



MHS PARKING LOT ADDITION

11300 SE 23RD AVENUE, MILWAUKIE, OR 97222

APPLICANT:

NORTH CLACKAMAS SCHOOL DISTRICT
1245 SE FULLER ROAD
MILWAUKIE, OR 97222
CONTACT: DAVID HOBBS

PLANNING CONSULTANT

3J CONSULTING, INC.
5075 SW GRIFFITH DRIVE, SUITE 150
BEAVERTON, OR 97005
CONTACT: ANDREW TULL
PHONE: (503) 946-9365

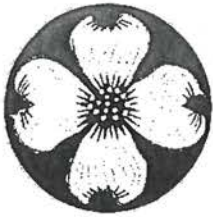
RECEIVED
MAR 13 2019
CITY OF MILWAUKIE
PLANNING DEPARTMENT

APPLICATION TYPE

TYPE III COMMUNITY SERVICE USE MODIFICATION

SUBMITTAL DATE

MARCH 13, 2019



PLANNING DEPARTMENT
 6101 SE Johnson Creek Blvd
 Milwaukie OR 97206
 503-786-7630
 planning@milwaukieoregon.gov

Application for Land Use Action

Master File #: CSU-2019-002

Review type*: I II III IV V

CHOOSE APPLICATION TYPE(S):

Community Service Use

...

...

...

...

RECEIVED
 MAR 13 2019
 CITY OF MILWAUKIE
 PLANNING DEPARTMENT

- Use separate application forms for:**
- Annexation and/or Boundary Change
 - Compensation for Reduction in Property Value (Measure 37)
 - Daily Display Sign
 - Appeal

RESPONSIBLE PARTIES:

APPLICANT (owner or other eligible applicant—see reverse): North Clackamas School District

Mailing address: 4444 SE Lake Road Milwaukie, OR zip: 97222

Phone(s): 503-353-6058 Email: hobbsd@nclack.k12.or.us

APPLICANT'S REPRESENTATIVE (if different than above): Andrew Tull

Mailing address: 3J Consulting, Inc. 5075 SW Griffith Drive, Beaverton OR 97005 zip: 97005

Phone(s): 503-545-1907 Email: andrew.tull@3j-consulting.com

SITE INFORMATION:

Address: (No Site Address - Willard and 25th) 2301 SE Willard St Map & Tax Lot(s): 11e36bc 5800


Comprehensive Plan Designation: C/HD Zoning: R-2 Size of property: 0.54 Acres

PROPOSAL (describe briefly):

Applicant requests a Type III CSU Modification to the approved MHS CSU permit to allow for the construction of a new parking lot.

SIGNATURE:

ATTEST: I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by:  Date: 02/27/2019

IMPORTANT INFORMATION ON REVERSE SIDE

*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION (excerpted from MMC Subsection 19.1001.6.A):

Type I, II, III, and IV applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

Type V applications may be initiated by any individual.

PREAPPLICATION CONFERENCE:

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

REVIEW TYPES:

This application will be processed per the assigned review type, as described in the following sections of the Milwaukie Municipal Code:

- Type I: Section 19.1004
- Type II: Section 19.1005
- Type III: Section 19.1006
- Type IV: Section 19.1007
- Type V: Section 19.1008

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file	CSU-2019-002	\$ 2,000	-		\$	RECEIVED MAR 13 2019 CITY OF MILWAUKIE PLANNING DEPARTMENT
Concurrent application files		\$			\$	
		\$			\$	
		\$			\$	
		\$			\$	
SUBTOTALS		\$ 2,000			\$	
TOTAL AMOUNT RECEIVED: \$			RECEIPT #:		RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):						
Neighborhood District Association(s): <i>Historic Milwaukie</i>						
Notes:						

*After discount (if any)

Table of Contents

GENERAL INFORMATION..... 3

SITE INFORMATION 3

INTRODUCTION..... 4

 APPLICANT'S REQUEST..... 4

 SITE DESCRIPTION/SURROUNDING LAND USE 4

 PROPOSAL..... 4

 NEIGHBORHOOD MEETING 4

APPLICABLE CRITERIA 5

 CHAPTER 19.300 BASE ZONES..... 5

 19.302 MEDIUM AND HIGH DENSITY RESIDENTIAL ZONES 5

 CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS 7

 19.501 GENERAL EXCEPTIONS 7

 19.504 SITE DESIGN STANDARDS..... 8

 19.505 BUILDING DESIGN STANDARDS..... 11

 CHAPTER 19.600 OFF-STREET PARKING AND LOADING 12

 19.601 PURPOSE 12

 19.602 APPLICABILITY 12

 19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS 13

 19.604 GENERAL PARKING STANDARDS..... 14

 19.605 VEHICLE PARKING QUANTITY REQUIREMENTS..... 15

 19.606 PARKING AREA DESIGN AND LANDSCAPING 18

 19.608 LOADING 25

 19.609 BICYCLE PARKING 25

 19.610 CARPOOL AND VANPOOL PARKING 25

 CHAPTER 19.700 PUBLIC FACILITY IMPROVEMENTS 26

 19.702 APPLICABILITY 26

 19.703 REVIEW PROCESS 27

 19.704 TRANSPORTATION IMPACT EVALUATION 31

 19.705 ROUGH PROPORTIONALITY 31

 19.708 TRANSPORTATION FACILITY REQUIREMENTS..... 33

 19.709 PUBLIC UTILITY REQUIREMENTS..... 40

CHAPTER 19.900 LAND USE APPLICATIONS..... 42
19.904 COMMUNITY SERVICE USES..... 42
SUMMARY AND CONCLUSION 46

Attachments

- Attachment A – Application Form
- Attachment B – Property Ownership Information
- Attachment C – Notification Materials
- Attachment D – Technical Reports
- Attachment E – Land Use Plans

GENERAL INFORMATION

Applicant:	North Clackamas School District 12451 SE Fuller Road Milwaukie, OR 97222 Contact: David Hobbs Director of Capital Projects Phone: 503-353-6058 Email: hobbsd@nclack.k12.or.us
Program Manager:	CBRE HEERY Two Centerpointe Drive, Suite 250 Lake Oswego, OR 97035 Contact: Steve Nicholas Phone: 503-431-6180 Email: nicholasst@nclack.k12.or.us
Architect:	BRIC Architecture Inc. 1233 NW Northrup Street, Suite 100 Portland, OR 97209 Contact: Matt Jacoby Phone: 503-595-4900 Email: matt.jacoby@bric-arch.com
Planning Consultant:	3J Consulting, Inc. 5075 SW Griffith Drive, Suite 150 Beaverton, OR 97005 Contact: Andrew Tull Phone: 503-545-1907 Email: andrew.tull@3j-consulting.com

SITE INFORMATION

Parcel Number:	11E36BC 5600
Address:	11200 SE 23 rd Avenue
Size:	14.7 acres
Zoning Designation:	R-2 and R-1-B
Existing Use:	Milwaukie High School
Street Functional Classifications:	SE Willard Street and SE 25 th Avenue are classified as local roads.

Surrounding Zoning: The properties to the south and east are zoned R-2. The properties to the west are zoned R-1-B and DMU. The properties to the north are zoned R-1-B and R-2.

INTRODUCTION

APPLICANT'S REQUEST

The North Clackamas School District is proposing to construct a new parking lot on the existing Milwaukie High School campus and seeks approval of an application for a Type III Community Service Use Modification. This narrative has been prepared to describe the proposed development and to document compliance with the relevant sections of Milwaukie's Development Code.

SITE DESCRIPTION/SURROUNDING LAND USE

Milwaukie High School is located at 11300 SE 23rd Avenue within the City of Milwaukie. The site consists of one tax lot, 1S1E36BC 5600, which is traversed by SE Willard Road. The site is approximately 14.7 acres and is primarily zoned R-2, with a small portion of the site west of 23rd avenue zoned R-1-B. The portion of the site proposed for development is the site of the existing tennis courts, south of Willard Road.

The existing building was established as a school facility in 1907. The school was built long before the CSU section of the City's zoning code was developed so no Community Service Use was originally issued for the facility. The City eventually issued a Community Service Permit for the site and the City has approved major modifications to the School's campus in 1986, 1988, 1993, 1999, 2007 and 2017. The most recent application to the City was a Community Service Use Modification (CSU-2017-007) for a major demolition and renovation and expansion of the school and facilities.

PROPOSAL

The North Clackamas School District is proposing to construct a new parking lot on the existing Milwaukie High School campus. The proposed changes to the school will include the demolition of the tennis courts located southwest of the main school building, south of Willard Street. The proposed parking lot will provide 30 parking stalls, with landscaping and pedestrian pathways connecting to nearby streets and the main campus. Circulation in the proposed parking lot will be one way with an entrance only access on SE Willard Street and an exit only access on SE 25th Avenue. The proposed development will include full right-of-way improvements to SE 25th Avenue, including paving, sidewalks on both sides, a planter strip on one side and a modified turn-around. New driveways will be provided for adjacent properties which have access to SE 25th Avenue.

NEIGHBORHOOD MEETING

The Applicant held a neighborhood meeting to discuss the proposed development on March 4, 2019. Invitations were mailed to property owners within 500 feet of the site. The materials from the neighborhood meeting are included with this application.

APPLICABLE CRITERIA

The following sections of the City of Milwaukie’s Zoning and Development Ordinance have been extracted as they have been deemed to be applicable to the proposal. Following each bold applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document, with absolute certainty, that the proposed development has satisfied the approval criteria for a Type III Community Service Use Modification.

CHAPTER 19.300 BASE ZONES

19.302 MEDIUM AND HIGH DENSITY RESIDENTIAL ZONES

The medium and high density residential zones are Residential Zone R-3, Residential Zone R-2.5, Residential Zone R-2, Residential Zone R-1, and Residential-Business Office Zone R-1-B. These zones implement the Medium Density and High Density residential land use designations in the Milwaukie Comprehensive Plan.

19.302.1 Purpose

The medium and high density residential zones are intended to create and maintain higher density residential neighborhoods that blend a range of housing types with a limited mix of neighborhood-scale commercial, office, and institutional uses.

19.302.2 Allowed Uses in Medium and High Density Residential Zones

Uses allowed, either outright or conditionally, in the medium and high density residential zones are listed in Table 19.302.2 below. Similar uses not listed in the table may be allowed through a Director’s Determination pursuant to Section 19.903. Notes and/or cross references to other applicable code sections are listed in the “Standards/Additional Provisions” column. See Section 19.201 Definitions for specific descriptions of the uses listed in the table.

Table 19.302.2 Medium and High Density Residential Uses Allowed		
Use	R-2	Standards/Additional Provisions
Accessory and Other Uses		
Community Service Use	CSU	Section 19.904 Community Service Uses

CSU = Permitted with Community Service Use approval subject to provisions of Section 19.904. Type III review required to establish a new CSU or for major modification of an existing CSU. Type I review required for a minor modification of an existing CSU.

Applicant’s Facts and Findings: All proposed improvements are located within the R-2 zoned portions of the property. School facilities are permitted within the City’s R-2 zoning district when approved through a Community Service Use Application. The Applicant has submitted a Modification to a Community Service Use Application and has

addressed the applicable approval criteria for the base zone and the Community Service Use.

19.302.4 Development Standards

In the medium and high density residential zones, the development standards in Table 19.302.4 apply. Notes and/or cross references to other applicable code sections are listed in the “Standards/Additional Provisions” column. Additional standards are provided in Section 19.302.5.

The standards in Subsection 19.302.4 are not applicable to cottage cluster development except where specifically referenced by Subsection 19.505.4.

See Sections 19.201 Definitions and 19.202 Measurements for specific descriptions of standards and measurements listed in the table.

Table 19.302.4 Medium and High Density Residential Development Standards		
Standard	R-2	Standards/ Additional Provisions
A. Lot Standards		
1. Minimum lot size (sq ft)	2,500	Subsection 19.501.1 Lot Size Exceptions Subsection 19.505.4 Cottage Cluster Housing Subsection 19.505.5 Rowhouses
a. Rowhouse	7,000	
b. Duplex	5,000	
c. All other lots		
2. Minimum lot width (ft)	25	
a. Rowhouse	50	
b. All other lots		
3. Minimum lot depth (ft)	80	
a. Rowhouse	80	
b. All other lots		
4. Minimum street frontage requirements (ft)	25	
a. Rowhouse	35	
b. Standard lot	25	
c. Flag lot	35	
d. Double flag lot		
B. Development Standards		
1. Minimum yard requirements for primary structures (ft)	15	Subsection 19.302.5.A Side Yards Subsection 19.501.2 Yard Exceptions Subsection 19.504.8 Flag Lot Design and Development Standards
a. Front yard	See Subsection 19.302.5.A	
b. Side yard	15	
c. Street side yard	15	
d. Rear yard	15	
2. Maximum building height for primary structures	3 stories or 45 ft, whichever is less	Subsection 19.302.5.E Height Exceptions Subsection 19.501.3 Building Height and Side Yard Height Plane Exceptions Subsection 19.302.5.I Transition Measures

3. Side yard height plane limit a. Height above ground at minimum required side yard depth (ft) b. Slope of plane (degrees)	25 45	Subsection 19.501.3 Building Height and Side Yard Height Plane Exceptions
4. Maximum lot coverage (percent of total lot area)	45%	Section 19.201 "Lot coverage" definition
5. Minimum vegetation (percent of total lot area)	15%	Subsection 19.504.7 Minimum Vegetation Subsection 19.302.5.D Front Yard Minimum Vegetation Subsection 19.302.5.C Minimum Vegetation
C. Other Standards		
1. Density requirements (dwelling units per acre) a. Minimum b. Maximum	11.6 17.4	Subsection 19.202.4 Density Calculations Subsection 19.302.5.F Residential Densities Subsection 19.501.4 Density Exceptions

Applicant's Facts and Findings: The Applicant has not proposed any residential development therefore the standards of the underlying zone associated with residential developments do not apply to this proposal.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.501 GENERAL EXCEPTIONS

The exceptions listed in Subsections 19.501.1-4 below are "by right" exceptions. "By right" exceptions require no special review or approval by the City to implement.

19.501.3 Building Height and Side Yard Height Plane Exceptions

- A. Projections such as chimneys, spires, domes, elevator shaft housings, flagpoles, and other similar objects not used for human occupancy are not subject to the building height and side yard height plane limitations of the Zoning Ordinance, except as provided in an L-F Zone.
- B. The following encroachments into a side yard height plane are allowed:
 - 1. Roof overhangs or eaves, provided that they do not extend more than 30 in horizontally beyond the side yard height plane.
 - 2. The gable end of a roof, provided that the encroachment is not more than 8 ft high above the side yard height plane or more than 40 ft wide.
 - 3. Dormers, with the following limitations:
 - a. The highest point of any dormer is at or below the height of the primary roof ridge.
 - b. The encroachment is not more than 6 ft high above the side yard height plane or more than 8 ft wide.

- c. **The combined width of all dormers does not exceed 50% of the length of the roof on which they are located.**

Applicant's Facts and Findings: No exceptions to the building height and side yard planes are proposed. The requirements of this section do not apply.

19.504 SITE DESIGN STANDARDS

19.504.9 On-Site Walkways and Circulation

A. Requirement

All development subject to Chapter 19.700 (excluding single-family and multifamily residential development) shall provide a system of walkways that encourages safe and convenient pedestrian movement within and through the development site.

Redevelopment projects that involve remodeling or changes in use shall be brought closer into conformance with this requirement to the greatest extent practicable. On-site walkways shall link the site with the public street sidewalk system. Walkways are required between parts of a site where the public is invited to walk. Walkways are not required between buildings or portions of a site that are not intended or likely to be used by pedestrians, such as truck loading docks and warehouses.

Applicant's Facts and Findings: The proposed parking lot renovation will include new sidewalks along the frontage of SE Willard Street and SE 25th Street. An onsite pedestrian pathway will connect to the sidewalk along the frontage. A new crossing will be provided at SE 25th Street, connecting to a crossing at SE Willard Street to the main campus. The proposed on-site walkways and circulation will provide safe and convenient pedestrian movements within and through the site.

The requirements of this section have been met.

B. Location

A walkway into the site shall be provided for every 300 ft of street frontage.

Applicant's Facts and Findings: A walkway into the site has been provided along the frontage SE Willard Street. The requirements of this section have been met.

C. Connections

Walkways shall connect building entrances to one another and building entrances to adjacent public streets and existing or planned transit stops. On-site walkways shall connect with walkways, sidewalks, bicycle facilities, alleys, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use. The City may require connections to be constructed and extended to the property line at the time of development.

