



MHS LAKE ROAD SPORTS COMPLEX

2905 SE LAKE ROAD, MILWAUKIE, OR 97222

APPLICANT:

NORTH CLACKAMAS SCHOOL DISTRICT
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APPLICATION TYPE

TYPE III COMMUNITY SERVICE USE MODIFICATION
PARKING QUANTITY MODIFICATION

SUBMITTAL DATE

MARCH 2018

RECEIVED

MAR 05 2018

CITY OF MILWAUKIE
PLANNING DEPARTMENTMarch 2nd, 2018Brett Kolver
Associate Planner
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206**SUBJECT: #CSU-2018-001****SITE: MHS Lake Road Sports Complex (2905 SE Lake Rd)**

Dear Brett,

3J Consulting has reviewed the City's February 6, 2018 correspondence regarding our client's application for a modification to the Lake Road Sports Complex Community Service Use. Over the course of the last month, we have provided additional documentation in support of the application in our effort to address the issues raised within the City's request for additional information.

Submitted herewith is a revised land use narrative, site plans, and an Athletic Field Remodel Circulation Plan memorandum. The plans and submission materials have been revised to reflect the information requested to initiate the City's formal review of the application. As the District is striving to meet a summer construction schedule, the District requests that the City deem this application complete upon receipt and that a public hearing for the improvements be scheduled for the soonest possible public hearing. While the District has requested that the application be deemed complete, the District and the entire project team will be available to respond to any requests for further information or additional plans in support of the application.

The following sections of this letter provides a description of the information requested by the City and then a response which describes the changes that that have been completed to address each request.

Completeness Items**1. Forms and documentation:**

- a. Provide a signed Submittal Requirements form.

Applicant's Response: The requested form has been provided to the City.

2. MMC Chapter 19.500 Supplementary Development Regulations

- a. **MMC Section 19.502 Accessory Structures**

MMC Subsection 19.502.1 applies to the concessions/restroom/locker room building, the press box, and bleachers. Revise the narrative, plan sheets, and site plan accordingly to describe these improvements and explain how these standards will be met.

- b. **MMC Subsection 19.504.9 On-Site Walkways and Circulation**

The Parking and Circulation Plan (Sheet L1.2) shows the circulation system. This needs to be described in the narrative, and findings are necessary to demonstrate



compliance with this section, including the requirements for a permeable surface, lighting, and 300-ft access spacing.

Applicant's Response: The narrative, plan sheets and site plan has been revised to address the approval criteria provided in MMC 19.500 Supplementary Development Regulations. The expanded narrative also addresses the Completeness Item 4-a-(5) below regarding a description of the proposed circulation improvements to complement Sheet L.1 (Parking and Circulation Plan).

3. MMC Chapter 19.600 Off-Street Parking and Loading

a. MMC Section 19.606 Parking Area Design and Landscaping

Address the various applicable standards of MMC Subsection 19.606.2.C, pertaining to perimeter landscaping and screening. Describe the visual screening that will be provided adjacent to the residential properties along the western parking perimeter.

Applicant's Response: The narrative has been adjusted to address the approval criteria provided in MMC Subsection 19.606. The design for the planting area and the description of the fence improvements should be sufficient.

b. MMC 19.609 Bicycle Parking

Revise the site plan and/or submittal materials to show the bike parking design, and revise the narrative to address the relevant requirements of this section.

Applicant's Response: Site Plan C3.3 has been revised to include the bike parking design, and the narrative includes additional detail to address the approval criteria.

a. MMC Section 19.610 Carpool and Vanpool Parking

The carpool and vanpool parking standards are applicable and need to be addressed.

Applicant's Response: If conditioned to do so, the District will provide carpool and vanpool parking.

4. MMC Section 19.904 Community Service Uses

a. MMC Subsection 19.904.6 Application Requirements

MMC Subsection 19.904.6.C requires a "Narrative concerning the proposed request." A narrative is provided but lacks coverage of key aspects of the proposal. More detail is required in the following areas:

- (1) Field use – The types of teams and names of sports clubs that are proposed to use the field are provided, but the nature and scheduling of field use are not. Please provide a comparison of current field use throughout the year along with the proposed use, as well as the hours of use and the possible combination of sports activities that may be programmed simultaneously for**

the site. In addition to the team use, indicate what number of spectators should be expected and under what circumstances. Also note whether the site, or any portion thereof, will be available for use by the general public.

- (2) Support facilities – A press box and concessions/restroom/locker room building are proposed, but additional information should be provided regarding their use. The hours of operation and the use of any type of public address system should also be provided.
- (3) Field lighting – The proposed field lights need to be described, including the fixture design, height, proposed hours of use throughout the year, and the method for controlling the hours they are used. The narrative refers to “example time slots” for the use of the lights, but the application should be specific regarding proposed hours of use for the fields and the field lights. Also see comments under Completeness Item 4-b-(4) below regarding the field lighting plan requirements.
- (4) Parking – The narrative indicates that 43 parking spaces at Milwaukie Elementary School are included in the total of 97 parking spaces proposed to serve the fields. This type of shared arrangement is permitted; however, the narrative should also discuss the competing use of the 43 spaces to accommodate school activities and community use.
- (5) Circulation – The proposed circulation plan is not discussed in the narrative. Revise the narrative to include a description of the proposed circulation improvements to complement Sheet L.1 (Parking and Circulation Plan).

Applicant's Response:

The Applicant has expanded the narrative in the Proposal section of the Introduction to address the elements above, as well as provided series of updated plans and reports which better illustrate the details of the site plan. All of the information required within section 19.904 should be provided within the updated narrative and the revised plans.

- b. MMC Subsection 19.904.6.H requires “detailed plans for the specific project.” The application submittal includes a series of plan sheets in Appendix E. However, the submittal is lacking important detailed information required by this section, including:

- (1) Detailed site plan –The plans should be amended to include setback dimensions for all existing and proposed structures.

Applicant's Response:

The Applicant has provided updated site plans that include setback dimensions for all structures.

- (2) Landscaping plan – A general landscaping concept has been provided (Sheet L1.3 Landscape Plan), but more detailed information is required regarding the perimeter landscaping between the western parking lot and adjacent residential properties. The information should be sufficient to demonstrate compliance with MMC 19.606.2.C as noted above. Sufficient information

should also be provided to demonstrate compliance with MMC Subsection 19.904.7.D as noted below.

Applicant's Response: The Applicant has provided a Landscaping Plan (L1.3) that describes the planting palette for the perimeter landscaping between the western parking lot and adjacent residential properties, as well as updated fencing details in Sheet C3.3 to meet the requirements of both MMC 19.606.2.C and MMC 19.904.7.D.

- (3) **Location of off-site vehicular parking – Revise the submittal materials to show all existing off-site parking areas that will be retained.**

Applicant's Response: The Applicant has provided a circulation plan (L1.2) that shows existing vehicle overflow lots. However, these lots do not contribute to the total number of parking spaces proposed in the application because they exceed the maximum 1,000 ft distance to the entrance of the fields. However, shared parking use agreements are in place and may still be used by visitors.

- (4) **Field lighting plan – The submitted plans only include general locations of the proposed field lights. Provide a field lighting plan, including photometric data sufficient to demonstrate minimum lighting levels and limited light spill across property boundaries. In addition, provide supplemental information regarding the proposed field light located in center field of the eastern baseball field and how soccer/football can occur in the eastern field.**

Applicant's Response: The Applicant has provided photometric plans for fields and pedestrian pathways (E1 and E2) that demonstrate minimum lighting levels and limited light spill across property boundaries. As shown, no field light is located in the center field of the eastern baseball field.

- (5) **Circulation – Provide a circulation plan for the entire site, including the off-site parking lots, TriMet #32 bus stop, and downtown MAX station.**

Applicant's Response: The Applicant has provided a circulation plan (L1.2) that shows existing and proposed pedestrian connections, as well as overflow lots. The Traffic Memorandum includes *Figure 6: Location of TriMet Bus Stops and MAX Station* which identifies the TriMet #32 bus stop and downtown MAX station.

c. **MMC Subsection 19.904.9 Specific Standards for Institutions**

Address all applicable standards established in MMC 19.904.9. Note that the maximum height for structures associated with CSUs is 50 ft. If the proposed light poles will exceed that height, a variance request will be required, and the narrative should be expanded to address the approval criteria for Type III variances established in MMC Section 19.911.

Applicant's Response: The Applicant has addressed all applicable standards established in MMC. 19.904.9. Because the proposed light poles will exceed the 50 ft. height, the narrative is expanded to address the approval criteria for Type III variances established in MMC Section 19.911.



Approvability Items

1. **Plan sheets** – The application would be strengthened by providing information relevant to the applicable code standards on the plan sheets (e.g., showing building setbacks) and not relying solely on general assertions in the narrative and findings to substantiate compliance. The narrative and findings could then cross-reference the relevant plan sheets to emphasize or illustrate relevant points.

Applicant's Finding: Where possible, the plans have been cross referenced in the narrative with the plans sheets showing how the applicable approval criteria and standards have been addressed through the site's design.

2. **Site lighting**

- a. In addition to providing the plan and field lighting information as noted above, the applicant is encouraged to give more consideration about how this lighting may potentially affect adjoining properties along the entire perimeter of the property. The submittal should provide a thorough analysis of the field lighting system.

Applicant's Finding: The Applicant has provided a narrative description regarding the hours of use for the proposed lighting, and provided detailed photometric plans that show very little impact to surrounding properties.

- b. The proposed pathway lighting information on Sheet E1 should be accompanied by a narrative description regarding the hours of use.

Applicant's Finding: The Applicant has provided a narrative description regarding the hours of use for the proposed lighting in both the Proposal section of the Introduction and MMC 19.904.9.F.

3. **Parking**

- a. In addition to the discussion provided with Completeness Item 3 above, note that the research of comparable standards is pretty limited. Staff recommends a more extensive analysis than comparing only Happy Valley and Hillsboro. The applicant should put the proposed parking arrangement into context by discussing current parking and field usage in comparison to the proposed field usage, which will increase with the addition of artificial turf and field lighting (especially fall through spring). The applicant should provide more information about the potential of using the Milwaukie Elementary School to provide required parking, including a description of use of the school parking lot for school activities and the extent to which it may have capacity to serve sports field patrons.
- b. Two more parking issues that deserve some attention are: 1) the maximum use that can occur at any one time; and 2) the "shift change" that occurs when there are cars parked for the game ending and the cars arriving for the next scheduled game or practice.

- c. **The parking is calculated based upon 3 baseball/softball fields in use simultaneously (including the field at Milwaukie Elementary). However, it appears that there could also be 2 baseball/softball and 2 soccer/football fields in use at once. Provide some analysis of the potential impacts to parking.**
- d. **In addition to showing the location of the bike parking area, the application should provide sufficient information to demonstrate compliance with MMC 19.609.3.**

Applicant's Finding: The Applicant has expanded the narrative to provide more discussion about vehicle and bike parking and circulation. Parking is calculated based on a maximum of three games that can occur simultaneously: one in the JV field, and one in each of the two new upgraded fields.

4. **The CSU approval criteria (MMC 19.904.4) should be more thoroughly addressed. Specifically, the application plans, information, and findings should reflect greater consideration of the approval criteria in Subsections C and D.**

Applicant's Finding: The Applicant has expanded the narrative to reflect greater consideration of the approval criteria in Subsections C and D of MMC 19.904.4 by addressing specific standards for institutions not covered by other standards in MMC 19.904.9.

5. **Circulation plan memorandum – The Athletic Field Remodel Circulation Plan memorandum by Lancaster Engineering is focused upon the transportation facilities and transit services in the proximity of the Milwaukie High School campus. While this property is reasonably close by, the information presented is partially missing an evaluation related specifically to this site. In particular, the memo should be amended to cover street access to the Milwaukie Elementary School parking lot and the TriMet bus service that is available along this segment of Lake Rd. The memo should acknowledge that the use of the fields will increase to some degree. Finally, the traffic consultant could provide additional insight regarding traffic generation and parking demand for similar sports field complexes.**

Applicant's Finding: The Applicant has revised the Athletic Field Remodel Circulation Plan memorandum to cover street access, transit services, parking use and demand.

We trust that the materials provided herewith will be useful to the City in reviewing the District's Application. Please feel free to give me a call if you have any questions or need any additional clarification.

