of 1991 to allow residents adequate time to become acquainted with the program.
4. When SW Boones Ferry Road is improved it shall be constructed to include sufficient width to accommodate a minimum 4' wide bike lane.
5. Prior to the issuance of building permits, the School District shall grant an 18' easement for pedestrian/bikeway purposes along the northerly property line of the site. The easement shall extend from the most northerly northeast corner of the high school site and run approximately 700' west to the east property line of the proposed Moccasin Run Subdivision (2S1 35A, 801), thence north along the east property line of the subdivision to the Byrom Elementary School property and thence westerly on the elementary school property approximately 700' to the east right-of-way line of Ibach Street.
6. The easement area in Condition 5 shall be surveyed and staked by the applicant and its location approved by the Parks and Recreation Department prior to the acceptance of the easement by the City.
7. The lighted main competition field shall not use its lights between 10:30 p.m. and daybreak and the lights shall be of a type that focuses the light on the field and allows a minimum of diffusion.
8. Two access points shall be allowed through the perimeter fence. The access points shall be generally located at the bikepath easement and along the southern property line. The exact location shall be determined through the Architectural Review process.

CUP-90-04--To Allow a High School in a RL District
August 27, 1990
Page 14

Cordially



Douglas R. Rux
Associate Planner

jb

Attachments: 1. Applicant's Reasons
2. Proposed Site Plan
3. Vicinity Map
4. Neighborhood Planning Area Map

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13 July 1990

City of Tualatin
Conditional Use Hearings Officer and
Architectural Review Committee
Post Office Box 369
Tualatin, Oregon 97062-0369

RE: NEW HIGH SCHOOL FOR TIGARD SCHOOL DISTRICT

Growth, the size and condition of the existing High School and restructuring of grade organization necessitate the Construction of a second High School for 1,500 students in the Tigard School District.

Growth

Growth within the School District might best be shown by the following table:

Year	1958	1968	1978	1988
District Enrollment	2127	4337	5643	7292
HS (10-12)	425	1019	1323	1540

Maximum Enrollment at the High School (10-12) was in 1986 with 1648 students. Small classes feeding into the High School have stabilized enrollment for the last few years. However projections of existing elementary classes through to the High School show continued growth.

Projections for 9-12 High School within the School District are:

1990-90	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98
1,566	1,649	2,385	2,606	2,743	2,961	3,266	3,407

Restructuring of Grade Organization

The School District in the past and presently is composed of kindergarten through sixth grade (K-6) Elementary Schools, seventh grade through ninth grade (7-9) Junior High Schools and tenth through twelfth grade (10-12) High School.

A Number of years ago a committee appointed by the District recommended a change to (K-5) Elementary (6-8) Middle Schools and (9-12) High Schools.

A second committee was recently appointed to review that recommendation and make recommendation as to scheduling. That group concurred in the reorganization and recommended that the change occur on the opening day of School in 1992. They further recommended a 30 million bond issue to cover cost of implementing their recommendation which consisted of construction of an 800 student Middle School, a 1,500 student High School and refurbishing of the existing High School. The School Board accepted their recommendations and that bond issue was offered to the patrons of the District and was passed at the 18 September 1989 election.

Possible expansion of Existing High School

During the committees work, solving of High School level problems by expansion of the existing Tigard High School was carefully considered.

Major points in arriving at the recommendation not to expand the existing High School were:

The Building:

Was first constructed in 1952. Since that time major additions were two new Gym's with dressing rooms, a 600 seat Auditorium, a new Counseling area, an Art complex, an Auto Shop, new Weight Room and Athletic Team Rooms.

Major remodelings have increased the size of Library and refurbished the Administrative areas.

With the additions, the effective design capacity of the building has been estimated at 1,200 to 1,250. Enrollment as of (June 1, 1990) was 1,435 students.

The Existing High School Site

The site of existing Tigard High School is approximately 50 acres, a portion of which is on a steep sloped wooded area and is not usable. The site cannot at present meet all demands of parking, Bus loading and Athletic Field requirement. Cook Park facilities are used for the High School soccer program.

