



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

Application for Land Use Action

Primary File #: CSU-2023-004

Review type*: I II III IV V

CHECK ALL APPLICATION TYPES THAT APPLY:

- | | | |
|---|---|---|
| <input type="checkbox"/> Amendment to Maps and/or | <input type="checkbox"/> Land Division: | <input type="checkbox"/> Planned Development |
| <input type="checkbox"/> Comprehensive Plan Map | <input type="checkbox"/> Final Plat | <input type="checkbox"/> Residential Dwelling |
| <input type="checkbox"/> Amendment | <input type="checkbox"/> Lot Consolidation | <input type="checkbox"/> Manufactured Dwelling Park |
| <input type="checkbox"/> Zoning Text Amendment | <input type="checkbox"/> Partition | <input type="checkbox"/> Manufactured Dwelling |
| <input type="checkbox"/> Zoning Map Amendment | <input type="checkbox"/> Property Line Adjustment | <input type="checkbox"/> Temporary Dwelling Unit |
| <input type="checkbox"/> Code Interpretation | <input type="checkbox"/> Replat | <input type="checkbox"/> Transportation Facilities Review** |
| <input checked="" type="checkbox"/> Community Service Use | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Variance: |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Mixed Use Overlay Review | <input type="checkbox"/> Use Exception |
| <input type="checkbox"/> Development Review | <input checked="" type="checkbox"/> Modification to Existing Approval | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Director Determination | <input type="checkbox"/> Natural Resource Review** | <input type="checkbox"/> Willamette Greenway Review |
| <input type="checkbox"/> Downtown Design Review | <input type="checkbox"/> Nonconforming Use Alteration | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Extension to Expiring Approval | <input type="checkbox"/> Parking: | Use separate application forms for: |
| <input type="checkbox"/> Historic Resource: | <input type="checkbox"/> Quantity Determination | Annexation and/or Boundary Change |
| <input type="checkbox"/> Alteration | <input type="checkbox"/> Quantity Modification | • Compensation for Reduction in Property |
| <input type="checkbox"/> Demolition | <input type="checkbox"/> Shared Parking | • Value (Measure 37) |
| <input type="checkbox"/> Status Designation | <input type="checkbox"/> Structured Parking | Daily Display Sign |
| <input type="checkbox"/> Status Deletion | | • Appeal |

RESPONSIBLE PARTIES:

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

Mailing address: 12400 SE Freeman Way State/Zip: OR / 97222

Phone(s): Contact Applicant's Representative Email: Contact Applicant's Representative

Please note: The information submitted in this application may be subject to public records law.

APPLICANT'S REPRESENTATIVE (if different than above): 3J Consulting, Inc.

Mailing address: 9600 SW Nimbus Ave. Suite 100 State/Zip: OR / 97008

Phone(s): (503) 946-9365 x251 Email: sam.huck@3j-consulting.com

SITE INFORMATION:

Address: 2301 SE Willard St. Milwaukie, OR 97222 Map & Tax Lot(s): 1S1E36BC Tax Lot 5600

Comprehensive Plan Designation: P, HD, TC Zoning: HDR / DMU Size of property: ± 14.7 acres

PROPOSAL (describe briefly):

Proposal to modify existing Milwaukie High School CSU to remove parking minimums or maximums, remove requirement that the District maintain shared parking agreements, and remove the requirement for a TDMP.

SIGNATURE: I attest that I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code 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: C. Detchon

Date: 8/1/2023

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.

** Natural Resource and Transportation Review applications may require a refundable deposit.

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.

DEPOSITS:

Deposits require completion of a Deposit Authorization Form, found at www.milwaukieoregon.gov/building/deposit-authorization-form

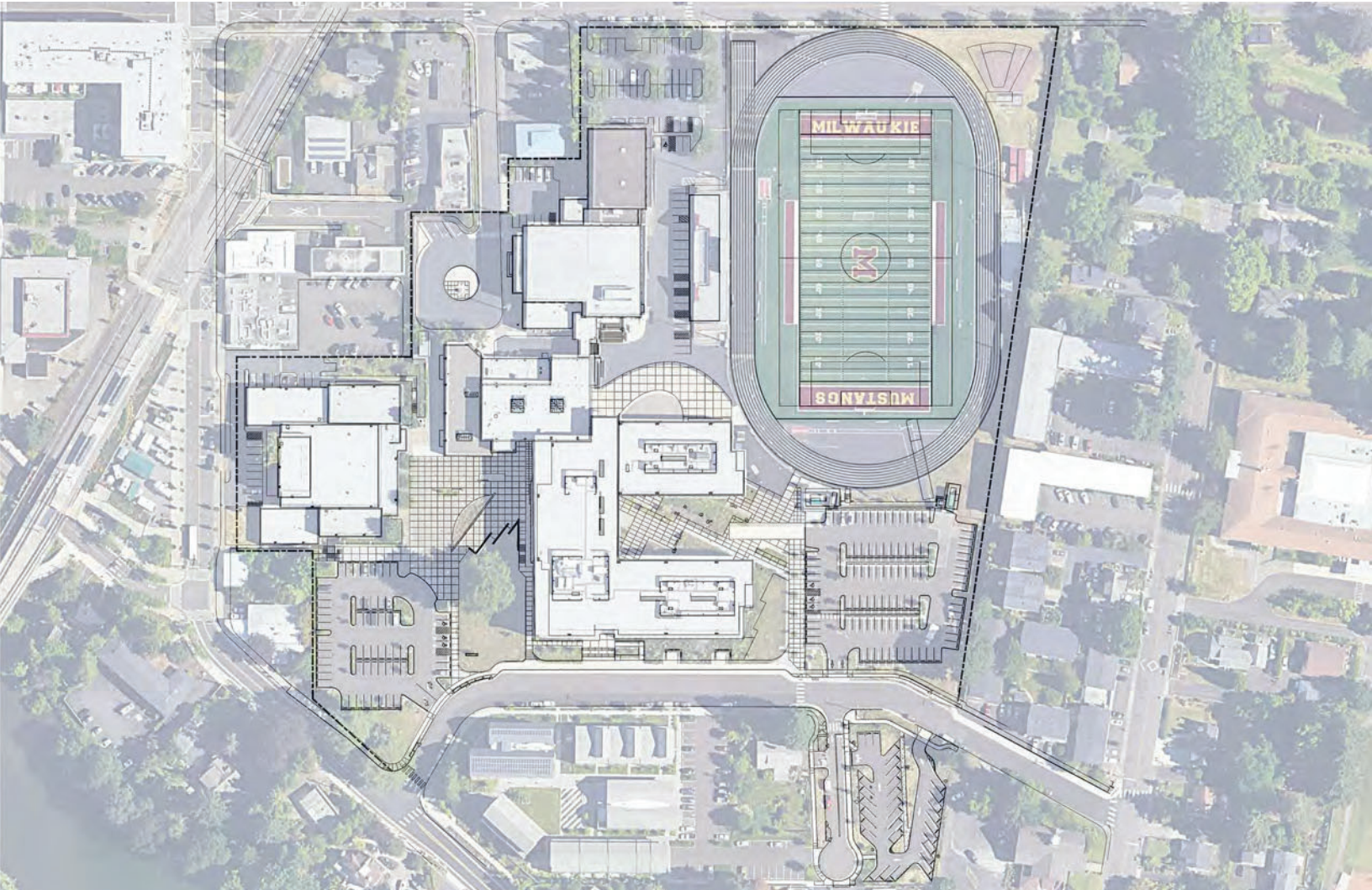
REVIEW TYPES:

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	AMOUNT <small>(after discount, if any)</small>	PERCENT DISCOUNT	DISCOUNT TYPE	DATE STAMP
Primary file	CSU-2023-004	\$ 2,000			Materials submitted 8/04/2023 Payment received 8/08/2023
Concurrent application files		\$			
		\$			
		\$			
Deposit (NR/TFR only)				<input type="checkbox"/> Deposit Authorization Form received	
TOTAL AMOUNT RECEIVED: \$ 2,000			RECEIPT #:	RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):					
Neighborhood District Association(s):					
Notes:					



MILWAUKIE HIGH SCHOOL: CSU MODIFICATION

2301 SE WILLARD ST. MILWAUKIE, OR 97222

OWNER | APPLICANT:

NORTH CLACKAMAS SCHOOL DISTRICT
12400 SE FREEMAN WAY
MILWAUKIE, OR 97222
CONTACT: CINDY DETCHON
PHONE: (503) 353-6017

APPLICATION TYPE

TYPE III - CSU MAJOR MODIFICATION

APPLICANT'S REPRESENTATIVE

3J CONSULTING, INC.
9600 NW NIMBUS AVENUE, SUITE 100
BEAVERTON, OR 97008
CONTACT: SAM HUCK
PHONE: (503) 946-9365 x251

SUBMITTAL DATE

AUGUST 4, 2023

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- Appendix A – Land Use Application
- Appendix B – Proof of Ownership
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GENERAL INFORMATION

Property Owner and Applicant:

North Clackamas School District
12400 SE Freeman Way
Milwaukie, OR 97222
Contact: Cindy Detchon
Assistant Superintendent
Phone: (503) 353-6017

Applicant's Representative:

3J Consulting, Inc.
9600 SW Nimbus Avenue, Suite 100
Beaverton, OR 97008
Contact: Sam Huck
Phone: (503) 946-9365 x 251
Email: sam.huck@3j-consulting.com

SITE INFORMATION

Map Number and Parcel Number:

11E36BC, Tax Lot 5600

Address:

2301 SE Willard St. Milwaukie, OR 97222

Gross Site Area:

± 14.7 acres

Zoning Designation:

High Density Residential (R-HD) / Downtown Mixed Use (DMU)

Comprehensive Plan Designation:

Public (P)

Existing Use:

Community Service Use – Milwaukie High School

Surrounding Zoning:

The properties to the north and south are zoned R-HD. The properties to the east are zoned R-HD and R-MD past SE 27th Avenue. The properties to the west are zoned DMU.