Sincerely,



Andrew Tull
Principal Planner
3J Consulting, Inc.

copy: Mr. David Hobbs – North Clackamas School District
Mr. Steve Nicolas – Heery International
Mr. Matt Jacoby – BRIC Architects



Table of Contents

GENERAL INFORMATION.....	3
SITE INFORMATION.....	3
INTRODUCTION	4
APPLICANT'S REQUEST	4
SITE DESCRIPTION/SURROUNDING LAND USE.....	4
PROPOSAL.....	4
NEIGHBORHOOD MEETING	5
APPLICABLE CRITERIA.....	6
CHAPTER 19.300 BASE ZONES.....	6
19.301 LOW DENSITY RESIDENTIAL ZONES	6
CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS.....	8
19.501 GENERAL EXCEPTIONS	8
19.502 ACCESSORY STRUCTURES	9
19.504 SITE DESIGN STANDARDS	10
CHAPTER 19.600 OFF-STREET PARKING AND LOADING	12
19.601 PURPOSE	12
19.602 APPLICABILITY	12
19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS	14
19.604 GENERAL PARKING STANDARDS	15
19.605 VEHICLE PARKING QUANTITY REQUIREMENTS.....	16
19.606 PARKING AREA DESIGN AND LANDSCAPING.....	23
19.608 LOADING	30
19.609 BICYCLE PARKING.....	30
19.610 CARPOOL AND VANPOOL PARKING	32
CHAPTER 19.700 PUBLIC FACILITY IMPROVEMENTS.....	32
19.701 PURPOSE	32
19.702 APPLICABILITY	33
19.703 REVIEW PROCESS	33
19.704 TRANSPORTATION IMPACT EVALUATION.....	36
19.705 ROUGH PROPORTIONALITY	39
19.707 AGENCY NOTIFICATION AND COORDINATED REVIEW	41
19.708 TRANSPORTATION FACILITY REQUIREMENTS	41
19.709 PUBLIC UTILITY REQUIREMENTS.....	42
CHAPTER 19.900 LAND USE APPLICATIONS	44

19.904 COMMUNITY SERVICE USES	44
19.911 VARIANCES.....	49
SUMMARY AND CONCLUSION.....	52

Attachments

- Appendix A – Application Forms
- Appendix B – Pre-Application Notes
- Appendix C – Notification Materials
- Appendix D – Technical Reports
- Appendix E – Land Use Plans

GENERAL INFORMATION

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SITE INFORMATION

Parcel Number:

11E36CA 1200 & 11E36BD 5500

Address:

2905 SE Lake Road & 11250 SE 27TH Avenue

Size:

15.29 acres

Zoning Designation:

R-7

Existing Use:

Milwaukie High School Varsity Baseball Field, Junior Varsity Baseball Field, Junior Varsity Softball Field, Milwaukie Elementary School Parking Lot.

Street Functional Classifications:

SE Lake Road is classified as a Minor Arterial.

Surrounding Zoning:

The properties to the west and south are zoned R-2. The properties to the north and east are zoned R-5 and R-7.

INTRODUCTION

APPLICANT'S REQUEST

The North Clackamas School District is proposing a modification of the Lake Road Sports Complex and the Milwaukie Elementary School Campus associated with Milwaukie High School's use of the Lake Road Sports Complex and seeks approval of an application for a Type III Community Service Use Modification. This narrative has been prepared to describe the proposed development and to document compliance with the relevant sections of Milwaukie's Development Code.

SITE DESCRIPTION/SURROUNDING LAND USE

The Lake Road Sports Complex is located at 2905 SE Lake Road within the City of Milwaukie. The site consists of two tax lots, 11E36CA 1200 & 11E36BD 5500. Parcel 11E36CA 1200 includes the existing complex, with varsity and junior varsity baseball fields, associated structures and parking. Parcel 11E36BD 5500 includes the Milwaukie Elementary School, a junior varsity softball field and parking. Together, the site is a total of 15.29 acres and is zoned R-7.

PROPOSAL

The North Clackamas School District is proposing renovations and upgrades to the existing Lake Road Sports Complex. The proposed field improvements include the junior varsity softball field, two competition-sized soccer fields, one of which also stands as a football practice field, new varsity baseball and softball field, as well as improved parking facilities, new concessions, new grandstands with pressboxes, new field lighting, and new dugouts and backstops.

The applicant proposes supplementing an existing 38 parking spaces in parcel 11E36CA 1200 with 5 additional parking stalls along the SE 28th Ave entrance, and 11 additional stalls around the new turnaround. In addition, parcel 11E36BD 5500 includes 43 existing additional stalls at the Milwaukie Elementary School, directly adjacent to the junior varsity softball field. The site will provide a total of 97 parking stalls. It is not anticipated that the 43 spaces at the Milwaukie Elementary School will not compete between accommodating school activities and community use, as the scheduled use of the fields, described below, fall outside of school hours. Furthermore, students may be shuttled to their practices and games, mitigating the "shift change" that occurs when there are cars parked for a practice or game ending, and cars arriving for the next scheduled practice or game.

Proposed use of the upgraded Lake Road Sports Complex will mirror that of current field use. Currently, the Milwaukie High School utilizes the Lake Road Sports Complex for practices and games, with the baseball teams (varsity and Junior Varsity) utilizing the fields in the spring, and soccer and football utilizing the fields during the fall season. When school is in session between September through June, practices are after school from 3:30pm-8:00pm, and games are between 4:00pm-10:00pm (though generally over by 9:00pm). Field lighting will be in operation during proposed hours of field use.

For the new upgraded fields, a maximum of two games can occur at one time, not including a game at the JV field. The spectator loads for the new fields is estimated between 50-75 people per game. If two occur at the same time, a maximum of 125-150 spectators could be anticipated.

Two new grandstands with press boxes will operate a PA system during games, which are typically over by 9:00pm. While there may be an occasional game that runs over due to a tie-breaker, there will be no use of the PA system after 10:00pm. Restrooms will only be open during high school use of the fields; no

outside groups will have keys to unlock them. The concession stand will only be open during games, occurring 1-2 times a week between 4:00-9:00pm.

In addition to the Milwaukie High School athletic teams, field use during the summer may be used by community sports groups for both practice and tournaments. The following athletic clubs will use the Lake Road Sports Complex:

- La Amistad Futbol Club
- Central Catholic High School
- Thelo United
- Global Premier Soccer

Expected days and hours of field usage for athletic clubs during the summer include weeknight evening hours and weekend day hours, with new field lighting during all hours in use. Expected time slots for field usage, including field lighting, include:

- Mondays: 7:00-8:30pm
- Tuesdays: 6:30-8:30pm
- Wednesday: 5:45-9:45pm
- Thursday 6:30-8:30pm
- Friday: 6:00-8:30pm
- Saturday: 9:00-6:00 (one weekend from 8:00-5:00)
- Sunday: 9:00-6:00 (one weekend from 8:00-5:00)

NEIGHBORHOOD MEETING

The Applicant held a neighborhood meeting to discuss the proposed development on June 27, 2017. Invitations were mailed to members of the City Council and Planning Commission, the Design and Landmarks Committee, Milwaukie Museum members, the Clackamas County Historical Society, surrounding neighborhood associations, and property owners within 400 feet of the site. All total, more than 400 invitations to the community meeting were sent via mail and 63 invitations were sent via email. The materials from the neighborhood meeting are included with this application.

APPLICABLE CRITERIA

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

CHAPTER 19.300 BASE ZONES

19.301 LOW DENSITY RESIDENTIAL ZONES

The low density residential zones are Residential Zone R-10, Residential Zone R-7, and Residential Zone R-5. These zones implement the Low Density and Moderate Density residential land use designations in the Milwaukie Comprehensive Plan.

19.301.1 Purpose

The low density residential zones are intended to create, maintain, and promote neighborhoods with larger lot sizes where the land use is primarily single-family dwellings. They allow for some non household living uses but maintain the overall character of a single-family neighborhood.

19.301.2 Allowed Uses in Low Density Residential Zones

Uses allowed, either outright or conditionally, in the low density residential zones are listed in Table 19.301.2 below. Similar uses not listed in the table may be allowed through a Director’s Determination pursuant to Section 19.903. Notes and/or cross references to other applicable code sections are listed in the “Standards/Additional Provisions” column.

See Section 19.201 Definitions for specific descriptions of the uses listed in the table.

Table 19.301.2 Low Density Residential Uses Allowed		
Use	R-7	Standards/Additional Provisions
Accessory and Other Uses		
Community service use	CSU	Section 19.904 Community Service Uses

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

Applicant’s Facts and Findings:

The site consists of approximately 15.29 acres across two taxlots. All proposed improvements are located within the R-7 zoned portions of the property. School facilities are permitted within the City’s R-7 zoning district when approved through a Community Service Use Application. The Applicant has submitted a Community Service Use Application and has addressed the applicable approval criteria for the base zone and the Community Service Use.

19.301.4 Development Standards

In the low density residential zones, the development standards in Table 19.301.4 apply. Notes and/or cross references to other applicable code sections are listed in the "Standards/Additional Provisions" column. Additional standards are provided in Subsection 19.301.5.

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

Table 19.301.4 Low Density Residential Development Standards		
Standard	R-7	Standards/Additional Provisions
A. Lot Standards		
1. Minimum lot size (sq ft)		Subsection 19.501.1 Lot Size Exceptions
a. Single-family detached	7,000	
b. Duplex	14,000	
2. Minimum lot width (ft)	60	
3. Minimum lot depth (ft)	80	
4. Minimum street frontage requirements (ft)		
a. Standard lot	35	
b. Flag lot	25	
c. Double flag lot	35	
B. Development Standards		
1. Minimum yard requirements for primary structures (ft)		Subsection 19.301.5.A Side Yards Subsection 19.501.2 Yard Exceptions Subsection 19.504.8 Flag Lot Design and Development Standards
a. Front yard	20	
b. Side yard	5/10	
c. Street side yard	20	
d. Rear yard	20	
2. Maximum building height for primary structures	2.5 stories or 35 ft, whichever is less	Subsection 19.501.3 Building Height and Side Yard Height Plane Exceptions
3. Side yard height plane limit		Subsection 19.501.3 Building Height and Side Yard Height Plane Exceptions
a. Height above ground at minimum required side yard depth (ft)	20	
b. Slope of plane (degrees)	45	
4. Maximum lot coverage (percent of total lot area)	30	Section 19.201 "Lot coverage" definition Subsection 19.301.5.B Lot Coverage
5. Minimum vegetation (percent of total lot area)	30	Subsection 19.301.5.C Front Yard Minimum Vegetation Subsection 19.504.7 Minimum Vegetation
C. Other Standards		
1. Density requirements (dwelling units per acre)		Subsection 19.301.5.D Residential Densities Subsection 19.501.4 Density Exceptions
a. Minimum	5.0	
b. Maximum	6.2	

Applicant’s Facts and Findings:

The Applicant has not proposed any residential development therefore the standards of the underlying zone associated with residential developments do not apply to this proposal.

The standards which do apply are listed in *Table 19.302.4 Medium and High Density Residential Development Standards:*

Base Zone Standard	As Required	As Proposed
1. Minimum Yard Requirements	Front: 20’ Side: 5/10’ Street Side: 20’ Rear: 15’	Front: Side: Street Side: Rear:
2. Maximum Height for Primary Structures	45’ or 2.5 stories, whichever is less	
3. Side yard height plane limit a. Height above ground at minimum required side yard depth (ft) b. Slope of plane (degrees)	20 45	See response to section 19.501.3
Maximum Lot Coverage	30%	

As shown above, the Applicant meets all of the underlying standards of the base zone.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.501 GENERAL EXCEPTIONS

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

19.501.3 Building Height and Side Yard Height Plane Exceptions

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

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

Applicant's Facts and Findings: No exceptions to the building height and side yard planes are proposed, however a variance is requested for lighting poles that will exceed the 50 ft. height limited for structures associated with a CSU. The narrative is expanded to address the approval criteria for Type III variances established in MMC Section 19.911.

19.502 ACCESSORY STRUCTURES

19.502.1 General Provisions

- A. **No accessory structure shall encroach upon or interfere with the use of any adjoining property or public right-of-way, including, but not limited to, streets, alleys, and public and private easements, unless permitted in accordance with Chapter 12.14.**

Applicant's Facts and Findings: The accessory structures include a 64 by 24 foot (1,536 SF) concessions/restroom/locker room building, two integral 12 by 8 foot press boxes, four CMU at-grade dug out structures and five sets of bleachers. The JV softball field also includes two sets of dugouts and bleachers. All the accessory structures are entirely within the site's property lines. The shortest distance from an accessory structure and the nearest adjoining property line or public right-of-way is no less than 32 feet.

- B. **Multiple accessory structures are permitted subject to building separation, building coverage, and minimum vegetation requirements of the zoning district in which the lot is located.**

Applicant's Facts and Findings: Multiple accessory structures are proposed but the standards of the underlying zone associated with residential developments do not apply to this proposal or this section, as the Applicant is not proposing residential development.

- C. **An accessory structure shall comply with all of the requirements of the Uniform Building Code.**

Applicant's Facts and Findings: All accessory structures comply with all the requirements of the Uniform Building Code.