No property is available for site expansion.

Parking and Bus Loading

The original planning did not provide for sufficient parking in proper locations. Added parking areas are remote and the neighborhood streets are a more convenient location for many students. This has led to continuous dissatisfaction of many of the neighbors.

The Bus Loading area is too small to accommodate the bussing requirement. The bus line extends into Duraham road creating traffic problems.

The City of Tigard has indicated that no expansion of this school will be allowed until both the parking and bus loading problems are solved.

Since no other land is available the solution must further reduce an already too small site.

21

Required Capacity

If shift to a 6-8 Middle school and a 9-12 High School is to be accomplished by expanding the existing Tigard High School the facility must, as shown by the above enrollment estimates accommodate upwards of 3,500 students. The site will not allow expansion to that size.

For these reasons stated above any consideration of expanding the existing High School to accommodate all District High School students was rejected.

Response to question in item No. 9 of the Instruction for Conditional Use Application follows:

- A. Is your proposed use listed as a conditional use in the Planning District where your site is located?

Yes. High Schools are listed as a conditional use in the Residential Low (RL) Density Planning District.

- B. Are the characteristics of the site suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features?

Yes. This site is well suited for use as a High School.

1. Surrounding Uses:

North:

To the north of the site is the Byrom Elementary School, four existing residences fronting on SW Osage Street and a single residence fronting on SW Martinazzi Ave. Between the High School site and the Elementary School site is a 4.82 acre filbert orchard. Preliminary plans have been submitted to the City to develop this area into a 22 lot sub division.

At the northeast corner a parcel has recently been transferred from School District to City ownership. This area will be used for the extension of Martinazzi and a small park.

East:

The area to the east is at present undeveloped. Plans are in the works for the extension of the Dakota Hills Subdivision into that area.

South:

At the southwest corner is a single family residence on a larger parcel of land. To the immediate south is a filbert orchard.

West:

To the west, across Boones Ferry Road, are single family residences on large parcels of land.

2. Size:

The site is approximately 66 acres and must accommodate the following.

Separation of site: Separation from surrounding residential areas will be by a 6 foot high chain link fence.

Buildings:

The academic building will be approximately 210,000 sf. It will contain the major classrooms, Media Center, Commons and Physical Education, Gymnasium and Dressing Spaces.

Separated from the main building to the south will be a 600 seat Auditorium of approximately 20,000 sf.

To the north the Auto Shop will be separate from the main building and will be adjacent to a screened service yard.

The eventual Swimming Pool Facility will be located on the southwest portion of the site. It is expected this facility will be between 15,000 and 20,000 sf.

Parking:

The City requirements of one space for each 6 students and one for each Classroom would create a total parking requirement of approximately 350 spaces. The District feels that this amount is insufficient to meet the requirements of a High School and is planning to provide approximately 600 off street parking spaces.

Athletic Facilities:

In addition to 900 students taking PE each day, the following table lists the athletic teams that will be active at this school. Basketball and Wrestling of course will take place within the structure and golf and skiing will be at a remote site. All other activities must be accommodated on site.

FALL SEASON 20 AUG - 7 NOV

	<u>Players</u>	<u>Home Games</u>	<u>Spectators</u>	<u>Time</u>
Football				
Varsity	60	5	3000	* 7:30-9:30 pm
J V	30	4	200	* 7:00-9:00 pm
Soph	30	4	50	4:00-6:00 pm
Frosh	30	4	75	4:00-6:00 pm
B. Soccer				
Varsity	18	7	150	* 7:00-8:30 pm
J V	16	7	20	4:30-6:00 pm
Frosh	18	7	20	4:30-6:00 pm
G. Soccer				
Varsity	18	7	75	* 7:00-8:30 pm
J V	16	7	20	4:30-6:00 pm
Frosh	18	7	20	4:30-6:00 pm
C. Country (Combined boys and Girls)				
Varsity	30	5	50	4:00-5:30 pm
J V	30	5	50	4:00-5:30 pm
Frosh	30	5	50	4:00-5:30 pm
Volleyball				
Varsity	12	9	400	7:30-8:30 pm
J V	12	9	400	6:15-7:15 pm
Frosh	14	9	25	4:00-5:00 pm
* Played on Lighted Field				