Applicant's Facts and Findings: The onsite pedestrian pathway will connect to the sidewalk along the frontage. A new crossing will be provided at SE 25th Street, connecting to a crossing at SE Willard Street to the main campus pedestrian network. The

proposed on-site walkways and circulation will provide safe and convenient pedestrian movements within and through the site.

The requirements of this section have been met.

D. Routing

Walkways shall be reasonably direct. Driveway crossings shall be minimized. Internal parking lot circulation and design shall provide reasonably direct access for pedestrians from streets and transit stops to primary buildings on the site.

Applicant's Facts and Findings: The proposed walkway will provide access from the parking area to the main campus with minimal driveway crossing conflicts. The proposed pedestrian connection system meets the requirements of this code.

E. Design Standards

Walkways shall be constructed with a hard surface material, shall be permeable for stormwater, and shall be no less than 5 ft in width. If adjacent to a parking area where vehicles will overhang the walkway, a 7-ft-wide walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving materials. On-site walkways shall be lighted to an average 5/10-footcandle level. Stairs or ramps shall be provided where necessary to provide a direct route.

Applicant's Facts and Findings: The proposed pedestrian walkway will be constructed of concrete. Plans C204 illustrates the location and material proposed for the site's walkway. The proposed walkway will have a width of five (5) feet. Wheel stops have been provided to prevent vehicle overhang in the parking lot.

As shown on the attached lighting and photometric plans, the walkway on site will be illuminated at levels between 1.42- and 15.7-foot candles. The placement of light fixtures has been deliberately considered in order to provide the highest levels of lighting along the primary pedestrian routes. The proposed pedestrian connection system meets the requirements of this code.

19.504.10 Setbacks Adjacent to Transit

The following requirement applies to all new commercial, office, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

When adjacent to a street served by transit, new commercial, office, or institutional development, including uses authorized under Section 19.904 Community Service Uses, shall be set back no more than 30 ft from the right-of-way that is providing transit service.

A. An individual building may be set back more than 30 ft, provided the building is part of an approved phased development that will result in a future building(s) that complies with the 30-ft setback standard.

- B. For sites with multiple buildings, the maximum distance from a street with transit to a public entrance of the primary building shall be no more than 100 ft.
- C. If the proposed building is part of an institutional campus, the Planning Director may allow flexibility in the setback and orientation of the building. As a trade-off for this flexibility, enhanced sidewalk connections shall be provided between the institutional building(s) and nearby transit stops.
- D. If the site abuts more than 1 street served by transit, then the maximum setback requirement need only apply to 1 street.

Applicant's Facts and Findings: The required building setbacks are not applicable to parking lot development.

19.504.11 Preliminary Circulation Plan

A preliminary circulation plan is intended to guide site development by establishing a plan for multimodal access, connectivity, and circulation. A preliminary circulation plan is a conceptual plan, in that it does not establish a precise alignment for street, pedestrian, or bicycle facilities.

A. Applicability

A preliminary circulation plan is required for nonresidential development on sites 3 acres and larger that are subject to development review per Section 19.906 and where any of the following is true:

1. The site is vacant.
2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for > 50% of the site.
3. The development is in the Flex Space Overlay Zone.

B. Plan Contents

1. The preliminary circulation plan shall include a site plan, showing land uses; building envelopes and other structures; the pedestrian, bicycle, and vehicle circulation system; vehicle and bicycle parking areas; open areas; existing trees to be preserved; and utility connections. The site plan must also include the following:
 - a. All existing improvements that will remain after development of the proposed use.
 - b. All improvements planned in conjunction with the proposed use.
 - c. Conceptual plans for possible future uses.
 - d. Pedestrian and bicycle facilities, including safe pedestrian and safe bicycle circulation between the following:
 - (1) Major buildings, activity areas, and transit stops within the site plan boundaries and adjacent streets, pathways, and transit stops.
 - (2) Adjacent developments and the proposed development.

2. The preliminary circulation plan shall include a public right-of-way/easement plan depicting the following, if applicable:

Reservation, dedication, or use of the proposed site for public purposes, including, but not limited to the following: rights-of-way, showing the name and location of all existing and proposed public and private access drives within or on the boundary of the proposed site; the right-of-way and paving dimensions; the ownership and maintenance status, if applicable; the location, width, and construction material of all existing and proposed sidewalks; pedestrian accessways and trails; and bicycle accessways and trails.

Applicant's Facts and Findings: The Applicant has provided a Circulation Plan under Appendix E which describes the walkable and navigable areas of the site for pedestrians and vehicles.

C. Approval Criteria

In reviewing a proposed preliminary circulation plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and Section 19.708 Transportation Facility Requirements.

Applicant's Facts and Findings: The Applicant has provided a Circulation Plan under Appendix E which describes the walkable and navigable areas of the site for pedestrians and vehicles. The circulation plan proposed by the applicant is consistent with the City's Comprehensive Plan and Transportation System Plan. Consistency with the Transportation System plan and Comprehensive plan has been achieved through a series of dedications and proposed roadway improvements which are aligned with the requirements for each of the roads which front the property based upon their functional classifications. The improvements proposed are described in detail in response to section 19.708.

19.505 BUILDING DESIGN STANDARDS

19.505.8 Building Orientation to Transit

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

Applicant's Facts and Findings: The proposed development does not include a building. The requirements of this section are not applicable.

CHAPTER 19.600 OFF-STREET PARKING AND LOADING

19.601 PURPOSE

Chapter 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of Chapter 19.600 is to: provide adequate, but not excessive, space for off-street parking; avoid parking-related congestion on the streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; improve the appearance of parking areas; and minimize environmental impacts of parking areas.

Regulations governing the provision of on-street parking within the right-of-way are contained in Chapter 19.700. The management of on-street parking is governed by Chapter 10.20. Chapter 19.600 does not enforce compliance with the Americans with Disabilities Act (ADA). ADA compliance on private property is reviewed and enforced by the Building Official.

19.602 APPLICABILITY

19.602.1 General Applicability

The regulations of Chapter 19.600 apply to all off-street parking areas and off-street loading areas, whether required by the City as part of development or a change in use, per Subsection 19.602.3, or voluntarily installed for the convenience of users, per Subsection 19.602.4. Activity that is not described by Subsections 19.602.3 or 4 is exempt from compliance with the provisions of Chapter 19.600. Changes to nonconforming off-street parking and loading are addressed through Chapter 19.600 and not through the provisions of Chapter 19.800.

19.602.2 Maintenance Applicability

Property owners shall comply with the regulations of Chapter 19.600 by ensuring conformance with the standards of Chapter 19.600 related to ongoing maintenance, operations, and use of off-street parking and loading areas. Changes to existing off-street parking or loading areas that bring the area out of conformance with Chapter 19.600, or further out of conformance if already nonconforming, are prohibited.

19.602.3 Applicability for Development and Change in Use Activity

The provisions of Chapter 19.600 apply to development and changes of use as described in Subsection 19.602.3.

A. Development of a vacant site shall have off-street parking and off-street loading areas that conform to the requirements of Chapter 19.600. Development of a site that results in an increase of 100% or more of the existing floor area and/or structure footprint on a site shall also conform to the requirements of Chapter 19.600. The floor area and/or footprint of structures demolished prior to development or redevelopment on the site shall not be considered when calculating the increase in floor area and/or structural footprints.

B. Existing off-street parking and loading areas shall be brought closer into conformance with the standards of Chapter 19.600, per Subsection 19.602.5, when the following types of development or change in use occur:

- 1. Development that results in an increase of less than 100% of the existing floor area and/or structure footprint.**

2. Changes of use, as defined in Section 19.201.

19.602.4 Applicability not Associated With Development or Change in Use

A. Any parking or loading area developed to serve an existing use(s) that is not associated with development activity or a change in use described in Subsection 19.602.3 shall conform to the requirements of Sections 19.604 and 19.606-19.611. The total number of spaces in the existing parking area and new parking area shall not exceed the maximum allowed quantity of parking as established in Section 19.605.

B. Any parking or loading area that is not developed to serve an existing use and is not associated with development activity or a change in use as described in Subsection 19.602.3 shall conform to the requirements of Sections 19.604 and 19.606-19.611. The requirements of Section 19.605 do not apply to parking areas described under Subsection 19.602.4.B.

Applicant's Facts and Findings: The proposed development will provide a new parking lot to serve the existing Milwaukie High School. Sections 19.604 and 19.606-19.611 have been addressed within this narrative.

19.602.5 Improvements to Existing Off-Street Parking and Loading Areas

A. Purpose

The purpose of Subsection 19.602.5 is to improve nonconforming off-street parking and loading areas as redevelopment occurs. These improvements should occur in conjunction with a development or change in use.

Applicant's Facts and Findings: The proposed development will provide a new parking lot in the location of the existing tennis courts. The requirements of this section are not applicable.

19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS

19.603.1 Review Process

The Planning Director shall apply the provisions of Chapter 19.600 in reviewing all land use and development permit applications, except when an application is subject to a quasi-judicial land use review or appeal, in which case the body reviewing the application or appeal has the authority to implement and interpret the provisions of Chapter 19.600.

19.603.2 Submittal Requirements

Except for single-family dwellings, a development or change in use subject to Chapter 19.600 as per Section 19.602 shall submit a parking plan, drawn to scale. The parking plan shall show that all applicable standards are met, and shall include but not be limited to the items listed below, unless waived by the Planning Director.

A. Delineation of individual spaces and wheel stops.

B. Drive aisles necessary to serve spaces.

C. Accessways, including driveways and driveway approaches, to streets, alleys, and properties to be served.

D. Pedestrian pathways and circulation.

- E. Bicycle parking areas and rack specifications.
- F. Fencing.
- G. Abutting land uses.
- H. Grading, drainage, surfacing, and subgrading details.
- I. Location and design of lighting fixtures and levels of illumination.
- J. Delineation of existing and proposed structures.
- K. Parking and loading area signage.
- L. Landscaping, including the following information.
 1. The location and area of existing and proposed trees, vegetation, and plant materials, including details about the number, size, and species of such items.
 2. Notation of the trees, plants, and vegetation to be removed, and protection measures for existing trees and plants to be preserved.

Applicant's Facts and Findings: The Applicant has provided detailed site and landscape plans which contain the information required within this section.

19.604 GENERAL PARKING STANDARDS

19.604.1 Parking Provided with Development Activity

All required off-street parking areas shall be provided at the time the structure is built; at the time a structure or site is enlarged; or when there is change in use or an increase in density or intensity. All required off-street parking areas shall be provided in conformance with the standards of Chapter 19.600 prior to issuance of a certificate of occupancy, or final development permit approval, or as otherwise specified in any applicable land use decision.

Applicant's Facts and Findings: The proposed parking lot has been designed in accordance with the requirements of Chapter 19.600. This standard has been met.

19.604.2 Parking Area Location

Accessory parking shall be located in one or more of the following areas:

- A. On the same site as the primary use for which the parking is accessory.
- B. On a site owned by the same entity as the site containing the primary use that meets the standards of Subsection 19.605.4.B.2. Accessory parking that is located in this manner shall not be considered a parking facility for purposes of the base zones in Chapter 19.300.
- C. Where shared parking is approved in conformance with Subsection 19.605.4.

Applicant's Facts and Findings: The District is proposing to create a new parking plan for the new Milwaukie High School Building. The redesigned parking lots are located on the same site as the primary use for which the parking is accessory and on property owned by the District. This standard has been met.

19.604.3 Use of Parking Area

All required off-street parking areas shall continually be available for the parking of operable vehicles of intended users of the site. Required parking shall not be rented, leased, sold, or otherwise used for parking that is unrelated to the primary or accessory use of the site, except where a shared parking agreement per Subsection 19.605.4 has been recorded. Subsection

19.604.3 does not prohibit charging fees for parking when the parking serves the primary or accessory uses on site.

Applicant's Facts and Findings: The District intends to make all proposed parking areas continually available for the parking of operable vehicles related to the operation of the site as a High School. The District does not intend to rent, lease, or sell parking stalls. This standard has been met.

19.604.4 Storage Prohibited

No required off-street parking area shall be used for storage of equipment or materials, except as specifically authorized by Subsection 19.607.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking

Applicant's Facts and Findings: The District does not intend to utilize any portion of the proposed parking areas on site for storage of equipment or materials following the completion of construction activities. Parking areas may be utilized for temporary staging or storage during various phases of construction. This standard has been met.

19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

The purpose of Section 19.605 is to ensure that development provides adequate, but not excessive, vehicle parking based on their estimated parking demand. Subsection 19.605.1 establishes parking ratios for common land uses, and Subsection 19.605.3 allows certain exemptions and reductions to these ratios based on location or on-site amenities. Modifications to the established parking ratios and determinations of parking requirements for unique land uses are allowed with discretionary review per Subsection 19.605.2.

Nonresidential development in the Downtown Mixed Use (DMU) and Open Space (OS) Zones is exempt from the requirements of Section 19.605.

19.605.1 Minimum and Maximum Requirements

A. Development shall provide at least the minimum and not more than the maximum number of parking spaces as listed in Table 19.605.1. Modifications to the standards in Table 19.605.1 may be made as per Section 19.605. Where multiple ratios are listed, the Planning Director shall determine which ratio to apply to the proposed development or use.

B. When a specific use has not been proposed or identified at the time of permit review, the Planning Director may elect to assign a use category from Table 19.605.1 to determine the minimum required and maximum allowed parking. Future tenants or property owners are responsible for compliance with Chapter 19.600 per the applicability provisions of Section 19.602.

C. If a proposed use is not listed in Table 19.605.1, the Planning Director has the discretion to apply the quantity requirements of a similar use listed in the table upon finding that the listed use and unlisted use have similar parking demands. If a similar use is not listed, the quantity requirements will be determined per Subsection 19.605.2.

D. Where the calculation of minimum parking spaces does not result in a whole number, the result shall be rounded down to the next whole number. Where the calculation of maximum parking spaces does not result in a whole number, the result shall be rounded to the nearest whole number.

E. Parking spaces for disabled persons, and other improvements related to parking, loading, and maneuvering for disabled persons, shall conform to the Americans with Disabilities Act and shall be subject to review and approval by the Building Official. Spaces reserved for disabled persons are included in the minimum required and maximum allowed number of off-street parking spaces.

F. Uses that have legally established parking areas that exceed the maximum number of spaces allowed by Section 19.605 prior to June 17, 2010, the effective date of Ordinance #2015, shall be considered nonconforming with respect to the quantity requirements. Such uses shall not be considered parking facilities as defined in Section 19.201.

Table 19.605.1 Minimum to Maximum Off-Street Parking Requirements		
Use	Minimum Required	Maximum Allowed
B. Community Service and Other Public Uses		
4. School—senior high.	0.25 spaces per student, plus 1 space per staff.	0.33 spaces per student, plus 1 space per staff.

Applicant’s Facts and Findings: The school district currently provides service to approximately 1,500 students and employs approximately 140 staff members. The minimum and maximum range of parking spaces required for the High School is as follows:

- Minimum Required Off-street Parking Requirement – 515 Stalls
- Maximum Permitted Off-street Parking Requirement – 635 Stalls

The previously approved Community Service Use Modification for the major renovation of the school provided a total of 333 parking stalls available for use by the students and staff on site and through the use of shared parking agreements. The proposed development will add 30 parking stalls for a total of 363 stalls. While the proposed development will not meet the minimum requirements of the code, it will bring the school closer to conformance with the requirements of this code.

19.605.3 Exemptions and By-Right Reductions to Quantity Requirements

The following exemptions and by-right reductions cannot be used to further modify any parking modification or determination granted under Subsection 19.605.2.

A. Exemptions to Maximum Quantity Allowance

The following types of parking do not count toward the maximum amount of parking allowed on a site. This exemption applies only to the quantity requirements of Section 19.605 and not

to the other requirements of Chapter 19.600. The City may impose conditions to ensure that parking spaces associated with these parking types are appropriately identified and used for the intended purpose.

1. Spaces for a parking facility.
2. Spaces for a transit facility or park and ride facility.
3. Storage or display areas for vehicle sales.
4. Employee carpool parking, when spaces are dedicated or reserved for that use.
5. Fleet parking
6. Truck loading areas.

B. Reductions to Minimum Parking Requirements

Applicants are allowed to utilize multiple reductions from Subsections 19.605.3.B.2-7, provided that the total reduction in required parking does not exceed 25% of the minimum quantity requirement listed in Table 19.605.1. The total reduction in required parking is increased to 30% in the Downtown Mixed Use Zone DMU. Applicants may not utilize the reduction in Subsection 19.605.3.B.1 in conjunction with any other reduction in Subsection 19.605.3.B.