- D. **Accessory structures excluding fences, flagpoles, pergolas, arbors, or trellises may not be located within the required front yard except as otherwise permitted in this chapter.**

Applicant's Facts and Findings: No accessory structures are proposed within a required front yard, as the Applicant has not proposed any residential development and the standards of the underlying zone associated with residential developments, including required front yards, do not apply to this proposal.

- E. **Regardless of the base zone requirements in Chapter 19.300, the required side and rear yards for an accessory structure are reduced to 5 ft, except as described below.**

1. **Accessory structures are subject to the minimum street side yard requirements of the base zones in Chapter 19.300.**
2. **Regulations for overlay zones or special areas in Chapter 19.400 may require an accessory structure to be set back beyond the minimum side or rear yard requirements.**
3. **If the rear or side yard requirement in the base zone in Chapter 19.300 is less than 5 ft, then the yard requirements of the base zone shall apply.**
4. **The rear or side yard requirement for residential accessory structures per Subsection 19.502.2.A or 19.910.1.E.4 may specify a different yard requirement.**

Applicant's Facts and Findings: The requirements of this section do not apply.

- F. **Alteration or modification of nonconforming accessory structures is subject to the provisions of Chapter 19.800 Nonconforming Uses and Development.**

Applicant's Facts and Findings:

- G. **Fences, flagpoles, pergolas, arbors, and trellises are permitted in yards in all residential zones.**

Applicant's Facts and Findings: The requirements of this section do not apply.

19.504 SITE DESIGN STANDARDS

19.504.9 On-Site Walkways and Circulation

- A. **Requirement: All development subject to Chapter 19.700 (excluding single-family and multifamily residential development) shall provide a system of walkways that encourages safe and convenient pedestrian movement within and through the development site. Redevelopment projects that involve remodeling or changes in use shall be brought closer into conformance with this requirement to the greatest extent practicable. On-site walkways shall link the site with the public street sidewalk system. Walkways are required between parts of a site where the public is invited to walk. Walkways are not required between buildings or portions of a site that are not intended or likely to be used by pedestrians, such as truck loading docks and warehouses.**

Applicant's Facts and Findings: All onsite walkways will provide circulation between fields and supporting facilities. The applicant proposes an asphalt walkway around the interior perimeter of the athletic fields, with pedestrian access points to the sidewalks along SE Lake Road and SE 28th Ave, the expanded parking lot and the Milwaukie Elementary School. Walkways will provide direct connections to all the playing fields, in addition to providing a new connection between the JV softball field and the other two varsity fields and the concession stand/restroom/locker room building.

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

Applicant's Facts and Findings: The athletic fields have 542 feet of street frontage along SE Lake Road. At the southeastern end, the Applicant proposes a new pedestrian entrance at the southeast corner of the athletic fields, connecting a new onsite asphalt walkway around the perimeter of the fields to the sidewalk along SE Lake Road. At the southwestern end, a pedestrian connection can be made along SE 28th Ave to provide a second access point to the site, resulting in a walkway per every 271 feet of street frontage. The requirements of this section have been met.

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

Applicant's Facts and Findings: New on-site walkways will connect to sidewalks along SE Lake Road, SE 28th Ave, SE 27th Ave, as well as to the main parking lot, bus turnaround lot, and the Milwaukie Elementary parking lot. One bicycle parking facility will be located along the main walkway at the north end of the varsity baseball and softball fields.

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

Applicant's Facts and Findings: Proposed walkways provide direct access to and between all playing fields, including access from all parking lots and street entrances. The walkways lead to a central plaza between the varsity softball and baseball fields. None of the walkways cross driveways, and all connections are made to the existing sidewalk network.

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

Applicant's Facts and Findings: The applicant proposes to construct walkways with a hard, permeable surface material that is distinctive and curbed from parking areas and internal driveways. The walkways are a minimum of 5 feet, and negligible elevation change does not require any stairs or ramps. All walkways are lighted to an average of 1.70-footcandle level.

CHAPTER 19.600 OFF-STREET PARKING AND LOADING

19.601 PURPOSE

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

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

19.602 APPLICABILITY

19.602.1 General Applicability

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

19.602.2 Maintenance Applicability

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

19.602.3 Applicability for Development and Change in Use Activity

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

- A. Development of a vacant site shall have off-street parking and off-street loading areas that conform to the requirements of Chapter 19.600. Development of a site that results in an increase of 100% or more of the existing floor area and/or structure footprint on a site shall also conform to the requirements of Chapter 19.600. The floor area and/or footprint of structures demolished prior to development or redevelopment on the site shall not be considered when calculating the increase in floor area and/or structural footprints.**
- B. Existing off-street parking and loading areas shall be brought closer into conformance with the standards of Chapter 19.600, per Subsection 19.602.5, when the following types of development or change in use occur:**
 - 1. Development that results in an increase of less than 100% of the existing floor area and/or structure footprint.**
 - 2. Changes of use, as defined in Section 19.201.**

Applicant’s Facts and Findings:

The Applicant is proposing renovations and upgrades to the existing Lake Road Sports Complex. The proposed field improvements include two competition-sized soccer fields, one of which also stands as a football practice field, a new varsity baseball field, a new varsity softball field, new dugouts and backstops, new grandstands with pressboxes, new field lighting, concession/bathroom/changing room building, as well as improved and expanded parking facilities.

The Applicant proposes supplementing an existing 38 parking spaces with 5 additional parking stalls along the SE 28th Ave entrance, and 11 additional stalls around the new turnaround, for a total of 54 parking stalls. In addition, the applicant has identified 43 stalls at Milwaukie Elementary School, directly adjacent to the JV softball field, as part of the site. A new parking lot at Milwaukie High School, containing 93 stalls, will benefit student users and visitors traveling to and from the high school.

The Applicant has addressed the standards of Section 19.602.5 below and has documented that, while the site will remain as an existing non-conforming use, the stated site improvements have brought the proposed parking and loading areas closer into conformance with the City’s parking and loading standards.

19.602.4 Applicability not Associated With Development or Change in Use

- A. Any parking or loading area developed to serve an existing use(s) that is not associated with development activity or a change in use described in Subsection 19.602.3 shall conform to the requirements of Sections 19.604 and 19.606-19.611. The total number of spaces in the existing parking area and new parking area shall not exceed the maximum allowed quantity of parking as established in Section 19.605.**
- B. Any parking or loading area that is not developed to serve an existing use and is not associated with development activity or a change in use as described in Subsection 19.602.3 shall conform to the requirements of Sections 19.604 and 19.606-19.611. The requirements of Section 19.605 do not apply to parking areas described under Subsection 19.602.4.B.**

Applicant’s Facts and Findings:

The Applicant has addressed the requirements of Sections 19.604, 19.605, and 19.606-19.611 as they apply to this project.

19.602.5 Improvements to Existing Off-Street Parking and Loading Areas

A. Purpose

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

Applicant’s Facts and Findings:

The Lake Road Sports Complex site improvement package includes improvements to the existing parking areas. All proposed parking areas will be designed to conform to the City’s parking standards. The requirements of this section are met.

B. Limitations on Required Improvements

The cost of materials for any required improvements shall not exceed 10% of the development permit value of the associated development, redevelopment, and/or tenant improvements associated with a change in use. The cost of capital equipment such as manufacturing or operational equipment is exempt from the building permit value for purposes of this regulation. This exemption does not include building infrastructure such as electrical, plumbing, heating, venting, or air conditioning equipment.

Applicant's Facts and Findings: The District's proposal includes several improvements to the Lake Road Sports Complex and parking facilities. Because the district's proposal addresses existing non-conforming parking areas and proposed improvements which meet the City's standards for parking and loading, the City is not compelled to ask for improvements beyond those proposed by the District.

C. Areas of Required Improvement

The Planning Director will evaluate the applicant's parking plan and use the prioritized list below when determining what improvements will be required.

1. Paving and striping of parking areas, per Subsection 19.606.3.A.
2. Minimum required vehicle parking spaces, per Section 19.605.
3. Minimum required bicycle parking spaces, per Section 19.609.
4. Landscaping of existing buffers, islands, and medians, per Subsection 19.606.2.D.
5. New perimeter landscape buffers, islands, and medians, as applicable, per Subsection 19.606.2.E.
6. Other applicable standards within Chapter 19.600, as determined by the Planning Director.

Applicant's Facts and Findings: The District's proposal includes significant improvements to the parking areas. The parking area will be redesigned and reconstructed in accordance with the City's standards, no additional improvements to the parking area is required to address any non-conforming status.

19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS

19.603.1 Review Process

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

19.603.2 Submittal Requirements

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

- A. Delineation of individual spaces and wheel stops.
- B. Drive aisles necessary to serve spaces.
- C. Accessways, including driveways and driveway approaches, to streets, alleys, and properties to be served.

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

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

19.604 GENERAL PARKING STANDARDS

19.604.1 Parking Provided with Development Activity

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

Applicant’s Facts and Findings: The Applicant is proposing several improvements to the existing parking area along with other site improvements. All parking proposed has been designed in accordance with the requirements of Chapter 19.600. This standard has been met.

19.604.2 Parking Area Location

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

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

Applicant’s Facts and Findings: The proposed parking is located on the same site of the primary use for which the parking is accessory. This standard has been met.

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

19.604.4 Storage Prohibited

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

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

19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

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

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

19.605.1 Minimum and Maximum Requirements

- A. Development shall provide at least the minimum and not more than the maximum number of parking spaces as listed in Table 19.605.1. Modifications to the standards in Table 19.605.1 may be made as per Section 19.605. Where multiple ratios are listed, the Planning Director shall determine which ratio to apply to the proposed development or use.**
- B. When a specific use has not been proposed or identified at the time of permit review, the Planning Director may elect to assign a use category from Table 19.605.1 to determine the minimum required and maximum allowed parking. Future tenants or property owners are responsible for compliance with Chapter 19.600 per the applicability provisions of Section 19.602.**
- C. If a proposed use is not listed in Table 19.605.1, the Planning Director has the discretion to apply the quantity requirements of a similar use listed in the table upon finding that the listed use and unlisted use have similar parking demands. If a similar use is not listed, the quantity requirements will be determined per Subsection 19.605.2.**
- D. Where the calculation of minimum parking spaces does not result in a whole number, the result shall be rounded down to the next whole number. Where the calculation of**

maximum parking spaces does not result in a whole number, the result shall be rounded to the nearest whole number.

- E. Parking spaces for disabled persons, and other improvements related to parking, loading, and maneuvering for disabled persons, shall conform to the Americans with Disabilities Act and shall be subject to review and approval by the Building Official. Spaces reserved for disabled persons are included in the minimum required and maximum allowed number of off-street parking spaces.
- F. Uses that have legally established parking areas that exceed the maximum number of spaces allowed by Section 19.605 prior to June 17, 2010, the effective date of Ordinance #2015, shall be considered nonconforming with respect to the quantity requirements. Such uses shall not be considered parking facilities as defined in Section 19.201.

Applicant's Facts and Findings:

The proposed use is not listed under Table 19.605.1 Minimum to Maximum Off-Street Parking Requirements, therefore the applicant is requesting a quantity modification and required parking determination under section 19.605.2 of this development code.

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's Facts and Findings:

The proposed use is not listed under Table 19.605.1 Minimum to Maximum Off-Street Parking Requirements and the quantity requirements for a similar listed use cannot be applied, therefore a quantity modification and required parking determination is being requested. The applicant has provided findings in support of a required parking determination below.

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:

- 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.).

Applicant's Facts and Findings:

The applicant has provided this narrative as a detailed description of the site and the proposed uses of the new improvements on the site.

- 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's Facts and Findings:

The site currently provides 38 parking stalls on site for athletes and visitors, as well as 43 stalls at the Milwaukie Elementary School, and is currently a non-conforming use. The Applicant proposes parking improvements that include 16 additional stalls available for the use of the athletic fields, for a total of 97 parking stalls, bringing the site closer to compliance. The Applicant has expanded the parking area to the extent possible, given the space constraints due to existing urban development.

The Sports Complex's urban location allows for excellent access to several options for public transit, including bus service and light rail. In addition, bus transportation service is provided for athletic teams traveling to the site for practice, games and tournaments, eliminating the need for greatly expanded parking facilities.

The site benefits from excellent pedestrian and bicycle access, as well as expanded parking facilities proposed for the new Milwaukie High School. The proposed new parking area that is in closest proximity to the Sports Complex is the future Milwaukie High School East Parking Lot containing 94 parking stalls. The lot is approximately 1,200 feet from the JV Softball Field and 1,600 feet from the new soccer fields and baseball fields. This is in addition to the 58 parking stalls provided by the future Milwaukie High School South Parking Lot (formally the High School Tennis Courts), directly across from the high school's new east lot. Because they are more than 1,000 feet from the site, pursuant to the relevant requirements of MMC 19.605.4, these stalls are not included in the total parking capacity for the Sports Complex. However, users and visitors to the athletic fields may still use these areas for overflow parking.