Street Classification:

SE 27th Avenue is classified as a Neighborhood Route, SE Washington Street is classified as a Collector, and SE Willard Street is classified as Local in the Clackamas County Department of Transportation & Development Road Functional Classification.

INTRODUCTION

APPLICANT'S REQUEST

North Clackamas School District ("the District") proposes to change the total number of off-street parking spaces approved through previous land use decisions that are available to site users of Milwaukie High School ("MHS") and Milwaukie Academy of the Arts ("MAA") herein referred to as the "Campus" or "the site". The District is seeking approval of a Type III CSU Modification.

The District is requesting approval from the City of Milwaukie Planning Commission to remove conditions of approval from the existing CSU approvals that require the District to maintain a shared parking agreement at St. Stephen Serbian Orthodox Church ("St. Stephen's"), remove conditions of approval that require a shared parking agreement at St. John the Baptist Catholic Church ("St. John's"), remove conditions of approval of any other shared parking agreements for the purpose of meeting a specific threshold of parking spaces on the Campus, and to remove the conditions of approval that require the District to create, maintain, and enact a Transportation Demand Management Program ("TDMP").

This narrative has been prepared to describe the proposal and to document compliance with the relevant sections of the Zoning Ordinance of the City of Milwaukie, Oregon: Chapters 19.900, and 19.1000.

The Type III CSU Major Modification application is evaluated under the quasi-judicial decision process. The Planning Commission will render the decision after a public hearing is held.

SITE DESCRIPTION/SURROUNDING LAND USE

The Campus is located at 2301 SE Willard Street within the City of Milwaukie. The site consists of one tax lot, 1S1E36BC 5600, which is traversed by SE Willard Street. The site is approximately 14.7 acres and is primarily zoned R-HD, with a small portion of the site east of 21st Avenue zoned DMU. The existing school consists of a primary academic and administrative building, with several connecting additions made to the Campus over the years.

The surrounding zoning and development to the north and west of the site is mostly DMU and R-HD zoning and contains mostly commercial and retail use areas. The zoning adjacent to the site on the east is zoned R-HD. The neighborhood immediately adjacent to the High School is primarily residential, with some mix of uses.

PROPOSAL

The District is proposing to manage and mitigate impacts related to parking without being required by the City to maintain any shared parking agreements and without being required to develop, maintain, and enact a Transportation Demand Management Program (TDMP) or similar tools.

This Type III CSU Major Modification application seeks approval to remove any conditions of approval related to off-street parking requirements, which relate to and require the District to maintain shared parking agreements at St. Stephen's and St. John's churches as established by CSU-2017-007, and CSU-2019-002, and any other shared parking agreements as previously required. This Type III CSU Major Modification application also seeks to remove the Transportation Demand Management Program as previously required by the City of Milwaukie in the Notices of Decision for CSU-2007-005 and CSU-2017-007, and to remove any other conditions of approval from any previous land use decisions on the Campus for the existing use that require the District to maintain any shared parking agreements and adhere to any parking spaces minimum requirements for the subject site.

The existing CSU approvals officially recognize the number of parking spaces on-site as 263. The District has been maintaining shared parking agreements with the two nearby churches which brought the total official count of available parking spaces to 353 spaces (263 on-site and 90 off-site shared parking). The District has used the most recent as-built civil drawings from the recent Campus renovation, current aerial photographs, and current street view photographs, which indicate that the total number of on-site parking spaces is 282. This is demonstrated on the Site Plan submitted with this narrative in Appendix C.

Approval of this proposal for a Type III CSU Major Modification for the Campus would bring the total approved on-site parking spaces to 282, with 0 off-site parking spaces. The shared parking agreements with St. Stephen Serbian Orthodox Church and St. John the Baptist Catholic Church will not be renewed upon approval of this land use application, and the District would continue to appropriately mitigate the impacts related to parking without the requirement to meet on-site parking minimums, without any shared parking agreements, and without a Transportation Demand Management Program (TDMP) or similar tools.

VICINITY MAP

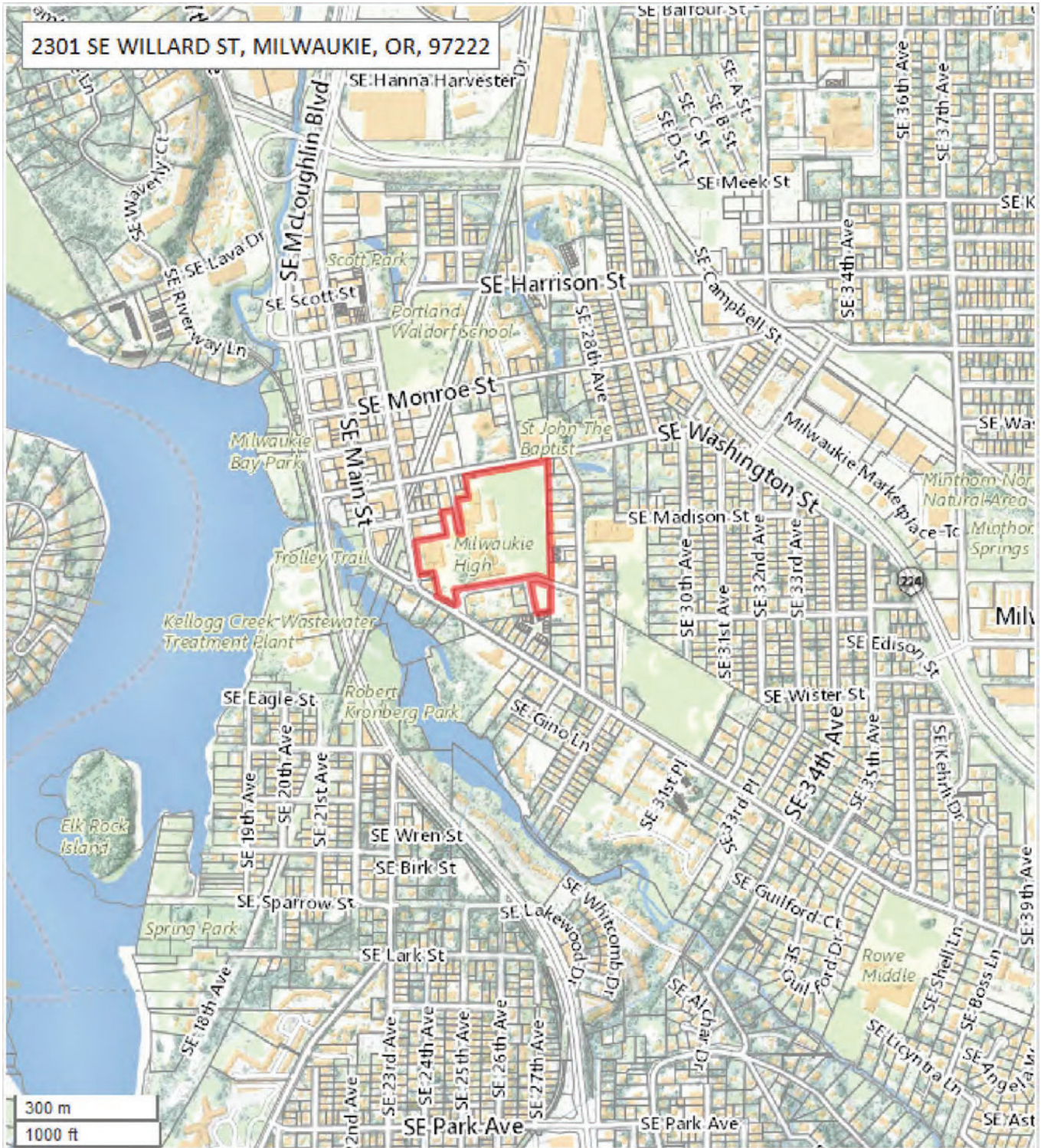


Figure 1 - Vicinity Map of the subject site.

APPLICABLE CRITERIA

The following sections of Zoning Ordinance of the City of Milwaukie, Oregon have been extracted as they have been deemed to be applicable to the proposal. Following each **bold** applicable criteria or standard, the District 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 CSU Major Modification application.

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. Residential care facility;
6. Religious institutions;
7. Community meeting building;
8. Temporary or transitional facility;
9. Other similar uses as determined by the Planning Commission.