1. Reductions for Neighborhood Commercial Areas

The minimum parking requirements of Table 19.605.1 shall be reduced by 50% for the properties described below:

- a. Properties zoned Commercial Limited (C-L).
- b. Properties zoned Commercial Neighborhood (C-N).
- c. Properties in the Neighborhood Mixed-Use (NMU) Zone in the area bounded by 40th Ave, King Rd, 44th Ave, and Jackson St.

2. Proximity to Public Transit

- a. Parking for commercial and industrial uses may be reduced by up to 10% if the development is within 500-ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a transit stop with a peak hour service frequency of 30 minutes or less.
- b. Parking for multifamily uses may be reduced by up to 20% if the development is within 500-ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a transit stop with a peak hour service frequency of 30 minutes or less.
- c. Parking for all uses except single-family attached and detached dwellings may be reduced by 25% if the development is within 1,000-ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a light rail transit stop, or if it is located in the Downtown Mixed Use Zone DMU.

Applicant's Facts and Findings: The Milwaukie High School Campus qualifies for a 25% reduction in the minimum required parking standards due to the site's distance from Public Transit. The site is located within 1000 feet of the Orange MAX Line Station. The total required minimum parking is 515 stalls based upon current employment and student enrollment. The permitted reduction through the provision of qualifying reductive improvements is 129 parking stalls. The minimum number of stalls required based upon the site's proximity to public Transit is 386 parking stalls.

- d. In determining walking distance, the applicant shall measure the shortest route along sidewalks, improved pedestrian ways, or streets if sidewalks or improved pedestrian ways are not present. Walking distance shall be measured along the shortest course from the point on the development site that is nearest to the transit stop.

Applicant’s Facts and Findings: The walking distance from the campus to the Orange MAX Line Station is less than 500 feet.

19.606 PARKING AREA DESIGN AND LANDSCAPING

The purpose of Section 19.606 is to ensure that off-street parking areas are safe, environmentally sound, aesthetically pleasing, and that they have efficient circulation. These standards apply to all types of development except for cottage clusters, rowhouses, duplexes, single-family detached dwellings, and residential homes.

19.606.1 Parking Space and Aisle Dimensions

- A. The dimensions for required off-street parking spaces and abutting drive aisles, where required, shall be no less than in Table 19.606.1. The minimum dimensions listed in Table 19.606.1 are illustrated in Figure 19.606.1.

Table 19.606.1 Minimum Parking Space and Aisle Dimensions					
Angle (A)	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Depth (E)
0° (Parallel)	8.5'	22'	12'	19'	8.5'
30°	9'	17'	12'	19'	16.5'
45°	9'	12'	13'	19'	18.5'
60°	9'	10'	17'	19'	19'
90°	9'	9'	22'	22'	18'

Applicant’s Facts and Findings: The proposed parking lot will have 45-degree and 90-degree parking. All proposed parking stalls meet the width and depth requirements of this section. The proposed 1-way drive aisle has a width of 15 feet. The requirements of this section have been met.

- B. The dimension of vehicle parking spaces provided for disabled persons shall be according to federal and State requirements.

Applicant’s Facts and Findings: Parking for disabled or limited mobility individuals has been provided on the main campus, near the building entrances. ADA parking was provided in accordance with the requirements of the Americans with Disabilities Act (ADA) in accordance with the requirements of the Oregon Structural Specialty Codes (OSSC). The requirements of this section have been met.

- C. Parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner.**

Applicant's Facts and Findings: All proposed parking areas contain sufficient maneuvering areas to allow vehicles to enter the street in a forward manner. The requirements of this section have been met.

- D. Drive aisles shall be required in parking areas greater than 5 spaces. Drive aisles shall meet the minimum width standards of Subsection 19.606.1. Where a drive aisle or portion thereof does not abut a parking space(s), the minimum allowed width for a one-way drive aisle shall be 8 ft and the minimum allowed width for a two-way drive aisle shall be 16 ft.**

Applicant's Facts and Findings: All proposed drive aisles have been designed to meet the minimum width requirements for two-way traffic. The requirements of this section have been met.

19.606.2 Landscaping

A. Purpose

The purpose of the off-street parking lot landscaping standards is to provide vertical and horizontal buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate parking spaces and drive aisles, and provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect.

B. General Provisions

- 1. Parking area landscaping shall be required for the surface parking areas of all uses, except for cottage clusters, rowhouses, duplexes, and single-family detached dwellings. Landscaping shall be based on the standards in Subsections 19.606.2.C-E.**
- 2. Landscaped areas required by Subsection 19.606.2 shall count toward the minimum amount of landscaped area required in other portions of Title 19.**
- 3. Parking areas with 10 or fewer spaces in the Downtown Mixed Use Zone are exempt from the requirements of Subsection 19.606.2.**

Applicant's Facts and Findings: The Applicant has prepared a conceptual landscape plan for the property at this time. The Applicant is willing to accept conditions of approval requiring the final construction plans to conform to the requirements of the City's landscape standards for parking areas and interior landscaping prior to the issuance of building permits. The requirements of this section can be met through a condition of approval.

C. Perimeter Landscaping

The perimeter landscaping of parking areas shall meet the following standards which are illustrated in Figure 19.606.2.C.

- 1. Dimensions**

The minimum width of perimeter landscape areas are shown in Table 19.606.2.C.1. Where a curb provides the border for a perimeter landscape area, the dimension shall be measured from the inside of the curb(s). The Planning Director may reduce the required minimum width of a perimeter landscaping area where existing development or site constraints make it infeasible to provide drive aisles, parking spaces, and the perimeter landscaping buffer width listed in Table 19.606.2.C.1.

Table 19.606.2.C.1 Minimum Perimeter Landscape Strip Dimensions		
Location	Downtown Zones	All Other Zones
Lot line abutting a right-of-way	4'	8'
Lot line abutting another property, except for abutting properties that share a parking area	0'	6'

Applicant's Facts and Findings: The new parking lot has been separated from the SE Willard Street right-of-way with an eight (8) foot planted area. An eight (8) foot wide planting area has been provided between SE 25th Street and the proposed parking lot. The parking lot has been separated from neighboring properties with a planted area of six feet. The requirements of this section have been met.

2. Planting Requirements

Landscaping requirements for perimeter buffer areas shall include 1 tree planted per 40 lineal ft of landscaped buffer area. Where the calculation of the number of trees does not result in a whole number, the result shall be rounded up to the next whole number. Trees shall be planted at evenly spaced intervals along the perimeter buffer to the greatest extent practicable. The remainder of the buffer area shall be grass, ground cover, mulch, shrubs, trees, or other landscape treatment other than concrete and pavement.

Applicant's Facts and Findings: The Applicant has prepared a landscape plan for the property at this time. The Applicant is willing to accept conditions of approval requiring the final construction plans to conform to the requirements of the City's landscape standards for parking areas and interior landscaping prior to the issuance of building permits. The requirements of this section can be met through a condition of approval.

3. Additional Planting Requirements Adjacent to Residential Uses

In addition to the planting requirements of Subsection 19.606.2.D.2, all parking areas adjacent to a residential use shall have a continuous visual screen in the landscape perimeter area that abuts the residential use. The area of required screening is illustrated in Figure 19.606.2.C.3. The screen must be opaque throughout the year from 1 to 4 ft above ground to adequately screen vehicle lights.

These standards must be met at the time of planting. Examples of acceptable visual screens are a fence or wall, an earth berm with plantings, and other plantings of trees and shrubs.

Applicant's Facts and Findings: The parking lot abuts residential properties to the south and east. The Applicant has prepared only a conceptual landscape plan for the property at this time. The Applicant is willing to accept conditions of approval requiring the final construction plans to conform to the requirements of the City's landscape standards for parking areas and interior landscaping prior to the issuance of building permits. The requirements of this section can be met through a condition of approval.

D. Interior Landscaping

The interior landscaping of parking areas shall meet the following standards which are illustrated in Figure 19.606.2.D.

1. General Requirements

Interior landscaping of parking areas shall be provided for sites where there are more than 10 parking spaces on the entire site. Landscaping that is contiguous to a perimeter landscaping area and exceeds the minimum width required by Subsection 19.606.2.C.1 will be counted as interior landscaping if it meets all other requirements of Subsection 19.606.2.D.

2. Required Amount of Interior Landscaped Area

At least 25 sq ft of interior landscaped area must be provided for each parking space. Planting areas must be at least 120 sq ft in area and dispersed throughout the parking area.

Applicant's Facts and Findings: The proposed parking lot will provide 30 new parking spaces. A total of 750 square feet of new landscape area is required. Approximately 3,428 square feet has been provided with planting areas which all exceed the minimum 120 square foot sizing requirements.

The Applicant has prepared only a conceptual landscape plan for the property at this time. The Applicant is willing to accept conditions of approval requiring the final construction plans to conform to the requirements of the City's landscape standards for parking areas and interior landscaping prior to the issuance of building permits. The requirements of this section can be met through a condition of approval.

3. Location and Dimensions of Interior Landscaped Areas

- a. Interior landscaped area shall be either a divider median between opposing rows of parking, or a landscape island in the middle or at the end of a parking row.**
- b. Interior landscaped areas must be a minimum of 6 ft in width. Where a curb provides the border for an interior landscape area, the dimension shall be measured from the inside of the curb(s).**

4. Planting Requirements for Interior Landscaped Areas

- a. For divider medians, at least 1 shade or canopy tree must be planted for every 40 linear ft. Where the calculation of the number of trees does not result in a whole number, the result shall be rounded up to the next whole number. Trees shall be planted at evenly spaced intervals to the greatest extent practicable.
- b. For landscape islands, at least 1 tree shall be planted per island. If 2 interior islands are located contiguously, they may be combined and counted as 2 islands with 2 trees planted.
- c. The remainder of any divider median or landscape island shall be grass, ground cover, mulch, shrubs, trees, or other landscape treatment other than concrete and pavement.

Applicant's Facts and Findings: A landscaped divider median meeting the requirements of this section has been provided along the interior of the parking lot. The requirements of this section have been met.

5. Additional Landscaping for Large Parking Areas

Parking areas with more than 100 spaces on a site shall not have more than 15 spaces in a row without providing an interior landscaped island. See Figure 19.606.2.D.5.

Applicant's Facts and Findings: The proposed parking lot has 30 spaces. The requirements of this section are not applicable.

E. Other Parking Area Landscaping Provisions

1. Preservation of existing trees is encouraged in the off-street parking area and may be credited toward the total number of trees required, based on staff's review.
2. Installation of parking area landscaping shall be required before a certificate of occupancy is issued, unless a performance bond is posted with the City. Then landscaping shall be installed within 6 months thereafter or else the bond will be foreclosed and plant materials installed by the City.
3. Parking area landscaping shall be maintained in good and healthy condition.
4. Required parking landscaping areas may serve as stormwater management facilities for the site. The Engineering Director has the authority to review and approve the design of such areas for conformance with the Public Works Standards. This allowance does not exempt the off-street parking landscape area from meeting the design or planting standards of Subsection 19.606.2.
5. Pedestrian walkways are allowed within perimeter and interior landscape buffer if the landscape buffer is at least 2 ft wider than required in Subsections 19.606.2.C.1 and 19.606.2.D.3.b.

Applicant's Facts and Findings: The Applicant has prepared only a conceptual landscape plan for the property at this time. The Applicant is willing to accept conditions of approval requiring the final construction plans to conform to the requirements of the City's

landscape standards for parking areas and interior landscaping prior to the issuance of building permits. The requirements of this section can be met through a condition of approval.

19.606.3 Additional Design Standards

A. Paving and Striping

Paving and striping are required for all required maneuvering and standing areas. Off-street parking areas shall have a durable and dust-free hard surface, shall be maintained for all-weather use, and shall be striped to show delineation of parking spaces and directional markings for driveways and accessways. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality.

Applicant's Facts and Findings: The proposed parking areas will be striped with asphalt surfaces and are striped to show all parking spaces and directional marking. No permeable asphalt has been proposed. The requirements of this section have been met.

B. Wheel Stops

Parking bumpers or wheel stops, of a minimum 4-in height, shall be provided at parking spaces to prevent vehicles from encroaching on the street right-of-way, adjacent landscaped areas, or pedestrian walkways. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian areas.

Applicant's Facts and Findings: Curb stops will be provided on all proposed parking stalls. The requirements of this section have been met.

C. Site Access and Drive Aisles

- 1. Accessways to parking areas shall be the minimum number necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Driveway approaches shall comply with the access spacing standards of Chapter 12.16.**
- 2. Drive aisles shall meet the dimensional requirements in Subsection 19.606.1.**
- 3. Parking drive aisles shall align with the approved driveway access and shall not be wider than the approved driveway access within 10 ft of the right-of-way boundary.**
- 4. Along collector and arterial streets, no parking space shall be located such that its maneuvering area is in an ingress or egress aisle within 20 ft of the back of the sidewalk, or from the right-of-way boundary where no sidewalk exists.**
- 5. Driveways and on-site circulation shall be designed so that vehicles enter the right-of-way in a forward motion.**

Applicant's Facts and Findings: All proposed drive aisles have been designed for safe and efficient movement throughout the parking areas. All proposed drive aisles meet the minimum width requirements as specified within 19.606.1 and have been designed to allow for access onto the public street network with only forward motions. The requirements of this section have been met.

D. Pedestrian Access and Circulation

Subsection 19.504.9 establishes standards that are applicable to an entire property for on-site walkways and circulation. The purpose of Subsection 19.606.3.D is to provide safe and convenient pedestrian access routes specifically through off-street parking areas. Walkways required by Subsection 19.606.3.D are considered part of the on-site walkway and circulation system required by Subsection 19.504.9.

1. Pedestrian access shall be provided for off-street parking areas so that no parking space is further than 100 ft away, measured along vehicle drive aisles, from a building entrance, or a walkway that meets the standards of Subsection 19.606.3.D.2.
2. Walkways through off-street parking areas must be continuous, must lead to a building entrance, and meet the design standards of Subsection 19.504.9.E.

Applicant's Facts and Findings: All proposed drive aisles have been designed for safe and efficient movement throughout the parking areas. All proposed drive aisles meet the minimum width requirements as specified within 19.606.1 and have been designed to allow for access onto the public street network with only forward motions. The requirements of this section have been met.

E. Internal Circulation

1. General Circulation

The Planning Director has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modifying drive aisle dimensions.

Applicant's Facts and Findings: The Applicant acknowledges that the planning director may review the proposed circulation systems on site and may impose conditions of approval to ensure that safe and efficient circulation is provided.

F. Lighting

Lighting is required for parking areas with more than 10 spaces. The Planning Director may require lighting for parking areas of less than 10 spaces if the parking area would not be safe due to the lack of lighting. Lighting shall be designed to enhance safe access for vehicles and pedestrians on the site, and shall meet the following standards:

1. Lighting luminaires shall have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.
2. Parking area lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.
3. Pedestrian walkways and bicycle parking areas in off-street parking areas shall have a minimum illumination level of 0.5 footcandles, measured horizontally at the ground level.

4. **Where practicable, lights shall be placed so they do not shine directly into any WQR and/or HCA location. The type, size, and intensity of lighting shall be selected so that impacts to habitat functions are minimized.**

Applicant's Facts and Findings: The proposed development will provide lighting within parking lots and along the internal pedestrian walkway. The attached lighting plan shows the proposed lighting scheme for the parking lot will meet the requirements of this section by providing at least 0.5 foot candles of illumination.

19.608 LOADING

19.608.2. Number of Loading Spaces

The Planning Director shall determine whether to require off-street loading for commercial, industrial, public, and semipublic uses. The ratios listed below should be the minimum required unless the Planning Director finds that a different number of loading spaces are needed upon reviewing the loading needs of a proposed use.

Applicant's Facts and Findings: The proposed development will not impact the existing loading zones on site. There are two loading zones located adjacent to the high school. The requirements of this section have been met.

19.609 BICYCLE PARKING

19.609.1 Applicability

Bicycle parking shall be provided for all new commercial, industrial, community service use, and multifamily residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from Section 19.609. Bicycle parking shall be provided in the Downtown Mixed Use Zone and at transit centers.

19.609.2 Quantity of Spaces

A. The quantity of required bicycle parking spaces shall be as described in this subsection. In no case shall less than 2 spaces be provided.