WINTER SEASON 1 DEC - 1 MAR

B. Basketball

Varsity	12	11	1500	7:00-9:15 pm
J V	12	11	1500	5:45-7:00 pm
Soph	14	11	50	7:00-8:30 pm
Frosh	14	11	75	4:30-6:00 pm

G. Basketball

Varsity	12	11	500	7:30-9:15 pm
J V	12	11	500	5:45-7:00 pm
Soph	12	11	50	7:00-8:30 pm
Frosh	14	11	75	4:30-6:00 pm

Wrestling

Varsity	13	5	500	7:30-9:15 pm
J V	25	5	500	6:00-7:30 pm
Frosh	25	5	500	6:00-7:30 pm

SPRING SEASON 20 FEB - 20 MAY

Baseball

Varsity	18	12	200	4:30-7:00 pm
J V	18	12	50	4:30-7:00 pm
Frosh	18	12	50	4:30-7:00 pm

Softball

Varsity	18	12	200	4:30-7:00 pm
J V	18	12	50	4:30-7:00 pm
Frosh	18	12	50	4:30-7:00 pm

Track

Varsity	100	5	200	4:30-7:00 pm
J V	100	5	200	4:30-7:00 pm
Frosh	100	5	200	4:30-7:00 pm

Tennis

B. Varsity	40	8	25	4:30-7:00 pm
B. J V	40	8	25	4:30-7:00 pm
B. Frosh	40	8	25	4:30-7:00 pm
G. Varsity	40	8	25	4:30-7:00 pm
G. J V	40	8	25	4:30-7:00 pm
G. Frosh	40	8	25	4:30-7:00 pm

The table above shows competition events, practice for each of the teams, with the exception of Golf and Skiing, must be accommodated on site. Practice usually begins after school (2:20 p.m.) and none extend beyond 6 p.m.

3. Shape:

As shown by the Site Plan the shape of this Site accommodates the facilities.

4. Location:

The district selected the Tualatin site for several reasons: 1) Its topography was good to excellent, 2) Its size and shape were right for a school (in fact, it was the only 60 acre site available at a time of rapid land development for residential and commercial use) 3) Its location, near future traffic improvements, and within the district's boundary was appropriate to meet local and district-wide residential growth.

5. Topography:

This site slopes from the southeast downward to the north and northwest. Grades allow for proper drainage but are not too steep to make proper grading of the site overly difficult.

6. Improvements:

The following is from the City of Tualatin Site Information Report. The School District expects to comply with all items:

The site is adjacent to SW Boones Ferry Road, a street which is designated an arterial in the Tualatin Development Code.

The required right-of-way width on SW Boones Ferry is 90', or 45' from centerline. The street appears to be 30' from centerline currently. Therefore, there will be a required dedication of 15' of right-of-way along SW Boones Ferry Road.

School District shall also be responsible for constructing a half street improvement in SW Boones Ferry Road adjacent to the site. These shall include:

- a. 28' of pavement (19' from curb to centerline, 9' past centerline.)
- b. Storm drains, including and off-site storm drainage facilities necessary to properly dispose of surface and/or subsurface storm water.
- c. Installation of curb and gutter.
- d. Sidewalks.
- e. Street trees.
- f. Street lights.
- g. Street striping and signing.
- h. Reconstruction of portions of SW Boones Ferry deemed to be of inadequate structural section to handle projected traffic loads.
- i. Adjustments in the horizontal and vertical alignment as necessary to construct SW Boones Ferry Road in a safe manner.
- j. Bike lane.

