

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

Application for Land Use Action

Master File #: CSU-2020-005;
~~P-2020-001~~

Review type*: I II III IV V

CHOOSE APPLICATION TYPE(S):

Received 6/12/2020
 Fee paid on 6/17/2020

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):

Mailing address:

State/Zip:

Phone(s):

Email:

Please do not include my contact information on public notices or on the City website:

APPLICANT'S REPRESENTATIVE (if different than above):

Mailing address:

State/Zip:

Phone(s):

Email:

SITE INFORMATION:

Address:

Map & Tax Lot(s):

Comprehensive Plan Designation:

Zoning:

Size of property:

PROPOSAL (describe briefly):

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:

Signature

Date:

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

Note: Natural Resource Review applications **may require a refundable deposit**. Deposits require completion of a Deposit Authorization Form, found at www.milwaukieoregon.gov/building/deposit-authorization-form.

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	AMOUNT <small>(after discount, if any)</small>	PERCENT DISCOUNT	DISCOUNT TYPE	DATE STAMP
Master file	CSU-2020-005	\$ 2,000			
Concurrent application files	P-2020-001	\$ 750	25%		
		\$			
		\$			
Deposit (NR only)				<input type="checkbox"/> Deposit Authorization Form received	
TOTAL AMOUNT RECEIVED: \$ 2,750			RECEIPT #:	RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):					
Neighborhood District Association(s):					
Notes:					

NCSD MILWAUKIE EL PUENTE PARKING LOT IMPROVEMENTS APPLICATION FOR LANDUSE ACTION

Date: June 11, 2020
To: Vera Kolias, Associate Planner City of Milwaukie
From: Sina Meier, Opsis Architecture
Project: North Clackamas School District Milwaukie El Puente Elementary School
2020-002PA

GENERAL INFORMATION:

Owner/Applicant: North Clackamas School District (NCSD)
Attention: Leif Palmer, Bond Purchasing Specialist, North Clackamas School District
12400 SE Freeman Way
Milwaukie, OR 97222
(503) 353-6036

Architect: Opsis Architecture
Attention: Sina Meier
920 NW 17th Avenue
Portland, OR 97209
(503) 943-6241

Tax Lot ID: 1S1E36BD 05500
Location: 11250 SE 27th Ave, Milwaukie, OR 97222
Site Area: 5.75 Acres
Comprehensive Plan: Public
Zoning: R-7

NARRATIVE:

Milwaukie El Puente Elementary School is located in a residential neighborhood off of SE 27th Avenue, surrounded by residential housing on three sides. The existing parking lot is located South of the school. Beyond the parking area is the Lake Road Softball/Baseball Athletic Complex, a series of ballfields and associated facilities. The school itself is currently under renovation.

The original school was constructed in 1916 and has been modified and added on to several times, most recently in 2012, when seismic upgrade work was completed. In addition to a general refresh of all classroom and hallway spaces, the current project includes a major renovation of the Administration area and a small addition, extending the Media Center and creating new hallway connections out to the Kindergarten classrooms. Additionally, the project includes a new Covered Play area and improvements to the existing playground.

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Based on staff requests and per District direction, this application seeks to create an extension to the existing parking area, adding 18 additional stalls to the current count of 41 (proposed total number of stalls = 59). The parking lot extension is proposed to be located where the existing basketball court is situated. New basketball hoops and courts will be provided underneath the new Covered Play area as part of the ongoing renovation to the school.

In addition, this proposal seeks to relocate the existing trash enclosure to a more convenient location for garbage pick-up, as well as to work better with the proposed parking layout. A new futsal court is proposed to be installed North of the parking lot extension. The existing ground surface in that location consists of bark chips and will be replaced with asphalt in order to provide a smooth playing area.

An infiltration trench will be installed on the South and West edges of the proposed play court. A water quality planter is to be located South of the parking lot extension. In addition, perimeter landscaping will be provided along the North and East sides of the parking lot. New site lighting (to match existing) will be provided where indicated on supporting exhibits. Proposed striping will delineate a designated path from the parking lot to the existing walkway along the Southside of the building.

Existing fencing runs along the property line along the East edge of the parking lot. A new 6' tall fence South of the futsal court will connect to an existing fence running along the West edge of the playground in order to provide separation between play and parking areas.

Based on District and staff feedback, we gather that the existing parking lot is undersized. We understand that this proposal exceeds the maximum allowable number of parking stalls at elementary schools (Milwaukie El Puente's classroom count is 25). Given the proximity to the Lake Road ball fields, the additional parking area will not only provide more parking for the school itself but may be available to the community utilizing the ball fields on non-school days and after hours. If used as such, parking at Milwaukie El Puente will provide direct access to the ball fields from the neighborhoods located to the North.

The school's Parent Teacher Organization (PTO) has been advocating for the addition of the futsal court and has raised money to provide additional features (goals, striping) for the play area. While the parking lot extension displaces the existing basketball court, the futsal court adds the same amount of SF of play area (+/- 4,900 SF) in a space that is currently underutilized. The old metal play equipment in that area has been deemed unsafe and will be demolished as part of the ongoing renovation project. New play equipment will be installed within the playground area North of the proposed court.

If approved, the work of the proposed parking lot extension will be performed by the same contractor who has been hired by the District to complete the current renovation scope. The current work is projected to wrap up at the beginning of October 2020. Construction of the parking lot extension, if approved, is scheduled to commence thereafter. The proposed work at the parking lot will round out a series of exterior improvements as part of the current renovation, such as the new playground equipment, covered front entry canopy, as well as a larger and taller Covered Play area.

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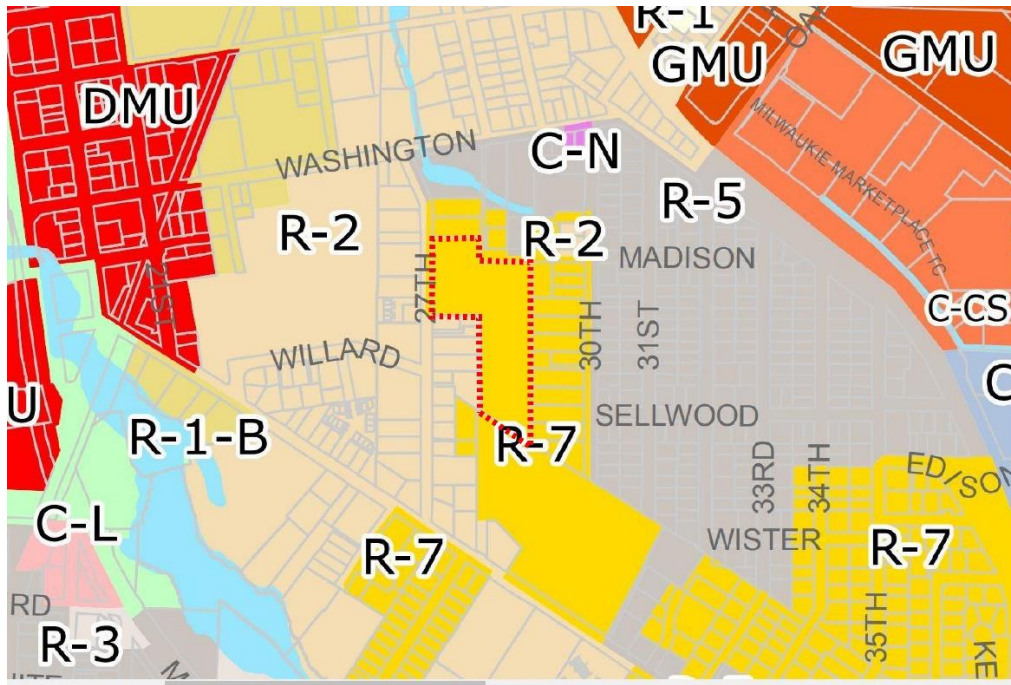
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VINCINITY MAP:



ZONING MAP:



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LAND USE HISTORY:

1. Milwaukie Elementary School was constructed prior to the requirement of obtaining a conditional use permit, in approximately 1916. In 2001, North Clackamas Schools received a conditional use permit for the existing school and improvements to the onsite parking and bus loading (CS0-01-02)
2. In 2001, the removal of a Natural Resource Overlay was also approved (NR-01-02)
3. In 2009 and 2019, NCSD received approval for a modification to the existing Conditional Use permit (CSU-09-04)

APPLICABLE DEVELOPMENT STANDARDS:

Meets all requirements of the underlying zone relating to building size and location and off-street parking and the standards of Title 19 zoning. No new structures are proposed. Changes to off street parking as detailed in 19.604.

19.300 BASE ZONE STANDARDS

Applicant Response: See below for applicable base zone standards for Low density residential zone (193.01)

Low Density residential uses allowed (Table 19.301.2)		
Community Service Use	R7	CSU (Ref Land Use History)

Low Density Residential Development Standards (Table 19.301.4)		
Standard	R-7 Requirement	Proposed/ Existing
A. LOT STANDARDS		
1. Minimum Lot size	1. 14,000	1. Existing – No Change
2. Minimum Lot Width	2. 60	2. Existing – No Change
3. Minimum Lot Depth	3. 80	3. Existing – No Change
4. Minimum Street Frontage Requirements	4. 20	4. Existing – No Change
B. DEVELOPMENT STANDARDS		
1. Minimum yard requirements for primary structures (ft)	A. 20 B. 5/10 C. 20 D. 20	A. Existing – No Change B. Existing – No Change C. Existing – No Change D. Existing – No Change
2. Maximum building height for primary structures	2.5 stories or 35 feet, whichever is less	Existing – No change

3. Side yard height plane limit A. Height above ground plane B. Slope of plan	A. 20 B. 45	a. Existing – No Change b. Existing – No Change
4. Maximum Lot Coverage	30%	Existing – No Change
5. Minimum vegetation	35%	New landscaping as detailed in 19.606.2
C. OTHER STANDARDS		
Not applicable		

19.400 OVERLAY ZONE STANDARDS

Applicant Response: Not applicable

19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

Applicant Response: Not applicable

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 Response: An off-street parking area is being expanded with this application. The off-street parking areas are provided in conformance with the standards in chapter 19.600.

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 Response: The additional parking spaces are an expansion of an approved existing lot location, therefore satisfying option A.

19.604.3 Use of Parking Areas

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 Response: The proposed parking area is for use at the school and nearby fields, with no intention to rent, lease, sell, or otherwise use the spaces for an unrelated use to the primary or accessory use of the site.