1. **Unless otherwise specified, the number of bicycle parking spaces shall be at least 10% of the minimum required vehicle parking for the use.**
2. **The number of bicycle parking spaces at transit centers shall be provided at the ratio of at least 1 space per 100 daily boardings.**
3. **Multifamily residential development with 4 or more units shall provide 1 space per unit.**

Applicant's Facts and Findings: In 2009, the District installed a total of 54 covered bicycle parking stalls on site. The minimum number of bicycles stalls required is 41 spaces, based upon a minimum required parking requirement of 410 spaces. The site already meets this standard.

19.610 CARPOOL AND VANPOOL PARKING

19.610.1 Applicability

New industrial, institutional, and commercial development with 20 or more required parking spaces shall provide carpool/vanpool parking.

Applicant's Facts and Findings: The District has proposed to construct more than 20 parking spaces therefore the provisions of this section apply.

19.610.2 Number of Spaces

The number of carpool/vanpool parking spaces shall be at least 10% of the minimum amount of required parking spaces. The minimum amount of required parking spaces shall take into account the reduction allowed by Subsection 19.605.3.B.4.

Applicant's Facts and Findings: The District has proposed to construct 30 parking spaces therefore the provisions of this section apply. The proposed parking lot will include 3 carpool spaces. The requirements of this section have been met.

19.610.3 Location

Parking for carpools/vanpools shall be located closer to the main entrances of the building than other employee or student parking, except ADA spaces.

19.610.4 Standards

Carpool/vanpool spaces shall be clearly designated with signs or pavement markings for use only by carpools/vanpools.

Applicant's Facts and Findings: The proposed parking lot is located across SE Willard Street from the main school building. The carpool parking has been provided along a main pedestrian pathway which will connect to the main school site.

The requirements of this section have been met.

CHAPTER 19.700 PUBLIC FACILITY IMPROVEMENTS

19.701.2 For Public Facilities

- A. Ensure that public facility improvements are safe, convenient, and adequate.**
- B. Ensure that public facility improvements are designed and constructed to City standards in a timely manner.**
- C. Ensure that the expenditure of public monies for public facility improvements is minimized when improvements are needed for private development.**
- D. Ensure that public facility improvements meet the City of Milwaukie Comprehensive Plan goals and policies.**

Applicant's Facts and Findings: The City's Public Facilities approval criteria apply to this application as new construction is proposed.

19.702 APPLICABILITY

19.702.1 General

Chapter 19.700 applies to the following types of development in all zones:

- A. Partitions.**
- B. Subdivisions.**
- C. Replats.**
- D. New construction.**

E. Modification or expansion of an existing structure or a change or intensification in use that results in any one of the following. See Subsections 19.702.2-3 for specific applicability provisions for single-family residential development and development in downtown zones.

- 1. A new dwelling unit.**
- 2. Any increase in gross floor area.**
- 3. Any projected increase in vehicle trips, as determined by the Engineering Director.**

Applicant's Facts and Findings: The City's Public Facilities approval criteria apply to this application as new construction is proposed.

19.703 REVIEW PROCESS

19.703.1 Preapplication Conference

For all proposed development that requires a land use application and is subject to Chapter 19.700 per Section 19.702, the applicant shall schedule a preapplication conference with the City prior to submittal of the land use application. The Engineering Director may waive this requirement for proposals that are not complex.

19.703.2 Application Submittal

For all proposed development that is subject to Chapter 19.700 per Section 19.702, one of the following types of applications is required.

A. Development Permit Application

If the proposed development does not require a land use application, compliance with Chapter 19.700 will be reviewed as part of the development permit application submittal.

B. Transportation Facilities Review (TFR) Land Use Application

If the proposed development triggers a transportation impact study (TIS) per Section 19.704, a TFR land use application shall be required. Compliance with Chapter 19.700 will be reviewed as part of the TFR application submittal and will be subject to a Type II review process as set forth in Section 19.1005. The TFR application shall be consolidated with, and processed concurrently with, any other required land use applications.

If the proposed development does not trigger a TIS per Section 19.704, but does require the submittal of other land use applications, compliance with Chapter 19.700 will be reviewed during the review of the other land use applications.

Applicant's Facts and Findings: The Applicant has not been required to provide a transportation Impact Statement however other land use applications have been proposed. The City will therefore review the proposed improvements to the public facility improvements as part of this application package.

19.703.3 Approval Criteria

For all proposed development that is subject to Chapter 19.700 per Section 19.702, the required development permit and/or land use application shall demonstrate compliance with the following approval criteria at the time of submittal.

A. Procedures, Requirements, and Standards

Development and related public facility improvements shall comply with procedures, requirements, and standards of Chapter 19.700 and the Public Works Standards.

Applicant's Facts and Findings: All proposed improvements to the City's public facilities included within this application have been designed to meet the requirements of section 19.700 and the City's public works standards. All improvements will be installed in accordance with the City's procedures and requirements. The requirements of this section for preliminary design are met and the installation standards can be met through the imposition of a condition of approval.

B. Transportation Facility Improvements

Development shall provide transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development per Section 19.705 Rough Proportionality, except as allowed by Chapter 13.32 Fee in Lieu of Construction.

Development in downtown zones that is exempt per Subsection 19.702.3.B shall only be required to provide transportation improvements that are identified by a Transportation Impact Study as necessary to mitigate the development's transportation impacts. Such development is not required to provide on-site frontage improvements.

Applicant's Facts and Findings: The proposed development has not triggered the need for a transportation impact statement because the proposed use of the campus will not change as a result of the proposed development. As such, no transportation improvements beyond the frontage improvements proposed along the site's frontages have been proposed.

C. Safety and Functionality Standards

The City will not issue any development permits unless the proposed development complies with the City's basic safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submittal of a development permit application, an applicant shall demonstrate that the development property has or will have all of the following:

- 1. Adequate street drainage, as determined by the Engineering Director.**
- 2. Safe access and clear vision at intersections, as determined by the Engineering Director.**
- 3. Adequate public utilities, as determined by the Engineering Director.**
- 4. Access onto a public street with the minimum paved widths as stated in Subsection 19.703.3.C.5 below.**
- 5. Adequate frontage improvements as follows:**

- a. For local streets, a minimum paved width of 16 ft along the site's frontage.
 - b. For nonlocal streets, a minimum paved width of 20 ft along the site's frontage.
 - c. For all streets, a minimum horizontal right-of-way clearance of 20 ft along the site's frontage.
6. Compliance with Level of Service D for all intersections impacted by the development, except those on Oregon Highway 99E that shall be subject to the following:
- a. Level of Service F for the first hour of the morning or evening 2-hour peak period.
 - b. Level of Service E for the second hour of the morning or evening 2-hour peak period.

Applicant's Facts and Findings: The district's proposed improvements are consistent with the City's requirements for safety and functionality. The site has been designed with consideration for safe access and clear vision at intersections. As described in the responses to 19.703.4, below, all minimum requirements for the site's surrounding street network have been satisfied through the proposed improvement plans. All required utilities will be installed as required by the City's Engineering Director.

19.703.4 Determinations

There are four key determinations related to transportation facility improvements that occur during the processing of a development permit or land use application. These determinations are described below in the order in which they occur in the review process. They are also shown in Figure 19.703.4. In making these determinations, the Engineering Director will take the goals and policies of the TSP into consideration and use the criteria and guidelines in this chapter.

A. Impact Evaluation

For development that is subject to Chapter 19.700 per Subsection 19.702.1, the Engineering Director will determine whether the proposed development has impacts to the transportation system pursuant to Section 19.704. Pursuant to Subsection 19.704.1, the Engineering Director will also determine whether a transportation impact study (TIS) is required. If a TIS is required, a transportation facilities review land use application shall be submitted pursuant to Subsection 19.703.2.B.

For development that is subject to Chapter 19.700 per Subsection 19.702.2, the City has determined that there are impacts to the transportation system if the proposed single-family residential expansion/conversion is greater than 200 sq ft.

Applicant's Facts and Findings: The Director indicated that because of the low potential for any unusual impacts associated with this development, no Traffic Impact Statement would be required in support of the proposed improvements.

B. Street Design

Given the City's existing development pattern, it is expected that most transportation facility improvements will involve existing streets and/or will serve infill development. To ensure that required improvements are safe and relate to existing street and development conditions, the Engineering Director will determine the most appropriate street design cross section using the standards and guidelines contained in Section 19.708. On-site frontage improvements are not required for downtown development that is exempt per Subsection 19.702.3.B.

Applicant's Facts and Findings: The site has frontage along SE Willard and SE 25th Avenue. Frontage improvements to SE Willard were completed under the previous CSU Modification (CSU-2017-007). SE 25th Avenue is classified as a local street within the City's TSP. Local Streets are intended to be between 20 and 68 feet wide with shared travel zones, on street parking, green space and sidewalks. The existing right-of-way width is 50 feet. The applicant is proposing to construct full right-of-way improvements, including a 20-foot-wide travel zone, on street parking on one side, a curb-tight sidewalk on one side, and a sidewalk and green space on one side. New driveways will be provided for neighboring properties.

The requirements of this section have been met.

C. Proportional Improvements

When transportation facility improvements are required pursuant to this chapter, the Engineering Director will conduct a proportionality analysis pursuant to Section 19.705 to determine the level of improvements that are roughly proportional to the level of potential impacts from the proposed development. Guidelines for conducting a proportionality analysis are contained in Subsection 19.705.2.

Applicant's Facts and Findings: All required improvements to the streets surrounding the property are being completed as part of the proposed development. No proportionate share or additional improvements are required in order to mitigate any potential impacts from the project.

D. Fee in Lieu of Construction (FILOC)

If transportation facility improvements are required and determined to be proportional, the City will require construction of the improvements at the time of development. However, the applicant may request to pay a fee in lieu of constructing the required transportation facility improvements. The Engineering Director will approve or deny such requests using the criteria for making FILOC determinations found in Chapter 13.32 Fee in Lieu of Construction.

Applicant's Facts and Findings: The applicant has not proposed to provide any fees in lieu of site construction.

19.704 TRANSPORTATION IMPACT EVALUATION

The Engineering Director will determine whether a proposed development has impacts on the transportation system by using existing transportation data. If the Engineering Director cannot properly evaluate a proposed development’s impacts without a more detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. The TIS determination process and requirements are detailed below.

19.704.1 TIS Determination

A. Based on information provided by the applicant about the proposed development, the Engineering Director will determine when a TIS is required and will consider the following when making that determination.

- 1. Changes in land use designation, zoning designation, or development standard.
- 2. Changes in use or intensity of use.
- 3. Projected increase in trip generation.
- 4. Potential impacts to residential areas and local streets.
- 5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to, school routes and multimodal street improvements identified in the TSP.
- 6. Potential impacts to intersection level of service (LOS).

B. It is the responsibility of the applicant to provide enough detailed information for the Engineering Director to make a TIS determination.

C. A TIS determination is not a land use action and may not be appealed.

Applicant’s Facts and Findings: The Director indicated that because of the low potential for any unusual impacts associated with this development, no Traffic Impact Statement would be required in support of the proposed improvements.

19.705 ROUGH PROPORTIONALITY

The purpose of this section is to ensure that required transportation facility improvements are roughly proportional to the potential impacts of the proposed development. The rough proportionality requirements of this section apply to both frontage and off-site, or nonfrontage, improvements. A rough proportionality determination may be appealed pursuant to Subsection 19.703.5.

The Engineering Director will conduct a proportionality analysis for any proposed development that triggers transportation facility improvements per this chapter, with the exception of development subject to Subsection 19.702.2. The Engineering Director may conduct a proportionality analysis for development that triggers transportation facility improvements per Subsection 19.702.2.

When conducting a proportionality analysis for frontage improvements, the Engineering Director will not consider prior use for the portion of the proposed development that involves new construction. The Engineering Director will, however, consider any benefits that are estimated to accrue to the development property as a result of any required transportation facility improvements.

The following general provisions apply whenever a proportionality analysis is conducted.

19.705.1 Impact Mitigation

Mitigation of impacts, due to increased demand for transportation facilities associated with the proposed development, shall be provided in rough proportion to the transportation impacts of the proposed development. When a TIS is required, potential impacts will be determined in accordance with Section 19.704. When no TIS is required, potential impacts will be determined by the Engineering Director.

Applicant's Facts and Findings: The Director indicated that because of the low potential for any unusual impacts associated with this development, no Traffic Impact Statement would be required in support of the proposed improvements.

19.705.2 Rough Proportionality Guidelines

The following shall be considered when determining proportional improvements:

- A. Condition and capacity of existing facilities within the impact area in relation to City standards. The impact area is generally defined as the area within a 1/2-mile radius of the proposed development. If a TIS is required pursuant to Section 19.704, the impact area is the TIS study area.
- B. Existing vehicle, bicycle, pedestrian, and transit use within the impact area.
- C. The effect of increased demand associated with the proposed development on transportation facilities and on other approved, but not yet constructed, development projects within the impact area.
- D. The most recent use when a change in use is proposed that does not involve new construction.
- E. Applicable TSP goals, policies, and plans.
- F. Whether any route affected by increased transportation demand within the impact area is listed in any City program including, but not limited to, school trip safety, neighborhood traffic management, capital improvement, and system development improvement.
- G. Accident history within the impact area.
- H. Potential increased safety risks to transportation facility users, including pedestrians and cyclists.
- I. Potential benefit the development property will receive as a result of the construction of any required transportation facility improvements.
- J. Other considerations as may be identified in the review process.

Applicant's Facts and Findings: The Director indicated that because of the low potential for any unusual impacts associated with this development, no Traffic Impact Statement would be required in support of the proposed improvements.

19.708 TRANSPORTATION FACILITY REQUIREMENTS

This section contains the City’s requirements and standards for improvements to public streets, including pedestrian, bicycle, and transit facilities. For ease of reading, the more common term “street” is used more frequently than the more technical terms “public right-of-way” or “right-of-way.” As used in this section, however, all three terms have the same meaning.

The City recognizes the importance of balancing the need for improved transportation facilities with the need to ensure that required improvements are fair and proportional. The City also acknowledges the value in providing street design standards that are both objective and flexible. Objective standards allow for consistency of design and provide some measure of certainty for developers and property owners. Flexibility, on the other hand, gives the City the ability to design streets that are safe and that respond to existing street and development conditions in a way that preserves neighborhood character.

The City’s street design standards are based on the street classification system described in the TSP. Figure 8-1 of the TSP identifies the functional street classification for every street in the City and Figure 10-1 identifies the type and size of street elements that may be appropriate for any given street based on its classification.

19.708.1 General Street Requirements and Standards

A. Access Management

All development subject to Chapter 19.700 shall comply with access management standards contained in Chapter 12.16.

B. Clear Vision

All development subject to Chapter 19.700 shall comply with clear vision standards contained in Chapter 12.24.

C. Development in Downtown Zones

Street design standards and right-of-way dedication for the downtown zones are subject to the requirements of the Milwaukie Public Works Standards, which implement the streetscape design of the Milwaukie Downtown and Riverfront Plan: Public Area Requirements (PAR). Unless specifically stated otherwise, the standards in Section 19.708 do not apply to development located in the downtown zones or on street sections shown in the PAR per Subsection 19.304.6.

D. Development in Non-Downtown Zones

Development in a non-downtown zone that has frontage on a street section shown in the PAR is subject to the requirements of the Milwaukie Public Works Standards, which implements the street design standards and right-of-way dedication requirements contained in the PAR for that street frontage. The following general provisions apply only to street frontages that are

not shown in the PAR and for development that is not in any of the downtown zones listed in Subsection 19.708.1.C above:

1. Streets shall be designed and improved in accordance with the standards of this chapter and the Public Works Standards. ODOT facilities shall be designed consistent with State and federal standards. County facilities shall be designed consistent with County standards.
2. Streets shall be designed according to their functional classification per Figure 8-3b of the TSP.
3. Street right-of-way shall be dedicated to the public for street purposes in accordance with Subsection 19.708.2. Right-of-way shall be dedicated at the corners of street intersections to accommodate the required turning radii and transportation facilities in accordance with Section 19.708 and the Public Works Standards. Additional dedication may be required at intersections for improvements identified by the TSP or a required transportation impact study.
4. The City shall not approve any development permits for a proposed development unless it has frontage or approved access to a public street.
5. Off-site street improvements shall only be required to ensure adequate access to the proposed development and to mitigate for off-site impacts of the proposed development.
6. The following provisions apply to all new public streets and extensions to existing public streets.
 - a. All new streets shall be dedicated and improved in accordance with this chapter.
 - b. Dedication and construction of a half-street is generally not acceptable. However, a half-street may be approved where it is essential to allow reasonable development of a property and when the review authority finds that it will be possible for the property adjoining the half-street to dedicate and improve the remainder of the street when it develops. The minimum paved roadway width for a half-street shall be the minimum width necessary to accommodate 2 travel lanes pursuant to Subsection 19.708.2.
7. Traffic calming may be required for existing or new streets. Traffic calming devices shall be designed in accordance with the Public Works Standards or with the approval of the Engineering Director.