A traffic study to consider the impact of the New High School, jointly commissioned by the City and The School District has been completed. The recommendations of that study are:

"Based on the results of the traffic access analysis described in this report, it is concluded that the property as proposed can be constructed with minimal impact to the surrounding street system if the following improvements are made.
To ensure the safe and efficient movement of traffic and pedestrians within the area, the following traffic operational improvements are recommended:

- 1) The proposed development be constructed as proposed with two access points on SW Boones Ferry Road. The first driveway to be located approximately 385 feet south of Ibach Street and the second driveway to be located approximately 1,160 feet south of the Ibach Street Boones Ferry Road intersection.
- 2) The proposed access points be controlled with a stop sign.
- 3) Left turn pockets be installed on SW Boones Ferry Road at the site driveways in accordance with the stacking distances shown in Table 8 and the improvement recommendations shown in Figure 10.
- 4) A 6' wide bike path be constructed on the east side of Boones Ferry Road adjacent to the school property and be continued north to Ibach Street.
- 5) School crosswalks be installed across Boones Ferry Road at the Ibach Street intersection."

All Recommendations will be implemented.

7. Pedestrian Access:

In addition to Pedestrian access from Boones Ferry Road it is anticipated the City will require pedestrian access from future developments on the northeast and south as well as the extension of Martinazzi Ave.

8. Natural Features:

At present approx. 2/3 of the site is filbert orchards and 1/3 is open fields.

There are a number of abandoned farm and residential structures located on the northwest portion of the site.

There are approx. 20 trees (larger than 8" in circumference four feet above the ground) present on site.

All existing structures and all filbert trees will be removed.

All other trees greater than 8" in circumference will be addressed during Architectural Review.

- C. Is the proposed development timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area effected by the use?

Yes. The facilities being constructed in order to meet the increased enrollment within the District and within this area.

Transportation requirements will be met by (1) providing adequate student on-site parking, (2) improving SW Boones Ferry Road for High School Traffic, and (3) providing proper public transportation via School Busses for Students attending the School.

The School day is organized in such a manner that all traffic movements both to and from the site will be at other than peak hours for public traffic movement.

Water, storm and sanitary sewer will be City of Tualatin Systems.

Water will be available in SW Boones Ferry Road and across the north portion of the school site.

Sanitary sewer connections are available at the end of SW Martinazzi and Osage Streets. Storm sewer will feed into the system northwest of the school site. Details are being worked out at this time.

- D. Will the proposed use alter the character of the surrounding area in any manner which substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying Planning District?

No. The following is presented to illustrate the fact that any effect on the surrounding area is minor and does not substantially limit, impair or preclude the use of surrounding properties for the primary uses listed in the underlying district.

Access

All Vehicular access to the site will be from SW Boones Ferry Road. There will be no access from SW Martinazzi Ave unless the City of Tualatin requires emergency access for Fire or Police vehicles.

The School Year

The normal school year (days with students present for classes) is 178 days long.

The year usually begins the day following Labor Day (1st or 2nd week in September) and extends to mid June the following year.

In a 365 day year no major activity occurs in the High School Site during 187 days. Facilities are available for community use.

The District encourages community use of all facilities and grounds when not in use for school purposes. The District policy covering community use of facilities is:

The District's Field Advisory Committee, chaired by the Athletic Director determines summer and off hour use of fields and facilities. The committee makes recommendations based on:

- 1) The number of school district children sent of the organization.
- 2) The "seniority" of the organizations in terms of past usage.
- 3) The organizations support in the community.
- 4) The needs of adult teams.

The committee makes its recommendation to the Superintendent who may take them to the School Board for final approval.

The School Day

(Times noted are schedules at Existing Tigard High School.)

The school day is arranged so that traffic to and from the site is off peak of the normal business traffic.

First class period begins at 7:30 a.m. with traffic to the site arriving between 7:00 and 7:30 a.m.

Last period ends at 2:11 p.m. with all but Athletic Team Members departing the site by 2:45 p.m.

It is expected the majority of the students will arrive by school bus, (18 busses planned) a number will drive their own autos, with a minor portion arriving by foot, bicycle, or being delivered by parents.