Finding: The CSU provisions are applicable as both MHS and MAA are Public Schools, which are listed as Institutions as defined in this code. This standard is met.

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.

Finding: The District understands that the CSU Major Modification application will be evaluated through a Type III review per Section 19.1006. The review process and requirements are addressed further in this narrative.

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;

Finding: Previous land use files #CSU-2017-007 and #CSU-2019-002 used Table 19.605.1 to determine the minimum and maximum requirements for the Campus. The minimum parking spaces required through Table 19.605.1 is 515 and the maximum is 635 spaces. With the proximity to the Orange Line Light-Rail station in downtown Milwaukie, the previous land use approvals established that the High School qualifies for a 25% reduction in the minimum parking requirement, reducing the minimum requirement in those approvals from 515 to 386 spaces.

Previously approved CSU Modification for the major renovation of the school in 2017 provided a total of 333 parking stalls available for use by the students and staff, of which, 243 spaces were provided on-site, and 90 spaces provided off-site through the use of shared parking agreements with St. John's and St. Stephen's.

Previously approved CSU Modification for the construction of a new parking lot on the old tennis courts in 2019 provided a net total additional 20 parking spaces to the Campus, bringing the total parking spaces on-site to 263 spaces. With the shared parking agreements at the neighboring St. John's and St. Stephen's still in place, an additional 90 off-site spaces have been available to the site users, bringing the total spaces to 353 spaces.

The most recent shared parking agreements between the District and both St. John's, and St. Stephen's was for a total of 96 off-site spaces available to site users, of which, 36 spaces are provided at St. Stephens, and 60 spaces provided at St. Johns. These most recent shared parking agreement leases were for a greater number of spaces than required by the existing CSU approvals.

A parking space count was conducted in July 2023 using the most recent Civil Record Set of plans (completed in May of 2021), and the most recently available aerial photographs and street view photographs to determine the current parking spaces that are available on the Campus. These counts indicate the total number of on-site parking spaces is 282. This parking count is demonstrated on the Site Plan and selected Civil Sheets from the May 2021 Record Set, along with screenshots of parking areas from street view, which are submitted with this narrative as Appendix C – Land Use Plans.

This application seeks approval of a CSU Major Modification for 282 parking spaces to be the total number of on-site, off-street parking spaces available to users of the site. This application also seeks approval of removing the existing TDMP as a requirement for the Campus, as the existing parking and current operations have met the needs of the site users, and have mitigated impacts to the community. No changes are proposed to any of the existing built conditions on the site.

The District finds that the State of Oregon has established Transportation Planning rules that the City of Milwaukie is subject to. The City has retained their land use regulations with parking mandates established, therefore the provisions of OAR 660-012-0425 through OAR 660-012-0450 establish the parking requirements for the City and this Type III CSU Major Modification application. The City has followed the requirements of the Department of Land Conservation and Development (DLCD) Parking Reform Summary, "Parking A",¹ by no longer enforcing parking requirements, except where sites are located farther than ¾ mile from rail or ½ mile from frequent transit corridors.

OAR 660-012-0440: Parking Reform Near Transit Corridors, establishes that Cities that are within a metropolitan area and have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420, may not require parking spaces for developments on a lot or parcel that includes lands within three-quarters mile of rail transit stops.

¹ (2022) Oregon Department of Land Conservation and Development: Parking Reform Summary <https://www.oregon.gov/lcd/CL/Documents/ParkingReformOverview.pdf>

The general purpose of the State of Oregon's parking reforms is to reduce the number of parking spaces that are mandated by local jurisdictions. The DLCDC Parking Reform Summary site describes minimum parking requirements as a "one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost...Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution"

The District finds that the 282 parking spaces on the Campus meet the needs of the site users, and that there are other opportunities besides driving and parking to the site that serve the site users. By approving this Type III CSU Major Modification application, the City of Milwaukie will be in-line with the intent of the new rules on Parking Reform.

Due to the proximity of the subject site to the TriMet MAX Orange Line Stop at Milwaukie/Main St, the District finds that the City may not have the ability to regulate the requirement to retain the established minimum parking spaces through previous CSU approvals.

This standard is met.

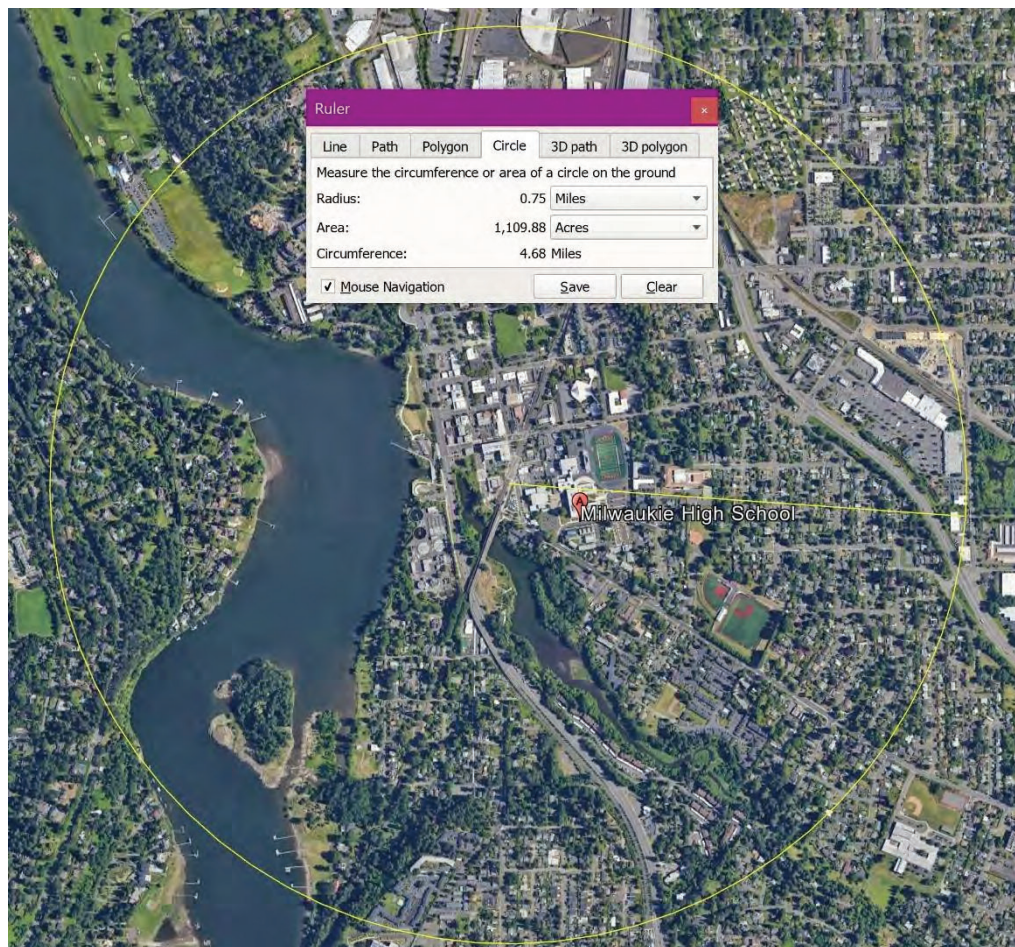


Figure 2 - Proximity of the site to MAX rail station

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

Finding: Specific standards for Schools 19.904.7 are addressed further in this narrative.

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

Finding: The District is not proposing to change any of the hours and levels of operations of the proposed use from the existing CSU approvals with this application.

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

Finding: The overall site specific public benefits will not change, as the overall parking spaces on-site will not change. The public benefits will broadly affect the entire community which will be established by the District not having to spend money every year on shared parking lease agreements. The money that has been spent on shared parking agreement leases has not been the preferred use of funds by the District, and a public benefit would be the ability for the District to better use these funds to support positive student outcomes more directly.

The District finds that in the context of the new statewide regulations as discussed above, and the proximity of the High School to a rail station as demonstrated in Figure 2, that the parking minimums currently in place for the City of Milwaukie should not be the guiding principle for this decision.

The District has conducted counts of the available parking spaces on the site in order to demonstrate that the current amount of off-street parking spaces is adequate for the site users. These counts have been conducted at different times of the school year, and at different times during the day, when shared parking agreements were in place.

Table 1 – District Staff Parking Counts: on-site, off-site, and total vacant parking spaces

Date	Time	# of On-Site Parking Spaces Open	# of Off-Site Parking Spaces Open (Shared Parking Agreements at Churches)	Total # of Available Parking Spaces
11/21/2022	9:45 a.m.	78	96	174
01/12/2023	2:05 p.m.	85	96	181
01/18/2023	8:40 a.m.	91	96	187
03/08/2023	9:10 a.m.	82	96	178
04/27/2023	11:10 a.m.	89	96	185

These counts show that the off-site parking spaces provided through the shared parking agreements at St. Stephen’s and St. John’s are unnecessary for the daily operations of the High School. With the removal of the 96 shared parking spaces available to site users, the Districts finds that there will still be vacant parking spaces on-site and available to site users. The abundance of availability of on-site, off-street parking will mitigate any impacts to the surrounding areas, as the District is providing more than enough parking on site to meet the needs of the site users. On a given day during the academic school year, there are regularly at least 70 parking spots available to site users, as demonstrated in the above Parking Counts in Table 1.