Sidewalks, crosswalks and curb cuts improve pedestrian connectivity from these lots to the athletic fields. The Applicant also proposes a new pedestrian connection between the JV Softball field and the new bus turnaround lot. In addition, a new pedestrian connection is proposed around the northern and eastern perimeter of the fields to connect to an entrance at the southeastern corner of the athletic fields.

Although the site is currently a non-conforming use, the proposed improvements above bring the site closer to compliance.

- 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.

Applicant's Facts and Findings: A scan of parking standards for athletic fields from nearby jurisdictions include the following:

- The City of Hillsboro requires a minimum of 20 and maximum of 40 stalls per field.
- The City of Happy Valley states that parking requirements for athletic fields shall be computed based on the square footage of the area of field of play, and in no case shall the number of spaces required exceed (30) spaces per field, except where the field is part of a stadium or sports arena.

The Applicant proposes an average of 32.33 parking stalls per each of the three fields (JV Softball Field, Varsity Softball Field, and a Varsity Baseball Field overlaid over two soccer fields), as part of a sports complex. This falls within the guidelines of 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's Facts and Findings: Limited data regarding the availability of necessary parking ratios for urban high school athletic fields is available. However, it is widely understood that the more urban the campus, the fewer parking stalls will be available because of physical constraints and typically greater transportation choice.

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's Facts and Findings: The Applicant proposes an average of 32.33 parking stalls per each of the three fields (JV Softball Field, Varsity Softball Field and a Varsity Baseball Field overlaid over two soccer fields). This is an increase from 20.25 stalls provided from the site's existing parking area and Elementary School lot. This ratio is reasonable based on the amount of land available to the district and the nearby improvements associated with the new Milwaukie High School, thus moving the site closer into conformance with the City's code.

5. Address the approval criteria in Subsection 19.605.2.C

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's Facts and Findings: Limited data regarding the availability of necessary parking ratios for urban high school athletic fields is available. However, it is widely understood that the more urban the campus, the fewer parking stalls will be available because of physical constraints and typically greater transportation choice.

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.**
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's Facts and Findings: The proposed use is not listed under Table 19.605.1 Minimum to Maximum Off-Street Parking Requirements. As described, the proposed parking lot facility has been redesigned to provide 15 additional parking stalls, as well as a designated turn around and connection to the adjacent Milwaukie Elementary School parking lot. In addition, athletes and visitors coming from Milwaukie High School will benefit from two new east and south parking lots at the school site, which provides an additional 94 and 58 spaces, respectively. The proposed parking numbers have been based on the demands of the facility. The requirements of this section have been met.

19.605.3 Exemptions and By-Right Reductions to Quantity Requirements

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

A. Exemptions to Maximum Quantity Allowance

The following types of parking do not count toward the maximum amount of parking allowed on a site. This exemption applies only to the quantity requirements of Section 19.605 and not to the other requirements of Chapter 19.600. The City may impose conditions to ensure that parking spaces associated with these parking types are appropriately identified and used for the intended purpose.

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

B. Reductions to Minimum Parking Requirements

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

1. Reductions for Neighborhood Commercial Areas

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

- a. Properties zoned Commercial Limited (C-L).
- b. Properties zoned Commercial Neighborhood (C-N).
- c. Properties in the Neighborhood Mixed-Use (NMU) Zone in the area bounded by 42nd Avenue, King Road, 40th Avenue, and Jackson Street.
- d. Properties in the Neighborhood Mixed-Use (NMU) Zone in the area bounded by 42nd Avenue, Harrison Street, 44th Avenue, and Jackson Street.

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's Facts and Findings: The applicant has not used the above exemptions and by-right reductions to further modify any parking modification or determination granted under Subsection 19.605.2

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.

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.

Applicant's Facts and Findings: The Applicant is not utilizing a shared parking agreement in order to accommodate parking requirements.

19.606 PARKING AREA DESIGN AND LANDSCAPING

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

19.606.1 Parking Space and Aisle Dimensions

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

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

Applicant's Facts and Findings: The proposed parking stalls have been designed to meet the minimum standards for 90-degree parking and the minimum standards for parallel parking. All proposed 90-degree parking stalls are at least nine feet wide and at least 18 feet deep. All proposed parallel parking stalls are at least 8.5 feet deep and 22 feet wide. Proposed two-way drive aisles are all at least 22 feet in width and one-way drive aisles are at least 12 feet wide. The requirements of this section have been met.

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

Applicant's Facts and Findings: Parking for disabled or limited mobility individuals will be provided in accordance with the requirements of the Americans with Disabilities Act (ADA) in accordance with the requirements of the Oregon Structural Specialty Codes (OSSC). The requirements of this section have been met.

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

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

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

Applicant's Facts and Findings: All proposed drive aisles have been designed to meet the minimum width requirements listed in table 19.606.1. The requirements of this section do not apply.

19.606.2 Landscaping

A. Purpose

The purpose of the off-street parking lot landscaping standards is to provide vertical and horizontal buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate parking spaces and drive aisles, and

provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect.

B. General Provisions

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

C. Perimeter Landscaping

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

1. Dimensions

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

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

Applicant’s Facts and Findings: The parking lot has been separated from adjacent residential uses with an existing 8-foot-wide planting buffer between the parking stalls and the lot line. The requirements of this section have been met.

2. Planting Requirements

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

Applicant’s Facts and Findings: The Applicant has provided a landscape plan that proposes an enhanced landscaped perimeter parking buffer of 311 lineal feet and one tree per 30 lineal feet, resulting in 11 planted trees. The potential planting palette also includes a combination of shrubs and groundcover to enhance the existing buffer area. The requirements of this section have been met.

3. Additional Planting Requirements Adjacent to Residential Uses

In addition to the planting requirements of Subsection 19.606.2.D.2, all parking areas adjacent to a residential use shall have a continuous visual screen in the landscape perimeter area that abuts the residential use. The area of required screening is illustrated in Figure 19.606.2.C.3. The screen must be opaque throughout the year from 1 to 4 ft above ground to adequately screen vehicle lights. These standards must be met at the time of planting. Examples of acceptable visual screens are a fence or wall, an earth berm with plantings, and other plantings of trees and shrubs.

Applicant's Facts and Findings: The parking lot abuts residential properties to the west and includes an existing chain link fence. The Applicant has provided a landscape plan which will enhance the existing planting buffer. There is an existing chain link fence that will be improved with replacement slats to provide for a continuous, opaque visual screen abutting the adjacent residential use. The requirements of this section have been met.

D. Interior Landscaping

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

1. General Requirements

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

2. Required Amount of Interior Landscaped Area

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

Applicant's Facts and Findings: The existing parking lot currently does not have interior landscaping. The proposed design for the parking lot includes 54 parking spaces, requiring a total of 1,350 square feet of interior landscaping. To bring the site into conformance, the Applicant proposes 1,134 square feet of stormwater plantings in the turnaround lot, and two new landscape islands each providing 149 square feet of dispersed planting area. A total of 1,432 square feet of planting area has been provided, which exceeds the minimum requirements. The requirements of this section have been met.

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.

Applicant's Facts and Findings: The proposed parking lot does not include interior parking rows. All perimeter parking rows will be landscaped with two landscape islands in the middle of the

parking row, as well as along the perimeter in accordance with the standards of this section. The requirements of this section have been met.

- 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's Facts and Findings: All landscape areas have been designed to be at least six (6) feet or more in width. The requirements of this section have been met.

4. Planting Requirements for Interior Landscaped Areas

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

Applicant's Facts and Findings: The proposed parking lot includes two landscape islands, each with one tree per island. The remainder of the island includes a combination of shrubs and groundcover. The requirements of this section have been met.

5. Additional Landscaping for Large Parking Areas

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

Applicant's Facts and Findings: The parking area will not have more than 100 parking spaces. The requirements of this section do not apply.

E. Other Parking Area Landscaping Provisions

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

5. **Pedestrian walkways are allowed within perimeter and interior landscape buffer if the landscape buffer is at least 2 ft wider than required in Subsections 19.606.2.C.1 and 19.606.2.D.3.b.**

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

19.606.3 Additional Design Standards

A. Paving and Striping

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

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

B. Wheel Stops

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

Applicant's Facts and Findings: Curbing will be provided as a substitute for wheel stops for all parking spaces abutting a street right-of-way, landscaped area or pedestrian walkway. Parked vehicles will not encroach into the minimum required width for landscape or pedestrian areas. The requirements of this section have been met.

C. Site Access and Drive Aisles

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

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

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

D. Pedestrian Access and Circulation

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

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

Applicant's Facts and Findings: All proposed pedestrian walkways along the parking areas have been designed to allow for access from each proposed parking stall to a pedestrian route within 100 feet of the parking stall. All proposed walkways lead to the network of pathways on site. The requirements of this section have been met.

E. Internal Circulation

1. General Circulation

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

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

F. Lighting

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

- 1. Lighting luminaires shall have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.**
- 2. Parking area lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.**

3. **Pedestrian walkways and bicycle parking areas in off-street parking areas shall have a minimum illumination level of 0.5 footcandles, measured horizontally at the ground level.**
4. **Where practicable, lights shall be placed so they do not shine directly into any WQR and/or HCA location. The type, size, and intensity of lighting shall be selected so that impacts to habitat functions are minimized.**

Applicant's Facts and Findings: The proposed development will feature lighting along the sports fields, within parking lots, along pedestrian walkways, and in bicycle parking areas. The attached lighting plan shows the proposed lighting scheme for the site that meets the requirements of this section.

19.608 LOADING

19.608.2. Number of Loading Spaces

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

A. Nonresidential and Mixed-Use Buildings

Buildings where any floor area is in nonresidential uses should meet the following standards:

1. **Less than 20,000 sq ft of total floor area: no loading spaces required.**
2. **20,000 to 50,000 sq ft of total floor area: 1 loading space.**
3. **More than 50,000 sq ft of total floor area: 2 loading spaces.**

Applicant's Facts and Findings: The proposed development will not feature a building with a floor area greater than 20,000 sq. ft. therefore no loading space is required.

19.609 BICYCLE PARKING

19.609.1 Applicability

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

19.609.2 Quantity of Spaces

- A. **The quantity of required bicycle parking spaces shall be as described in this subsection. In no case shall less than 2 spaces be provided.**
 1. **Unless otherwise specified, the number of bicycle parking spaces shall be at least 10% of the minimum required vehicle parking for the use.**
 2. **The number of bicycle parking spaces at transit centers shall be provided at the ratio of at least 1 space per 100 daily boardings.**
 3. **Multifamily residential development with 4 or more units shall provide 1 space per unit.**

Applicant's Facts and Findings: The Applicant proposes 18 standard staple bike racks for a total capacity of 36 bicycle parking stalls. This provides approximately 19% of the total vehicle parking of 97 proposed parking stalls, exceeding the 10% minimum. The requirements of this section have been met.

- 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's Facts and Findings: The Applicant proposes expanding the bike parking capacity to bring the site closer into conformance. The requirements of this section have been met.

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's Facts and Findings: The Applicant proposes a standard staple bike rack design of 34 inches high and 30 inches wide, allow the frame and one wheel to be locked to the rack. The bicycle parking space width and access aisles have been designed to meet dimensional requirements, as well as and lighting requirements as per Subsection 19.606.3.F.

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's Facts and Findings: Bike facilities are located within 50 feet of the main entrance to the fields, as measured from the backstop to the center of the pedestrian plaza. Bike parking

facilities are visible, do not obstruct pedestrian movement, and provide direct access to the public right-of-way via a multi-use path out to the parking lot.

19.610 CARPOOL AND VANPOOL PARKING

19.610.1 Applicability

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

Applicant's Facts and Findings: The requirements of this section do not apply.

19.610.2 Number of Spaces

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

Applicant's Facts and Findings: The requirements of this section do not apply.

19.610.3 Location

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

Applicant's Facts and Findings: The requirements of this section do not apply.

19.610.4 Standards

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

Applicant's Facts and Findings: The requirements of this section do not apply.

CHAPTER 19.700 PUBLIC FACILITY IMPROVEMENTS

19.701 PURPOSE

The purpose of Chapter 19.700 is to ensure that development, including redevelopment, provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts. The purposes of this chapter include the following:

19.701.1 For Transportation Facilities

- A. Provide standards and procedures to implement provisions of the State Transportation Planning Rule (OAR 660, Division 12) and local, regional, and state transportation system plans.**
- B. Protect the functional classification, capacity, and level of service of transportation facilities.**
- C. Ensure that transportation facility improvements are provided in rough proportion to development impacts.**

- D. Provide an equitable and consistent method of requiring transportation facility improvements.
- E. Ensure that transportation facility improvements accommodate multiple modes of travel, including pedestrian, bicycle, transit, and auto.