Athletic Activities on Site

On site competitive athletic events are described in a earlier table. The Main Competition Athletic Field and the Principal Indoor Athletic Facilities are located to the interior of the site. This location will provide the least interference to surrounding properties for on site traffic, parking and athletic events.

The Lighted Field will be in use only during the Fall Season (late Oct through early Nov) and no event should extend past 9:30 p.m.

Swimming Pool

The pool, when completed at some future date, can be expected to have similar usage to the Existing Tigard Swim Center.

That facilities hours are:

Weekdays 5:00 a.m. - 9:00 p.m.

Weekends 12:00 p.m. - 9:00 p.m.

Auditorium

Like the pool the New Auditorium, when constructed, can be expected to have similar usage as the Deb Fennell Auditorium at the Existing High School which averages use by 200 people on 2-3 nights each week between 7:30 p.m. and 10:00 p.m. during the school year. The facility is not open during the summer.

- E. Does the proposal satisfy those objectives and policies of the Tualatin Community Plan which apply to the proposed use?

Yes. Section 8.040 of that guide calls for:

- a) Cooperate with local School Districts to plan for adequate educational services commensurate with growth of the City.

This cooperation between the City and the School District has been continuous and is ongoing.

- b) Locate High School sites adjacent to arterial or connector street.

SW Boones Ferry Road is designated as an arterial street in the Tualatin Community Plan.

- c) Locate all schools providing primary and secondary education as far as possible from commercial and industrial districts unless the education provided would be vocational in nature.

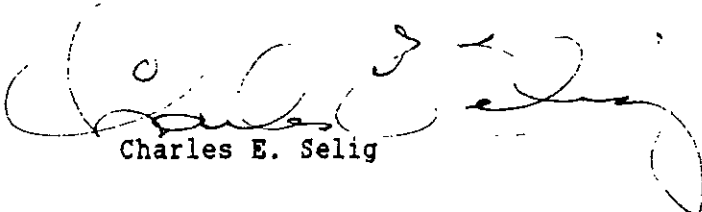
The School is located within the Residential Low Density Planning District.

The nearest commercial planning district is in the downtown Tualatin area (about 1.5-2.0 miles.)

The nearest industrial planning districts are on the west side of 105th Avenue (about 1 mile) and north of Avery Street and west of Boones Ferry Road (about 1 mile.)

The school site is located as far as possible from commercial and industrial districts.

Sincerely,



Charles E. Selig

jnn

NOTES

1. All land development and use shall conform to the Comprehensive Zoning Ordinance, as amended, and to the rules and regulations of the City of Tualatin, Oregon, as adopted by the City Council.
2. The minimum lot area for any residential use shall be as shown on the map, and no subdivision shall be made which would result in a lot area less than the minimum lot area shown on the map.
3. The minimum frontage shall be as shown on the map, and no subdivision shall be made which would result in a frontage less than the minimum frontage shown on the map.
4. The minimum width of any street shall be as shown on the map, and no subdivision shall be made which would result in a street width less than the minimum width shown on the map.
5. The minimum width of any alley shall be as shown on the map, and no subdivision shall be made which would result in an alley width less than the minimum width shown on the map.

City of TUALATIN

RESIDENTIAL	D.U./Acres
RL Low Density	1-7
RML Medium-Low Density	6-11
RMH Medium-High Density	11-16
RH High Density	16-26
RH/HR High Density/High Rise	26-30