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. (Ord. 2025 § 2, 2011)

Applicant Response: The proposed parking area is not intended for storage of equipment or materials. The extra spaces have been highly requested by faculty and parents at the school and expect to be used to their full purpose.

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.

Applicant Response: This application proposes increasing the number of spaces in the existing lot due to a high number of requests by faculty and parents at the school. Per Table 19.605.1, section B-3, the maximum allowed number of spaces is 2/classroom. With 25 classrooms, this equates to an allowable 50 spaces maximum per Table 19.605.1. This application proposes a parking lot total of 59 spaces, thereby creating an excess of 9 spaces. The request for an excess of 9 spaces over code allowance is proposed due to an existing lack of spaces for both faculty and parents for the school, as well as a lack of parking for the surrounding fields in the park to the south.

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.

Applicant Response: Not applicable.

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.

Applicant Response: Not applicable; use is School – Elementary or Junior High.

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.

Applicant Response: The maximum parking spaces results in a whole number of 50. This application proposes a total of 59 spaces.

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.

Applicant Response: The existing parking area provides ADA spaces in conformance with the Americans with Disabilities Act. This application is not proposing any revisions to the existing ADA spaces. Accessible routes are provided from the proposed additional 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.

Applicant Response: Not applicable. The existing lot does not exceed the maximum allowed number of spaces.

19.605.2 Quantity Modifications and Required Parking Determinations

Subsection 19.605.2 allows for the modification of minimum and maximum parking ratios from Table 19.605.1 as well as the determination of minimum and maximum parking requirements. Parking determinations shall be made when the proposed use is not listed in Table 19.605.1 and for developments with large parking demands.

A. Applicability

The procedures of Subsection 19.605.2 shall apply in the following situations:

1. If the proposed use is not listed in Table 19.605.1 and the quantity requirements for a similar listed use cannot be applied.
2. If the applicant seeks a modification from the minimum required or maximum allowed quantities as calculated per Table 19.605.1.

Applicant Response: This application is seeking a modification to the maximum allowed quantities as calculated per Table 19.605.1 (option 2).

B. Application

Determination of parking ratios in situations listed above shall be reviewed as a Type II land use decision, per Section 19.1005 Type II Review. The application for a determination must include the following:

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1. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, etc.).

Application Response: The site is comprised of an elementary school with 25 classrooms with a playground and proposed futsal court. In addition, there is a field used for sporting events to the South of the site that has limited parking to the South.

2. Identify factors specific to the proposed use and/or site, such as the proximity of transit, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.

Applicant Response: During school hours, the existing parking lot is consistently full, limiting the available parking for parents and guest speakers. When the parking area is full, street parking in the surrounding neighborhoods is possible to occur. In addition, during events on the southern field, it is typical for participants to park in the school parking lot when the park lot is full.

3. Provide data and analysis specified in Subsection 19.605.2.B.3 to support the determination request. The Planning Director may waive requirements of Subsection 19.605.2.B.3 if the information is not readily available or relevant, so long as sufficient documentation is provided to support the determination request.
 - a. Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.
 - b. Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.
 - c. Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its parking demand shall include enough detail to evaluate similarities and differences between the existing development and the proposed development.

Applicant Response: In response to subsection 19.605.2.B.3.c, data for surrounding elementary schools is provided. This application proposes:

- *Milwaukie El Puente Elementary*
 - o *25 Classrooms*
 - o *59 spaces. Low street parking.*
 - o *Parking space/classroom ratio = 2.36*

- *Ardenwald Elementary*
 - o *28 Classrooms*
 - o *50 spaces and an additional 28 parallel parking spaces, totaling 78. Ample street parking around area.*
 - o *Parking space/classroom ratio = 2.78*

- *Oak Grove Elementary*
 - o *27 Classrooms*
 - o *109 spaces. Ample street parking around area.*
 - o *Parking space/classroom ratio = 4.03*

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4. Propose a minimum and maximum parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of parking spaces) for each development phase and both a minimum and maximum number of parking spaces to be provided at buildout of the project.

Applicant Response: This application proposes an adjusted maximum parking ratio of 2.36. There are no phases with this application related to multiple parking ratios.

5. Address the approval criteria in Subsection 19.605.2.C.

Applicant Response: See below

C. Approval Criteria

The Planning Director shall consider the following criteria in deciding whether to approve the determination or modification. The Planning Director, based on the applicant's materials and other data the Planning Director deems relevant, shall set the minimum parking requirement and maximum parking allowed. Conditions of approval may be placed on the decision to ensure compliance with the parking determination.

1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other locations; parking quantity requirements for the use in other jurisdictions; and professional literature about the parking demands of the proposed use.

Applicant Response: In response to subsection 19.605.2.C.1, data for surrounding elementary schools is provided. This application proposes:

- *Milwaukie El Puente Elementary*
 - o *25 Classrooms*
 - o *59 spaces. Low street parking.*
 - o *Parking space/classroom ratio = 2.36*

Similar elementary schools nearby include:

- *Ardenwald Elementary*
 - o *23 Classrooms*
 - o *50 spaces and an additional 28 parallel parking spaces, totaling 78. Ample street parking around area.*
 - o *Parking space/classroom ratio = 2.78*
- *Oak Grove Elementary*
 - o *27 Classrooms*
 - o *109 spaces. Ample street parking around area.*
 - o *Parking space/classroom ratio = 4.03*

2. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to decrease the amount of minimum required parking shall meet the following criteria:
 - a. The use of transit, parking demand management programs, and/or special characteristics of the site users will reduce expected vehicle use and parking space demand for the proposed use or development, as compared with the standards in Table 19.605.1.
 - b. The reduction of off-street parking will not adversely affect available on-street parking.

- c. The requested reduction is the smallest reduction needed based on the specific circumstances of the use and/or site.

Applicant Response: Not applicable; this application does not propose a request for modifications to decrease the amount of minimum required parking.

3. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to increase the amount of maximum allowed parking shall meet the following criteria:
 - a. The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.
 - b. The parking demand cannot be accommodated by shared or joint parking arrangements or by increasing the supply of spaces that are exempt from the maximum amount of parking allowed under Subsection 19.605.3.A.
 - c. The requested increase is the smallest increase needed based on the specific circumstances of the use and/or site.

Applicant Response: The proposed parking lot expansion has been requested by the school faculty, school parents, and district, due to a current under-abundance of parking stalls. Nearby street parking is not practical due to the frontage being occupied with no-parking signs and loading-only area designations. The closest street parking with access to the front entry is beyond visible distance and intrudes on neighborhoods.

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.

Applicant Response: This application exemption proposes only total spaces of the existing parking lot and attached expansion.

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).

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- 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.
 - 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.
3. Multitenant Commercial Sites
- Where multiple commercial uses occur on the same site, minimum parking requirements shall be calculated as described below. The Planning Director shall have the authority to determine when multiple uses exist on a site.
- a. Use with highest parking requirement. The use that has the largest total number of minimum parking spaces required shall be required to provide 100% of the minimum number of parking spaces.
 - b. All other uses. All other uses on the site shall be required to provide 80% of the minimum number of parking spaces.
4. Carpool/Vanpool
- Commercial and industrial developments that provide at least 2 carpool/vanpool parking spaces may reduce the required number of parking spaces by up to 10%. This reduction may be taken whether the carpool/vanpool space is required pursuant to Section 19.610 or voluntarily provided.
5. Bicycle Parking
- The minimum amount of required parking for all non-single-family residential uses may be reduced by up to 10% for the provision of covered and secured bicycle parking in addition to what is required by Section 19.609. A reduction of 1 vehicle parking space is allowed for every 6 additional bicycle parking spaces installed. The bicycle spaces shall meet all other standards of Section 19.609. If a reduction of 5 or more stalls is granted, then on-site changing facilities for bicyclists, including showers and lockers, are required. The area of an existing parking space in an off-street parking area may be converted to bicycle parking to utilize this reduction.
6. Car Sharing
- Required parking may be reduced by up to 5% if at least 1 off-street parking space is reserved for a vehicle that is part of a car sharing program. The car sharing program shall be sufficiently large enough, as determined by the Planning Director, to be accessible to persons throughout Milwaukie and its vicinity. The applicant must provide documentation from the car sharing program that the program will utilize the space provided.
7. Provision of Transit Facility Improvements
- The number of existing required parking spaces may be reduced by up to 10% for developments that provide facilities such as bus stops and pull-outs, bus shelters, or other transit-related facilities. A reduction of 1 parking space is allowed for each 100 sq ft of transit facility provided on the site.

Applicant Response: Not applicable; this application is not applying for a modification to the minimum number of parking spaces.

19.605.4 Shared Parking

Some or all of a use's required parking spaces may be accommodated off-premises on the parking area of a different site through shared parking, pursuant to the standards of Subsection 19.605.4. The standards of Subsection 19.605.4 do not apply to voluntary shared parking agreements that are not created in order to conform to the quantity requirements of Section 19.605.

A. Review

The Planning Director shall determine, in accordance with Section 19.1004 Type I Review, whether the shared parking standards are met. The Planning Director may require a nonconforming parking area be brought into conformance, or closer to conformance as per Subsection 19.602.5, before it may be used for shared parking.

Applicants response: This application is not proposing shared parking. The proposed parking lot expansion is proposed on site.

B. Standards

1. The applicant must demonstrate that the shared parking area has a sufficient quantity of spaces for the uses that will share the parking area. The Planning Director may require the applicant to provide data substantiating the claim that the proposed parking is sufficient for multiple uses during peak hours of demand for each use.
2. The nearest parking spaces shall be no further than 1,000 ft from the principal structure(s) or use(s). The measurement shall be along a route that is adequately illuminated; has vertical or horizontal separation from travel lanes within the right-of-way; uses legal crosswalks for right-of-way crossing; and has an asphalt, concrete, or similar surface material. The applicant may propose to construct new facilities or modify existing facilities to comply with Subsection 19.605.4.B.2.
3. Legal documentation between the property owners that guarantees access to the shared parking shall be recorded with the County. The documentation shall be reviewed and approved by the Planning Director prior to being recorded. The agreement shall run with the land and not be tied to property ownership. The agreement shall not be terminated without City approval. The request for terminating the agreement must demonstrate that the properties in the agreement and their uses will comply with the quantity requirements of Section 19.605 after dissolution of the agreement. A copy of the recorded documentation shall be provided to the City prior to obtaining a building permit.

Applicants response: This application is not proposing shared parking. The proposed parking lot expansion is proposed on site.