19.701.2 For Public Facilities

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

19.702 APPLICABILITY

19.702.1 General

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

- A. Partitions.
- B. Subdivisions.
- C. Replats.
- D. New construction.
- E. Modification or expansion of an existing structure or a change or intensification in use that results in any one of the following. See Subsections 19.702.2-3 for specific applicability provisions for single-family residential development and development in downtown zones.
 - 1. A new dwelling unit.
 - 2. Any increase in gross floor area.
 - 3. Any projected increase in vehicle trips, as determined by the Engineering Director.

Applicant’s Facts and Findings: The Applicant may be subject to compliance with Chapter 19.700 if the Engineering Director determines any projected increase in vehicle trips as a result of the proposed site improvements.

19.703 REVIEW PROCESS

19.703.1 Preapplication Conference

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

19.703.2 Application Submittal

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

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

B. Transportation Facilities Review (TFR) Land Use Application

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

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

Applicant's Facts and Findings: The Applicant has not been required to provide a transportation impact statement however other land use applications have been proposed. The City will therefore review Chapter 19.700 for compliance as part of this application package.

19.703.3 Approval Criteria

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

A. Procedures, Requirements, and Standards

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

B. Transportation Facility Improvements

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

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

C. Safety and Functionality Standards

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

1. Adequate street drainage, as determined by the Engineering Director.
2. Safe access and clear vision at intersections, as determined by the Engineering Director.
3. Adequate public utilities, as determined by the Engineering Director.
4. Access onto a public street with the minimum paved widths as stated in Subsection 19.703.3.C.5 below.
5. Adequate frontage improvements as follows:
 - a. For local streets, a minimum paved width of 16 ft along the site's frontage.

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

Applicant’s Facts and Findings: The site has frontage on SE Lake Road. As per the City’s TSP, Lake Road is classified as an arterial. SE Lake Road has been improved and is consistent with the City’s public works standards and requirements for safety and functionality. The City has not asked for any further improvements as part of this process.

19.703.4 Determinations

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

A. Impact Evaluation

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

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

Applicant’s Facts and Findings: The Applicant has prepared a memorandum addressing the proposed impacts to the City’s transportation systems within the site’s immediate vicinity. The analysis concludes that the proposed reconfiguration of the athletic fields is anticipated to operate similarly to the existing athletic fields. Additional parking will be provided via the on-site parking lot as well as the Elementary High School parking lot, which may reduce the number of people parking in neighborhoods. Circulation for all modes of travel is expected to be adequate to service the site needs.

B. Street Design

Given the City’s existing development pattern, it is expected that most transportation facility improvements will involve existing streets and/or will serve infill development. To ensure that required improvements are safe and relate to existing street and development conditions, the Engineering Director will determine the most appropriate

street design cross section using the standards and guidelines contained in Section 19.708. On-site frontage improvements are not required for downtown development that is exempt per Subsection 19.702.3.B.

C. Proportional Improvements

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

D. Fee in Lieu of Construction (FILOC)

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

Applicant's Facts and Findings: The Applicant is not proposing transportation facility improvements involving existing public streets, as impacts associated with the improvements are determined to be similar to the existing conditions within the area and/or further mitigated by the internal site improvements including enhanced bicycle-pedestrian circulation and connectivity, parking expansion, and vehicular access.

19.703.5 Remedies

A. Variances

Relief from any transportation facility improvement requirement in Section 19.708 may be granted through a variance process, which requires submittal and approval of a Variance land use application. Variance criteria and procedures are located in Section 19.911.

B. Appeals

Appeal of a land use decision is subject to the provisions of Chapter 19.1009. Appeal of a rough proportionality determination (Subsection 19.702.2 and Section 19.705) or street design standard determination (Subsection 19.708.2) not associated with a land use decision is subject to the provisions of Section 19.1006 Type III Review.

19.704 TRANSPORTATION IMPACT EVALUATION

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

19.704.1 TIS Determination

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

1. Changes in land use designation, zoning designation, or development standard.
 2. Changes in use or intensity of use.
 3. Projected increase in trip generation.
 4. Potential impacts to residential areas and local streets.
 5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to, school routes and multimodal street improvements identified in the TSP.
 6. Potential impacts to intersection level of service (LOS).
- B. It is the responsibility of the applicant to provide enough detailed information for the Engineering Director to make a TIS determination.**
- C. A TIS determination is not a land use action and may not be appealed.**

Applicant's Facts and Findings: The Applicant has prepared and submitted a Transportation Circulation Memorandum with this submission within Appendix D. Through a series of conversations with the City, it was determined that a TIS would not be required because the fields are currently operational and the reconfiguration is anticipated to improve circulation and operation.

19.704.2 TIS General Provisions

- A. All transportation impact studies, including neighborhood through-trip and access studies, shall be prepared and certified by a registered Traffic or Civil Engineer in the State of Oregon.**
- B. Prior to TIS scope preparation and review, the applicant shall pay to the City the fees and deposits associated with TIS scope preparation and review in accordance with the adopted fee schedule. The City's costs associated with TIS scope preparation and review will be charged against the respective deposits. Additional funds may be required if actual costs exceed deposit amounts. Any unused deposit funds will be refunded to the applicant upon final billing.**
- C. The TIS shall be submitted with a transportation facilities review (TFR) land use application pursuant to Subsection 19.703.2.B and associated application materials pursuant to Subsection 19.703.3. The City will not accept a TFR application for processing if it does not include the required TIS. The City will not accept other associated land use applications for processing if they are not accompanied by the required TFR application.**
- D. The Engineering Director may require a TIS review conference with the applicant to discuss the information provided in the TIS. This conference would be in addition to the required preapplication conference pursuant to Subsection 19.703.1. If such a conference is required, the City will not accept the TFR application for processing until the conference has taken place. The applicant shall pay the TIS review conference fee at the time of conference scheduling, in accordance with the adopted fee schedule.**
- E. The City may attach conditions of approval to land use decisions as needed to satisfy the transportation facility requirements of Section 19.708 and to mitigate transportation impacts identified in the TIS.**

Applicant's Facts and Findings: The requirements of this section do not apply.

19.704.3 TIS Requirements

A. TIS Scope

The Engineering Director shall determine the study area, study intersections, trip rates, traffic distribution, and required content of the TIS based on information provided by the applicant about the proposed development.

- 1. The study area will generally comprise an area within a ½-mile radius of the development site. If the Engineering Director determines that development impacts may extend more than ½ mile from the development site, a larger study area may be required.**
- 2. If notice to ODOT or Clackamas County is required pursuant to Section 19.707, the City will coordinate with these agencies to provide a comprehensive TIS scope.**

B. TIS Content

A project-specific TIS checklist will be provided by the City once the Engineering Director has determined the TIS scope. A TIS shall include all of the following elements, unless waived by the Engineering Director.

1. Introduction and Summary

This section should include existing and projected trip generation including vehicular trips and mitigation of approved development not built to date; existing level and proposed level of service standard for City and County streets and volume to capacity for State roads; project build year and average growth in traffic between traffic count year and build year; summary of transportation operations; proposed mitigation(s); and traffic queuing and delays at study area intersections.

2. Existing Conditions

This section should include a study area description, including existing study intersection level of service.

3. Impacts

This section should include the proposed site plan, evaluation of the proposed site plan, and a project-related trip analysis. A figure showing the assumed future year roadway network (number and type of lanes at each intersection) should also be provided.

4. Mitigation

- 5. This section should include proposed site and areawide specific mitigation measures. Mitigation measures shall be roughly proportional to potential impacts pursuant to Section 19.705.**

6. Appendix

This section should include traffic counts, capacity calculations, warrant analysis, and any information necessary to convey a complete understanding of the technical adequacy of the TIS.

C. TIS Methodology

The City will include the required TIS methodology with the TIS scope.

D. Neighborhood Through-Trip Study

Any nonresidential development projected to add more than 25 through-vehicles per day to an adjacent residential local street or neighborhood route will require assessment and mitigation of residential street impacts. Through-trips are defined as those to and from a proposed development that have neither an origin nor a

destination in the neighborhood. The through-trip study shall include all of the following:

1. Existing number of through-trips per day on adjacent residential local streets or neighborhood routes.
2. Projected number of through-trips per day on adjacent residential local streets or neighborhood routes that will be added by the proposed development.
3. Traffic management strategies to mitigate for the impacts of projected through-trips consistent with Section 19.705 Rough Proportionality and Subsection 19.704.4 Mitigation.

Applicant's Facts and Findings: The requirements of this section do not apply.

19.704.4 Mitigation

- A. Transportation impacts shall be mitigated at the time of development when the TIS identifies an increase in demand for vehicular, pedestrian, bicycle, or transit transportation facilities within the study area.
- B. The following measures may be used to meet mitigation requirements. Other mitigation measures may be suggested by the applicant or recommended by a State authority (e.g., ODOT) in circumstances where a State facility will be impacted by a proposed development. The Engineering Director or other decision-making body, as identified in Chapter 19.1000, shall determine if the proposed mitigation measures are adequate.
 1. On- and off-site improvements beyond required frontage improvements.
 2. Development of a transportation demand management program.
 3. Payment of a fee in lieu of construction.
 4. Correction of off-site transportation deficiencies within the study area that are not substantially related to development impacts.
 5. Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.

Applicant's Facts and Findings: The requirements of this section do not apply.

19.705 ROUGH PROPORTIONALITY

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

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

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

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

19.705.1 Impact Mitigation

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

19.705.2 Rough Proportionality Guidelines

The following shall be considered when determining proportional improvements:

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

Applicant's Facts and Findings:

The Applicant has analyzed the site's transportation impacts on the existing transportation network within the area within the attached Transportation Circulation Memorandum (Appendix D). As the reconfiguration of the site is not anticipated to result in significant circulation pattern changes, no mitigation has been proposed aside from internal site improvements including enhanced bicycle-pedestrian circulation and connectivity and parking expansion.

19.707 AGENCY NOTIFICATION AND COORDINATED REVIEW

19.707.1 Agency Notification

In addition to the general notice provisions set forth in Chapter 19.1000 for land use applications, the City shall provide notice of applications that are subject to Chapter 19.700 to the following agencies:

- A. Oregon Department of Transportation (ODOT):** If the proposed development generates more than 100 vehicle trips per day, is within 200 ft of a State highway, or is within 1,320 ft of a State highway interchange ramp.
- B. ODOT Rail Division:** If the proposed development is within 300 ft of a public railroad crossing or if a modification is proposed to an existing public railroad crossing. Private crossing improvements are subject to review and licensing by the private rail service provider.
- C. Metro and Clackamas County:** If the proposed development is within 200 ft of a designated arterial or collector roadway, as identified in Figure 8-1 of the TSP.
- D. Metro:** If the proposed development is within 200 ft of a designated regional multiuse trail, as identified in the Regional Transportation Plan.
- E. TriMet:** If the proposed development (excluding single-family development on an existing lot) is within 200 ft of an existing or proposed transit route as identified on the current TriMet service map and Figure 7-3 of the TSP.
- F.**

19.707.2 Coordinated Review

The City shall coordinate application review and land use findings and conditions, if any, with the agencies listed above. The City shall include the deadline for review comments in its notice. Agencies shall indicate in their comments if additional public facility permits or approvals are required through their agency separate from City permits and approvals.

Applicant's Facts and Findings: The Applicant acknowledges the process for agency notification and coordination review.

19.708 TRANSPORTATION FACILITY REQUIREMENTS

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

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

The City's street design standards are based on the street classification system described in the TSP. Figure 8-1 of the TSP identifies the functional street classification for every street in

the City and Figure 10-1 identifies the type and size of street elements that may be appropriate for any given street based on its classification.

Applicant's Facts and Findings: The requirements of this section do not apply, as the Applicant is not proposing improvements to public streets as per the findings created in response to section 19.703.

19.709 PUBLIC UTILITY REQUIREMENTS

19.709.1 Review Process

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

A. Permit Review

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

B. Review Standards

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

Applicant's Facts and Findings: The Applicant has submitted a plan showing proposed improvements to the site's public utility system. All proposed improvements have been designed to comply with the City's standards. The Applicant has submitted the attached plans for the City's review, comment and approval.

19.709.2 Public Utility Improvements

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

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

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

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

1. **Formation of a reimbursement district in accordance with Chapter 13.30 for off-site public facility improvements fronting other properties.**
2. **Formation of a local improvement district in accordance with Chapter 3.08 for off-site public facility improvements fronting other properties.**

Applicant's Facts and Findings: The Applicant proposes the addition of one connection to the existing public sanitary line along SE Lake Road.

Other utility improvements within the site include the following internal modifications and additions:

- Additional connection to an existing storm line and water line
- Existing catch basin to be replaced with a standard storm sewer manhole
- Perforated underdrain in the athletic fields
- Additional 4" storm roof drain and sanitary sewer building connection
- Additional 2" water service building connection
- Proposed stormwater quality planter facility
- Proposed stormwater planter atrium inlet within the turnaround

19.709.3 Design Standards

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

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

19.709.4 Oversizing

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

Applicant's Facts and Findings: The Engineering Director has not indicated that any specific oversizing of the system will be required within the site's vicinity.