8. Railroad Crossings

Where anticipated development impacts trigger a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval.

9. Street Signs

The City shall install all street signs, relative to traffic control and street names, as specified by the Engineering Director. The applicant shall reimburse the City for the cost of all such signs installed by the City.

10. Streetlights

The location of streetlights shall be noted on approved development plans. Streetlights shall be installed in accordance with the Public Works Standards or with the approval of the Engineering Director.

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. The Applicant has also provided detailed preliminary development plans showing that all proposed improvements have been designed in accordance with the City's Transportation System Plan and public works standards.

The proposed parking lot will have an entrance on SE Willard Avenue, with an exit only access on SE 25th Avenue. Access spacing for the site's driveways on the southern side of the campus has been reviewed and refined through discussions with our transportation consultants and the City Engineer.

E. Street Layout and Connectivity

- 1. The length, width, and shape of blocks shall take lot size standards, access and circulation needs, traffic safety, and topographic limitations into consideration.**
- 2. The street network shall be generally rectilinear but may vary due to topography or other natural conditions.**
- 3. Streets shall be extended to the boundary lines of the developing property where necessary to give access to or allow for future development of adjoining properties.**
 - a. Temporary turnarounds shall be constructed for street stubs in excess of 150 ft in length. Drainage facilities shall be constructed to properly manage stormwater runoff from temporary turnarounds.**
 - b. Street stubs to adjoining properties shall not be considered turnarounds, unless required and designed as turnarounds, since they are intended to continue as through streets when adjoining properties develop.**
 - c. Reserve strips may be required in order to ensure the eventual continuation or completion of a street.**
- 4. Permanent turnarounds shall only be provided when no opportunity exists for creating a through street connection. The lack of present ownership or control over abutting property shall not be grounds for construction of a turnaround. For proposed land division sites that are 3 acres or larger, a street ending in a turnaround shall have a maximum length of 200 ft, as measured from the cross street right-of-way to the farthest point of right-of-way containing the turnaround. For proposed land division sites that are less than 3 acres, a street ending in a turnaround shall have a maximum length of 400 ft, measured from the cross street right-of-way to the farthest point of right-of-way containing the turnaround. Turnarounds shall be designed in accordance with the requirements of the Public Works Standards. The requirements of this subsection may be adjusted by the Engineering Director to avoid alignments that encourage nonlocal through traffic.**
- 5. Closed-end street systems may serve no more than 20 dwellings.**

Applicant's Facts and Findings: The Applicant is not proposing to create any new streets as part of this development. The applicant is proposing to construct full right-of-way improvements, including a 20-foot-wide travel zone, on street parking on one side, a curb-tight sidewalk on one side, and a sidewalk and green space on one side. A modified turn-around has been provided at the end of 25th Avenue.

F. Intersection Design and Spacing

- 1. Connecting street intersections shall be located to provide for traffic flow, safety, and turning movements, as conditions warrant.**
 - 2. Street and intersection alignments for local streets shall facilitate local circulation but avoid alignments that encourage nonlocal through traffic.**
 - 3. Streets should generally be aligned to intersect at right angles (90 degrees). Angles of less than 75 degrees will not be permitted unless the Engineering Director has approved a special intersection design.**
 - 4. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.**
- 5. Minimum and maximum block perimeter standards are provided in Table 19.708.1.**
- 6. Minimum and maximum intersection spacing standards are provided in Table 19.708.1.**

19.708.2 Street Design Standards

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. No new intersections between existing roadways are proposed.

Table 19.708.2 contains the street design elements and dimensional standards for street cross sections by functional classification. Dimensions are shown as ranges to allow for flexibility in developing the most appropriate cross section for a given street or portion of street based on existing conditions and the surrounding development pattern. The additional street design standards in Subsection 19.708.2.A augment the dimensional standards contained in Table 19.708.2. The Engineering Director will rely on Table 19.708.2 and Subsection 19.708.2.A to determine the full-width cross section for a specific street segment based on functional classification. The full-width cross section is the sum total of the widest dimension of all individual street elements. If the Engineering Director determines that a full-width cross section is appropriate and feasible, a full-width cross section will be required. If the Engineering Director determines that a full-width cross section is not appropriate or feasible, the Engineering Director will modify the full-width cross section requirement using the guidelines provided in Subsection 19.708.2.B. Standards for design speed, horizontal/vertical curves, grades, and curb return radii are specified in the Public Works Standards.

A. Additional Street Design Standards

These standards augment the dimensional standards contained in Table 19.708.2 and may increase the width of an individual street element and/or the full-width right-of-way dimension.

1. Minimum 10-ft travel lane width shall be provided on local streets with no on-street parking.
2. Where travel lanes are next to a curb line, an additional 1 ft of travel lane width shall be provided. Where a travel lane is located between curbs, an additional 2 ft of travel lane width shall be provided.
3. Where shared lanes or bicycle boulevards are planned, up to an additional 6 ft of travel lane width shall be provided.
4. Bike lane widths may be reduced to a minimum of 4 ft where unusual circumstances exist, as determined by the Engineering Director, and where such a reduction would not result in a safety hazard.
5. Where a curb is required by the Engineering Director, it shall be designed in accordance with the Public Works Standards.
6. Center turn lanes are not required for truck and bus routes on street classifications other than arterial roads.
7. On-street parking in industrial zones shall have a minimum width of 8 ft.
8. On-street parking in commercial zones shall have a minimum width of 7 ft.
9. On-street parking in residential zones shall have a minimum width of 6 ft.
10. Sidewalk widths may be reduced to a minimum of 4 ft for short distances for the purpose of avoiding obstacles within the public right-of-way including, but not limited to, trees and power poles.
11. Landscape strip widths shall be measured from back of curb to front of sidewalk.
12. Where landscape strips are required, street trees shall be provided a minimum of every 40 ft in accordance with the Public Works Standards and the Milwaukie Street Tree List and Street Tree Planting Guidelines.
13. Where water quality treatment is provided within the public right-of-way, the landscape strip width may be increased to accommodate the required treatment area.
14. A minimum of 6 in shall be required between a property line and the street element that abuts it; e.g., sidewalk or landscape strip.

B. Street Design Determination Guidelines

The Engineering Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table 19.708.2 and the additional street design standards in Subsection 19.708.2.A. The Engineering Director shall also determine whether any individual street element may be eliminated on one or both sides of the street in accordance with Figure 10-1 of the TSP. When making a street design determination that varies from the full-width cross section, the Engineering Director shall consider the following:

1. Options and/or needs for environmentally beneficial and/or green street designs.
2. Multimodal street improvements identified in the TSP.

3. **Street design alternative preferences identified in Chapter 10 of the TSP, specifically regarding sidewalk and landscape strip improvements.**
4. **Existing development pattern and proximity of existing structures to the right-of-way.**
5. **Existing right-of-way dimensions and topography.**

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. The Applicant has also provided detailed preliminary development plans showing that all proposed improvements have been designed in accordance with the City's Transportation System Plan and public works standards.

19.708.3 Sidewalk Requirements and Standards

A. General Provisions

1. **Goals, objectives, and policies relating to walking are included in Chapter 5 of the TSP and provide the context for needed pedestrian improvements. Figure 5-1 of the TSP illustrates the Pedestrian Master Plan and Table 5-3 contains the Pedestrian Action Plan.**
2. **Americans with Disabilities Act (ADA) requirements for public sidewalks shall apply where there is a conflict with City standards.**

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. The Applicant has also provided detailed preliminary development plans showing that all proposed improvements have been designed in accordance with the City's Transportation System Plan and public works standards.

B. Sidewalk Requirements

1. Requirements

Sidewalks shall be provided on the public street frontage of all development per the requirements of this chapter. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the Engineering Director.

2. Design Standards

Sidewalks shall be designed and improved in accordance with the requirements of this chapter and the Public Works Standards.

3. Maintenance

Abutting property owners shall be responsible for maintaining sidewalks and landscape strips in accordance with Chapter 12.04.

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. The Applicant has also provided detailed preliminary development plans showing that all proposed improvements have been designed in accordance with the City's Transportation System Plan and public works standards.

19.708.4 Bicycle Facility Requirements and Standards

A. General Provisions

- 1. Bicycle facilities include bicycle parking and on-street and off-street bike lanes, shared lanes, bike boulevards, and bike paths.**
- 2. Goals, objectives, and policies relating to bicycling are included in Chapter 6 of the TSP and provide the context for needed bicycle improvements. Figure 6-2 of the TSP illustrates the Bicycle Master Plan, and Table 6-3 contains the Bicycle Action Plan.**

B. Bicycle Facility Requirements

1. Requirements

Bicycle facilities shall be provided in accordance with this chapter, Chapter 19.600, the TSP, and the Milwaukie Downtown and Riverfront Plan: Public Area Requirements. Requirements include, but are not limited to, parking, signage, pavement markings, intersection treatments, traffic calming, and traffic diversion.

2. Timing of Construction

To assure continuity and safety, required bicycle facilities shall generally be constructed at the time of development. If not practical to sign, stripe, or construct bicycle facilities at the time of development due to the absence of adjacent facilities, the development shall provide the paved street width necessary to accommodate the required bicycle facilities

3. Design Standards

Bicycle facilities shall be designed and improved in accordance with the requirements of this chapter and the Public Works Standards. Bicycle parking shall be designed and improved in accordance with Chapter 19.600 and the Milwaukie Downtown and Riverfront Plan: Public Area Requirements.

Applicant's Facts and Findings: The Applicant has provided a detailed description of the roadway improvements proposed as part of this project within the findings created in response to section 19.703.4. The Applicant has also provided detailed preliminary development plans showing that all proposed improvements have been designed in accordance with the City's Transportation System Plan and public works standards.

19.708.5 Pedestrian/Bicycle Path Requirements and Standards

Applicant's Facts and Findings: No new bicycle pathways have been required or proposed within the proposed development. The requirements of this section do not apply.

19.708.6 Transit Requirements and Standards

A. General Provisions

- 1. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.**

2. Goals, objectives, and policies relating to transit are included in Chapter 7 of the TSP. Figure 7-3 of the TSP illustrates the Transit Master Plan, and Table 7-2 contains the Transit Action Plan.

Applicant's Facts and Findings: No new public transit facilities have been required by the City as part of this project. The requirements of this section do not apply as no new public transit facilities are proposed.

19.709 PUBLIC UTILITY REQUIREMENTS

19.709.1 Review Process

The Engineering Director shall review all proposed development subject to Chapter 19.700 per Section 19.702 in order to: (1) evaluate the adequacy of existing public utilities to serve the proposed development, and (2) determine whether new public utilities or an expansion of existing public utilities is warranted to ensure compliance with the City's public utility requirements and standards.

A. Permit Review

The Engineering Director shall make every effort to review all development permit applications for compliance with the City's public utility requirements and standards within 10 working days of application submittal. Upon completion of this review, the Engineering Director shall either approve the application, request additional information, or impose conditions on the application to ensure compliance with this chapter.

B. Review Standards

Review standards for public utilities shall be those standards currently in effect, or as modified, and identified in such public documents as Milwaukie's Comprehensive Plan, Wastewater Master Plan, Water Master Plan, Stormwater Master Plan, Transportation System Plan, and Public Works Standards.

Applicant's Facts and Findings: The Applicant has provided a Storm Drainage Plan (Sheet C605) under Appendix E. Stormwater will be treated onsite with Contech Stormfilter water quality manholes prior to entering a subsurface infiltration system. Sewer and water utility improvements are not proposed as a part of this development.

19.709.2 Public Utility Improvements

Public utility improvements shall be required for proposed development that would have a detrimental effect on existing public utilities, cause capacity problems for existing public utilities, or fail to meet standards in the Public Works Standards. Development shall be required to complete or otherwise provide for the completion of the required improvements.

A. The Engineering Director shall determine which, if any, utility improvements are required. The Engineering Director's determination requiring utility improvements shall be based upon an analysis that shows the proposed development will result in one or more of the following situations:

- 1. Exceeds the design capacity of the utility.**
- 2. Exceeds Public Works Standards or other generally accepted standards.**
- 3. Creates a potential safety hazard.**
- 4. Creates an ongoing maintenance problem**

B. The Engineering Director may approve one of the following to ensure completion of required utility improvements.

1. Formation of a reimbursement district in accordance with Chapter 13.30 for off-site public facility improvements fronting other properties.

2. Formation of a local improvement district in accordance with Chapter 3.08 for off-site public facility improvements fronting other properties.

Applicant's Facts and Findings: The Applicant has provided a Storm Drainage Plan (Sheet C605) under Appendix E. Stormwater will be treated onsite with Contech Stormfilter water quality manholes prior to entering a subsurface infiltration system. Sewer and water utility improvements are not proposed as a part of this development.

19.709.3 Design Standards

Public utility improvements shall be designed and improved in accordance with the requirements of this chapter, the Public Works Standards, and improvement standards and specifications identified by the City during the development review process. The applicant shall provide engineered utility plans to the Engineering Director for review and approval prior to construction to demonstrate compliance with all City standards and requirements.

Applicant's Facts and Findings: The proposed stormwater utility improvements have been designed in accordance with the requirements of this chapter. The attached plans have been submitted to the City's Engineering Director for review. No construction on site will be scheduled without the required approval and permits.

19.709.4 Oversizing

The Engineering Director may require utility oversizing in anticipation of additional system demand. If oversizing is required, the Engineering Director may authorize a reimbursement district or a system development charge (SDC) credit in accordance with Chapter 13.28.

Applicant's Facts and Findings: The Applicant has proposed improvements to the site's utility network to satisfy the demands associated with the new parking lot. The City's Engineering Director has not indicated that any specific oversizing of the system will be required within the site's vicinity.

19.709.5 Monitoring

The Engineering Director shall monitor the progress of all public utility improvements by the applicant to ensure project completion and compliance with all City permitting requirements and standards. Utility improvements are subject to the requirements of Chapter 12.08. Follow-up action, such as facility inspection, bond release, and enforcement, shall be considered a part of the monitoring process.

Applicant's Facts and Findings: The Applicant will work with the City's Engineering Director throughout the construction process to ensure that all proposed improvements are completed to the satisfaction of the Director.

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.2 Applicability

Any community service use shall be subject to the provisions of this section. Application must be submitted to establish or modify a community service use. Community service uses include certain private and public utilities, institutions, and recreational facilities as listed below:

A. Institutions—Public/Private and Other Public Facilities

1. Schools, public or private, and their accompanying sports facilities, day-care centers, private kindergartens;
2. Government office buildings for local, state, or federal government such as a City hall, courthouse, police station, or other similar buildings;
3. Hospital;
4. Cemetery;
5. Nursing or convalescent home;
6. Religious institutions;
7. Community meeting building;
8. Temporary or transitional facility;
9. Other similar uses as determined by the Planning Commission.

Applicant's Facts and Findings: Schools are an institutional use within the City of Milwaukie's Zoning Code. The provisions of this section apply to the project because the Applicant has proposed an amendment to the School's existing Community Service Use Permit.

19.904.3 Review Process

Except as provided in Subsections 19.904.5.C for minor modifications and 19.904.11 for wireless communication facilities, community service uses shall be evaluated through a Type III review per Section 19.1006.

Applicant's Facts and Findings: The Applicant acknowledges the required Type III review process.

19.904.4 Approval Criteria

An application for a community service use may be allowed if the following criteria are met:

- A. The building setback, height limitation, and off-street parking and similar requirements governing the size and location of development in the underlying zone are met. Where a specific standard is not proposed in the CSU, the standards of the underlying zone are met;

Applicant's Facts and Findings: The Applicant had analyzed the allowable building setbacks, height limitations, off-street parking requirements and other applicable

development standards. The Applicant's responses to sections 19.300 (Base Zones), 19.400 (Overlay Zones and Special Areas), 19.500 (Supplementary Development Regulations), 19.600 (Off-street Parking), and 19.700 (Public Facilities) of the City's code confirm that the District's proposal is in compliance with all applicable underlying development standards and limitations.

B. Specific standards for the proposed uses as found in Subsections 19.904.7-11 are met;

Applicant's Facts and Findings: The standards of 19.904.7 apply to Schools. The Applicant has addressed these standards within this narrative.