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.

ACTIOV19.606.1 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.

Applicant Response: The proposed parking lot expansion satisfies the minimum parking space and aisle dimensions in Table 19.606.1.

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

Applicant Response: The proposed parking lot expansion does not propose any revisions or alterations to the existing ADA parking spaces in the existing lot.

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 Response: The proposed parking lot expansion is designed to satisfy the requirements in Table 19.606.1 for aisles and turnaround areas.

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 response: The proposed parking lot expansion is designed with a 2-way drive aisle. The aisle is designed to meet the minimum width standards of subsection 19.606.1.

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.

Applicant Response: Understood

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.

Applicant Response: Understood

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.

Applicant Response: Understood

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 Response: Not applicable.

4. Required trees shall be species that, within 10 years of planting, will provide a minimum of 20-ft diameter shade canopy. Compliance with this standard is based on the expected growth of the selected trees.

Applicant Response: Tree species include Zelkova serrata and Nyssa sylvatica; both species will provide a minimum of 20-ft diameter shade canopy within 10 years.

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.

Applicant Response: The new parking lot includes perimeter landscape buffer that meets or exceeds dimensional and planting requirements listed in Table 19.606.2.C.1. Where the parking lot abuts an adjacent property the perimeter planting areas are between 6' to 11' wide from the inside curb. Buffering the proposed futsal court, the perimeter planting area at the north edge of the parking lot measures 8.8' wide from the inside curb.

2. Planting Requirements

Landscaping requirements for perimeter buffer areas shall include one tree planted per 30 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 Response: Plantings within the perimeter landscape areas include 8 trees, which exceeds 1 tree per 30 lineal feet.

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 Response: Where the landscape perimeter area abuts a residential use, Ilex glabra 'Chamzin' is used to provide an evergreen buffer that grows to 4' tall.

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

Applicant Response: Understood

2. Required Amount of Interior Landscaped Area

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

Applicant Response: The total area of perimeter buffer is 2,040, which exceeds 25 sf per space and is greater than 120 sf.

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).

Applicant Response: Not applicable.

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 Response: Not applicable.

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 Response: 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.

Applicant Response: Due to the proposed parking lot extension, (2) existing site trees will need to be removed.

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.

Applicant Response: Understood

3. Parking area landscaping shall be maintained in good and healthy condition.

Applicant Response: Understood

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.

Applicant Response: The perimeter planting area along the south edge of the parking lot is a 512 SF water quality facility

5. Pedestrian walkways are allowed within perimeter and interior landscape buffers 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 Response: Understood

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

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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 Response: The proposed parking lot expansion will have an asphalt surface and painted striping to indicate maneuvering and delineation of parking spaces. Water quality is being treated by a swale, rather than a permeable surface.

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 Response: Applicant Response: Parking bumpers are shown along the southern side of the parking lot expansion. A mountable curb will be used along the northern side of the parking lot expansion to allow vehicle access for maintenance. The encroachment from the vehicle overhang is not included in the landscape or pedestrian minimum widths and areas.

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.

Applicant Response: The proposed parking lot expansion meets the dimension requirements in subsection 19.606.1. The striped access walkway through the parking lot meets the minimum dimensional requirements for drive aisles. The minimum dimensions for the walkway and drive aisle do not overlap.

4. Drive aisles shall meet the dimensional requirements in Subsection 19.606.1.

Applicant Response: The proposed parking lot expansion meets the dimension 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.

Applicant Response: Not applicable; this application does not propose a new accessway to a street or public right-of-way. The proposed drive aisle is away from the street connection.

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.

Applicant Response: Not applicable; this application proposed a parking lot expansion away from the right-of-way.

5. Driveways and on-site circulation shall be designed so that vehicles enter the right-of-way in a forward motion.

Applicant Response: Not applicable; this application proposed a parking lot expansion away from the right-of-way.

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.

Applicant Response: The proposed parking lot expansion includes a new striped walkway through the existing parking lot that provides a connection to the building entrance. The striped parking lot walkway does not overlap with the required vehicle travel and access dimensions and extends so the furthest vehicle is within 100 ft of the pathway.

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 Response: The proposed application provides a striped walkway through the off-street parking area directly to the main building entrance.

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 Response: Understood.

2. Connections to Adjacent Parking Areas

Where feasible, parking areas shall be designed to connect with parking areas on adjacent sites to eliminate the use of the street for cross movements.

Applicant Response: The proposed design is an expansion of the current parking lot connected to the school. There are no adjacent parking lot sites for cross movements aside from this.

3. Drive-Through Uses and Queuing Areas

The following standards apply to uses with drive-through services and uses such as gas stations and quick vehicle service facilities where vehicles queue rather than park on the site. The Planning Director has the authority to determine when the standards apply to a proposed use.

- a. The drive-up/drive-through facility shall be along a building face that is oriented to an alley, driveway, or interior parking area, and shall not be on a building face oriented toward a street.
- b. None of the drive-up, drive-in, or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 ft of the right-of-way.

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- c. Queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way. Applicants may be required to submit additional information regarding the expected frequency and length of queues for a proposed use.

Applicant Response: Not applicable. This application does not propose drive-through or queuing areas.

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.

Applicant Response: New lighting fixture to have cutoff angle of 90 degrees or greater. Please see the attached cutsheet for lighting fixture.

2. Parking area lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.

Applicant Response: See attached lighting calculations. Light trespass does not cross project boundary greater than 0.5 foot-candles.

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.

Applicant Response: New striped pathway to have a minimum of 0.5 footcandles with relocated light pole light and existing building mounted light. Existing lighting at existing bike rack to remain unchanged.

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 Response: The proposed application adheres to this requirement.

19.607 OFF-STREET PARKING STANDARDS FOR RESIDENTIAL AREAS

Applicant Response: Not applicable. This section does not apply to the proposed institutional revisions.

19.608 LOADING

Applicant Response: Not applicable. This section does not apply to the proposed institutional revisions.

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.

Applicant Response: Understood

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.
- B. Covered or enclosed bicycle parking. A minimum of 50% of the bicycle spaces shall be covered and/or enclosed (in lockers or a secure room) in any of the following situations:
 - 1. When 10% or more of vehicle parking is covered.
 - 2. If more than 10 bicycle parking spaces are required.
 - 3. Multifamily residential development with 4 or more units.

Applicant Response: Existing bike rack to remain. Rack offers space for 39 bikes. Required count = 0.10 x 59 (parking spaces) = 6

19.609.3 Space Standards and Racks

- A. The dimension of each bicycle parking space shall be a minimum of 2 x 6 ft. A 5-ft-wide access aisle must be provided. If spaces are covered, 7 ft of overhead clearance must be provided. Bicycle racks must be securely anchored and designed to allow the frame and 1 wheel to be locked to a rack using a high security, U-shaped, shackle lock.
- B. Lighting shall conform to the standards of Subsection 19.606.3.F.

Applicant Response: Existing bike rack to remain

19.609.4 Location

- A. Bicycle parking facilities shall meet the following requirements:
 - 1. Located within 50 ft of the main building entrance.
 - 2. Closer to the entrance than the nearest non-ADA designated vehicle parking space.
 - 3. Designed to provide direct access to a public right-of-way.
 - 4. Dispersed for multiple entrances.
 - 5. In a location that is visible to building occupants or from the main parking lot.
 - 6. Designed not to impede pedestrians along sidewalks or public rights-of-way.
 - 7. Separated from vehicle parking areas by curbing or other similar physical barriers.

B. The public right-of-way may be utilized for bicycle parking when parking cannot be reasonably accommodated on the site and the location is convenient to the building's front entrance. The bicycle parking area in the right-of-way must leave a clear, unobstructed width of sidewalk that meets the Engineering Department's Public Works Standards for sidewalk passage. See Figure 19.609 for illustration of space and locational standards. A right-of-way permit is required.

Applicant Response: Existing rack to remain. Current location is within 50 feet of (2) building entrances. Location is visible from parking area and 27th Avenue

19.610 CARPOOL AND VANPOOL PARKING

Applicant Response: Not applicable. This section does not apply to the proposed institutional revisions.

19.611 PARKING STRUCTURES

Applicant Response: Not applicable. This section does not apply to the proposed institutional revisions.

19.610 CARPOOL AND VANPOOL PARKING

Applicant Response: Not applicable. This section does not apply to the proposed institutional revisions.

19.700 PUBLIC FACILITY STANDARDS AND REQUIREMENTS, INCLUDING ANY REQUIRED STREET IMPROVEMENTS

Applicant Response: It is the applicant's belief that these requirements are not applicable with the outlined scope of this project. There are no projected increases in building trips or building capacity as a result of the proposed modifications.

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.

Applicant Response: No changes made to existing acreage

- B. Preschools, nursery schools, day-care centers, or kindergartens shall provide a fenced, outdoor play area of at least 75 SF 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

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uses must comply with the State Children's Services Division requirements as well as the City provisions.

Applicant Response: *There are currently (3) Kindergarten classrooms at Milwaukie El Puente. Assuming 32 students per classroom (2019/2020 classroom average size was 30 students), the required fenced SF of play area equals 2,400 SF. Total fenced area provided = 25,500 SF. Refer to narrative and attached exhibits for more information on play area SF.*

- 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.

Applicant Response: *Existing walkways to remain. Addition of walkway connection to parking lot extension is detailed in the proposal's response to 19.606.3D*

- 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.

Applicant Response: *Existing fencing to remain and new fencing around play area meet this requirement*

- E. Public facilities must be adequate to serve the facility.

Applicant Response: *Understood*

- F. Safe loading and ingress and egress will be provided on and to the site.

Applicant Response: *No changes made to existing loading area*

- G. Off-street parking (including buses) shall be provided as per Chapter 19.600.

Applicant Response: *Refer to responses to chapter 19.600 sections*

- 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.

Applicant Response: *No changes to existing setbacks proposed*

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

Applicant Response: *Refer to responses to 19.609 sections*

**NCSD MILWAUKIE EL PUENTE PARKING LOT IMPROVEMENTS
APPLICATION FOR LANDUSE ACTION – ADDITIONAL INFORMATION**

Date: June 22, 2020
To: Vera Kalias, Associate Planner City of Milwaukie
From: Sina Meier, Opsis Architecture
Project: North Clackamas School District Milwaukie El Puente Elementary School
2020-002PA

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 Response: No changes to existing setbacks and building heights. Refer to section 19.300. Changes to off-street parking are addressed in section 19.604.