19.709.5 Monitoring

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

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

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.1 Purpose

This section allows development of certain uses which, because of their public convenience, necessity, and unusual character, may be appropriately located in most zoning districts, but which may be permitted only if appropriate for the specific location for which they are proposed. This section provides standards and procedures for review of applications for such community uses. Community service uses may be sited in any zone, except where expressly prohibited, if they meet the standards of this section. Approval of a CSU does not change the zoning of the property.

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;**

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

19.904.3 Review Process

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

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

19.904.4 Approval Criteria

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

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

Applicant's Facts and Findings: The Applicant has analyzed the allowable building setbacks, height limitation, and off-street parking and all other applicable development standards. The Applicant's responses to sections 19.300 (Base Zones), 19.500 (Supplementary Development

Regulations), 19.600 (Off-Street Parking), and 19.700 (Public Facilities) of the City's code confirm that the District's proposal is in compliance with all applicable underlying development standards and limitations.

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

Applicant's Facts and Findings: The standards of 19.904.9 apply to Institutions not covered by other standards. The Applicant has addressed these standards within this narrative.

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

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

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

Applicant's Facts and Findings: The Lake Road Sports Complex has served the residents of the City of Milwaukie and the North Clackamas School District for several years. The public benefits associated with the updating of the sports facility will better serve the public through the provision of a modernized education and associated facilities through the implementation of a public improvement bond. The negative impacts upon the neighborhood involve impacts associated with construction.

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

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

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

19.904.5 Procedures for Reviewing a Community Service Use

- A. The Planning Commission will hold a public hearing on the establishment of, or major modification of, the proposed community service use. If the Commission finds that the approval criteria in Subsection 19.904.4 are met, the Commission shall approve the designation of the site for community service use. If the Commission finds**

otherwise, the application shall be denied. An approval allows the use on the specific property for which the application was submitted, subject to any conditions the Planning Commission may attach.

- B. In permitting a community service use or the modification of an existing one, the City may impose suitable conditions which assure compatibility of the use with other uses in the vicinity. These conditions may include but are not limited to:**
- 1. Limiting the manner in which the use is conducted by restricting the time an activity may take place and by minimizing such environmental effects as noise and glare;**
 - 2. Establishing a special yard, setback, lot area, or other lot dimension;**
 - 3. Limiting the height, size, or location of a building or other structure;**
 - 4. Designating the size, number, location, and design of vehicle access points;**
 - 5. Increasing roadway widths, requiring street dedication, and/or requiring improvements within the street right-of-way including full street improvements;**
 - 6. Designating the size, location, screening, drainage, surfacing, or other improvement of a parking area or truck loading area; and/or**
 - 7. Limiting or otherwise designating the number, size, location, height, and lighting of signs.**
- C. The Planning Director may approve minor modifications to an approved community service per Section 19.1004 Type I Review, provided that such modification:**
- 1. Does not increase the intensity of any use;**
 - 2. Meets all requirements of the underlying zone relating to building size and location and off-street parking and the standards of Title 19;**
 - 3. Does not result in deterioration or loss of any protected natural feature or open space, and does not negatively affect nearby properties;**
 - 4. Does not alter or contravene any conditions specifically placed on the development by the Planning Commission or City Council; and**
 - 5. Does not cause any public facility, including transportation, water, sewer and storm drainage, to fail to meet any applicable standards relating to adequacy of the public facility.**

Applicant's Facts and Findings:

The Applicant acknowledges the process for review of Type III Applications. The Applicant acknowledges that the City may place conditions of approval upon the application in order to assure compatibility with the uses which are present within the neighborhood. Though it is possible for the City to assign conditions of approval related to suitability, the site is already in use as an existing school sports facility. The District's proposal to construct a new sports complex over the existing facility warrants very few conditions to ensure suitability as the facility has been in operation for several years.

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

19.904.6 Application Requirements

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

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

Applicant's Facts and Findings: The Applicant has provided each of the required submission materials to allow the City to consider the proposed improvements and the application. This includes a detailed narrative describing the proposal in the introduction to this application and accompanying detailed site plans. The requirements of this section have been met.

19.904.9 Specific Standards for Institutions—Public, Private, Religious, and Other Facilities not Covered by Other Standards

- A. Utilities, streets, or other improvements necessary for the public facility or institutional use shall be provided by the agency constructing the use.

Applicant's Facts and Findings: The Applicant is providing the necessary onsite utilities and improvements. The requirements of this section have been met.

- B. When located in or adjacent to a residential zone, access should be located on a collector street if practicable. If access is to a local residential street, consideration of a request shall include an analysis of the projected average daily trips to be generated by the proposed use and their distribution pattern, and the impact of the traffic on the capacity of the street system which would serve the use. Uses which are estimated to generate fewer than 20 trips per day are exempted from this subsection.

Applicant's Facts and Findings: Currently, SE Lake Road is the main route that vehicles traveling to and from the athletic fields are anticipated to use. SE Lake Road is classified as an Arterial. The Applicant does not propose a change this access. The requirements of this section have been met.

- C. When located in a residential zone, lot area shall be sufficient to allow required setbacks that are equal to a minimum of $\frac{2}{3}$ the height of the principal structure. As the

size of the structure increases, the depth of the setback must also increase to provide adequate buffering.

Applicant's Facts and Findings: The minimum setback between a lot line and a principal structure is 20 feet and exists between the northern property lot line and the 24-ft. high restroom/concessions/locker room structure. This setback more than 2/3 of the height of the restroom/concessions/locker room structure.

D. The height limitation of a zone may be exceeded to a maximum height of 50 ft provided Subsection 19.904.9.C of this subsection is met.

Applicant's Facts and Findings: The site's lighting poles exceed the 50-ft height limitation. The Applicant is requesting a Type III variance as per MMC 19.911.

E. Noise-generating equipment shall be sound-buffered when adjacent to residential areas.

Applicant's Facts and Findings: Two new grandstands with press boxes will operate a PA system during games, which are typically no more than twice a week during the school year and are over by 9:00pm. While there may be an occasional game that runs over due to a tie-breaker, there will be no use of the PA system after 10:00pm. The hours and level of operation of the PA system are anticipated to be very similar to those in place today.

F. Lighting shall be designed to avoid glare on adjacent residential uses and public streets.

Applicant's Facts and Findings: The Applicant proposes a total of 12 sports field lighting poles with 77 luminaire heads (see Photometric Lighting Plan E1 and E2). The field lighting is designed to project directly on the baseball and softball fields during use and has no spillover glare outside of the playing fields. In addition, all walkways are lighted with fifteen 12-ft high poles at an average 1.70-footcandle level but these walkway lights are dimmed down to 50% when no pedestrians are detected, further reducing any glare on residential uses and public streets. Finally, one illuminated scoreboard faces each of the two fields, from the east and the west respectively, and are not visible from the right of way. The requirements of this section have been met.

G. Where possible, hours and levels of operation shall be adjusted to make the use compatible with adjacent uses.

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

H. A spire on a religious institution may exceed the maximum height limitation. For purposes of this subsection, "spire" means a small portion of a structure that extends above the rest of the roofline, or a separate structure that is substantially smaller than the main structure and extends above the roofline of the main structure. "Spire" includes but is not limited to ornamental spires, bell towers, other towers, minarets, and other similar structures or projections. The number of spires on a religious

institution property is not limited, so long as the spires remain only a small portion of the area of the structures.

Applicant's Facts and Findings: The requirements of this section do not apply.

- I. **The minimum landscaping required for religious institutions is the lesser of 15% of the total site area and the percentage required by the underlying zone.**

Applicant's Facts and Findings: The requirements of this section do not apply.

- J. **Park-and-ride facilities may be encouraged for institutions along transit routes that do not have days and hours in conflict with weekday uses (e.g., religious institutions or fraternal organizations). Such uses may be encouraged to allow portions of their parking areas to be used for park-and-ride lots.**

Applicant's Facts and Findings: The use of the Lake Road Sports Complex has days and hours that conflict with weekday uses of parking lot as a Park-and-ride facility, making this infeasible. The requirements of this section do not apply.

19.911 VARIANCES

19.911.1 Purpose

Variances provide relief from specific code provisions that have the unintended effect of preventing reasonable development or imposing undue hardship. Variances are intended to provide some flexibility while ensuring that the intent of each development standard is met. Variances may be granted for the purpose of fostering reinvestment in existing buildings, allowing for creative infill development solutions, avoiding environmental impacts, and/or precluding an economic taking of property. Variances shall not be granted that would be detrimental to public health, safety, or welfare.

19.911.2 Applicability

- A. **Except for situations described in Subsection 19.911.2.B, a variance may be requested to any standard or regulation in Titles 17 or 19 of the Milwaukie Municipal Code, or any other portion of the Milwaukie Municipal Code that constitutes a land use regulation per ORS 197.015.**
- B. **A variance may not be requested for the following purposes:**
 1. **To eliminate restrictions on uses or development that contain the word "prohibited."**
 2. **To change a required review type.**
 3. **To change or omit the steps of a procedure.**
 4. **To change a definition.**
 5. **To increase, or have the same effect as increasing, the maximum permitted density for a residential zone.**
 6. **To justify or allow a Building Code violation.**
 7. **To allow a use that is not allowed outright by the base zone. Requests of this nature may be allowed through the use exception provisions in Subsection**

19.911.5, nonconforming use replacement provisions in Subsection 19.804.1.B.2, conditional use provisions in Section 19.905, or community service use provisions in Section 19.904.

- C. A variance application is not required where other sections of the municipal code specifically provide for exceptions, adjustments, or modifications to standards either “by right” or as part of a specific land use application review process.**

19.911.3 Review Process

A. General Provisions

- 1. Variance applications shall be evaluated through either a Type II or III review, depending on the nature and scope of the variance request and the discretion involved in the decision-making process.**
- 2. Variance applications may be combined with, and reviewed concurrently with, other land use applications.**
- 3. One variance application may include up to three variance requests. Each variance request must be addressed separately in the application. If all of the variance requests are Type II, the application will be processed through a Type II review. If one or more of the variance requests is Type III, the application will be processed through a Type III review. Additional variance requests must be made on a separate variance application.**

Applicant’s Facts and Findings: The Applicant has requested a variance to allow for an exemption to height standards for primary structures located in section 19.301.4. This application has been submitted concurrently with an application for a Community Service Use Permit and will therefore be reviewed concurrently with the over-arching application.

- C. Type III variances allow for larger or more complex variations to standards that require additional discretion and warrant a public hearing consistent with the Type III review process. Any variance request that is not specifically listed as a Type II variance per Subsection 19.911.3.B shall be evaluated through a Type III review per Section 19.1006.**

Applicant’s Facts and Findings: The Applicant has requested a variance to allow for an exemption to height standards for primary structures located in section 19.301.4. This application has been submitted concurrently with an application for a Community Service Use Permit and will therefore be reviewed concurrently with the over-arching application.

19.911.4 Approval Criteria

- B. An application for a Type III variance shall be approved when all of the criteria in either Subsection 19.911.4.B.1 or 2 have been met. An applicant may choose which set of criteria to meet based upon the nature of the variance request, the nature of the development proposal, and the existing site conditions.**
 - 1. Discretionary Relief Criteria**

- a. **The applicant's alternatives analysis provides, at a minimum, an analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.**

Applicant's Facts and Findings: The Applicant has requested a variance to allow for an exemption to height standards for primary structures located in section 19.301.4.

The Applicant proposes a total of 12 sports field lighting poles with 77 luminaire heads (see Photometric Lighting Plan E1 and E2). Eight poles have a mounting height of 80 feet, and four poles have a mounting height of 60 feet, exceeding the 50-ft height limitation for a CSU.

The height of the field lighting poles are necessary for adequate field lighting and help minimize the impact of illumination on neighboring residences and public streets. The height of the lighting poles helps project the luminaire heads downwards onto the playing fields, rather than angled across at a more horizontal angle. This helps minimize any spillover glare outside of the playing fields. As shown in the detailed photometric plans, there is 0.0 luminescence at all each of the property corners. The maximum luminescence is .19 along the northern perimeter, 0.0 along the western perimeter, .28 along the eastern perimeter, and .17 along the southern perimeter. Vegetation along the perimeter also helps block any visual effect.

The Applicant has addressed and satisfied the discretionary relief criteria and is eligible for the variance.

- b. **The proposed variance is determined by the Planning Commission to be both reasonable and appropriate, and it meets one or more of the following criteria:**
- (1) The proposed variance avoids or minimizes impacts to surrounding properties.**
 - (2) The proposed variance has desirable public benefits.**
 - (3) The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.**

Applicant's Facts and Findings: The proposed variance for an exemption to height standards for primary structures is a practical matter for the District in that an exception to this requirement would help minimize any illumination impacts on neighboring residences and public streets by reducing the angle of the luminaire head and minimizing spillover glare.