C. The hours and levels of operation of the proposed use are reasonably compatible with surrounding uses;

Applicant's Facts and Findings: The use of the site as a High School is not proposed to change. The hours and levels of operation are anticipated to be very similar to those in place today, which are reasonable compatible with the surrounding uses.

D. The public benefits of the proposed use are greater than the negative impacts, if any, on the neighborhood; and

Applicant's Facts and Findings: The Main Milwaukie High School building has served the residents of the City of Milwaukie and the North Clackamas School District for several generations. The relocation of the tennis courts to Rowe Middle School and replacement with the proposed parking lot will allow for more needed parking on the main high school campus. This will reduce the need for students and staff to park off-site, reducing congestion and pedestrian movements within the surrounding neighborhood.

E. The location is appropriate for the type of use proposed.

Applicant's Facts and Findings: The District's proposed placement of the parking lot adjacent to the school will provide needed parking in close proximity to the school, reducing the need for students and staff to park off-site.

19.904.5 Procedures for Reviewing a Community Service Use

A. The Planning Commission will hold a public hearing on the establishment of, or major modification of, the proposed community service use. If the Commission finds that the approval criteria in Subsection 19.904.4 are met, the Commission shall approve the designation of the site for community service use. If the Commission finds otherwise, the application shall be denied. An approval allows the use on the specific property for which the application was submitted, subject to any conditions the Planning Commission may attach.

B. In permitting a community service use or the modification of an existing one, the City may impose suitable conditions which assure compatibility of the use with other uses in the vicinity. These conditions may include but are not limited to:

- 1. Limiting the manner in which the use is conducted by restricting the time an activity may take place and by minimizing such environmental effects as noise and glare;**
- 2. Establishing a special yard, setback, lot area, or other lot dimension;**
- 3. Limiting the height, size, or location of a building or other structure;**
- 4. Designating the size, number, location, and design of vehicle access points;**
- 5. Increasing roadway widths, requiring street dedication, and/or requiring improvements within the street right-of-way including full street improvements;**
- 6. Designating the size, location, screening, drainage, surfacing, or other improvement of a parking area or truck loading area; and/or**
- 7. Limiting or otherwise designating the number, size, location, height, and lighting of signs.**

C. The Planning Director may approve minor modifications to an approved community service per Section 19.1004 Type I Review, provided that such modification:

- 1. Does not increase the intensity of any use;**
- 2. Meets all requirements of the underlying zone relating to building size and location and off-street parking and the standards of Title 19;**
- 3. Does not result in deterioration or loss of any protected natural feature or open space, and does not negatively affect nearby properties;**
- 4. Does not alter or contravene any conditions specifically placed on the development by the Planning Commission or City Council; and**
- 5. Does not cause any public facility, including transportation, water, sewer and storm drainage, to fail to meet any applicable standards relating to adequacy of the public facility.**

Applicant's Facts and Findings: The Applicant acknowledges the process for review of Type III Applications. The Applicant acknowledges that the City may place conditions of approval upon the application in order to assure compatibility with the uses which are present within the neighborhood. Though it is possible for the City to assign conditions of approval related to suitability, the site is already in use as an existing High School Campus. The District's proposal to construct a parking lot at the existing location of the high school site warrants very few conditions to ensure suitability as the school has been in operation for longer than many of the homes within the surrounding neighborhood have been there.

The City's Planning Commission and City Council can find that no special conditions of approval require implementation prior to permitting the development of the proposed building and site improvements.

19.904.6 Application Requirements

An application for approval of a community service use shall include the following:

- A. Name, address and telephone number of applicant and/or property owner;**
- B. Map number and/or subdivision block and lot;**

- C. Narrative concerning the proposed request;
- D. Copy of deed, or other document showing ownership or interest in property. If applicant is not the owner, the written authorization from the owner for the application shall be submitted;
- E. Vicinity map;
- F. Comprehensive plan and zoning designations;
- G. A map showing existing uses, structures, easements, and public utilities and showing proposed development, placement of lot lines, etc.;
- H. Detailed plans for the specific project;
- I. Any information required by other applicable provisions of local, state or federal law;
- J. Proof of payment of the applicable fees;
- K. Additional drawings, surveys or other material necessary to understand the proposed use may be required.

Applicant's Facts and Findings: The Applicant has provided each of the required submission materials to allow the City to consider the proposed improvements and the application.

19.904.7 Specific Standards for Schools

Public, private or parochial, elementary, secondary, preschool, nursery schools, kindergartens, and day-care centers are included.

- A. Public elementary or secondary schools shall provide the site area/pupil ratio required by state law. Other schools shall provide 1 acre of site area for each 75 pupils of capacity or for each 2½ classrooms, whichever is greater, except as provided in Subsection 19.904.7.B below.
- B. Preschools, nursery schools, day-care centers, or kindergartens shall provide a fenced, outdoor play area of at least 75 sq ft for each child of total capacity, or a greater amount if so required by state law. In facilities where groups of children are scheduled at different times for outdoor play, the total play area may be reduced proportionally based on the number of children playing out-of-doors at one time. However, the total play area may not be reduced by more than half. These uses must comply with the State Children's Services Division requirements as well as the City provisions.
- C. Walkways, both on and off the site, shall be provided as necessary for safe pedestrian access to schools subject to the requirements and standards of Chapter 19.700.
- D. Where Subsection 19.904.7.B is applicable, a sight-obscuring fence of 4 to 6 ft in height shall be provided to separate the play area from adjacent residential uses.
- E. Public facilities must be adequate to serve the facility.
- F. Safe loading and ingress and egress will be provided on and to the site.
- G. Off-street parking (including buses) shall be provided as per Chapter 19.600.
- H. Minimum setback requirements:
 Front yard: 20 ft
 Rear yard: 20 ft
 Side yard: 20 ft

Setbacks may be increased depending on the type and size of school in order to ensure adequate buffering between uses and safety for students.

I. Bicycle facilities are required which adequately serve the facility.

J. 15% of the total site is to be landscaped.

Applicant's Facts and Findings: The proposed parking lot will provide walkway on and off site to provide necessary and safe pedestrian access to the school. The requirements of Chapter 19.700 have been addressed within this narrative.

The loading areas for the new main school building have been located on the main campus to the east of the new building. The proposed parking area will be consistent with the City's code and placed in order to minimize conflicts with pedestrians and other vehicular traffic. The proposed parking area addresses several existing safety concerns and should create a much safer environment for students, parents, and staff.

Off-street parking requirements for vehicles, busses, and bicycles has been addressed within the Applicant's responses to Chapter 19.600.

Approximately 77% of the school site is currently in landscape area and open space. The requirements of this section have been met.

SUMMARY AND CONCLUSION

Based upon the materials submitted herein, the Applicant respectfully requests approval from the County's Planning Department of this application for a Type III Community Service Use Modification.

February 11, 2019

**Neighborhood Meeting
Parking Lot Improvements at Milwaukie High School**

To Our Neighbor,

3J Consulting, Inc. represents the North Clackamas School District regarding a proposal to create a new parking lot on property owned by the District located south of the new Milwaukie High School. The new parking area will create 30 new spaces within a landscaped parking lot at the corner of SE Lake and SE 25th Avenue. This site is currently in use as the High School's tennis courts. The District is in the process of constructing new tennis courts for the High School at Rowe Middle School. The subject parcel is shown on the attached vicinity map. We would like to take the opportunity to discuss the proposal with you in more detail, prior to submitting a formal land use application to the City.

The purpose of this meeting is to provide a forum for the District and surrounding property owners/residents to review and consider the proposal. The meeting gives you the opportunity to share with us any special information you know about the property. We will answer questions related to how the project meeting relevant development standards consistent with Milwaukie's land use regulations.

You are cordially invited to attend a meeting on:

**Monday, March 4, 2019
6:00PM-7:00PM
Milwaukie High School Commons
2301 SE Willard Street
Milwaukie, Oregon 97222**

Parking for this meeting is available in the parking lot located southwest of the Administration Building.

Please note that this will be an informational meeting and is not intended to take the place of public hearing before the City. Members of the public will have the opportunity to present testimony to the Planning Commission at the public hearing.

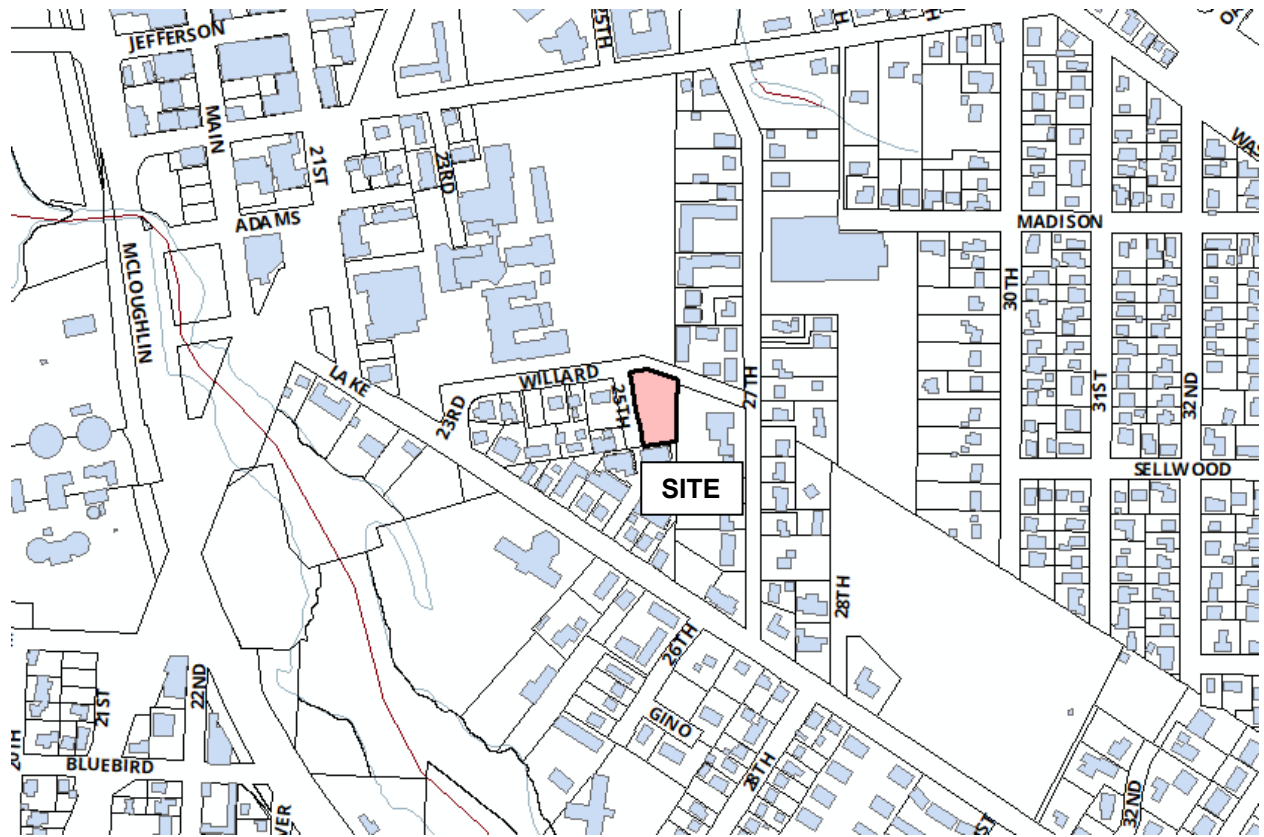
We look forward to discussing this proposal with you. Please feel free to contact us at (503) 946-9365 or andrew.tull@3j-consulting.com if you have questions.

Sincerely,



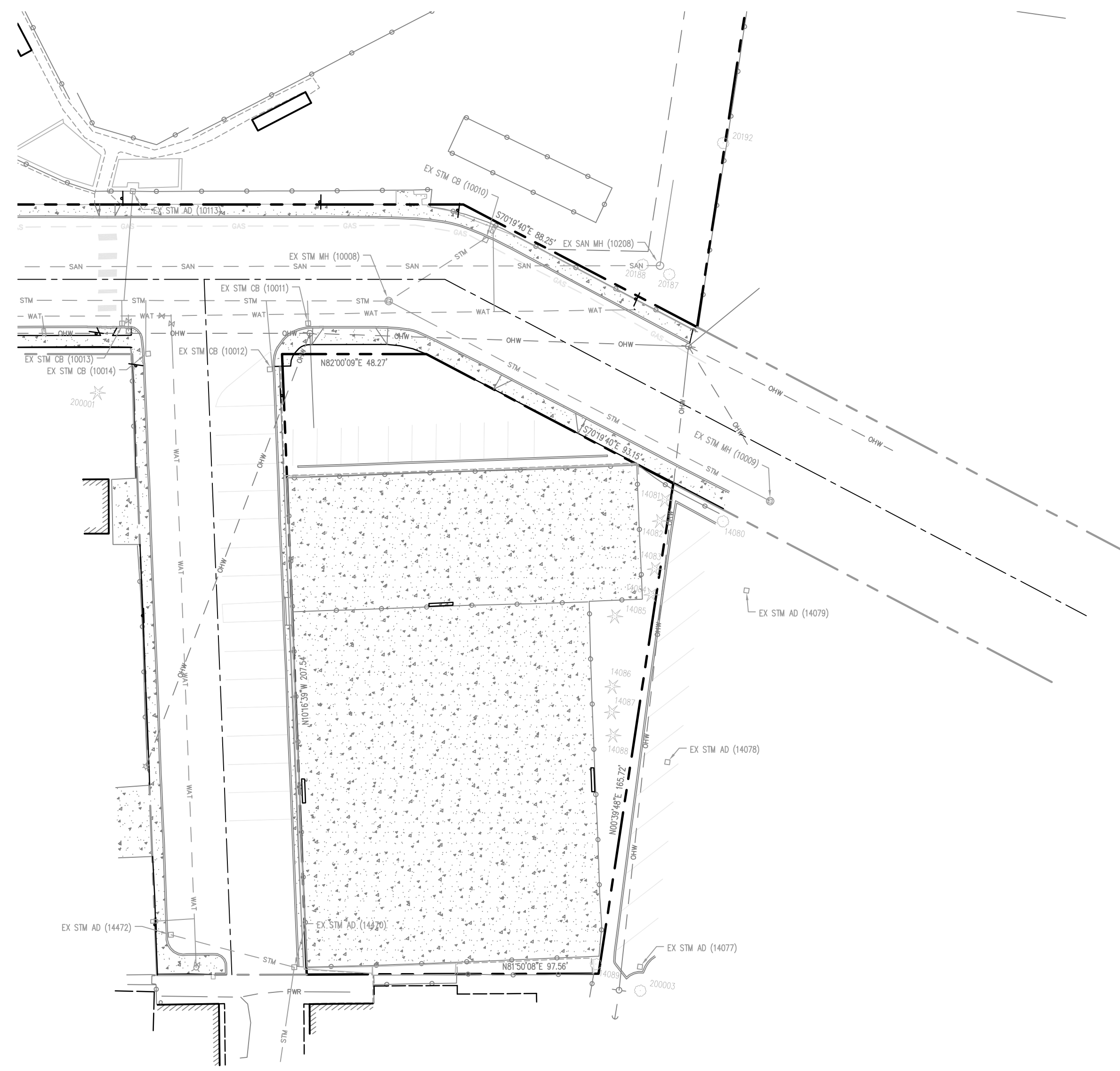
Andrew Tull
Principal Planner
3J Consulting, Inc.