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

Applicant Response: Standards specific to schools are met, as outlined in section 19.904.7.

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

Applicant Response: Proposed hours and levels of operation will remain comparable to existing conditions.

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

Applicant Response: Public benefits are discussed in the application's narrative and include the following: Improved playground equipment and amenities, improved access to adjacent ball fields, and improved parking conditions for staff and visitors to the school

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

**NCSD MILWAUKIE EL PUENTE PARKING LOT IMPROVEMENTS
APPLICATION FOR LANDUSE ACTION 2020-002PA – ADDITIONAL INFORMATION**

JUNE 22, 2020

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Applicant Response: The proposed parking lot extension is adjacent to the existing parking lot and adheres to all standards outlined in section 19.604. As discussed in the attached narrative, the proposed area is currently underutilized. Given its adjacency to the ball fields nearby, the extension offers a benefit to the community by providing additional parking on non-school days and afterhours

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

Applicant Response: Refer to responses to section 19.606.2

ATTACHEMENTS

- City of Milwaukie Preapplication Conference Report
- Overall Site Plan
- Play Area Diagram
- Parking Count Diagram
- Civil exhibit
 - Additional drawings will be submitted for permitting
- Planting plan
 - Additional drawings will be submitted for permitting
- Electrical site plan and lighting calculations
- Proposed KAD LED Area Luminaire fixture cutsheet



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Preapplication Conference Report

Project ID: 2020-002PA

This report is provided as a follow-up to the meeting that was held on 4/30/2020 at 10:00 AM

The Milwaukie Municipal Code is available here: www.qcode.us/codes/milwaukie/

APPLICANT AND PROJECT INFORMATION

Applicant:	Sina Meier	Applicant Role: Representative, Architect
Applicant Address:	920 NW 17 th Ave, Portland, OR 97209	
Company:	Opsis Architecture	
Project Name:	El Puente Elementary School Parking Lot Expansion	
Project Address:	11250 SE 27 th Ave	Zone: R-7
Project Description:	The proposal seeks to expand the existing parking lot at Milwaukie's El Puente Elementary School, providing 20 additional parking spaces to bring the total to 61 stalls.	
Current Use:	Elementary School	
Applicants Present:	Emil Hameed, Cornerstone, Project manager; Robert Leger, DCI Civil, Civil engineer; Kyle England, DCI Civil, Civil engineer; Matt Burgard, P&C Construction, General contractor; Zach Hunt, P&C Construction, General contractor; Sina Meier, Opsis Architecture, Project architect	
Staff Present:	Vera Kolias, Associate Planner; Dalton Vodden, Associate Engineer	

PLANNING COMMENTS

Zoning Compliance (MMC Title 19)

<input checked="" type="checkbox"/>	Use Standards (e.g., residential, commercial, accessory)	Community Service Use - Schools
<input type="checkbox"/>	Dimensional Standards	

Land Use Review Process

<input checked="" type="checkbox"/>	Applications Needed	Major Modification to a Community Service Use Parking Modification https://www.milwaukieoregon.gov/planning/land-use-application
<input checked="" type="checkbox"/>	Fees	Type III = \$2,000 Type II = \$1,000

		25% discount on the lower fee for multiple applications
<input checked="" type="checkbox"/>	Review Type: Type III Review Type: Type II	19.1006 Type III review 19.1005 Type II review Both will be handled at the Planning Commission as part of the Type III review process.
Overlay Zones (MMC 19.400)		
<input type="checkbox"/>	Willamette Greenway	
<input type="checkbox"/>	Natural Resources	
<input type="checkbox"/>	Historic Preservation	
<input type="checkbox"/>	Flex Space Overlay	
Site Improvements/Site Context		
<input checked="" type="checkbox"/>	Landscaping Requirements	See notes regarding landscaping in parking areas – 19.600.
<input checked="" type="checkbox"/>	Onsite Pedestrian/Bike Improvements (MMC 19.504, 19.606, and 19.609)	Please review MMC 19.504.9 - On-site Walkways and Circulation to confirm that the site plan complies with this section. Specifically, staff notes the requirement for pervious pavement for walkways.
<input type="checkbox"/>	Connectivity to surrounding properties	
<input type="checkbox"/>	Circulation	
<input type="checkbox"/>	Building Design Standards (MMC 19.505)	
<input type="checkbox"/>	Downtown Design Standards (MMC 19.508)	
Parking Standards (MMC 19.600)		
<input type="checkbox"/>	Residential Off-Street Parking Requirements	
<input checked="" type="checkbox"/>	Multi-Family/Commercial Parking Requirements	<p>MMC 19.605.2 - Quantity Modifications. Please note the application requirements in subsection B, particularly the description for needed data and the description of the proposed uses (who is using the parking lot that it requires more spaces; why users cannot use the shared spaces at the ballfields; parking ratios at similar developments elsewhere; code requirements in other jurisdictions, etc.). Are there TDM measures that the district can institute to reduce the need for additional parking?</p> <p>MMC 19.606.2 - Parking Area Design and Landscaping. Please note the standards related to perimeter and interior landscaping requirements, and the landscaping required when a parking area is adjacent to residential uses. No landscaping is shown on the submitted plans.</p> <p>MMC 19.606.3.D - Pedestrian Access and Circulation. Please review these requirements to ensure compliance. Compliance with this section is not evident on the submitted plans.</p> <p>MMC 19.609 - Bicycle parking. Please review the requirements to confirm that the site is in compliance with the minimum number and location of bicycle racks.</p>

Approval Criteria (MMC 19.900)	
<input checked="" type="checkbox"/>	Community Service Use (CSU) (MMC 19.904) MMC 19.904 - Approval Criteria for a Community Service Use. In addition to the general approval criteria, please note the specific criteria identified in 19.904.7. Please be prepared to discuss the net loss of play space on the site, if applicable.
<input type="checkbox"/>	Conditional Use (MMC 19.905)
<input checked="" type="checkbox"/>	Development Review (MMC 19.906) Type I Development Review will be required prior to permit approval to confirm compliance with the land use decision.
<input type="checkbox"/>	Variance (MMC 19.911)
Land Division (MMC Title 17)	
<input type="checkbox"/>	Design Standards
<input type="checkbox"/>	Preliminary Plat Requirements
<input type="checkbox"/>	Final Plat Requirements (See Engineering Section of this Report)
Sign Code Compliance (MMC Title 14)	
<input type="checkbox"/>	Sign Requirements
Noise (MMC Title 16)	
<input type="checkbox"/>	Noise Mitigation (MMC 16.24)
Neighborhood District Associations	
<input checked="" type="checkbox"/>	Historic Milwaukie
	Choose an item.
	Choose an item.
Other Permits/Registration	
<input type="checkbox"/>	Business Registration
<input type="checkbox"/>	Home Occupation Compliance (MMC 19.507)
Additional Planning Notes	
<p>The applicant included the following questions:</p> <ol style="list-style-type: none"> 1. <i>What are the setback requirements along the east edge of the site? It appears that existing asphalt extends all the way to the property line. See response above related to required minimum perimeter and transition landscaping. This establishes a de facto setback.</i> 2. <i>Is a landscape buffer required along the east edge of the parking lot expansion? See response above.</i> 	

ENGINEERING & PUBLIC WORKS COMMENTS

Public Facility Improvements (MMC 19.700)

<input type="checkbox"/>	Applicability (MMC 19.702)	
<input type="checkbox"/>	Transportation Facilities Review (MMC 19.703)	
<input type="checkbox"/>	Transportation Impact Study (MMC 19.704)	
<input type="checkbox"/>	Agency Notification (MMC 19.707)	
<input type="checkbox"/>	Transportation Requirements (MMC 19.708)	
<input type="checkbox"/>	Utility Requirements (MMC 19.709)	

Flood Hazard Area (MMC 18)

<input type="checkbox"/>	Development Permit (MMC 18.04.100)	
<input type="checkbox"/>	General Standards (MMC 18.04.150)	
<input type="checkbox"/>	Specific Standards (MMC 18.04.160)	
<input type="checkbox"/>	Floodways (MMC 18.04.170)	

Environmental Protection (MMC 16)

<input type="checkbox"/>	Weak Foundation Soils (MMC 16.16)	
<input checked="" type="checkbox"/>	Erosion Control (MMC 16.28)	The applicant must submit an erosion control plan and application to the building department for their project that accurately depicts how sediment will be controlled during the duration of the project.
<input type="checkbox"/>	Tree Cutting (MMC 16.32)	

Public Services (MMC 13)

<input type="checkbox"/>	Water System (MMC 13.04)	
<input type="checkbox"/>	Sewer System (MMC 13.12)	
<input checked="" type="checkbox"/>	Stormwater Management (MMC 13.14)	The applicant must manage stormwater utilizing the City of Portland Stormwater Management Manual for facility design.
<input checked="" type="checkbox"/>	System Development Charge (MMC 13.28.040)	The applicant is responsible to pay a stormwater SDC of \$0.347/ft of new impervious surface.

<input type="checkbox"/>	Fee in Lieu of Construction (MMC 13.32)	
Public Places (MMC 12)		
<input type="checkbox"/>	Right of Way Permit (MMC 12.08.020)	
<input type="checkbox"/>	Access Requirements (MMC 12.16.040)	
<input type="checkbox"/>	Clear Vision (MMC 12.24)	
Additional Engineering & Public Works Notes		
BUILDING COMMENTS		
<p>All drawings must be submitted electronically through www.buildingpermits.oregon.gov</p> <p>New buildings or remodels shall meet all the provisions of the current applicable Oregon Building Codes. All State adopted building codes can be found online at: https://www.oregon.gov/bcd/codes-stand/Pages/adopted-codes.aspx.</p> <p>All building permit applications are electronic and can be applied for online with a valid CCB license number or engineer/architect license at www.buildingpermits.oregon.gov . Each permit type and subpermit type are separate permits and will need to be applied for individually. Plans need to be uploaded to their specific permits in PDF format as a total plan set (not individual pages) if size allows.</p> <p>Note: Plumbing and electrical plan reviews (when required) are done off site so two (2) paper copies will be required for those reviews only. Paper copies should be delivered to our office for processing.</p> <p>Site utilities require a separate plumbing permit. This permit will require plumbing plan review so two (2) paper copies will be required for this review. Paper copies should be delivered to the Building Division office for processing. The grading plan submitted to the Engineering Department does not cover this review.</p> <p>If you have any building related questions, please email us at building@milwaukieoregon.gov.</p>		
Additional Building Notes		
N/A		
OTHER FEES		
<input type="checkbox"/>	Construction Excise Tax Affordable Housing CET – Applies to any project with a construction value of over 100,000.	Calculation: Valuation *12% (.12)
<input type="checkbox"/>	Metro Excise Tax Metro – Applies to any project with a construction value of over \$100,000.	Calculation: Valuation *.12% (.0012)
<input type="checkbox"/>	School Excise Tax School CET – Applies to any new square footage.	Calculation: Commercial = \$0.67 a square foot, Residential = \$1.35 a square foot (not including garages)

FIRE DISTRICT COMMENTS

Clackamas Fire District #1 did not submit comments for this preapplication report.