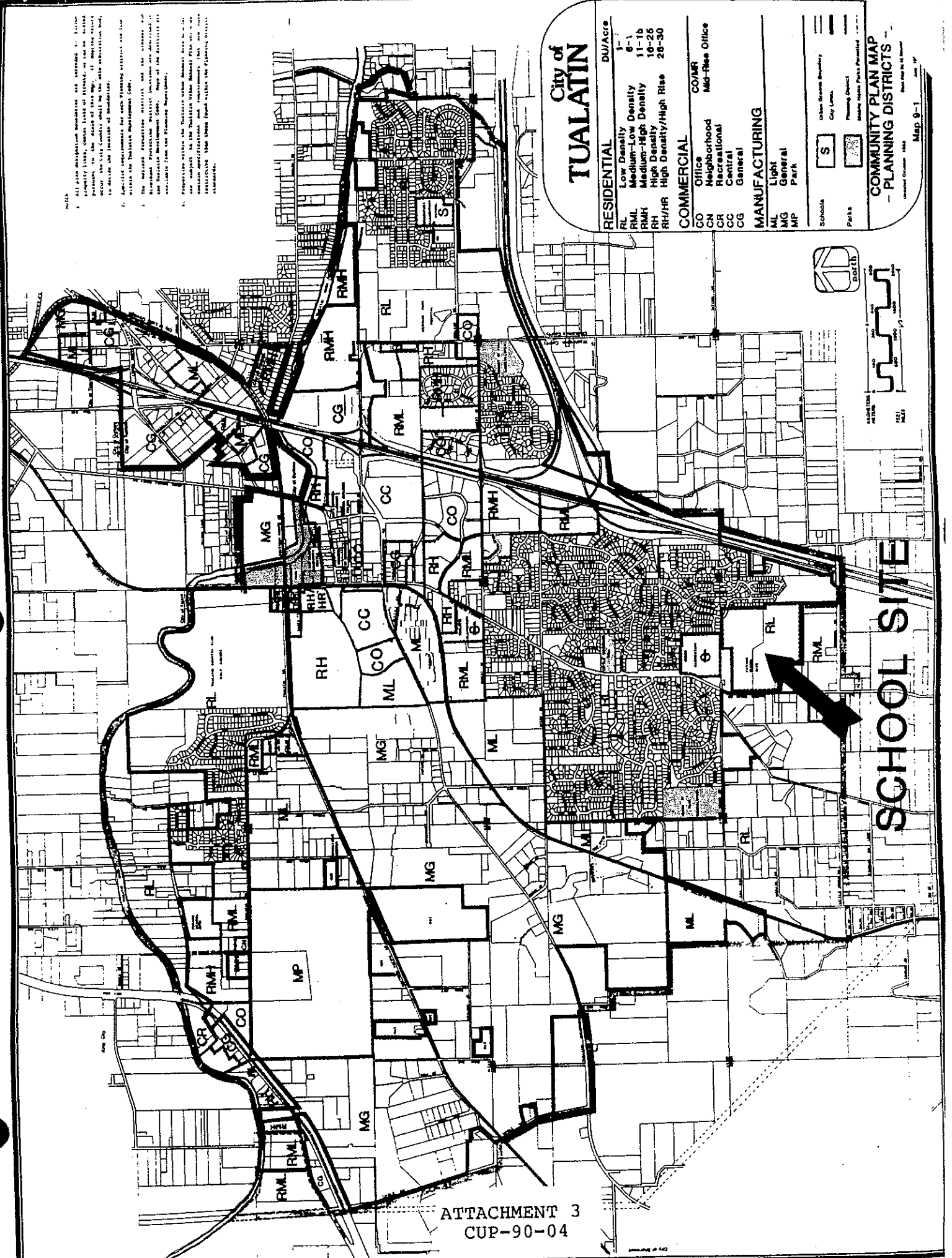
COMMERCIAL	C.O./Acres
CO Office	Mag-Rise Office
CN Neighborhood	
CR Recreational	
CC Central	
CG General	