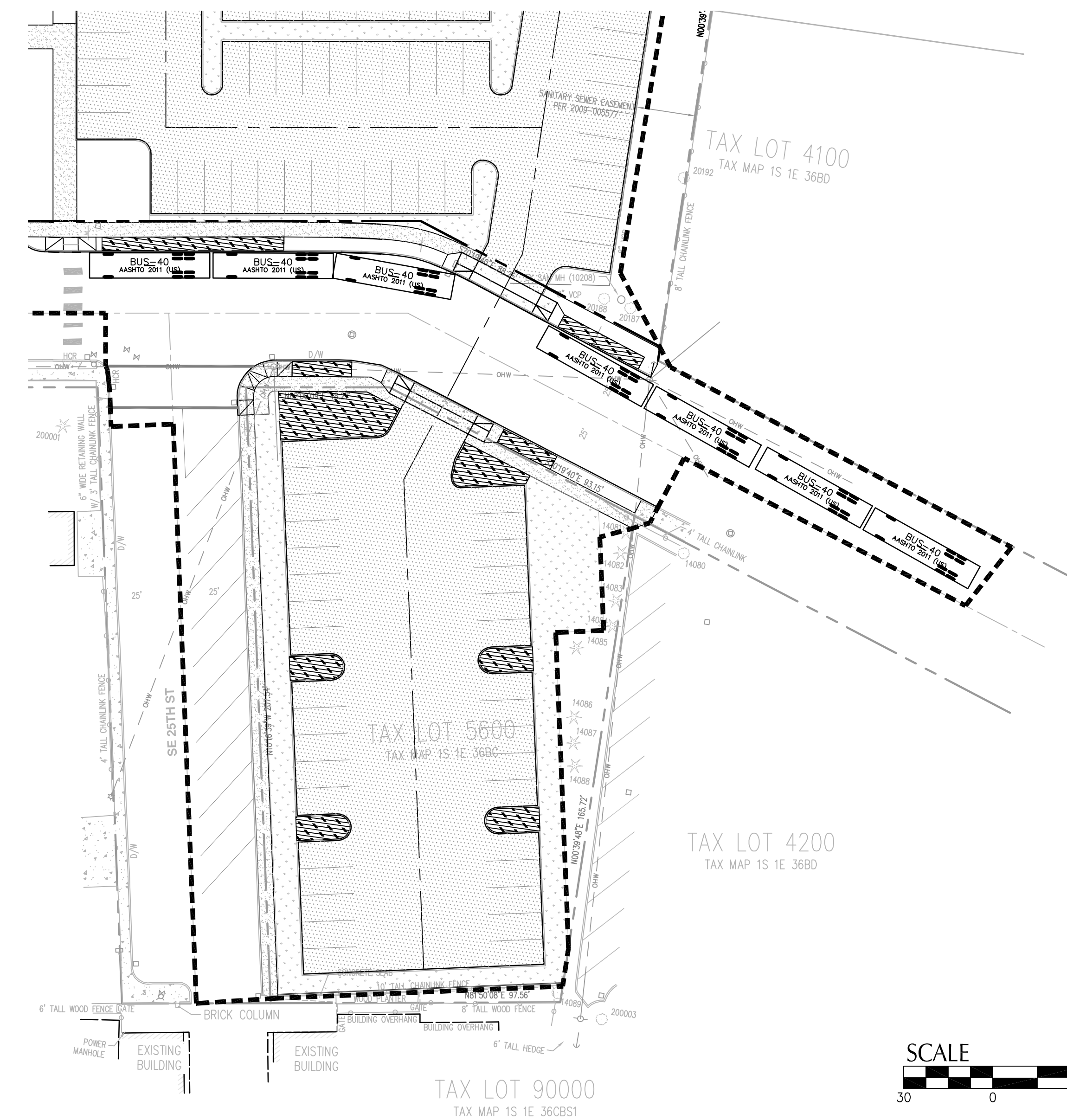


VICINITY MAP

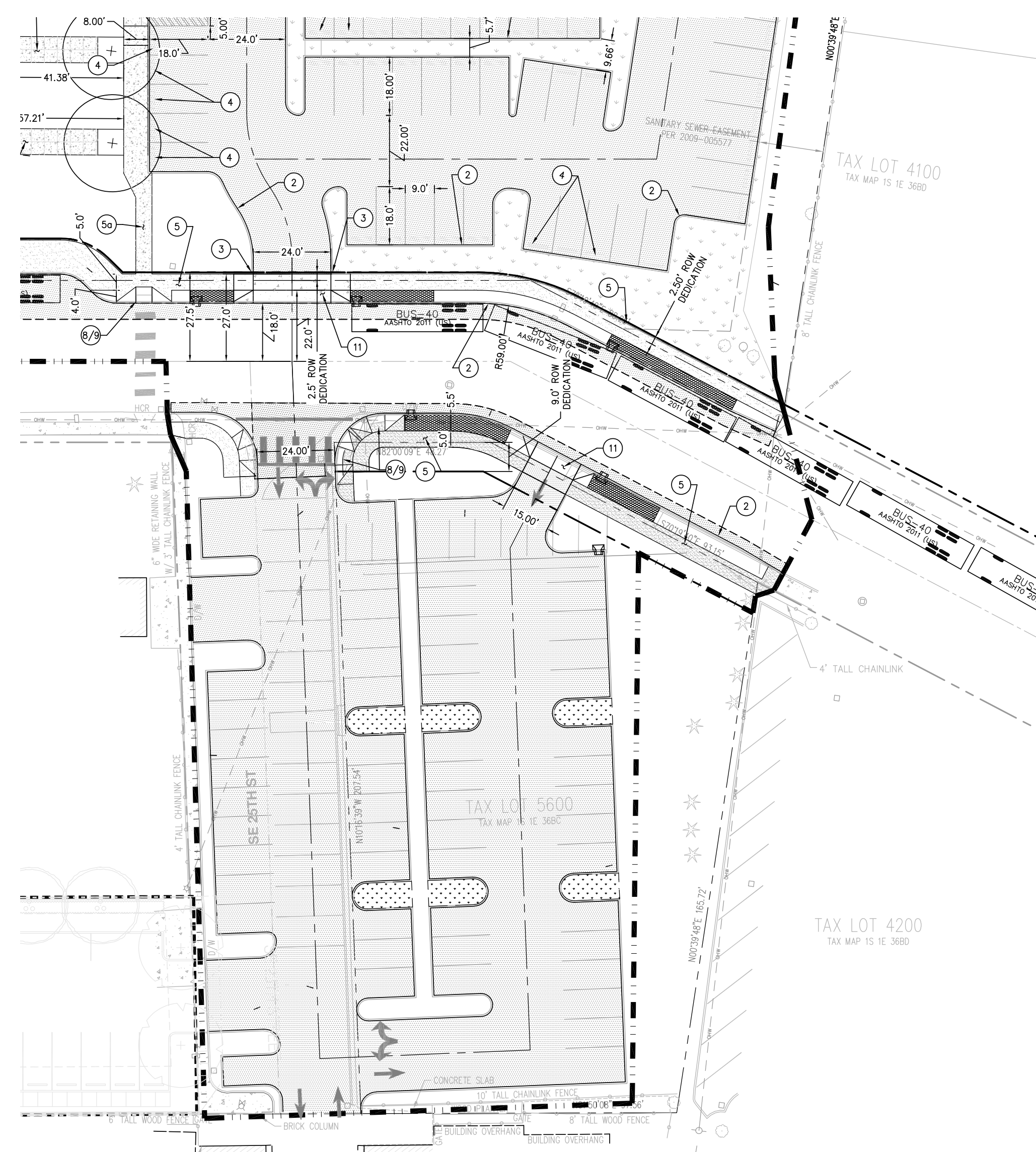
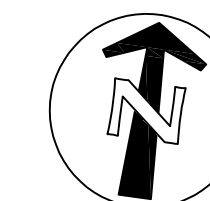
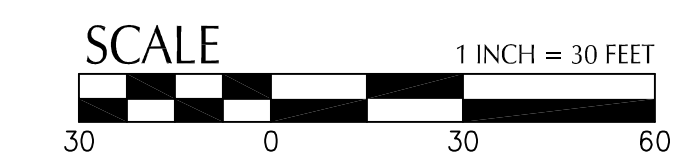




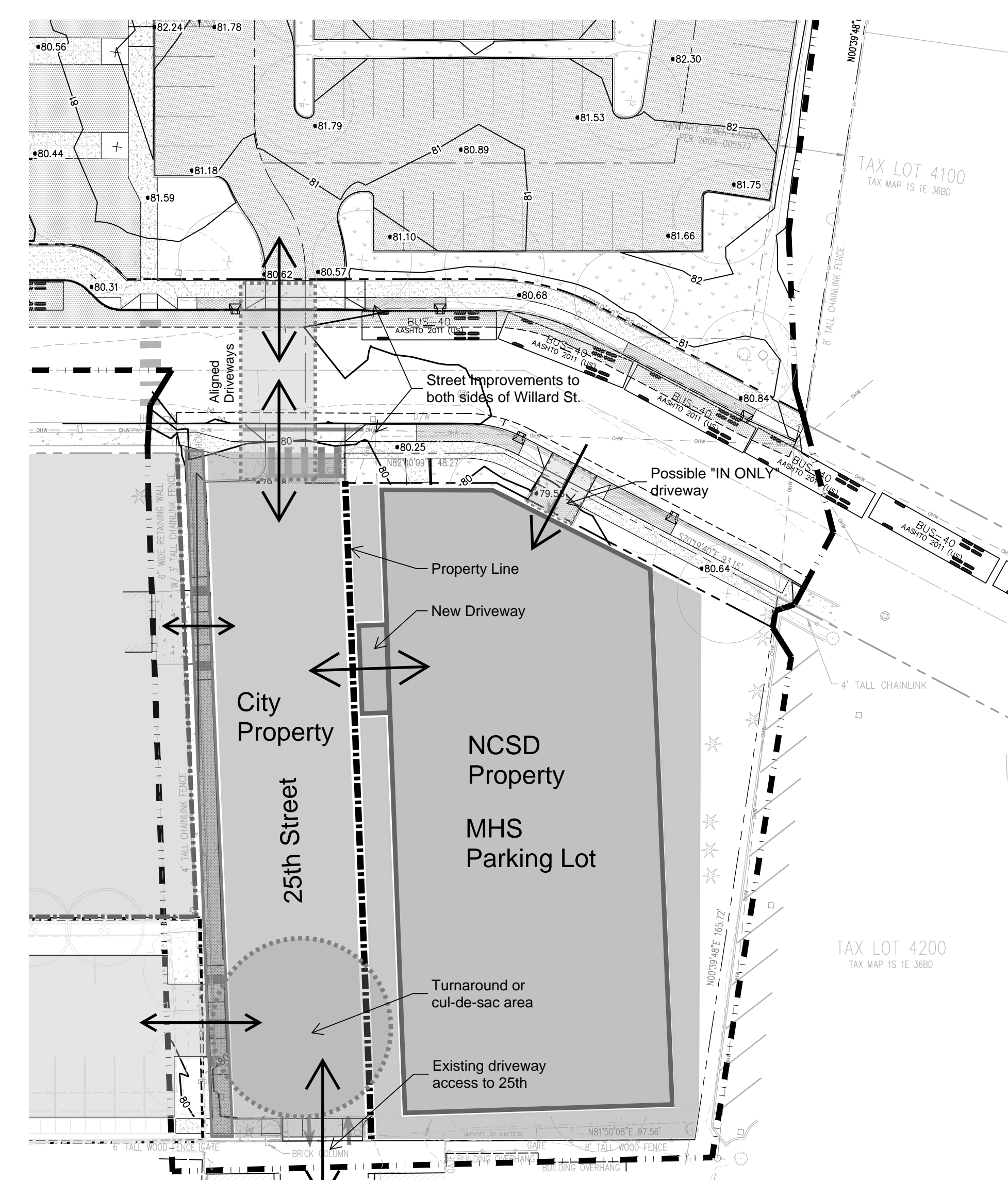
EXISTING SITE PLAN July 2017



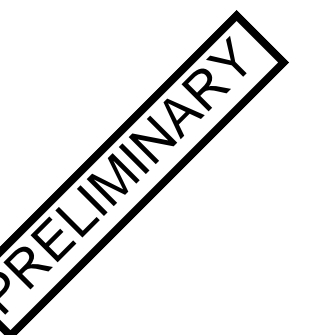
SITE PLAN - Option 1 July 2017



SITE PLAN - Option 2 December 2017

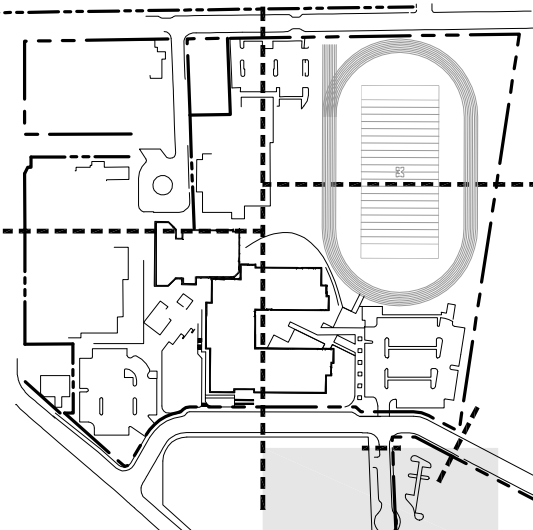


SITE PLAN - Option 3 January 2018



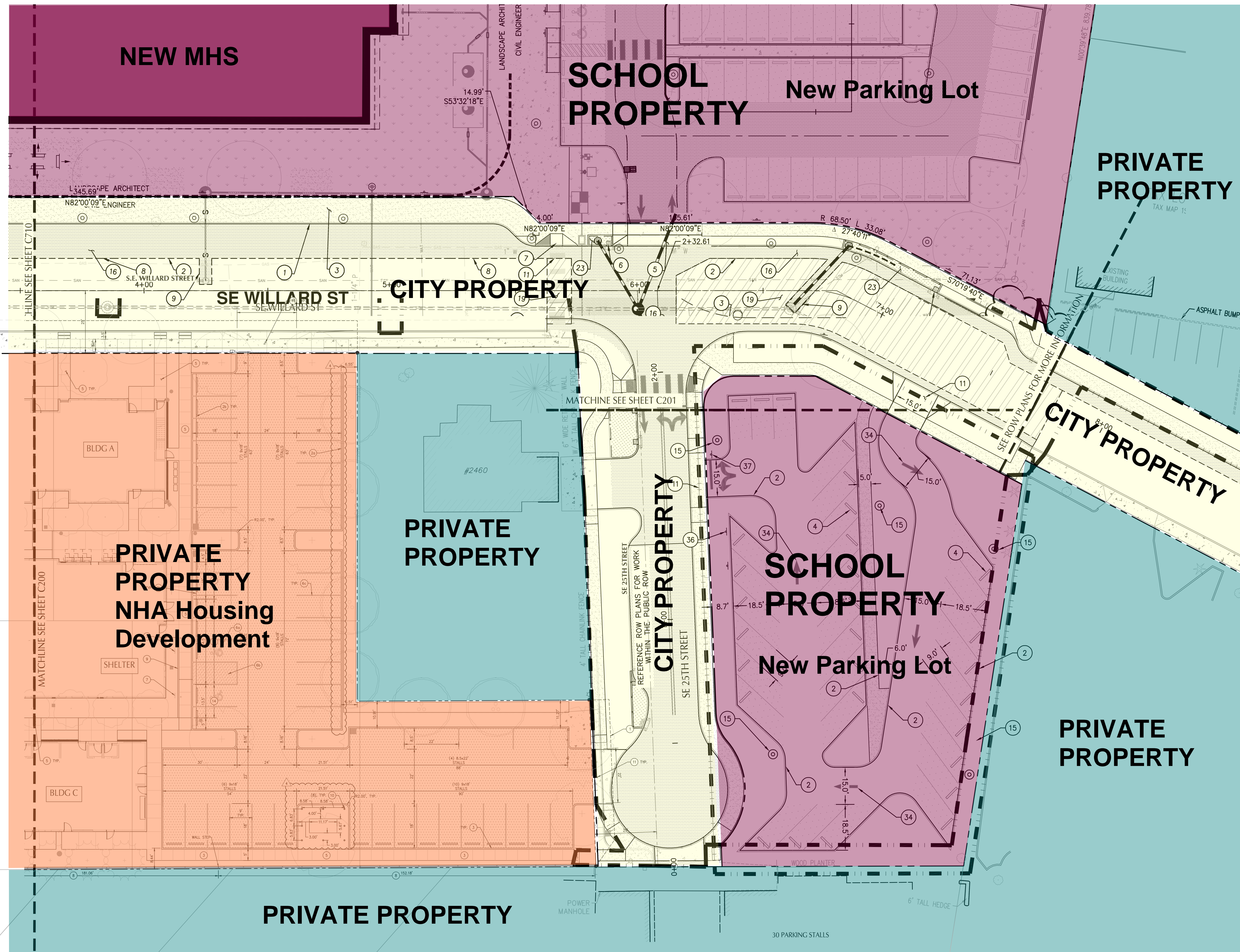
MILWAUKIE HIGH SCHOOL

NORTH CLACKAMAS SCHOOL DISTRICT
2301 SE Willard Street, Milwaukie, OR 97222
t: (503) 353-5830
f: (503) 353-5846



key plan

revisions	
phase	100% CD - IFC - PERMIT SET
date	11/26/2018
project	17010
SITE AND HORIZONTAL CONTROL PLANS	



SITE PLAN - Current Design January 2019

SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF WALL (UNLESS OTHERWISE NOTED).
2. SEE LANDSCAPE PLANS FOR PLANTING AND ADDITIONAL SITE FEATURES.
3. SEE LANDSCAPE PLANS FOR ALL PEDESTRIAN HARDSCAPE ON THE LANDSCAPE ARCHITECT SIDE OF THE REFERENCE LINE INCLUDING CONCRETE SCORING AND JOINT LOCATIONS.
4. SEE ARCHITECTURAL PLANS FOR ADDITIONAL DIMENSIONS AND LAYOUT.
5. SEE LANDSCAPE PLANS FOR ALL FENCING HANDRAILS AND GATES.
6. SEE SHEETS C700-C802 FOR PROPOSED FRONTAGE IMPROVEMENTS IN RIGHT-OF-WAY, TO BE PERMITTED UNDER SEPARATE PERMIT.
7. SEE SHEET C205 FOR LINE AND CURVE DATA TABLES.