COORDINATION WITH OTHER AGENCIES

Applicant must communicate directly with outside agencies. These may include the following:

- Metro
- Trimet
- North Clackamas School District
- North Clackamas Parks and Recreation District (NCPRD)
- Oregon Parks and Recreation
- ODOT/ODOT Rail
- Department of State Lands
- Oregon Marine Board
- Oregon Department of Fish and Wildlife (ODOT)
- State Historic Preservation Office
- Clackamas County Transportation and Development

MISCELLANEOUS

State or County Approvals Needed

<input type="checkbox"/>	Boiler Approval (State)	
<input type="checkbox"/>	Elevator Approval (State)	
<input type="checkbox"/>	Health Department Approval (County)	

Arts Tax

<input type="checkbox"/>	Neighborhood Office Permit	
--------------------------	----------------------------	--

Other Right-of-Way Permits

<input type="checkbox"/>	Major:	
<input type="checkbox"/>	Minor:	
<input type="checkbox"/>	Painted Intersection Program Permits:	
<input type="checkbox"/>	artMOB Application	
<input type="checkbox"/>	Traffic Control Plan (Engineering)	
<input type="checkbox"/>	Parklet:	
<input type="checkbox"/>	Parklet Application/ Planning Approval	
<input type="checkbox"/>	Engineering Approval	
<input type="checkbox"/>	Building Approval	

<input type="checkbox"/>	Sidewalk Café:	
<input type="checkbox"/>	Tree Removal Permit:	

Infrastructure/Utilities

Applicant must communicate directly with utility providers. These may include the following:

- PGE
- NW Natural
- Clackamas River Water (CRW)
- Telecomm (Comcast, Century Link)
- Water Environmental Services (WES)
- Garbage Collection (Waste Management, Hoodview Disposal and Recycling)

Economic Development/Incentives

<input type="checkbox"/>	Enterprise Zone:	
<input type="checkbox"/>	Vertical Housing Tax Credit:	
<input type="checkbox"/>	New Market Tax Credits:	
<input type="checkbox"/>	Housing Resources:	

PLEASE SEE NOTE AND CONTACT INFORMATION ON THE FOLLOWING PAGE

This is only preliminary preapplication conference information based on the applicant's proposal, and does not cover all possible development scenarios. Other requirements may be added after an applicant submits land use applications or building permits. City policies and code requirements are subject to change. If a note in this report contradicts the Milwaukie Municipal Code, the MMC supersedes the note. If you have any questions, please contact the City staff that attended the conference (listed on Page 1). Contact numbers for these staff are City staff listed at the end of the report.

Sincerely,

City of Milwaukie Development Review Team

BUILDING DEPARTMENT

Samantha Vandagriff	Building Official	503-786-7611
Harmony Drake	Permit Specialist	503-786-7623
Stephanie Marcinkiewicz	Inspector/Plans Examiner	503-786-7636

ENGINEERING DEPARTMENT

Steve Adams	City Engineer	503-786-7605
Dalton Vodden	Associate Engineer	503-786-7617

PLANNING DEPARTMENT

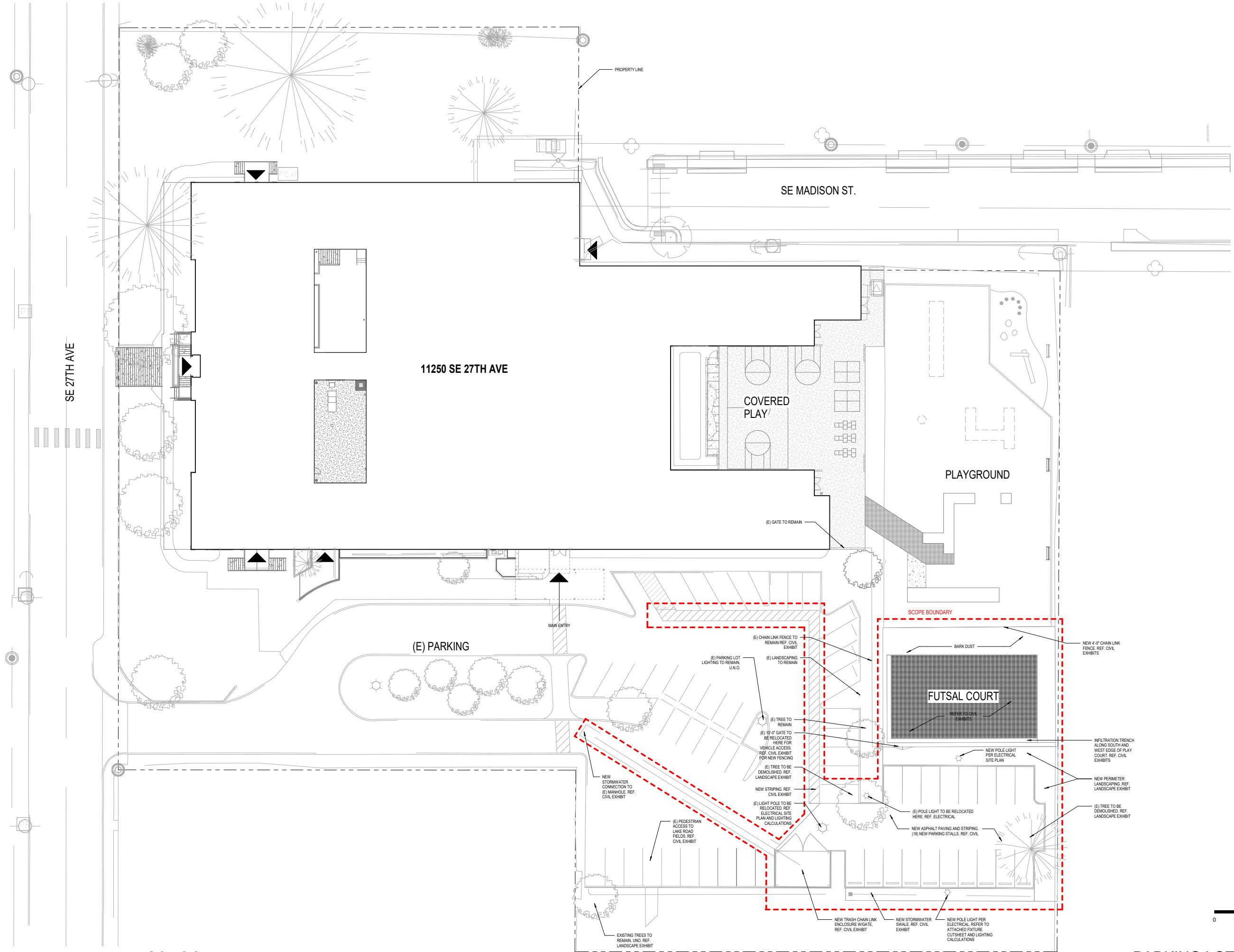
Dennis Egnor	Planning Director	503-786-7654
David Levitan	Senior Planner	503-786-7627
Brett Kolver	Associate Planner	503-786-7657
Vera Koliass	Associate Planner	503-786-7653
Mary Heberling	Assistant Planner	503-786-7658

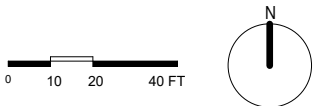
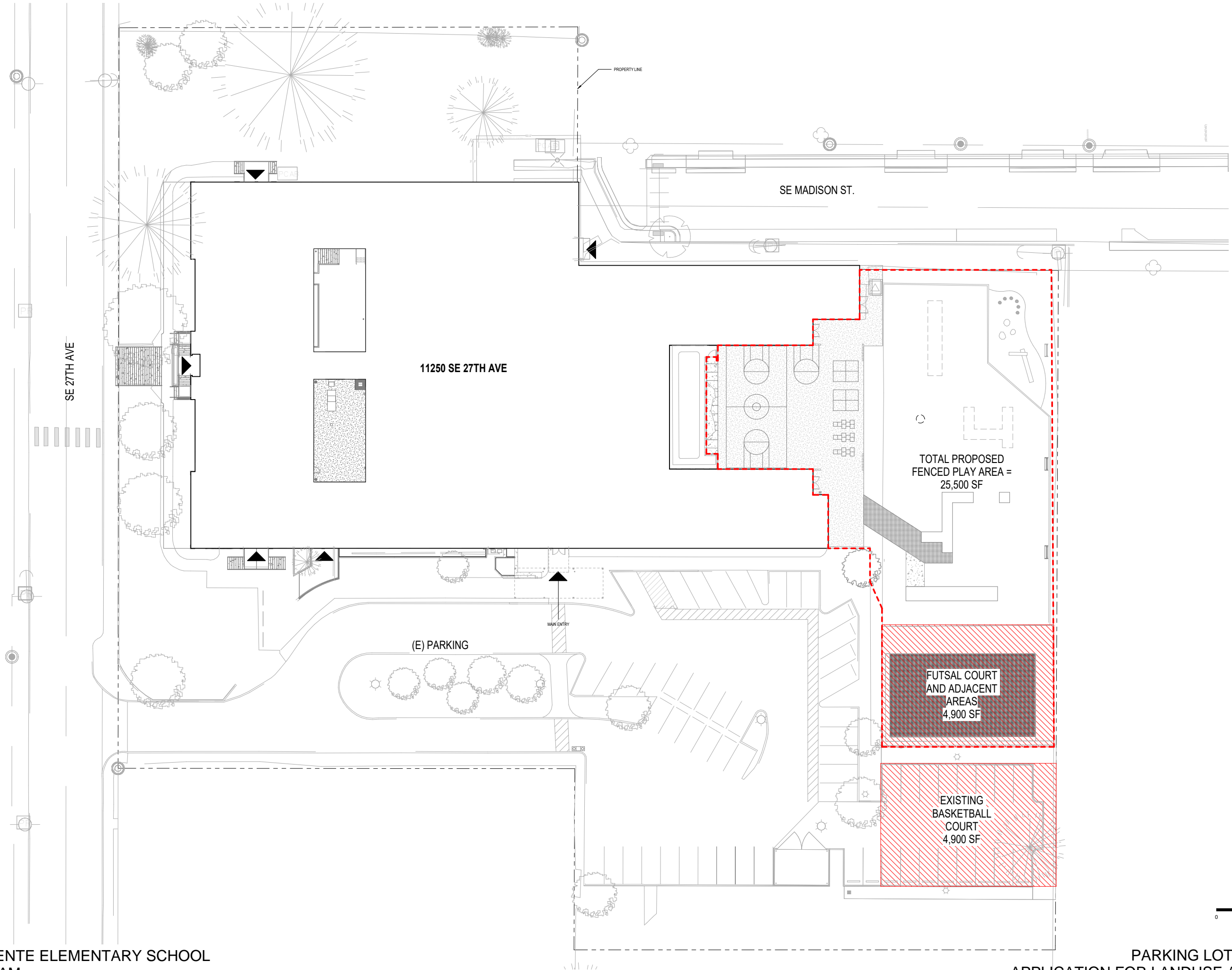
COMMUNITY DEVELOPMENT DEPARTMENT