The District also collects information on students who have District Transportation available to them through the school buses. This data is demonstrated below in Table 2.

Table 2 – Number of Students Using District Transportation

School	Students Within District Busing Boundary
Milwaukie High School	783 MHS students
Milwaukie Academy of the Arts	104 MAA students
Total	887 Total Students with Access to District Transportation

Out of the 822 students grade 9-12 at MHS, and 295 students at MAA, equaling a total of 1,117 student site users, 887 students have access to District provided transportation, which is over 79 percent of the student site users having access to District provided transportation. The District does not count the number of students who use the bus on a daily basis but represents that 887 students have assigned bus stops to their home address.

The District is aware that most of the families of MHS and MAA do not have the financial resources for their children to have cars, and that the majority of students who have a bus stop use the District provided transportation or public transportation. This is also a reason why the number of student parking permits is relatively low compared to the student population, as shown below in Table 3. The number of students (41) that are upper class students and have applied for and obtained parking permits for the on-site parking available, represent a small percentage of students (3.6% of 1117 students enrolled in 2023). The cost for a student parking permit is \$25 per semester. The District provides a total of 90 parking spaces designated for and available to students with permits, of which less than half are used, and the rest are open/vacant. The cost of a permit keeps students from parking on the Campus when they have a car available on sporadic days, keeping the use of the student parking areas consistent throughout the school year.

The most recent Enrollment Forecasts for the District show a decline in enrollment for the MHS Feeder System (elementary schools and middle schools that feed into MHS). The enrollment forecast was conducted by the Portland State University Population Research Center, and published in 2017.² The MHS Feeder System is forecasted to have a -5% change in enrollment for the 2026-2027 school year compared to the 2016-2017 enrollment numbers. The enrollment at MHS for the 2026-2027 school year when compared with the 2016-2017 enrollment numbers is forecasted to have a -18% change in students. The 2017 Population Research Center report supports this application proposal, and demonstrates that the number of students who obtain a parking permit is not likely to increase over the next several years, and may decrease with the forecasted decrease in enrollment. If a similar percentage of the student population at MHS request and obtain parking permits with the forecasted enrollment numbers, the District could expect approximately 34 students to request and obtain parking permits in 2026-2027. This would reduce the student parking need by seven parking

² (2017) North Clackamas School District Population and Enrollment Forecasts 2017-18 to 2026-27 <https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1104&context=enrollmentforecasts>

spaces, making those spaces open/vacant for that school year. The forecasted decrease in enrollment for MHS and the MHS Feeder System support this application proposal.

Staff are not assigned parking spaces and can park anywhere on-site outside of the student lots. In total, there are 107 staff which includes full-time, part-time, and custodial staff. If all of the staff (107) parked on-site at a single time, combined with the number of students who park on site with a parking permit (41), there would be 148 out of 282 parking spaces used, with 134 spaces open/vacant. This further supports that the District is properly mitigating the parking impacts needed on a daily basis by providing 282 spaces on-site. The number of open/vacant spaces that the District counted as outlined in Table 1, combined with the full possibility of all students and staff parking at the same time, demonstrate that there will be open spaces on-site during any given day, with some margin of error unaccounted for.

The margin of error in the amount of open spaces in Table 1 could be explained by District staff miscounting the open spaces, by not counting all the spaces available to all site users, by other community members in the surrounding area using the on-site parking spaces, by visitors and other school volunteers, or through a combination of these potential areas of error. The takeaway remains the same, that the Campus has enough on-site spaces to accommodate the site users.

Table 3 – Number of Students Using Other Transportation Available

Students Using Other Transportation Available	
Parking Permits	41 students issued parking permits per year
TriMet Bus Passes	13-18 students issued bus passes per week

Some of the site users choose to use, or are best served by public transit in the area, further reducing the need for the excess shared parking agreements at St. John’s and St. Stephen’s. The District represents that when students are experiencing temporary or long-term houselessness, they are provided district transportation or given free TriMet passes. Of the total student population, the District issues 13-18 TriMet Bus Passes per week.

In previous land use approvals, the District has been conditioned to create and maintain a Transportation Demand Management Program (TDMP). The district hired Lancaster Mobley in 2021 to create a TDMP for the Campus. The District represents that the added pressure of the District to participate in the list of suggested activities in the approved TDMP is not sustainable. The turnover of administration and office staff is high, and even if one person takes it on for a year, it is highly unlikely any of the programs will continue from year to year. This is the primary reason the 2021 TDMP has not been implemented, as District staff have not had the capacity to implement the recommendations. Without the use of the TDMP, the District has been mitigating any negative impacts to the community and the site has been working well, proving that the requirement for the TDMP is not necessary. Without the use of the TDMP, there are still open/vacant parking spaces on the Campus, indicating that it is not a necessary requirement. With this finding, the District represents that the removal of a TDMP as a condition of the existing CSU will not impact the neighborhood.

For peak events, the District has all of the parking on site available, is served by the excellent public transit options as discussed in further detail below, and has access to additional parking spaces at the Lake Road fields and Milwaukie El Puente Elementary School, both of which are owned and

operated by the District. Between these sites, the District is not aware of any parking issues during large events, with the biggest event being a Friday night football game or a weekend basketball tournament. This “overflow” parking that is available at the Lake Road fields and the Milwaukie El Puente Elementary School lots adds a total of at least 53 spaces at the Lake Road fields, and at least 56 spaces available at El Puente Elementary School, confirmed with recent aerial photography.

The District finds that the removal of the parking agreements at St. John’s and St. Stephen’s, any other existing shared parking agreements required, and the requirement to maintain a TDMP would have no net negative consequences to the site users and surrounding neighborhood. The District represents that the removal of the requirement for shared parking agreements offers a positive consequence for the entire community due to this being a cost-saving mechanism for the publicly funded School District.

As demonstrated in the findings herein, the District is properly mitigating the impacts to the community by providing 282 off-street, on-site parking spaces.

The District finds that because of the new rules on Parking Management established by the State of Oregon as discussed above, with the demonstrated on-site parking counts and other transportation options outlined in Tables 1, 2, and 3, and the locational characteristics of the site as discussed below, that the parking and transportation needs of the site are adequately met with the current use of the on-site parking. The District finds that the public benefits of the proposed modification of the CSU are greater than the negative impacts, if any, on the neighborhood.

This standard is met.

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

Finding: The site has a variety of locational factors that make the 282 off-street on-site parking spaces an appropriate amount to mitigate any impacts. Because the use of the site is an existing High School the District provides school bus transportation to and from the school every single school day, which allows for a number of students to not use the existing 282 parking spaces provided on the Campus as demonstrated in Table 2 above.

Additionally, the site is located in a highly accessible part of Milwaukie through uniquely exceptional access to public transit options. The High school is surrounded by TriMet bus stops located at SE Washington St and 25th Ave., SE Washington St. and 23rd Ave., SE Washington and 21st Ave., SE 21st and SE Adams St. and SE Lake Rd. and 23rd Ave. These surrounding bus stops provide access for students and staff to the following bus lines: 29, 32, 33, 34, and 152. The 33 line is a frequent service bus line, which arrives every 15 minutes or less most of the day, every day of the week. The Campus is less than 1,000 feet to the Max Orange line Milwaukie/Main St. Station, which is located near the SE 21st Ave. and SE Adams St. intersection.

This exceptional access to transit in the area combined with the number of students who use District provided transportation, and the operational needs of the High School, combine to create special characteristics that make the 282 off-street, on-site parking spaces appropriate for the use. The location of the public transit in relation to the Campus is shown below in Figure 3.

The District finds that the location of the Campus is appropriate for the type of use proposed, and the location of the Campus is appropriate to approve this application. This standard is met.



Figure 3 – Transit Facilities in proximity to the Campus.

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.

Finding: The District understands that the application for a proposed Major Modification of the CSU will be evaluated through a Type III review per Section 19.1006 and that the Planning Commission will hold a public hearing on the application to find if the approval criteria of Subsection 19.904.4 are met.

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.

Finding: The District understands that conditions may be imposed on the application for a modification of an existing CSU.

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.

Finding: This application contains the following as required:

- A. Name, address and telephone number of District representative is included in this narrative on page 3,
- B. Map number included in this narrative on page 3,
- C. This narrative concerning the proposed request,
- D. Copy of deed of ownership attached to this narrative as Appendix B,
- E. A vicinity map included in this narrative on page 5,
- F. Comprehensive plan and zoning designations are included in this narrative on page 3,
- G. Land Use Plans with this information have been submitted with this application as Appendix C,
- H. Land Use Plans with this information have been submitted with this application as Appendix C,
- I. No other information is required by other application provisions of local state or federal law,
- J. Applicable fees have been submitted to the City upon submittal of this land use application,

- K. No other drawings, surveys, or other material is expected to be necessary to understand the proposed use, however the District will submit any additional material deemed necessary to complete this review.