SHEET LEGEND

- BUILDING OVERHANG
- PROPERTY LINE
- BUILDING
- HEAVY CONCRETE PAVING (C200)
- LIGHT ASPHALT PAVEMENT SECTION (FULL IN PARKING) (C600)
- HEAVY ASPHALT PAVEMENT SECTION (DRIVE AISLE) (C600)
- CONCRETE SIDEWALK - SEE LANDSCAPE PLANS FOR ADDITIONAL DETAIL (C600)
- PERVOUS CONCRETE - (C600)
- ARTIFICIAL TURF - SEE LANDSCAPE PLANS FOR DETAILS (C600)
- LANDSCAPE AREA - SEE LANDSCAPE PLANS FOR DETAILS (C600)
- 2" MILL & OVERLAY (C600)
- SEALCOAT AND RESTRIPE EX. ASPHALT (C600)
- SAWCUT LINE
- LIMITS OF WORK - OFFSET FOR CLARITY
- FIRE LANE
- SITE LIGHTING (SEE SHEET EPH1 FOR PHOTOMETRICS)
- PROPOSED TREE
- MATCHLINE
- RED PAINTED CURB
- POROUS ASPHALT PAVEMENT SECTION (C600)

KEY NOTES

#	DESCRIPTION	
1	MOUNTABLE CURB	7/C600
2	STANDARD CURB	6/C600
3	CURB ENDING TAPER TO FLUSH	8/C600
4	WHEEL STOP	5/C601
5	CONCRETE SIDEWALK	1/C600
5a	PERVOUS CONCRETE SIDEWALK	SW110/C600
6a	ADA PARKING STALLS AND STRIPING	2/C601
6b	"NO PARKING" ZONE STRIPING	
6c	4" PARKING STRIPING, TYPICAL	
7	ADA PARKING SIGN & VAN	7/C601
8	DETECTABLE WARNING	3/C601
9	CURB RAMP	8/C601
10	CAST-IN-PLACE CONCRETE WALL	
11	CONCRETE DRIVEWAY APRON	502B/C802
12	CONCRETE STAIRWAY, SEE LANDSCAPE PLANS.	
13	CURB SPILLWAY WITH SPLASH BLOCK	SW330/C800
14	ACCESSIBLE CROSSWALK	4/C601
15	SITE LIGHTING - SEE SHEET EPH1 FOR PHOTOMETRICS	
16	SEE LANDSCAPE PLANS FOR PLAZA DETAIL INFORMATION.	
17	RETAINING WALL	
18	SEE LANDSCAPE PLANS FOR WALL LAYOUT.	
19	FLUSH CURB	9/C600
20	HEIGHTENED CURB (MAX 18")	
21	ELECTRICAL SLAB & STRUCTURE SEE ARCH. SHEETS	
22	BUILDING GRID COORDINATES SHOWN ARE PRELIMINARY. COORDINATE BUILDING GRID LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION	
23	FIRE LANE PAINTED CURB WITH "FIRE-LANE-NO PARKING" STENCILS AT 20' INTERVALS	
24	TRASH ENCLOSURE-SEE ARCHITECTURAL SHEETS	
25	ELECTRICAL HOUSING-SEE ELECTRICAL DRAWINGS	
30	PARENT DROP OFF SIGN	14/C601
31	BUS LOADING SIGN	10/C601
32	PROVIDE STOP BAR	
33	CARPOOL PARKING SIGN	11/C601
34	PROVIDE DIRECTIONAL ARROWS	1/C601
35	SEE LANDSCAPE PLANS FOR PLANTING INFORMATION	
36	GREEN VEHICLE PARKING SIGN	12/C601
37	STOP SIGN	6/C601
38	DO NOT ENTER SIGN	13/C601
39	ELECTRICAL VEHICLE PARKING STALL	
40	FLUSH CONCRETE CROSSING/DRIVEWAY APRON	502C/C800

BRIC
ARCHITECTURE, INC.

1233 NW Northrup Street
Suite 100
Portland, Oregon 97209
tel. (503) 595 4900

PRELIMINARY

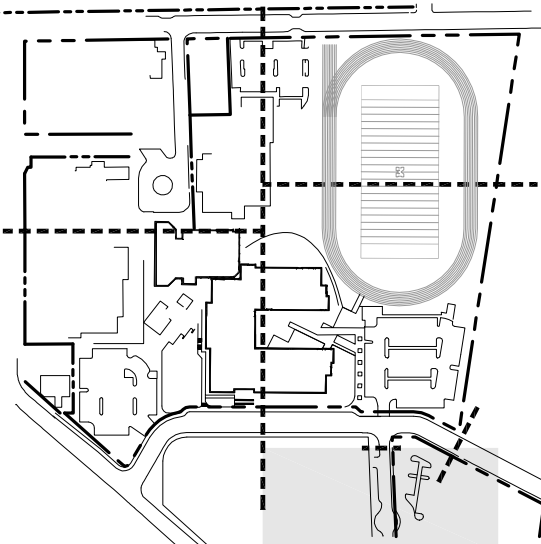
kpff

111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.1251
F: 503.274.4681
www.kpff.com

NORTH
Clackamas Schools

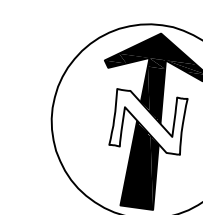
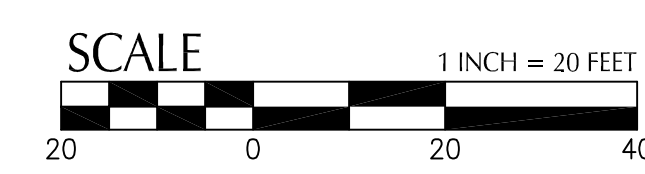
MILWAUKIE HIGH SCHOOL

NORTH CLACKAMAS SCHOOL DISTRICT
2301 SE Willard Street, Milwaukie, OR 97222
t: (503) 353-5830
f: (503) 353-5846



key plan

revisions	
phase	100% CD - IFC - PERMIT SET
date	11/26/2018
project	17010
SITE AND HORIZONTAL CONTROL PLANS	
C204	



File: M:\CA\2017\700019-Milwaukie-HS\CAD\PLANS\CD\700019-C200-SITE.dwg TAB:C204
Plotted: 1/27/19 at 3:33pm by Juggenheimer

3J CONSULTING

5075 SW GRIFFITH DRIVE, SUITE 150
BEAVERTON, OREGON 97005
PH: (503) 946.9365
WWW.3J-CONSULTING.COM

MILWAUKIE HIGH SCHOOL SIGN-IN SHEET MARCH 4, 2019

NAME	ADDRESS	EMAIL & PHONE
Susan Jenkins	2431 SE Lake Rd Milwaukie (TLE)	sjenkins7@evergreen.net
Dandy King	2439 SE Lake Rd Milw. OR 97222	sjk2001@hotmail.com
Shirley Walker	2445 SE Lake 97222	
Michael Paul	2460 SE Willard Milwaukie 97222	mpa-12001@gmail.com
Ray Bryan	11416 SE 27th Ave Milwaukie, OR 97222	raylbryan2@gmail.com
Siri Bernad	2437 SE Lake	siribernad@comcast.net



Attachment D -- Technical Reports

TUALATIN · VANCOUVER · SALEM-KEIZER



WWW.AKS-ENG.COM

12965 SW HERMAN RD., SUITE 100 · TUALATIN, OR 97062

P: (503) 563-6151 F: (503) 563-6152

April 18, 2017

Steven Nicholas
Heery International
Two Centerpointe Drive, Suite 250
Lake Oswego, OR 97035

RE: Milwaukie High School – Arborist Tree Evaluation

Mr. Nicholas:

As requested, attached is the Detailed Tree Inventory information for the trees shown on the Topographic Survey. Please let me know if you have any questions.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC

A handwritten signature in blue ink that reads 'Bruce R. Baldwin'.

Bruce R. Baldwin
ISA Certified Arborist #PN-6666A
ISA Qualified Tree Risk Assessor
Member, International Society of Arboriculture



Detailed Tree Inventory for Milwaukie High School

AKS Job No. 5859 - Tree Evaluation: April 6 & 11, 2017

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Comments	Health Rating*	Structure Rating**
10422	17	Cherry (<i>Prunus sp.</i>)	Pruning scars with good woundwood closure; Large exposed roots; Many scaffold branches weakly attached at one point	1	2
10423	15	Maple (<i>Acer sp.</i>)	Many large exposed roots; Multiple scaffold branches weakly attached at one point	1	2
10973	24,12	Maple (<i>Acer sp.</i>)	OFFSITE	1	1
10986	49	Cedar (<i>Cedrus sp.</i>)		1	1
10987	24	European White Birch (<i>Betula pendula</i>)	Broken branches; Some bulges on bole	1	2
10988	55	Cedar (<i>Cedrus sp.</i>)	Codominant 20' from ground with included bark	1	2
10989	17	Western Redcedar (<i>Thuja plicata</i>)	Codominant 10' from ground with included bark	1	2
11081	8	Maple (<i>Acer sp.</i>)		1	1
11082	13	Maple (<i>Acer sp.</i>)	Small bulge on bole at base	1	1
11124	13	Maple (<i>Acer sp.</i>)	Roots are girdling	1	2
11130	25	European White Birch (<i>Betula pendula</i>)	Lean (S); Cavities with decay; Bulges on bole; Dead branches; Crooked	2	3
11131	32	European White Birch (<i>Betula pendula</i>)	Broken branches; Pruning scars with decay; Epicormic sprouts; Bulges on bole; Scars; Cavities with decay; Crooked	2	3
11132	38	Bigleaf Maple (<i>Acer macrophyllum</i>)	Large exposed roots; Large bulge on bole	1	2
11133	7,8,11, 11,12,13	Western Redcedar (<i>Thuja plicata</i>)	11" Stems - Crooked and sweep away from main stem; 11" Stem - bark peeling; Poor structure	2	2
11150	7	Cherry (<i>Prunus sp.</i>)	Roots exposed and damage to top; Crooked	1	1
11151	7	Cherry (<i>Prunus sp.</i>)	Roots exposed and damage to top; Crooked	1	1
11175	7	Cherry (<i>Prunus sp.</i>)	Large roots appear to be girdling; Many roots above surface; Pruned	1	2
11176	6	Cherry (<i>Prunus sp.</i>)	Bark peeling	2	1
11219	62	Cedar (<i>Cedrus sp.</i>)		1	1
11291	10	Maple (<i>Acer sp.</i>)		1	1
11407	6	Maple (<i>Acer sp.</i>)		1	1
11409	6	Maple (<i>Acer sp.</i>)		1	1
11460	6	Maple (<i>Acer sp.</i>)		1	1
11461	9	Maple (<i>Acer sp.</i>)		1	1



Detailed Tree Inventory for Milwaukie High School

AKS Job No. 5859 - Tree Evaluation: April 6 & 11, 2017

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Comments	Health Rating*	Structure Rating**
11480	7	Maple (<i>Acer sp.</i>)		1	1
11482	6	Maple (<i>Acer sp.</i>)		1	1
11882	20	Western Redcedar (<i>Thuja plicata</i>)	Codominant 10' from the ground with included bark	1	2
11885	8	Cherry (<i>Prunus sp.</i>)		1	1
11935	13	Western Redcedar (<i>Thuja plicata</i>)		1	1
11947	9	Cherry (<i>Prunus sp.</i>)		1	1
11960	7	Cherry (<i>Prunus sp.</i>)		1	1
11973	8	Cherry (<i>Prunus sp.</i>)		1	1
12148	25	Bigleaf Maple (<i>Acer macrophyllum</i>)	OFFSITE ; Evaluation from the property line; Appears dead	3	3
12149	9	Japanese Maple (<i>Acer palmatum</i>)		1	1
12150	9	Japanese Maple (<i>Acer palmatum</i>)		1	1
12151	6	Japanese Maple (<i>Acer palmatum</i>)		1	1
12172	8	Japanese Maple (<i>Acer palmatum</i>)		1	1
12212	16	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
12226	10	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
12227	11	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
12356	61	Cedar (<i>Cedrus sp.</i>)		1	1
12799	12	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
12867	9	Engelmann Spruce (<i>Picea engelmannii</i>)		1	1
12908	15	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1



Detailed Tree Inventory for Milwaukie High School

AKS Job No. 5859 - Tree Evaluation: April 6 & 11, 2017

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Comments	Health Rating*	Structure Rating**
12909	8	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
12911	12	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
13413	6	Cherry (<i>Prunus sp.</i>)		1	1
14080	9	European White Birch (<i>Betula pendula</i>)	OFFSITE ; Some bore holes	1	1
14081	10,13	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Codominant with included bark	1	2
14082	7	Douglas-fir (<i>Pseudotsuga menziesii</i>)		1	1
14083	9,11	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Codominant with included bark; Large roots lifting asphalt to east	1	2
14084	14	Douglas-fir (<i>Pseudotsuga menziesii</i>)		1	1
14085	14	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Some broken branches; Sap flow	1	1
14086	17	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Bulges on bole	2	2
14087	12	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Codominant 10' from the ground with included bark	1	2
14088	15	Douglas-fir (<i>Pseudotsuga menziesii</i>)	Sap flow	1	1
14089	9	Oregon Oak (<i>Quercus garryana</i>)	Sparse foliage; Some dead branches; Multiple branches weakly attached at one point	2	2
20187	6	Cherry (<i>Prunus sp.</i>)	Pruning scars; Decay at pruning scars; Bark peeling at base of tree; Cracked bark	2	2
20188	6,6,9,10	Cherry (<i>Prunus sp.</i>)	Large bulges at base; Pruned; Multiple weak attachments at one point	1	1
20192	27	California Black Oak (<i>Quercus kelloggii</i>)	Some broken branches	1	1
20701	10	"Cleveland Select" Pear (<i>Pyrus calleryana</i>)		1	1
30000	8	Maple (<i>Acer sp.</i>)		1	1
200001	84	Giant Sequoia (<i>Sequoiadendron giganteum</i>)	OFFSITE	1	1



Detailed Tree Inventory for Milwaukie High School

AKS Job No. 5859 - Tree Evaluation: April 6 & 11, 2017

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Comments	Health Rating*	Structure Rating**
200002	15	Cherry (<i>Prunus sp.</i>)	OFFSITE	1	1
200003	6,6	Cherry (<i>Prunus sp.</i>)	OFFSITE; Lean (S); Short stature	1	2
200004	8	Cedar (<i>Cedrus sp.</i>)	OFFSITE	1	1
200005	12	Maple (<i>Acer sp.</i>)	OFFSITE	1	1
200006	8	Cherry (<i>Prunus sp.</i>)	OFFSITE; Sparse foliage; Broken branches	2	1

Total # of Existing Trees Inventoried = 68

***Health Rating:**

1 = Good Health - A tree that exhibits typical foliage, bark, and root characteristics, for its respective species, shows no signs of infection or infestation, and has a high level of vigor and vitality.

2 = Fair Health - A tree that exhibits some abnormal health characteristics and/or shows some signs of infection or infestation, but may be reversed or abated with supplemental treatment.

3 = Poor Health - A tree that is in significant decline, to the extent that supplemental treatment would not likely result in reversing or abating its decline.

****Structure Rating:**

1 = Good Structure - A tree that exhibits typical physical form characteristics, for its respective species, shows no signs of structural defects of the canopy, trunk, and/or root system.

2 = Fair Structure - A tree that exhibits some abnormal physical form characteristics and/or some signs of structural defects, which reduce the structural integrity of the tree, but are not indicative of imminent physical failure, and may be corrected using arboricultural abatement methods.

3 = Poor Structure - A tree that exhibits extensively abnormal physical form characteristics and/or significant structural defects that substantially reduces the structural viability of the tree, cannot feasibly be abated, and are indicative of imminent physical failure.

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.