- c. **Impacts from the proposed variance will be mitigated to the extent practicable.**

Applicant's Facts and Findings: As described above, the proposed variances will have no impacts other than mitigating the impact of lighting on neighboring residences and public streets.

SUMMARY AND CONCLUSION

Based upon the materials submitted herein, the Applicant respectfully requests approval from the City's Planning Department of this application for a Type III Community Service Use application and Variance. We trust that the materials submitted herewith document that the Applicant has satisfied the burden of proof in illustrating that the City's standards and codes either have been met or can be met through conditions of approval.



PLANNING DEPARTMENT
 6101 SE Johnson Creek Blvd
 Milwaukie OR 97206

PHONE: 503-786-7630
 FAX: 503-774-8236
 E-MAIL: planning@milwaukieoregon.gov

Application for Land Use Action

Master File #: _____

Review type*: I II III IV V

CHOOSE APPLICATION TYPE(S):

Community Service Use

Parking: Quantity Determination

Type III Variance

...

...

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

RESPONSIBLE PARTIES:

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

Mailing address: 12451 SE Fuller Road Milwaukie, OR Zip: 97222

Phone(s): 503-353-6000 E-mail: hobbsd@nclack.k12.or.us

APPLICANT'S REPRESENTATIVE (if different than above): Heery International, Steve Nicholas

Mailing address: 4444 Lake Road Milwaukie, OR Zip: 97222

Phone(s): 971-413-6827 E-mail: nicholasst@nclack.k12.or.us

SITE INFORMATION:

Address: No Site Address - Lake Road and 28th. Map & Tax Lot(s): 11e36ca 1200 & 11e36bd 5500

Comprehensive Plan Designation: P Zoning: R-7 Size of property: 15.29 Acres

PROPOSAL (describe briefly):

Applicant proposes a modification to the Lake Road Sports Complex's Community Service Use Permit.

SIGNATURE:

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

Submitted by:

Date: 12/29/2017

IMPORTANT INFORMATION ON REVERSE SIDE

RESET

*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 Milwaukee Municipal Code:

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

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file		\$			\$	
Concurrent application files		\$			\$	
		\$			\$	
		\$			\$	
		\$			\$	
SUBTOTALS		\$			\$	
TOTAL AMOUNT RECEIVED: \$			RECEIPT #:		RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):						
Neighborhood District Association(s):						
Notes:						

*After discount (if any)



Ron Stewart
*Assistant Superintendent
Finance and Operations*

stewartro@nclack.k12.or.us
12400 SE Freeman Way, Milwaukie, Oregon 97222
503-353-6071

November 17, 2017

Mr. Brett Kelter, Associate Planner
City of Milwaukie
Community Development
6101 SE Johnson Creek Boulevard
Milwaukie, OR 97206

**RE: Authorization to Sign Land Use
Applications on behalf of the District**

Dear Mr. Kelter,

This letter has been prepared in order to confirm that the North Clackamas School District has provided authorization for David Hobbs, the District's Capital Projects Director to provide all necessary signatures for the land use applications related to the District's capital improvement projects. Should you have any questions, please feel free to contact our offices at 503-353-6072.

Sincerely,

A handwritten signature in blue ink that reads "Ron Stewart". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ron Stewart
*Assistant Superintendent
Finance and Operations*



Preparing graduates who are inspired and empowered to strengthen the quality of life in our local and global communities.



June 26, 2017

Andrew Tull
3J Consulting
5075 SW Griffith Dr, Ste 150
Beaverton OR 97007

Re: Preapplication Report

Dear Andrew:

Enclosed is the Preapplication Report Summary from your meeting with the City on June 12, 2017, concerning your proposal for action on property located at 11300 SE 23rd Ave, and Lake Rd and 28th Ave.

A preapplication conference is required prior to submittal of certain types of land use applications in the City of Milwaukie. Where a preapplication conference is required, please be advised of the following:

- Preapplication conferences are valid for a period of 2 years from the date of the conference. If a land use application or development permit has not been submitted within 2 years of the conference date, the Planning Director may require a new preapplication conference.
- If a development proposal is significantly modified after a preapplication conference occurs, the Planning Director may require a new preapplication conference.

If you have any questions concerning the content of this report, please contact the appropriate City staff.

Sincerely,

Alicia Martin
Administrative Specialist II

Enclosure

cc: Garry Kryszak, North Clackamas School District
HHPR
3J Consulting
KPF
Heery International
Matt Jacoby, DOWA-IBI Group

PRE-APPLICATION CONFERENCE REPORT

This report is provided as a follow-up to a meeting that was held on 6/12/2017 at 10:00am

Applicant Name: Andrew Tull

Company: 3J Consulting, Inc.

Applicant 'Role': Other

Address Line 1: 5075 SW Griffith Drive, Ste 150

Address Line 2:

City, State Zip: Beaverton OR 97005

Project Name: Milwaukie High School and Lake Road Sports Fields

Description: Bond-related improvements to both sites. MHS-demolition of original school structures, new construction of school facilities, and remodeling of remaing Commons Building. Sports Fields-new baseball/softball fields and improved amenities including parking facilities.

ProjectAddress: 11300 SE 23rd Ave and Lake Rd/28th Ave

Zone: Residential R-2, R-1-B, and Downtown Mixed Use (DMU) on main campus

Occupancy Group:

ConstructionType:

Use: Primarily Public (P), with Mixed Use (C/HD), High Density (HD), and Transit Center (TC)

Occupant Load:

AppsPresent: Daniel Chin, Steve Nicholas, Garry Kryszak, Dan Houf, Jeffery Creel, Matt Jacoby, Andrew Tull, Ben Austin, Mercedes Smith, Mark Wharry, Eric Melle

Staff Attendance: Brett Kelper, Alex Roller, Samantha Vandagriff, Keith Liden

BUILDING ISSUES

ADA: The new building will need to be fully ADA compliant. 25% of the project costs for the other buildings will need to go toward the removal of architectural barriers (ADA compliance). An ADA improvement plan can be submitted incorporating the various projects and sites and utilized to show compliance with this requirement.

Structural: Separate permits for each building will be required at time of submittal.

Mechanical:

Plumbing:

Plumb Site Utilities:

Electrical:

Notes:

Please note all drawings must be individually rolled. If the drawings are small enough to fold they must be individually folded.

FIRE MARSHAL ISSUES

Fire Sprinklers: Fire sprinklers may be required based on the floor design.

Fire Alarms:

Fire Hydrants:

Turn Arounds:

Addressing:

Fire Protection:

Fire Access:

Hazardous Mat.:

Fire Marshal Notes: See attached.

PUBLIC WORKS ISSUES

Water: City of Milwaukie 6-inch and 10-inch water mains on SE Washington and an 8-inch lines in Willard provide service to the property currently. The water System Development Charge (SDC) is based on the size of water meter serving the property. The corresponding water SDC will be assessed with installation of a water meter. Water SDC credit will be provided based on the size of any existing water meter serving the property removed from service. The water SDC will be assessed and collected at the time the building permits are issued.

Applicant expressed interest in connecting the performing arts building to the main building with an enclosed structure. There is currently a City water main running between these building, preventing any building from being constructed here. Applicant expressed interest in abandoning this portion of the main. The connection locations to the main for domestic and fire are unclear at this point. Further discussions with City staff will be required to establish how the abandonment process may be completed.

Sewer: Two City of Milwaukie wastewater mains provide service to property. A clay 8-inch wastewater main on SE Willard and an HDPE 8" main on SE 23rd Avenue. The city would like to vacate the southern approximately 150-feet of SE 23rd Avenue. Currently the City wastewater main extends through this portion. High school property is the only property accessing these last 150-feet. With vacation of the end of 23rd Avenue, applicant would be responsible for constructing a new manhole at the end of the new right of way, and the existing manhole and main now on High School property will become private. With this 23rd Avenue vacation, the City would require the High School to dedicate a 25-foot

width to extend the Adams Street right-of-way. The wastewater System Development Charge (SDC) is comprised of two components. The first component is the City's SDC charge of \$1,075 and the second component is the County's SDC for treatment of \$6,130 that the City collects and forwards to the County. Both SDC charges are per connection unit. The wastewater SDC is assessed using a plumbing fixture count from Table 7-3 of the Uniform Plumbing Code. The wastewater SDC connection units are calculated by dividing the fixture count of new plumbing fixtures by sixteen. The wastewater SDC will be assessed and collected at the time the building permits are issued. Existing fixture count will need to be submitted to the City, which will provide credit. Applicant will only be charged for new fixtures.

Storm:

Submission of a storm water management plan by a qualified professional engineer is required as part of the proposed development. The plan shall conform to Section 2 - Stormwater Design Standards of the City of Milwaukie Public Works Standards. The storm water management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing storm water management facilities serving the development property. Also, the plan shall demonstrate compliance with water quality standards. The City of Milwaukie has adopted the City of Portland 2008 Stormwater Management Manual for design of water quality facilities. All new impervious surfaces, including replacement of impervious surface with new impervious surfaces, are subject to the water quality standards. See City of Milwaukie Public Works Standards for design and construction standards and detailed drawings.

The storm SDC is based on the amount of new impervious surface constructed at the site. One storm SDC unit is the equivalent of 2,706 square feet of impervious surface. The storm SDC is currently \$845 per unit. The storm SDC will be assessed and collected at the time the building permits are issued.

Street:

The proposed development fronts the south side of SE Washington Street, a Collector street. The portion of SE Washington Street fronting the proposed development has a right-of-way width of 60 feet and a paved width of 36 feet with curb on both sides and sidewalk improvements on the south side.

The proposed development fronts the north side of SE Willard Street, a local road. The portion of SE Willard Street fronting the proposed development has a right-of-way width of 50 feet, a paved width of 36 feet, and has sidewalk on both sides of the road.

The proposed development fronts the east side of SE 23rd Avenue, a local road. The portion of SE 23rd Avenue fronting the proposed development has a right-of-way width of 40 feet, a paved width of 26 feet, and sidewalk on both sides of the road.

The proposed development fronts the east side of SE 21st Avenue, a local road. The portion of SE 23rd Avenue fronting the proposed development has a right-of-way width of 60 feet, a paved width of 34 feet, and sidewalk on both sides of the road.

Frontage:

Chapter 19.700 of the Milwaukie Municipal Code, hereafter referred to as "Code", applies to partitions, subdivisions, and new construction.

Transportation Facility Requirements, Code Section 19.708, states that all rights-of-way, streets, sidewalks, necessary public improvements, and other public transportation facilities located in the public right-of-way and abutting the development site shall be adequate at the time of development or shall be made adequate in a timely manner.

SE Willard Street
According to Code Table 19.708.2 and the Transportation Design Manual, the local street cross section

includes the following:

- 10-foot travel lanes
- 6-foot parking strips with curb
- 5-foot landscape strips
- 5-foot setback sidewalks

Applicant is proposing a different cross section with a pull-out area with setback curb for parent drop off. Final design will need approval by the engineering director. Applicant will construct these improvements.

SE Lake Road

The necessary improvements to Lake Road in front of Rowe Middle School were previously constructed with a Capital Improvement Project. The applicant is not responsible for any additional improvements. Property on Lake near 28th Avenue has already dedicated, and will not require any other improvements.

West of Willard/Lake Road intersection: The final cross section of Lake road includes a center turn lane.

Required improvements on Lake Road are as follows:

- 6-foot setback sidewalk
- 5-foot planter strip
- curb & gutter
- connect to existing asphalt

Improvements will be constructed to the west to meet with improvements previously constructed with the PMLR project.

Adams Street

Improvements required in the newly dedicated Adams Street right-of-way will be a pedestrian connection from 23rd to Adams Street.

25th Avenue

Parking will be restriped from head in to angled parking. Striping will face the cars northeast.

Right of Way:

Applicant will be responsible for 25-foot right-of-way dedication to extend Adam Street's right-of-way to connect to SE 23rd Avenue. Upon receipt of this dedication, the City will initiate full right-of-way vacation of approximately 150-feet of the south end of SE 23rd Avenue.

Applicant will be responsible for 9.18-foot right-of-way dedication of existing tennis court lot on Willard frontage.

The remaining existing right-of-way on SE Willard, SE Washington Street, and SE Lake Road fronting the proposed development properties (including Rowe, and 28th Ave facility) is of adequate width and no right-of-way dedication is required.

Driveways:

Code Section 12.16.040.A states that access to private property shall be permitted with the use of driveway curb cuts and driveways shall meet all applicable guidelines of the Americans with Disabilities Act (ADA). Driveway approaches shall be improved to meet the requirements of Milwaukee's Public Works Standards. Dual driveways with signage indicating ingress and egress are approvable without a variance to driveway spacing standards, as they will function as one driveway.