MANUFACTURING
ML Light
MG General
MP Park

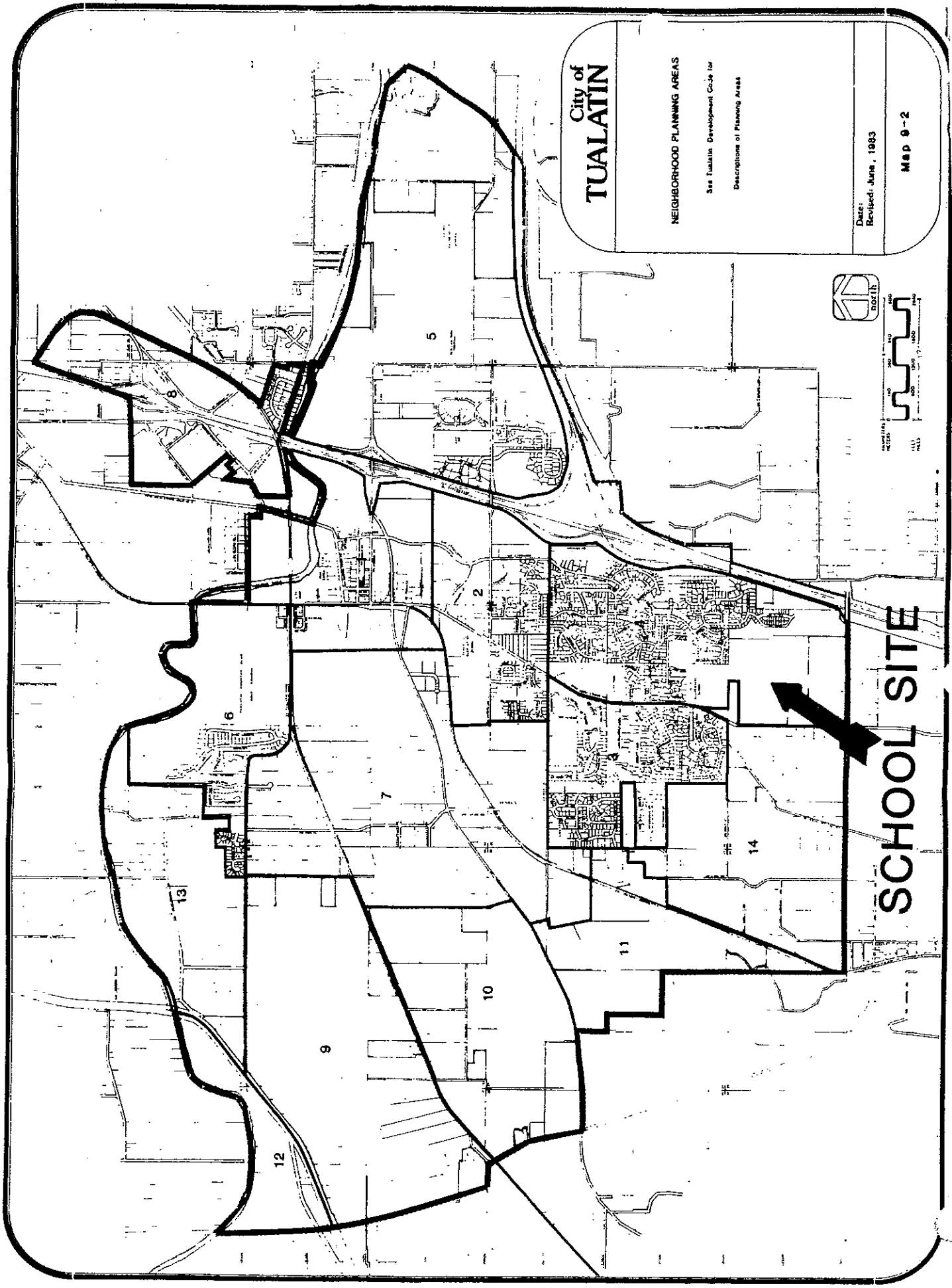
Schools	Urban Growth Boundary
Parks	City Limits
	Planning District
	Master Plans Permitted

COMMUNITY PLAN MAP - PLANNING DISTRICTS -

Map 9-1



ATTACHMENT 3
CUP-90-04



City of
TUALATIN

NEIGHBORHOOD PLANNING AREAS
See Tualatin Development Code for
Descriptions of Planning Areas

Date:
Revised: June, 1983

Map 9-2



SCHOOL SITE