The above requirements have been met.

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.

Finding: The existing use of the site is not proposed to change from the existing Community Service Use for the students and staff of Milwaukie High School and Milwaukie Academy of the Arts. This application does not propose any changes to any buildings on the subject site, and does not propose any changes, increase, or decrease, to the site users which has been approved with a capacity of 1,500 students with a staff of up to 140 through existing CSU approvals.

Off-street parking requirements and the removal of the TDMP is the only proposed change with this application, which has been addressed above in this narrative.

The above standards are met.

CHAPTER 19.1000 REVIEW PROCEDURES

19.1006 TYPE III REVIEW

Type III applications are quasi-judicial in nature and are subject to approval criteria that require the exercise of discretion and judgment and about which there may be broad public interest. Impacts may be significant and development issues complex. Extensive conditions of approval may be imposed to mitigate impacts or ensure compliance with applicable approval criteria and development standards. The review process requires notice to nearby property owners and at least one public hearing before the Planning Commission.

When the Design and Landmarks Committee is required to conduct a design review meeting for applications in the downtown zones per Section 19.907, the design review meeting shall be in addition to the public hearing before the Planning Commission. The procedures for a design review meeting are contained in Section 19.1011.

19.1006.1 Preapplication Conference

A preapplication conference is required for Type III applications per Section 19.1002.

Finding: Staff from the City of Milwaukie Planning Department have indicated in writing to the District that a formal preapplication conference is not necessary for this land use application. A Preapplication Conference Waiver has been submitted with this application. This standard is met.

19.1006.2 Type III Application Requirements

A. Type III applications shall be made on forms provided by the Planning Director and shall include all of the information required by Subsection 19.1003.2.

B. Type III applications are subject to completeness review per Subsection 19.1003.3.

Finding: This Type III application for a CSU Major Modification has been made on the forms provided by the Planning Director, and includes all of the information required in Subsection 19.1003.2. The District understands and acknowledges the completeness review provisions of Subsection 19.1003.3. This standard is met.

19.1006.3 Type III Public Notice

...

C. Referral

Within 7 days after the application has been deemed complete, the City shall provide a copy of all application materials to the parties listed below for their review and comment. If no comments are received within 14 days from the date of the referral, the City will presume that no comments will be submitted.

- 1. Any City-recognized neighborhood district association whose boundaries include the subject property or are within 300 ft of the subject property.**

2. The Design and Landmarks Committee for applications in downtown zones or involving a designated historic resource.
3. Affected City departments and any governmental agency that is entitled to notice by the municipal code.

Finding: The District understands and acknowledges that the City will provide a referral copy to the above listed parties after the application has been deemed complete.

D. Mailed Notice

The purpose of the public notice is to provide nearby property owners and other interested parties with an opportunity to review the application, submit written comments, and participate in the proceedings concerning the Type III decision. The goal of this notice is to invite relevant parties of interest to participate in the process.

1. At least 20 days prior to the first public hearing on the application, except for continuations as noted in Subsection 19.1001.6.C.3, public notice of the application shall be mailed to the parties listed below. Notice requirements specific to Zoning Map amendments are listed in Subsection 19.1006.3.D.3.
 - a. The applicant and/or applicant's authorized representative.
 - b. The owner(s) of record of the subject property.
 - c. Owners of record of properties located within 300 ft of the perimeter of the subject property.
 - d. Neighborhood district associations to which the application was referred.
2. The public notice shall include the following information:
 - a. The case file number and a brief summary of the proposal.
 - b. A brief description of the subject property, including street address, if available, map and tax lot number, and zoning designation.
 - c. The date, time, and place of the hearing.
 - d. A statement that any member of the public may submit written comments prior to the hearing and may appear and provide written or oral testimony at the hearing.
 - e. A statement that only those who have submitted written comments prior to the hearing or participated at the hearing shall be entitled to appeal.
 - f. A general explanation of the requirements for submission of testimony and the procedure for conduct of public hearings.
 - g. A statement that a copy of the staff report will be available for review at no cost, and a copy will be provided at a reasonable cost, at least 7 days prior to the hearing.
 - h. The applicable approval criteria and/or development standards against which the proposal will be evaluated.
 - i. A statement that all application materials and applicable approval criteria and development standards are available for review at the City, and that copies can be obtained at a reasonable cost.
 - j. The name and phone number of the City representative to contact for additional information.
 - k. The following statement: "Notice to mortgagee, lien holder, vendor or seller: The Milwaukie Municipal Code requires that if you receive this notice it shall be promptly forwarded to the purchaser."

Finding: The District understands and acknowledges that the City will provide Mailed Notice in accordance with these standards.

E. Sign Notice

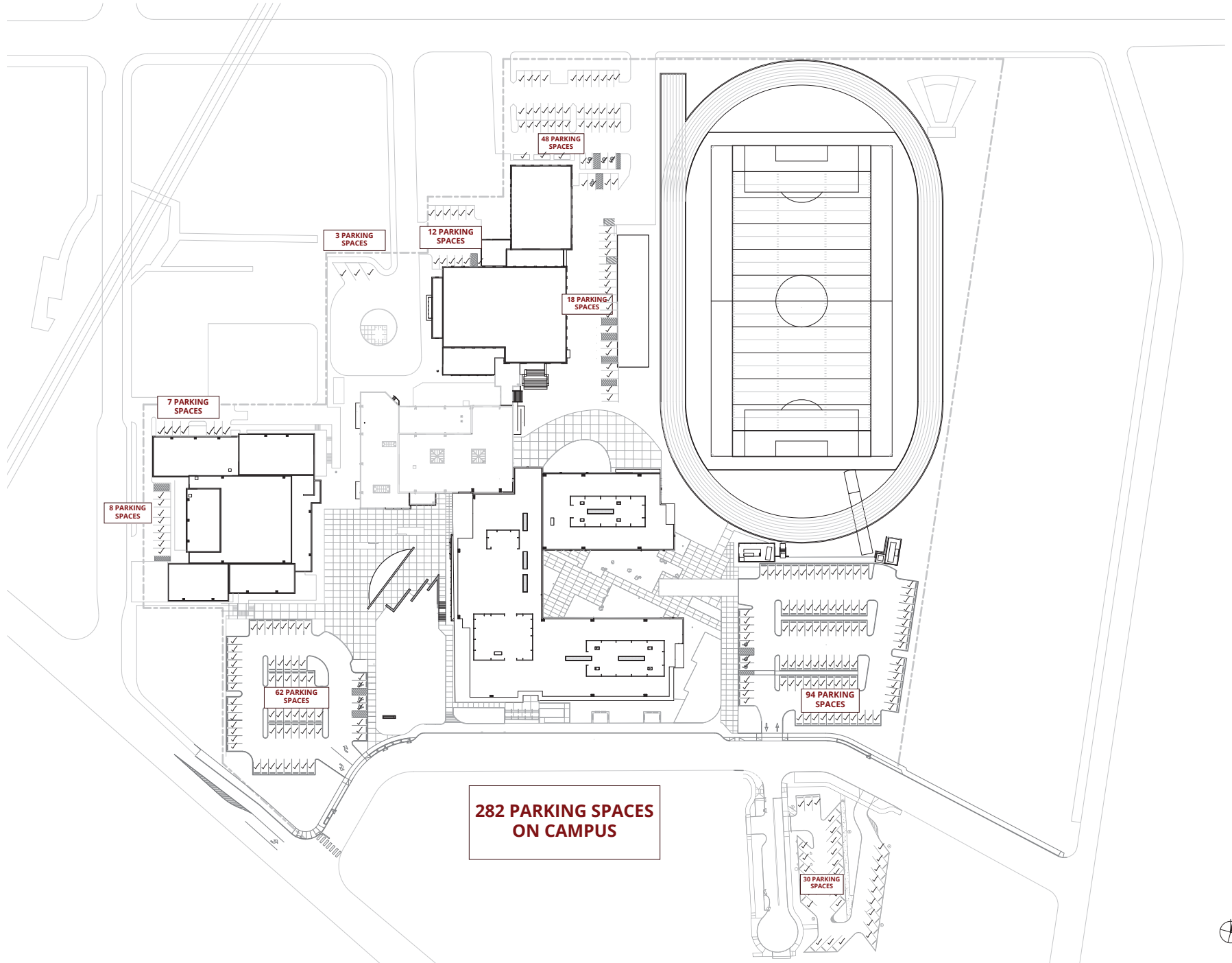
At least 14 days prior to the hearing, except for continuations as noted in Subsection 19.1001.6.C.3, notice of the application shall be posted on the subject property by the applicant and shall remain continuously posted until the hearing. Sign notice shall meet the requirements of Subsection 19.1001.6.C.1.b.