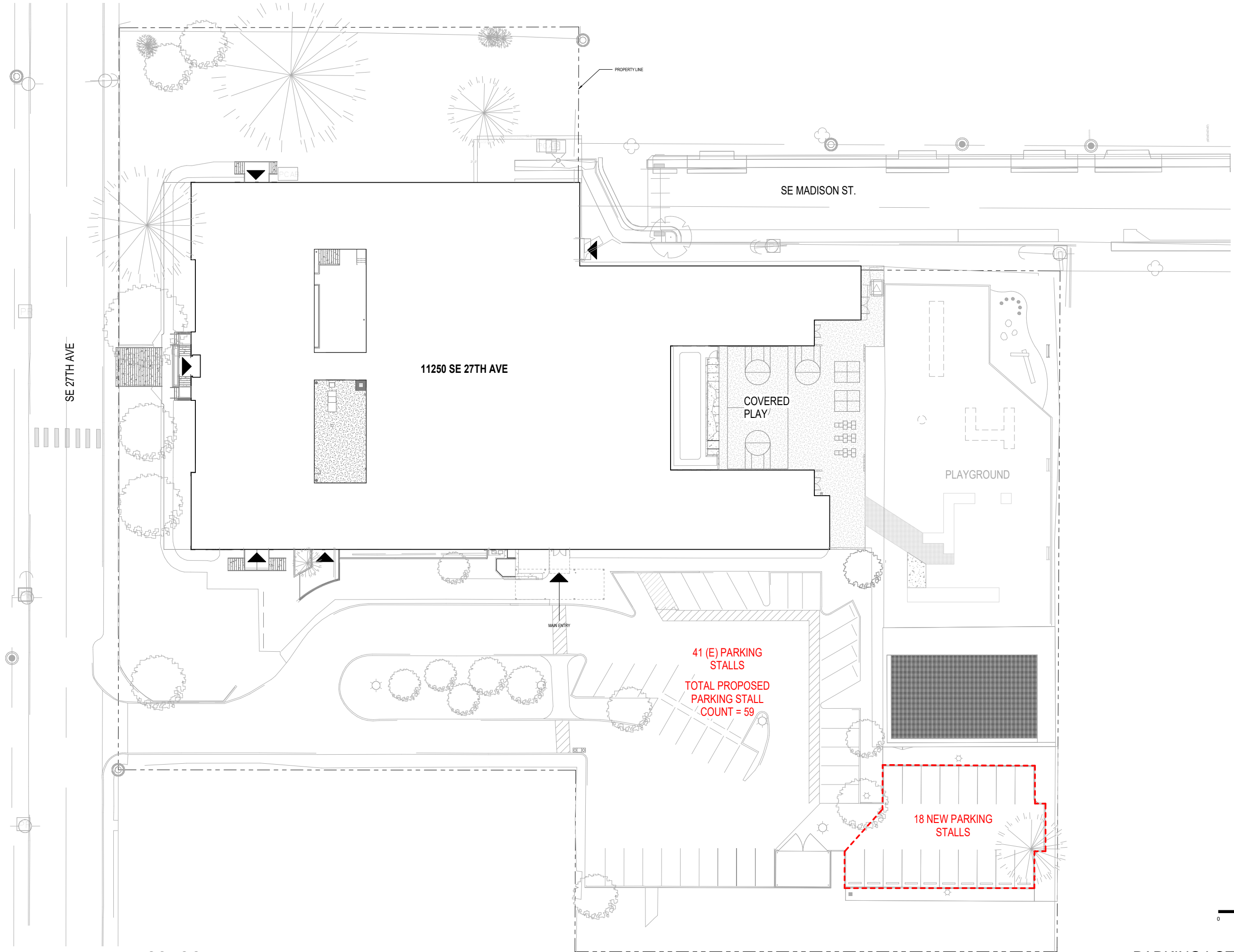
Leila Aman	Community Development Director	503-786-7616
Alison Wicks	Development Programs Manager	503-786-7661
Alicia Martin	Administrative Specialist II	503-786-7600
Tempest Blanchard	Administrative Specialist II	503-786-7600
Dan Harris	Administrative Specialist II	503-786-7600

CLACKAMAS FIRE DISTRICT

Mike Boumann	Lieutenant Deputy Fire Marshal	503-742-2673
Matt Amos	Fire Inspector	503-742-2660







11250 SE 27TH AVE

SE MADISON ST.

SE 27TH AVE

COVERED PLAY

PLAYGROUND

41 (E) PARKING STALLS
TOTAL PROPOSED PARKING STALL COUNT = 59

18 NEW PARKING STALLS



0 10 20 40 FT

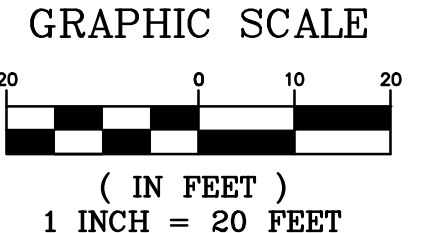
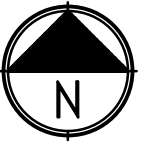
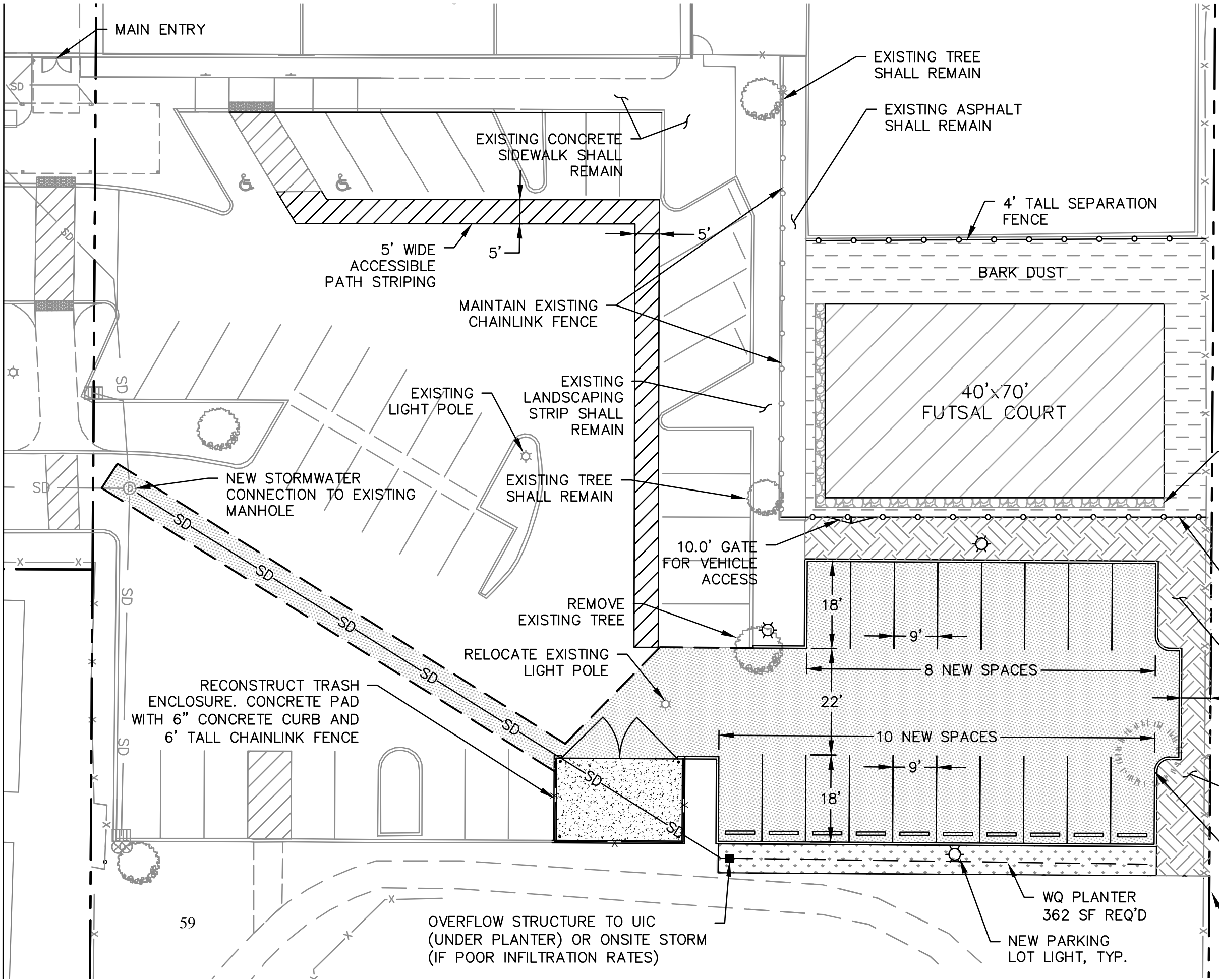


FUTSAL COURT EXHIBIT

PARKING COUNT
TOTAL EXISTING COUNT: 40 SPACES
ADDED: 18 SPACES
REMOVED: 1 SPACE
TOTAL NEW COUNT: 58 SPACES

LEGEND:

-  BARK DUST
-  FUTSAL COURT
-  INFILTRATION TRENCH
-  LANDSCAPING
-  NEW ASPHALT PAVEMENT
-  NEW CONCRETE
-  STORMWATER SWALE



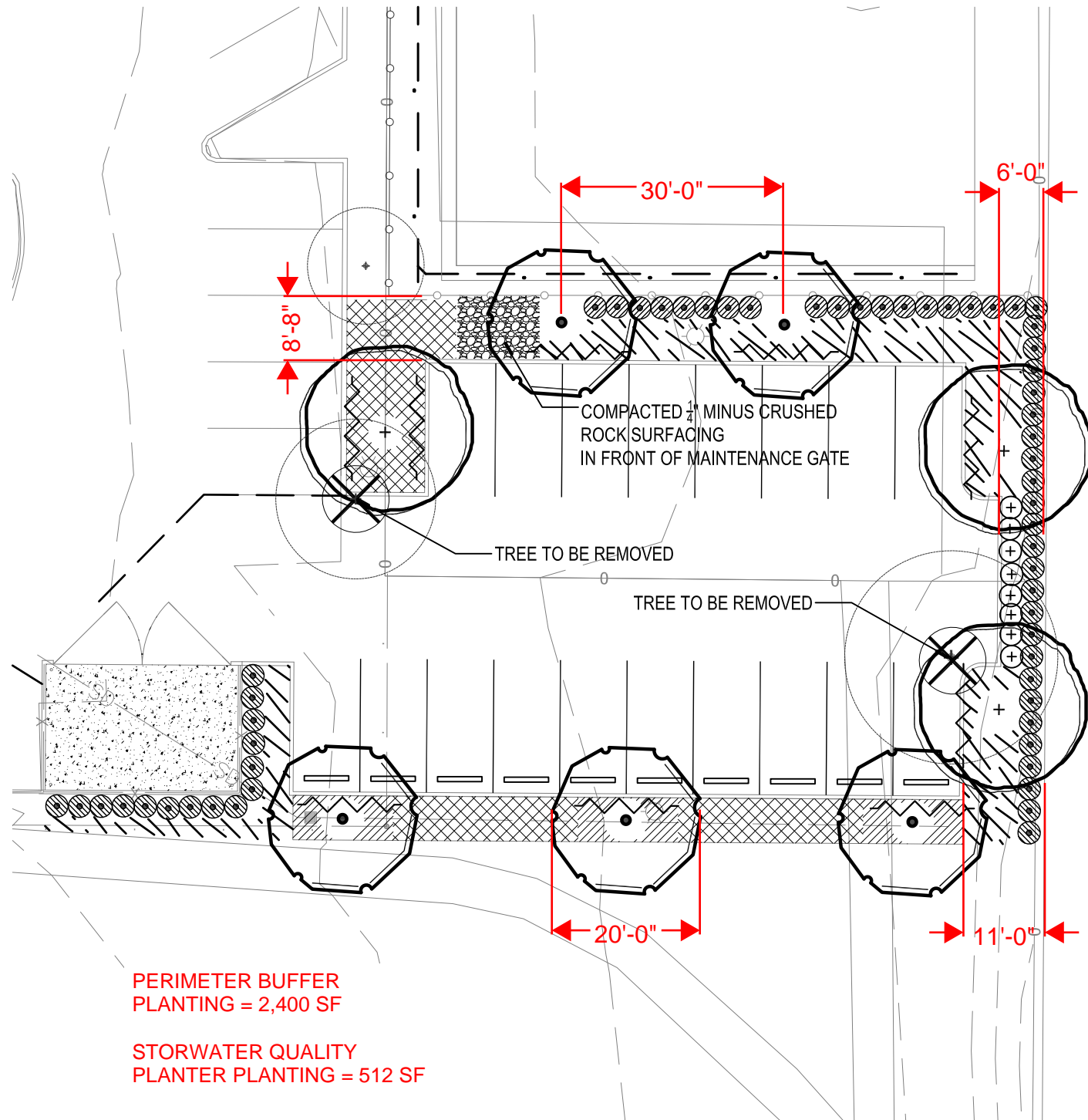
SOUTH EAST PARKING LOT TREES AND PLANTINGS

QTY.

	170	DESCHAMPSIA CESPITOSA TUFTED HAIR GRASS; 1 GAL. CONT., 24" O.C. SPACING
	57	ILEX GLABRA 'CHAMZIN' NORDIC INKBERRY; 3 GAL. CONT. SPACE AS SHOWN
	213	JUNCUS PATENS SPREADING RUSH; 1 GAL. CONT., 12" O.C. SPACING
	375	MISCANTHUS SINENSIS 'LITTLE KITTEN' LITTLE KITTEN DWARF MAIDEN GRASS; 1 GAL. CONT., 18" O.C.
	5	NYSSA SYLVATICA BLACK TUPELO; 2" CAL. B&B
	8	SPIRAEA JAPONICA 'LITTLE PRINCESS' LITTLE PRINCESS SPIRAEA; 2 GAL. CONT., SPACE AS SHOWN.
	3	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE JAPANESE ZELKOVA; 1.5" CAL. B&B., SPACE AS SHOWN

ROOT BARRIER

 LINEAR ROOT BARRIER - 24" DEPTH

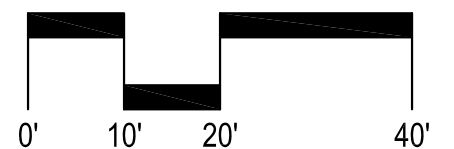


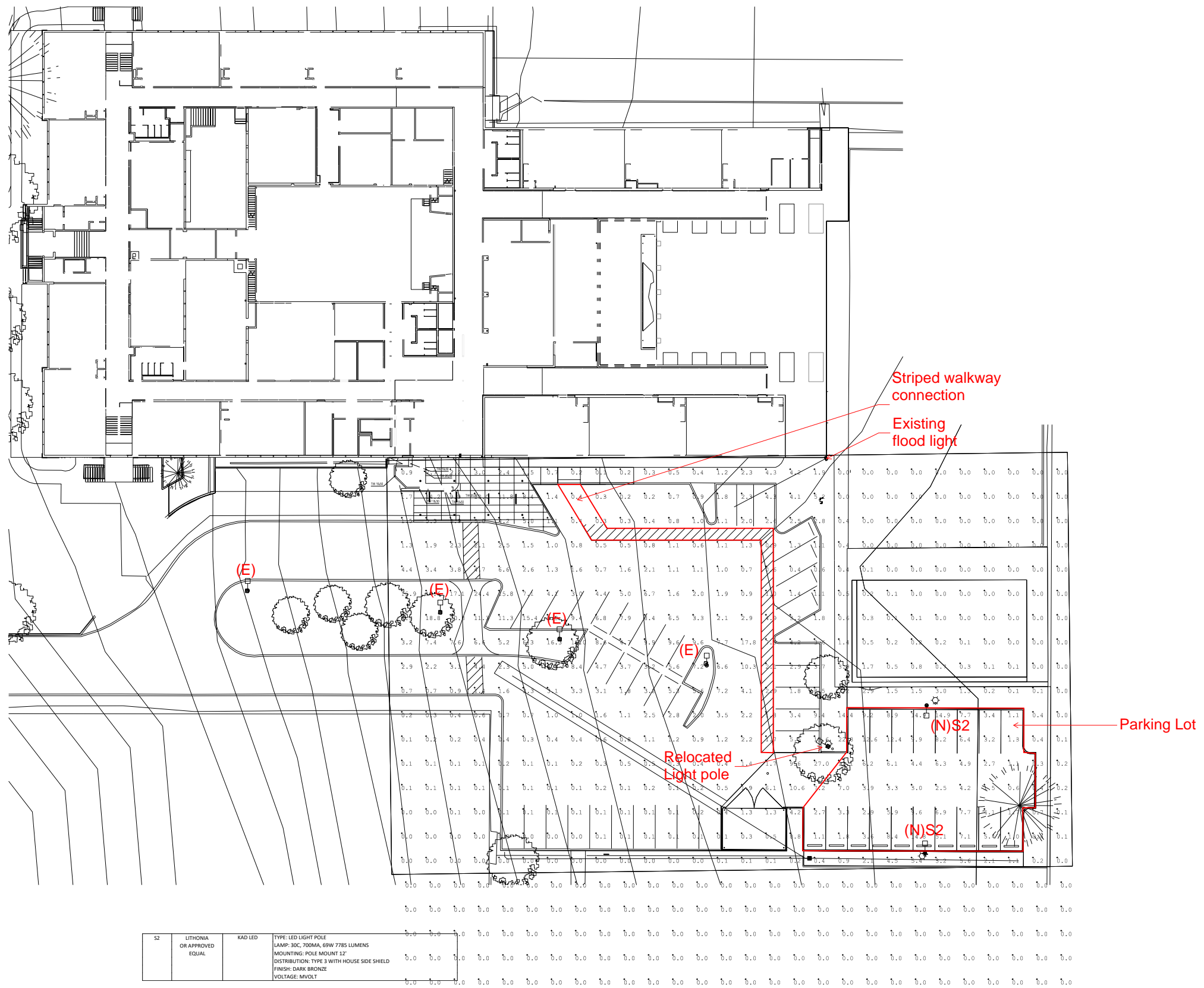
PERIMETER BUFFER
PLANTING = 2,400 SF

STORWATER QUALITY
PLANTER PLANTING = 512 SF

PARKING LOT PLANTING PLAN

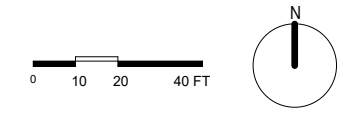
SCALE: 1" = 20'-0"





Parking Lot(FC):
 Average: 5.42
 Maximum: 14.9
 Minimum: 0.6
 Avg/Min: 9.03

Pathway(FC):
 Average: 1.84
 Maximum: 7.9
 Minimum: 0.5
 Avg/Min: 3.68



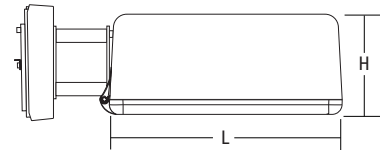


KAD LED LED Area Luminaire



Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)



Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM[®]2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

- See ordering tree for details.
- A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

KAD LED	Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting ¹
KAD LED	20C ¹	20 LEDs	530 530 mA ¹	30K 3000 K	R2 Type II	MVOLT ³	277 ⁴
	30C ¹	30 LEDs	700 700 mA	40K 4000 K	R3 Type III	120 ⁴	347 ^{1,3}
	40C	40 LEDs	1000 1000 mA	50K 5000 K	R4 Type IV	208 ^{4,5}	480 ^{1,3}
	60C	60 LEDs			R5 Type V ²	240 ^{4,5}	