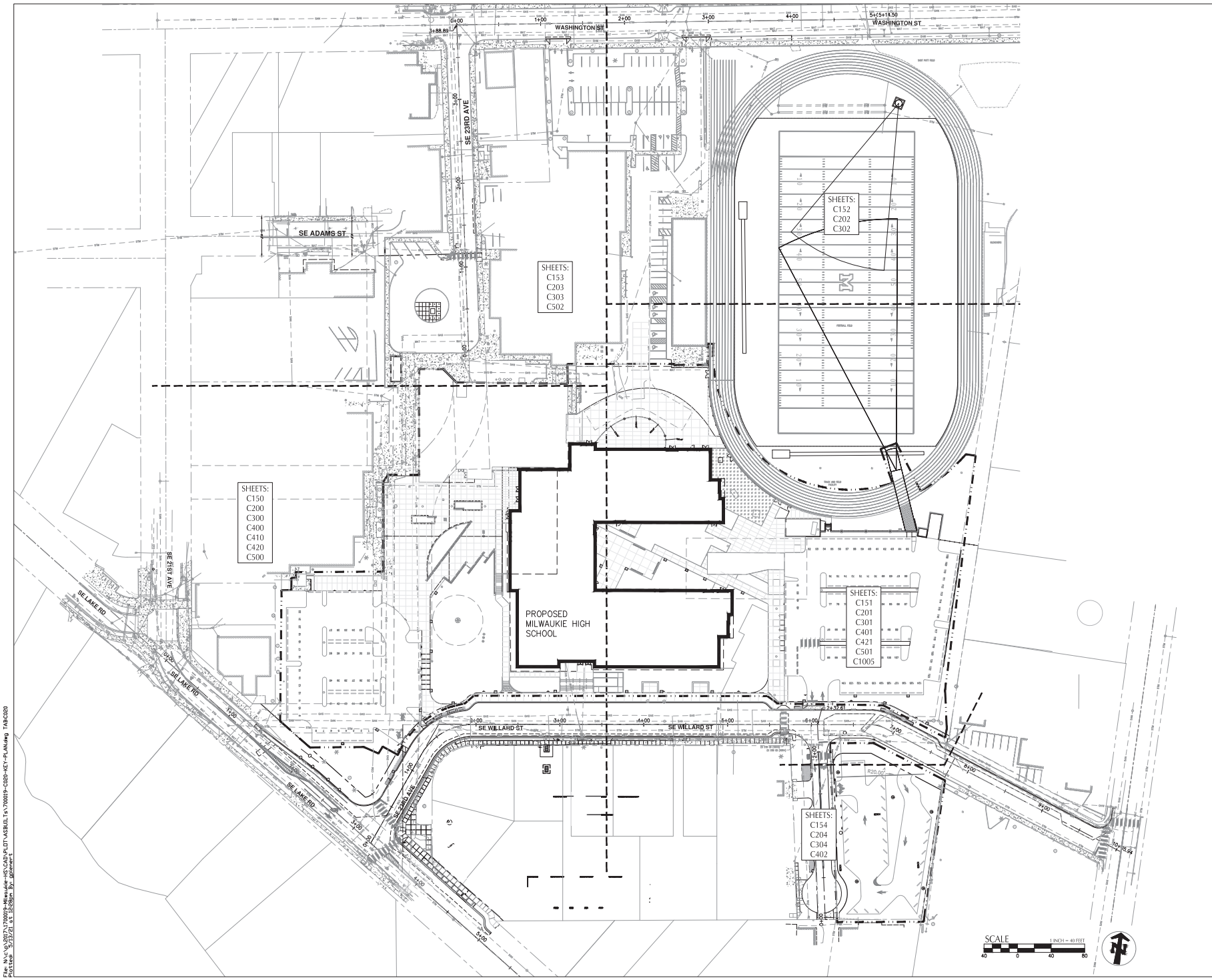
Finding: The District or their representative will post a Sign Notice on the subject site meeting the requirements of Subsection 19.1001.6.C.1.b. The District or their representative will post the required sign and submit an affidavit of posting prior to the issuance of the decision so that it is made part of the case file before the Planning Commission. This standard will be met.

SUMMARY AND CONCLUSION

The District finds that this narrative demonstrates that with new rules on Parking Management established by the State of Oregon; the demonstrated on-site parking counts and other transportation options available to site users; and the unique locational characteristics of the site, that the parking and transportation needs of the site are adequately met with the 282 on-site, off-street parking spaces without the use of a Transportation Demand Management Program. The District has demonstrated in this narrative that any negative impacts related to parking at the High School have been and will continue to be appropriately mitigated by the District.

Based upon the materials submitted herein, the District respectfully requests approval from the City of Milwaukie Planning Commission for this Type III CSU Major Modification application to remove any conditions of approval related to parking requirements, which relate to and require the District to maintain shared parking agreements at St. Stephen's and St. John's or any other shared parking agreements, to remove the Transportation Demand Management Program as a requirement, and to remove any other conditions of approval requiring the District to maintain any number of parking minimums.





SHEETS:
C150
C200
C300
C400
C410
C420
C500

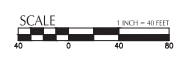
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C203
C303
C502

SHEETS:
C151
C201
C301
C401
C421
C501
CT005

SHEETS:
C152
C202
C302

SHEETS:
C154
C204
C304
C402

PROPOSED
MILWAUKIE HIGH SCHOOL



File: N:\17\170100 - Milwaukie - High School - CADD\170100 - 0000 - CFI - Planning - 170100.dwg
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 Plotter: HP DesignJet 5000

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tel. (503) 595 4900



MILWAUKIE HIGH SCHOOL

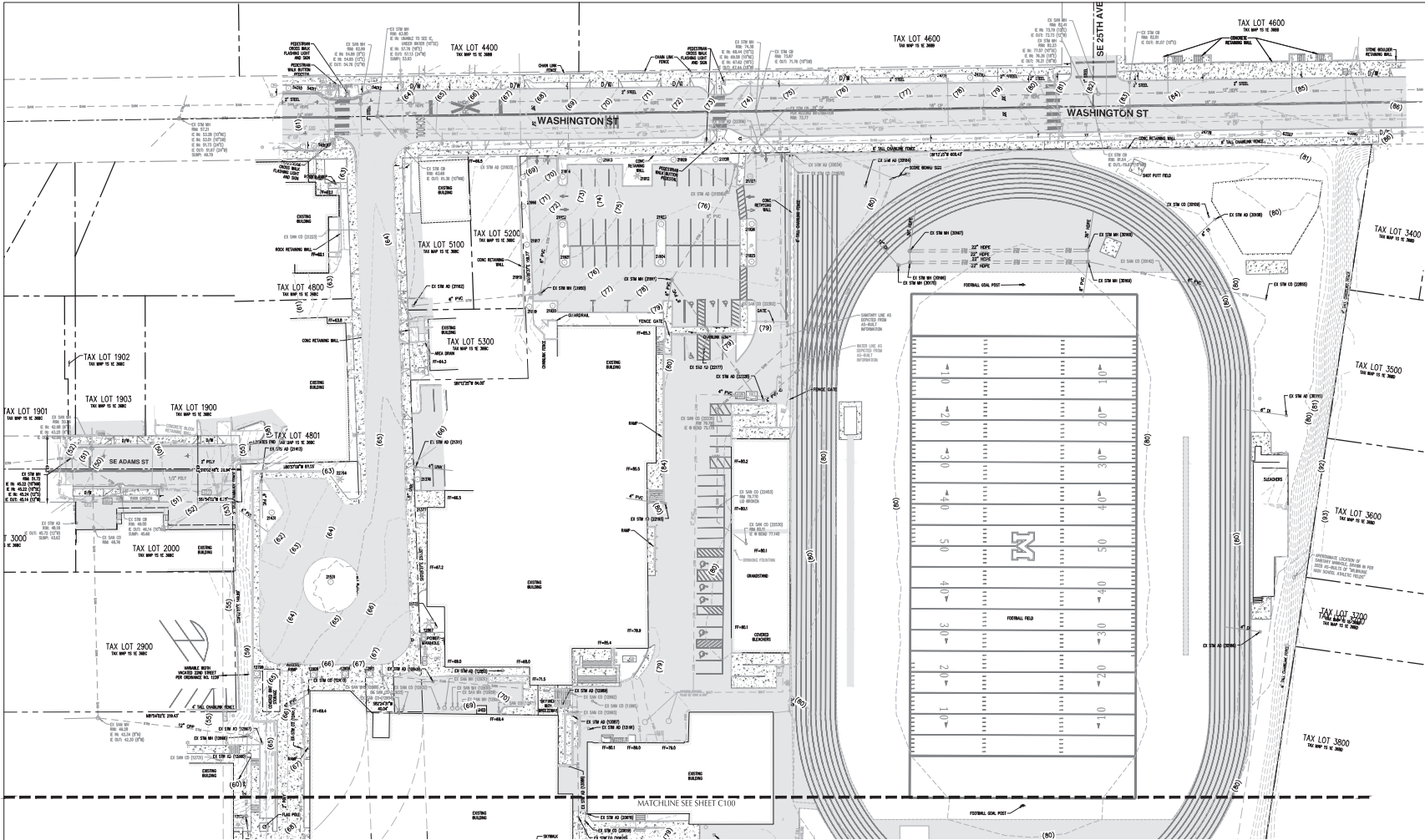
NORTH CLACKAMAS SCHOOL DISTRICT
2301 SE Willard Street, Milwaukie, OR 97222
t: (503) 353-5850
f: (503) 353-5846