Options		Shipped separately ¹⁷		Finish (required)	
Shipped installed					
PER5	NEMA twist-lock five-wire receptacle only (no controls) ^{7,8,9}	PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{3,10,11,12,13}	PNMTD3	Part night, dim till dawn ^{5,11,16}
PER7	Seven-wire receptacle only (no controls) ^{7,8,9}	PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{3,10,11,12,13}	PNMT5D3	Part night, dim 5 hrs ^{5,11,16}
SF	Single fuse (120, 277, 347V) ⁴			PNMT6D3	Part night, dim 6 hrs ^{5,11,16}
DF	Double fuse (208, 240, 480V) ⁴			PNMT7D3	Part night, dim 7 hrs ^{5,11,16}
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{3,10,11,12,13}	BL30	Bi-level switched dimming, 30% ^{10,10,11}	HS	Houseside shield ¹⁷
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{3,10,11,12,13}	BL50	Bi-level switched dimming, 50% ^{10,10,11}		



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Ordering Information

Accessories	
Ordered and shipped separately.	
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁸
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁸
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁸
DSHORT SBK U	Shorting cap ¹⁸
KADLEDHS 20C U	Houseside shield for 20 LED unit
KADLEDHS 30C U	Houseside shield for 30 LED unit
KADLEDHS 40C U	Houseside shield for 40 LED unit
KADLEDHS 60C U	Houseside shield for 60 LED unit
KMA DDBXD U	Mast arm adaptor (specify finish)
KADWG U	Wire guard accessory
PUMBAK DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish)

For more control options, visit [DTL](#) and [ROAM](#) online.
*Round pole top must be 3.25" O.D. minimum.

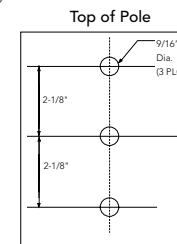
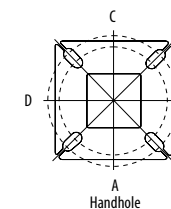
NOTES

- 20C or 30C LED are not available with 530 Drive Current and 347V or 480V.
- Any Type 5 distribution, is not available with WBA.
- Any PIRx with BL30, BL50 or PNMT, is not available with 208V,240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
- Available as a separate combination accessory: PUMBAK (finish) U.
- Mounting must be restricted to ±45° from horizontal aim per ANSI C136, 10-2010. Not available with motion sensor.
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
- PIR and PIR1FC3V specify the [SensorSwitch SBGR-10-ODP](#) control; PIRH and PIRH1FC3V specify the [SensorSwitch SBGR-6-ODP](#) control. Dimming driver standard. Not available with PER5 or PER7.
- Maximum ambient temperature with 347V or 480V is 30°C.
- Reference Motion Sensor table.
- Reference PER table on page 3 to see functionality.
- Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7 or PNMT options.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7, BL30 or BL50.
- Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

Drilling

Template #5

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90° [†]	3 at 120°	3 at 90° [†]	4 at 90° [†]
2-3/8"	T20-190	T20-280	T20-290	T20-320 [†]	T20-390	T20-490
2-7/8"	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4"	T35-190	T35-280	T35-290	T35-320	T35-390	T35-490

** For round pole mounting (RPDXX) only. † Requires 9" or 12" arm.

Pole drilling nomenclature: # of heads at degree from handhole (default side A)				
DM19	DM28	DM29	DM39	DM49
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Side B, C, & D	Sides A, B, C, D

Note: Review luminaire spec sheet for specific nomenclature



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C	530 mA	35W	R2	4,140	1	0	1	118	4,446	1	0	1	127	4,473	1	0	1	128
			R3	4,123	1	0	1	118	4,427	1	0	1	126	4,455	1	0	1	127
			R4	4,128	1	0	1	118	4,433	1	0	1	127	4,460	1	0	1	127
			R5	4,381	2	0	1	125	4,704	3	0	1	134	4,734	3	0	1	135
			R2	5,271	1	0	1	117	5,660	1	0	1	126	5,696	1	0	2	127
	700 mA	45W	R3	5,250	1	0	2	117	5,637	1	0	2	125	5,672	1	0	2	126
			R4	5,256	1	0	2	117	5,644	1	0	2	125	5,679	1	0	2	126
			R5	5,578	3	0	1	124	5,990	3	0	1	133	6,027	3	0	1	134
			R2	7,344	1	0	2	101	7,886	2	0	2	108	7,935	2	0	2	109
			R3	7,314	1	0	2	100	7,854	1	0	2	108	7,903	1	0	2	108
	1000 mA	73W	R4	7,322	1	0	2	100	7,863	1	0	2	108	7,912	1	0	2	108
			R5	7,771	3	0	1	106	8,345	3	0	1	114	8,397	3	0	1	115
			R2	6,166	1	0	2	116	6,621	1	0	2	125	6,663	1	0	2	126
			R3	6,141	1	0	2	116	6,594	1	0	2	124	6,635	1	0	2	125
			R4	6,148	1	0	2	116	6,602	1	0	2	125	6,643	1	0	2	125
30C	530 mA	53W	R5	6,525	3	0	1	123	7,006	3	0	1	132	7,050	3	0	1	133
			R2	7,817	2	0	2	113	8,395	2	0	2	122	8,447	2	0	2	122
			R3	7,785	1	0	2	113	8,360	2	0	2	121	8,412	2	0	2	122
			R4	7,794	1	0	2	113	8,370	1	0	2	121	8,422	1	0	2	122
			R5	8,272	3	0	2	120	8,883	3	0	2	129	8,938	3	0	2	130
	700 mA	69W	R2	10,755	2	0	2	100	11,549	2	0	2	107	11,621	2	0	2	108
			R3	10,711	2	0	2	99	11,502	2	0	2	106	11,574	2	0	2	107
			R4	10,724	2	0	2	99	11,515	2	0	2	107	11,587	2	0	2	107
			R5	11,381	3	0	2	105	12,221	4	0	2	113	12,297	4	0	2	114
			R2	8,156	2	0	2	115	8,758	2	0	2	123	8,812	2	0	2	124
	1000 mA	108W	R3	8,122	2	0	2	114	8,722	2	0	2	123	8,776	2	0	2	124
			R4	8,132	1	0	2	115	8,732	1	0	2	123	8,786	1	0	2	124
			R5	8,630	3	0	2	122	9,267	3	0	2	131	9,325	3	0	2	131
			R2	10,286	2	0	2	109	11,045	2	0	2	118	11,114	2	0	2	118
			R3	10,244	2	0	2	109	11,000	2	0	2	117	11,069	2	0	2	118
40C	530 mA	71W	R4	10,256	2	0	2	109	11,013	2	0	2	117	11,081	2	0	2	118
			R5	10,884	3	0	2	116	11,688	4	0	2	124	11,761	4	0	2	125
			R2	13,923	2	0	2	99	14,951	2	0	2	106	15,045	2	0	2	107
			R3	13,866	2	0	3	98	14,890	2	0	3	106	14,983	2	0	3	106
			R4	13,882	2	0	3	98	14,907	2	0	3	106	15,000	2	0	3	106
	700 mA	94W	R5	14,733	4	0	2	104	15,821	4	0	2	112	15,920	4	0	2	113
			R2	11,996	2	0	2	116	12,882	2	0	2	125	12,963	2	0	2	126
			R3	11,947	2	0	2	116	12,829	2	0	2	125	12,909	2	0	2	125
			R4	11,961	2	0	2	116	12,844	2	0	2	125	12,925	2	0	2	125
			R5	12,694	4	0	2	123	13,632	4	0	2	132	13,717	4	0	2	133
	1000 mA	141W	R2	14,927	2	0	2	109	16,029	3	0	3	117	16,130	3	0	3	118
			R3	14,866	2	0	3	109	15,964	2	0	3	117	16,063	2	0	3	117
			R4	14,884	2	0	2	109	15,982	2	0	3	117	16,082	2	0	3	117
			R5	15,796	4	0	2	115	16,962	4	0	2	124	17,068	4	0	2	125
			R2	19,328	3	0	3	89	20,754	3	0	3	96	20,884	3	0	3	97
60C	530 mA	103W	R3	19,248	3	0	3	89	20,669	3	0	4	96	20,799	3	0	4	96
			R4	19,271	3	0	3	89	20,693	3	0	4	96	20,823	3	0	4	96
			R5	20,452	4	0	2	95	21,962	4	0	2	102	22,099	4	0	2	102

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the KAD LED platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	KAD LED 60C 1000			
	1.0	0.91	0.86	0.76
	KAD LED 40C 1000			
	1.0	0.93	0.88	0.79
KAD LED 60C 700				
1.0	0.98	0.97	0.94	

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7	Wire 6/Wire7
Photocell Only (On/Off)	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	✓	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	▲	Wires Capped inside fixture	▲	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	▲	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	▲	Wires Capped inside fixture	✓	Wires Capped inside fixture	Wires Capped inside fixture

✓ Recommended
 ✗ Will not work
 ▲ Alternate
 *Future-proof means: Ability to change controls in the future.

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
20	530	35	0.30	0.18	0.16	0.15	-	-
	700	45	0.39	0.23	0.20	0.18	0.15	0.12
	1000	73	0.61	0.35	0.31	0.27	0.22	0.17
30	530	53	0.44	0.26	0.23	0.20	-	-
	700	69	0.58	0.34	0.29	0.26	0.21	0.16
	1000	108	0.90	0.52	0.46	0.40	0.32	0.24
40	530	71	0.60	0.35	0.32	0.29	0.21	0.16
	700	94	0.79	0.46	0.41	0.36	0.27	0.20
	1000	141	1.18	0.68	0.59	0.52	0.42	0.30
60	530	103	0.87	0.50	0.44	0.39	0.29	0.22
	700	137	1.15	0.66	0.58	0.51	0.40	0.29
	1000	216	1.81	1.04	0.92	0.81	0.63	0.47

NOTE: All ratings in this table are for a nominal system operated at 25°C ambient temperature. Current and power specifications in this table do not include branch circuit derating specified in the National Electrical Code. Please observe all applicable electrical codes and ratings.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's KAD LED homepage.

Isofootcandle plots for the KAD LED 60C 1000 40K. Distances are in units of mounting height (20').