revisions	

phase	RECORD SET
date	05/12/2021
project	17010 KEY PLAN

C020



- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER (TPOUGS, WPOUGS, WPOUGS, WPOUGS, WPOUGS). THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
 - FIELD WORK WAS CONDUCTED MARCH 8-22, APRIL 10 & 14, AUGUST 14-18 2017, AND APRIL 9-12, APRIL 30-31 & MARCH 1, 2018.
 - VERTICAL DATUM: ELEVATIONS ARE HANDED DERIVED FROM THE TRIMBLE VRS NOW NETWORK. NETWORK ELEVATIONS WERE CHECKED AGAINST PUBLISHED DATASHEET ELEVATIONS AT NCS BENCHMARK NO. RD1487, RD1488, AND RD1491.
 - THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
 - SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
 - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
 - CONTOUR INTERVAL IS 1 FOOT.
 - TREES WITH DIAMETER OF 4" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
 - HORIZONTAL DATUM: LOCAL DATUM PLANE SCALED FROM OREGON STATE PLANE NORTH 3001, NAD83(2011) (DPOH 2004,000). BY HOLDING A PROJECT NEAR GROUND CORNERED SCALE FACTOR OF 1.00004822 AT A CALCULATED CENTRAL PROJECT POINT WITH GRID VALUES OF (NORTH 849630.0, EAST 798435.0). THE MERIDIAN CONVERGENCE ANGLE AT THE CALCULATED CENTRAL POINT IS -70"40". THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE VRS NOW NETWORK WITH HORIZONTAL POSITION CHECKED AGAINST PUBLISHED DATASHEET COORDINATES AT NCS CONTROL POINT PD 10494.
 - CITY OF MILWAUKIE ORDINANCE NUMBER 242, BOOK 497 PAGE 383 IS BLANKET IN NATURE AND COVERS 23RD STREET 500 FEET FROM WASHINGTON ST. AND WILARD ST. FROM LAKE ROAD EASTWARD TO WHELAN ROAD.
 - EXCESSIVE FOR EXISTING PUBLIC UTILITIES IN MARKED STREET AREAS AND THE CONDITIONS IMPOSED THEREBY, BOOK 181 PAGE 94 DOES NOT DESCRIBE ANY UTILITIES OR EASMENTS.

LEGEND

EXISTING	EXISTING	EXISTING	EXISTING	EXISTING
DECIDUOUS TREE	STORM SEWER CLEAN OUT	UTILITY WIRE ANCHOR	RIGHT-OF-WAY LINE	GRAVEL EDGE
CONIFEROUS TREE	STORM SEWER AREA DRAIN	POWER POLE	BOUNDARY LINE	POWER LINE
FIRE HYDRANT	STORM SEWER MANHOLE	POWER JUNCTION BOX	PROPERTY LINE	OVERHEAD WIRE
WATER METER	GAS METER	POWER INFRASTRUCTURE	CENTERLINE	COMMUNICATIONS LINE
WATER VALVE	GAS VALVE	COMMUNICATIONS JUNCTION BOX	DITCH	FIBER OPTIC LINE
SANITARY SEWER CLEAN OUT	SION	COMMUNICATIONS RISER	CURB	GAS LINE
SANITARY SEWER MANHOLE	STREET LIGHT	MAILBOX	EDGE OF PAVEMENT	SANITARY SEWER LINE
			EASEMENT	SANITARY SEWER LINE
			FENCE LINE	WATER LINE

AKS
 AKS ENGINEERING & FORESTRY, LLC
 12965 SW HEAMAN RD STE 100
 TUALUMINA, OR 97062
 P: 503.363.4100
 F: 503.363.4102
 aks@aks.com

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kpf

111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.277.3333
 F: 503.277.4888
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MILWAUKIE HIGH SCHOOL

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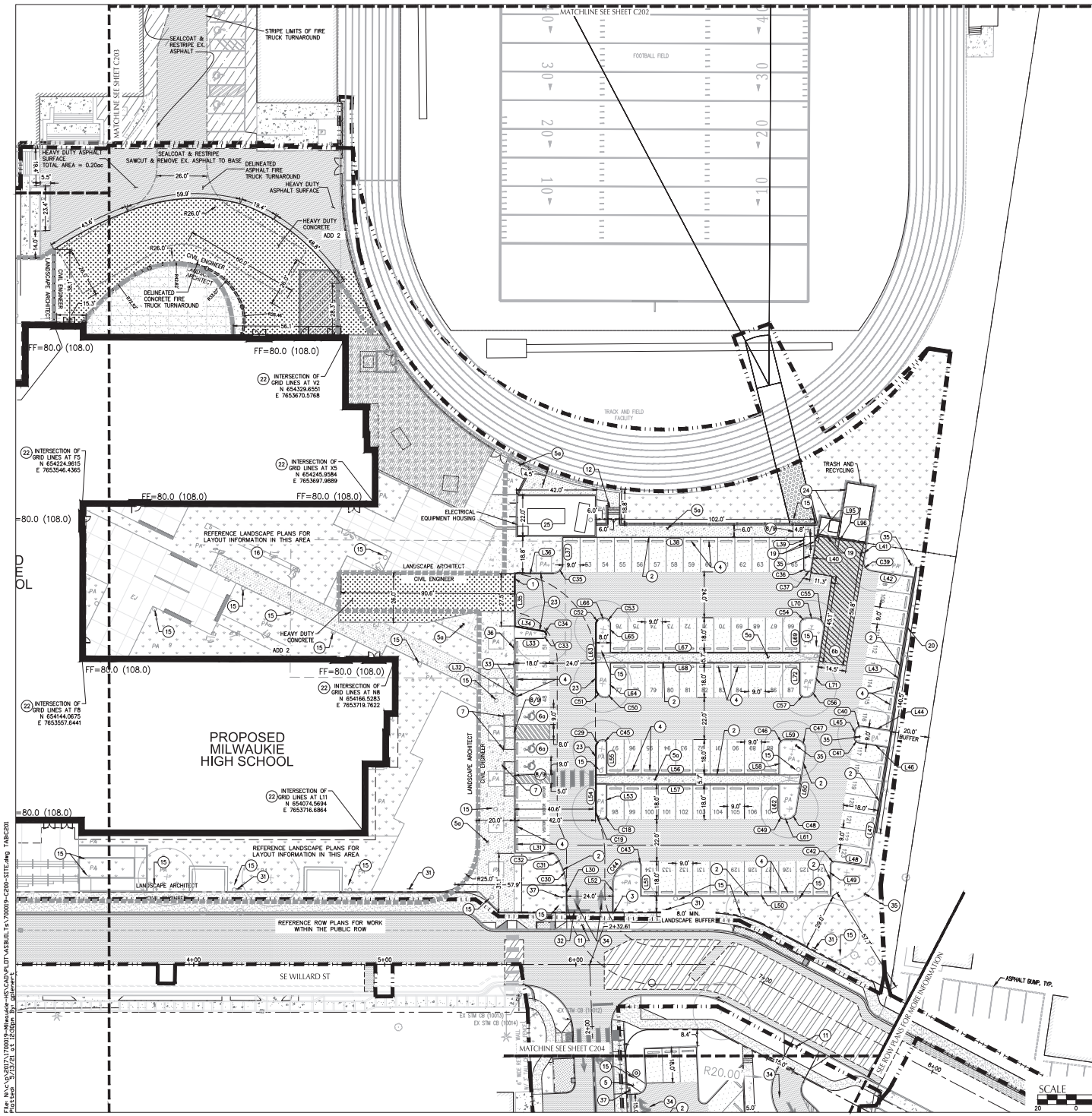


revisions

phase RECORD SET
 date 05/12/2021
 project 117010
 EXISTING CONDITIONS

C101

FILE: M:\CADD\2021\117010\MILWAUKIE_HHS_C101_EXISTING_CADD.dwg PLOT DATE: 5/12/21 11:22:21 AM BY: JRE/STW



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 OVERLAP
PROPERTY LINE

BUILDING

- HEAVY CONCRETE PAVING
- LIGHT ASPHALT PAVEMENT SECTION (FULL IN PARKING)
- HEAVY ASPHALT PAVEMENT SECTION (DRIVE AISLE)
- CONCRETE SIDEWALK
- PERVIOUS CONCRETE
- ARTIFICIAL TURF - SEE LANDSCAPE PLANS FOR DETAILS
- LANDSCAPE AREA - SEE LANDSCAPE PLANS FOR DETAILS
- 2" MILL & OVERLAY
- SEALCOAT AND RESTRIPE EX. ASPHALT
- TRACK SURFACE
- SAWCUT LINE
- LIMITS OF WORK - OFFSET FOR CLARITY
- FIRE LANE

SEE LIGHTING (SEE SHEET EPH1 FOR PHOTOMETRICS)

PROPOSED TREE

MATCHLINE

- RED PAINTED CURB
- POUROUS ASPHALT PAVEMENT SECTION
- GUARD RAIL

KEY NOTES

#	DESCRIPTION	
1	MOUNTABLE CURB	7/0600
2	STANDARD CURB	6/0600
3	CURB CHONG TAPER TO FLUSH	6/0600
4	WHEEL STOP	5/0601
5	CONCRETE SIDEWALK	1/0600
5a	PERVIOUS CONCRETE SIDEWALK	SW110/0600
6a	ADA PARKING STALLS AND STRIPING	2/0601
6b	'NO PARKING' ZONE STRIPING	
6c	4' PARKING STRIPING, TYPICAL	
7	ADA PARKING SIGN & VAN	7/0601
8	DETECTABLE WARNING	3/0601
9	CURB RAMP	6/0601
10	CAST-IN-PLACE CONCRETE WALL	
11	CONCRETE DRIVEWAY APRON	5028/0802
12	CONCRETE STAIRWAY - SEE ARCHITECTURE PLANS	
13	CURB SPILLWAY WITH SPLASH BLOCK	SW330/0600
14	ACCESSIBLE CROSSWALK	4/0601
15	SITE LIGHTING - SEE SHEET EPH1 FOR PHOTOMETRICS	
16	SEE LANDSCAPE PLANS FOR PLAZA DETAIL	
17	RETAINING WALL	
18	SEE LANDSCAPE PLANS FOR WALL LAYOUT	
19	FLUSH CURB	9/0600
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 LINE PAINTED CURB WITH "FIRE-LANE-NO PARKING" STENCILS AT 20' INTERVALS	
24	TRASH ENCLOSURE - SEE ARCHITECTURE SHEETS	
25	ELECTRICAL HOUSING - SEE ELECTRICAL DRAWINGS	
30	PARENT STOP SIGN	14/0601
31	BUS LOADING SIGN	10/0601
32	PROVIDE STOP BAR	
33	CARPOOL PARKING SIGN	11/0601
34	PROVIDE DIRECTIONAL ARROWS	1/0601
35	SEE LANDSCAPE PLANS FOR PLANTING INFORMATION	
36	GREEN VEHICLE PARKING SIGN	12/0601
37	STOP SIGN	6/0601
38	DO NOT ENTER SIGN	13/0601
39	ELECTRICAL VEHICLE PARKING STALL	
40	FLUSH CONCRETE CROSSING/DRIVEWAY APRON	5020/0800

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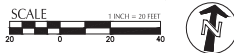
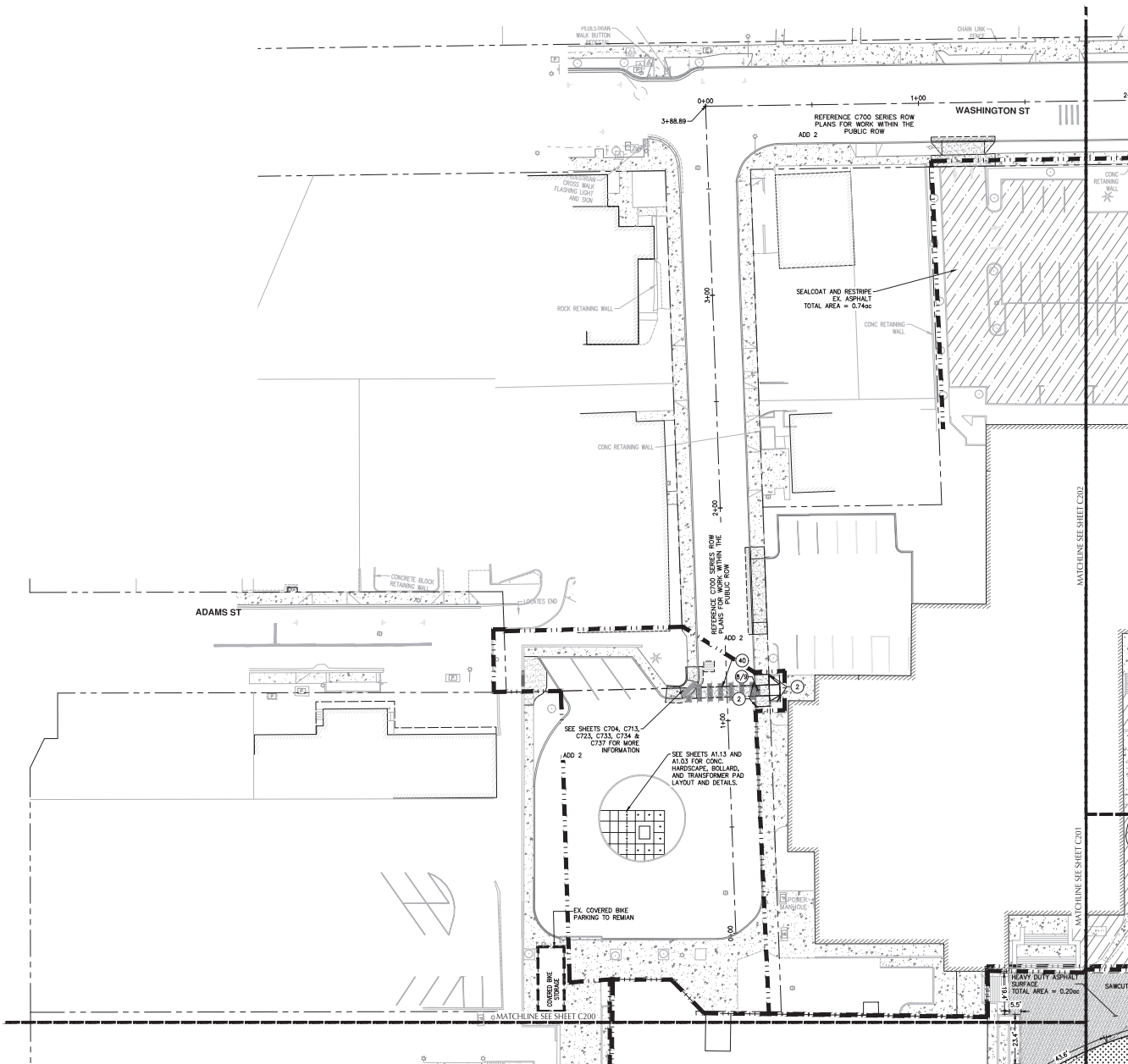


revisions

phase	RECORD SET
date	05/12/2021
project	117010
SITE AND HORIZONTAL CONTROL PLANS	
C201	

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 PLOT BY: brian.whelan

File: N:\17\170109_Whitaker_Campus_Plan_Visual_Presentation.dwg Plot Date: 05/12/2021 11:58:04 AM



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.
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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 PAVEMENT
- LIGHT ASPHALT PAVEMENT SECTION (FULL IN PARKING)
- HEAVY ASPHALT PAVEMENT SECTION (DRIVE AISLE)
- CONCRETE SIDEWALK
- PERVIOUS CONCRETE
- ARTIFICIAL TURF - SEE LANDSCAPE PLANS FOR DETAILS
- LANDSCAPE AREA - SEE LANDSCAPE PLANS FOR DETAILS
- 2" MILL & OVERLAY
- SEALCOAT AND RESTRIPE EX. ASPHALT
- TRACK SURFACE
- SAW CUT LINE
- LIMITS OF WORK - OFFSET FOR CLARITY
- FIRE LANE

SITE LIGHTING (SEE SHEET EPH1 FOR PHOTOMETRICS)

PROPOSED TREE

MATCHLINE

- RED PAINTED CURB
- POUROUS ASPHALT PAVEMENT SECTION
- GUARD RAIL

KEY NOTES

#	DESCRIPTION	
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2	STANDARD CURB	6/0600
3	CURB SHOWING TAPER TO FLUSH	8/0600
4	WHEEL STOP	5/0601
5	CONCRETE SIDEWALK	1/0600
5a	PERVIOUS CONCRETE SIDEWALK	5W110/C600
6a	ADA PARKING STALLS AND STRIPING	2/0601
6b	"NO PARKING" ZONE STRIPING	
6c	4" PARKING STRIPING, TYPICAL	
7	ADA PARKING SIGN & VAN	7/0601
8	DETECTABLE WARNING	3/0601
9	CURB RAMP	8/0601
10	CAST-IN-PLACE CONCRETE WALL	
11	CONCRETE DRIVEWAY APRON	5028/C802
12	CONCRETE STAIRWAY - SEE ARCHITECTURE PLANS	
13	CURB SPILLWAY WITH SPLASH BLOCK	5W330/C800
14	ACCESSIBLE CROSSWALK	4/0601
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	9/0600
20	HIGHTENED 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	14/0601
31	BUS LOADING SIGN	10/0601
32	PROVIDE STOP BAR	
33	CARPOOL PARKING SIGN	11/0601
34	PROVIDE DIRECTIONAL ARROWS	1/0601
35	SEE LANDSCAPE PLANS FOR PLANTING INFORMATION	
36	GREEN VEHICLE PARKING SIGN	12/0601
37	STOP SIGN	6/0601
38	DO NOT ENTER SIGN	13/0601
39	ELECTRICAL VEHICLE PARKING STALL	
40	FLUSH CONCRETE CROSSING/DRIVEWAY APRON	5022/C800

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kpff

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