Erosion Control:

Per Code Section 16.28.020(C), an erosion control permit is required prior to placement of fill, site clearing, or land disturbances, including but not limited to grubbing, clearing or removal of ground

vegetation, grading, excavation, or other activities, any of which results in the disturbance or exposure of soils exceeding five hundred square feet.

Code Section 16.28.020(E) states that an erosion control permit is required prior to issuance of building permits or approval of construction plans. Also, Section 16.28.020(B) states that an erosion control plan that meets the requirements of Section 16.28.030 is required prior to any approval of an erosion control permit.

Traffic Impact Study: Code Section 19.704.1(A) states that the City will determine whether a transportation impact study (TIS) is required. In the event the proposed development will significantly increase the intensity of use; a transportation impact study will be required. The Engineering director has determined that a TIS will not be required.

PW Notes:

TRANSPORTATION SDC

The Transportation SDC will be based on the increase in trips generated by the new use per the Trip Generation Handbook from the Institute of Transportation Engineers. The SDC for transportation is \$1,921 per trip generated. Credits will be given for any demolished structures, which shall be based upon the existing use of the structures.

PARKS & RECREATION SDC

The parks & recreation System Development Charge (SDC) is triggered when application for a building permit on a new dwelling is received. Currently, the parks and recreation SDC for each employee is \$60.00. Credit is applied to any demolished structures and is based upon the existing use of the structures. The parks and recreation SDC will be assessed and collected at the time the building permits are issued.

REQUIREMENTS AT FINAL PLAT

- Engineered plans for public improvements (street, sidewalk, and utility) are to be submitted and approved prior to start of construction. Full-engineered design is required along the frontages of the proposed development.
- The applicant shall pay an inspection fee of 5.5% of the cost of public improvements prior to start of construction.
- The applicant shall provide a payment and performance bond for 100% of the cost of the public improvements prior to the start of construction.
- The applicant shall provide a final approved set of Mylar "As Constructed" drawings to the City of Milwaukie prior to the final inspection.
- The applicant shall provide a 1 year maintenance bond for 100% of the cost of the public improvements prior to the final inspection.

PLANNING ISSUES

Setbacks:

Yard requirements for the Residential R-2 and R-1-B zones are established in Milwaukie Municipal Code (MMC) Subsection 19.302.4. Minimum front and rear yards are 15 ft, side yards (for other than rowhouses) must be at least 5 ft, and street-side yards (for corner lots) are 15 ft. There are additional yard setback requirements for Lake Road and Washington Street, but the proposed buildings and areas of work are not located near these frontages.

For side yards in the R-2 and R-1-B zones, there is a building height plane limit of 25 ft at the minimum setback, with a slope of 45 degrees. See the definition of "side yard height plane" in MMC Section 19.201 for an illustration of this principle. MMC Subsection 19.501.3.B establishes some allowable exceptions to the side yard height plane, including limited minor encroachments for roof overhangs or eaves, gable ends of roofs, and dormers.

Yard setbacks for accessory structures are established in MMC Subsection 19.502.2 and depend on the size and height of the proposed structure, varying from 3 to 5 ft to the same standards as the base R-2 and R-1-B zones. Accessory structures must be located beyond the front yard of the primary structure, unless they are at least 40 ft from the front lot line. Utility apparatus, such as air conditioners, must be at least 3 ft away from side and rear property lines and are not permitted in any required front yard setback or street-side yard setback.

The maximum building height in the R-2 and R-1-B zones is 3 stories or 45 ft, whichever is less.

Based upon the description of the proposed improvements, the setback and building height requirements in the DMU, R-7, and R-10 zones are not anticipated to be relevant.

Landscape:

In the R-2 and R-1-B zones, a minimum of 15% of the site must be landscaped. In addition, at least 40% of the front yard area must be vegetated (measured from the front property line to the front face of the house). Vegetated areas may be planted in trees, grass, shrubs, or bark dust for planting beds, with no more than 20% of the landscaped area finished in bark dust (as per MMC Subsection 19.504.7). A maximum of 30% of the site may be covered by structures, including decks or patios over 18 inches above grade. Note that artificial turf does not count toward the required landscape area.

Parking:

As per the off-street parking standards of MMC Chapter 19.600, a high school must provide at least 1 off-street parking space per 0.25 students plus 1 space per staff member. Sport field parking will require a formal determination of the minimum and maximum quantities, in accordance with MMC Subsection 19.605.2. Bicycle parking is required at a rate of 10% of the required number of vehicle parking spaces. The standards for parking areas are established in MMC Section 19.606 and include requirements for stall and drive aisle dimension, perimeter and interior landscaping, pedestrian walkways, and lighting. See the various figures provided throughout MMC 19.600 for more information regarding vehicular and bicycle parking standards.

Transportation Review:

The proposed subdivision triggers the requirements of MMC Chapter 19.700 Public Facility Improvements. The high school campus has frontage on Willard Street and Lake Road. Please see the Public Works notes or contact the City's Engineering Department for more information about the requirements of MMC 19.700.

Application Procedures:

An Historic Resource review is required to address the designation of the original high school building as a "significant" historic resource. MMC Subsection 19.403.7 establishes a procedure for demolition of historic resources, but demolition does not remove the property from the historic and cultural resources inventory or change its designation on the zoning map or in the Comprehensive Plan. The applicant must go through the process outlined in MMC Subsection 19.403.4 to delete the property from the inventory, which will eliminate the need for the demolition review outlined in MMC 19.403.7. The deletion application will be processed with Type IV review (in accordance with the procedures established in MMC Section 19.1007) and will include amendments to both the Comprehensive Plan and the zoning map. MMC 19.403 does not include criteria for approval of deletion requests; the application should address the approval criteria for Comprehensive Plan text and map amendments (provided in MMC Subsection 19.902.3.B) and those for zoning map amendments (provided in MMC Subsection 19.902.6.B).

Applications for major modification to existing Community Service Uses (CSUs) are subject to Type

III review as per MMC Subsection 19.904.3. The proposed development involves three distinct sites (high school campus, sports fields on Lake Road, and Rowe Middle School tennis courts), and three distinct applications for major modification to a CSU will be required: (1) high school replacement and remodel, (2) renovation of the Lake Road sports fields, and (3) placement of tennis courts at the Rowe site. The procedures for Type III review are established in MMC Section 19.1006.

MMC Table 19.605.1 does not provide quantity requirements for athletic fields, so a Type II application for parking quantity determination will be required for the Lake Road sport fields. Application requirements and approval criteria are established in MMC Subsection 19.605.2. If a Traffic Impact Study (TIS) is required for any component of the project, a Transportation Facilities Review (TFR) application will be required, as per MMC Subsection 19.703.2.B. Otherwise, compliance with the relevant standards of MMC Chapter 19.700 will be included with the review of any concurrent applications.

Variations to any relevant standards will be subject to the provisions of MMC Section 19.911 and processed with either Type II or Type III review accordingly.

Current application fees are \$1,000 for Type II review, \$2,000 for Type III review, and \$5,000 for Type IV review. Multiple applications for one project component (i.e., high school campus, Lake Road sports fields, or Rowe tennis courts) can be reviewed concurrently as per MMC Subsection 19.1001.6.B, with the highest numbered review type determining the process for all concurrent applications. For multiple applications processed concurrently, there is a 25% discount for all application fees after the most expensive one.

Note: There are pro's and con's for packaging the historic inventory deletion with the CSU application package for the high school campus, due to the different timelines for Type III and IV review. On one hand, it makes sense to submit the historic inventory deletion as part of the CSU package for the high school campus, so the deletion request can be considered in the context of the overall remodel. If submitted concurrently, the CSU decision would be made by the Planning Commission with approval contingent on the City Council's approval of the requested deletion from the historic inventory, which adds at least 20 days to the process. If the deletion request were to be denied, the applicant could then pursue the demolition process. Or for more certainty in the process timeline, the historic inventory deletion application could be submitted in advance of the high school campus CSU package. Regardless, no development permits will be issued until the end of the appeal period for the overall final decision.

For the City's initial review, the applicant should submit 5 complete copies of the application materials, including all required forms, checklists, narrative, and plans. (Note: Disregard the call for 12 copies noted in the code and on several checklists.) A determination of the application's completeness will be issued within 30 days. If deemed incomplete, additional information will be requested. If deemed complete, additional copies of the application may be required for referral to other departments, the Historic Milwaukie Neighborhood District Association (NDA), Lake Road NDA, and other relevant parties and agencies. City staff will inform the applicant of the total number of copies needed.

Prior to submitting the application, the applicant is encouraged to present the project at a regular meeting of the Historic Milwaukie and Lake Road NDAs. The Historic Milwaukie NDA meets at 6:30 p.m. on the second Monday of most months at Libbie's Restaurant (11056 SE Main St); the Lake Road NDA meets at 6:30 p.m. on the second Wednesday of most months at Rowe Middle School (3606 SE Lake Rd).

Once the application is deemed complete, a public hearing with the Planning Commission will be scheduled. Staff will determine the earliest available date that allows time for preparation of a staff

report (including a recommendation regarding approval) as well as provision of the required public notice to property owners and residents within 300 ft of the subject property, at least 20 days prior to the public hearing. A sign giving notice of the application must be posted on the subject property at least 14 days prior to the hearing.

Issuance of a decision starts a 15-day appeal period for the applicant and any party who establishes standing. The appeal period must have ended without event before permits for development on any of the new lots will be issued.

Natural Resource Review: The Milwaukie High School, the Lake Road sports fields, and Rowe Middle School tennis court sites do not include any designated natural resource areas.

Lot Geography: The three school properties in question are all largely rectilinear but irregular in shape. The Milwaukie High School main campus occupies much of the block bounded by Willard Street and Lake Road on the south, 21st Avenue on the west, Washington Street on the north, and residential properties along 27th Avenue on the east. An additional lot south of Willard Street and west of 25th Avenue is developed with tennis courts for the high school. The athletic fields complex has frontage on Lake Road at 28th Avenue and is surrounded by residential properties, with the Milwaukie Elementary School campus adjacent to the northwest. The Rowe Middle School tennis courts are at the northeast corner of the Rowe campus, at Lake Road and Shell Lane.

Planning Notes: For the overall project, staff recommends as much communication between the project management team and the NDAs and immediate neighbors as possible, so that people in the community understand the project, its timeline and phases, and the impacts it is likely to have on the neighborhood. It would be useful to have a follow-up meeting with the City to discuss project phasing, proposed location of modular classrooms, and similar details related to how the project will impact the neighborhood and larger community during construction.

For the high school replacement and remodel, the applicant is advised to consider the following:

- * Within the application narrative, provide information that describes the extent of the work, including phasing and overall timeline, use of modular classrooms (number, location, etc.), proposed landscaping and tree removal, access and circulation, and field lighting.
- * In particular, provide the rationale for removing the historic building and significant trees, including evaluation of any alternatives that were considered.
- * Even if a TIS is not required, there are several circulation issues that should be addressed regarding buses, cars, pedestrians, and cyclists. The aim is to keep the site simultaneously safe and accessible during and after construction. An analysis of parking should compare existing and proposed off-street parking for vehicles and bicycles, including access to all parking areas.
- * In addressing the CSU approval criteria (MMC Subsection 19.904.4), the narrative should clarify the hours and levels of operation of both the main campus in general and the football field in particular.
- * See the Public Works/Engineering notes for more information on the potential requirement for dedication to extend Adams Street as well as for a City-initiated vacation of a portion of 23rd Avenue.

For the Lake Road sports fields:

- * The proposed new field lighting and artificial turf will expand the intensity of use of the site throughout the day and year. The narrative should address this issue in the context of the evaluation of public benefits versus negative impacts on the neighborhood (MMC Subsection 19.904.4.D). Elaborate on how impacts will be mitigated.
- * In the past, the City has received complaints related to overflow parking along the narrow accessway leading from Lake Road up to the parking area. The parking quantity determination component of the application should include an analysis of historical parking demand at the site and should demonstrate that the existing parking area is adequate or will be made adequate to meet parking demand without compromising the accessway.

For the Rowe tennis courts:

* In the narrative, explain whether or how the intensity of use of the existing courts will change. For example: What will be the timing and nature of any high school matches or tournaments that will occur at Rowe? Will the courts be lighted, thus expanding the intensity of use?

The City strongly recommends a second formal preapplication conference for review and comment on plans as revised after this preapplication conference. A formal follow-up conference would provide a structured opportunity for various departments to evaluate and comment consistently on revisions, with written notes as documentation.

ADDITIONAL NOTES AND ISSUES

County Health Notes:

Other Notes:

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 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

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Bonnie Lanz - Permit Specialist - 503-786-7613

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Brett Kolver - Associate Planner - 503-786-7657

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Mary Heberling - Assistant Planner - 503-786-7658

CLACKAMAS FIRE DISTRICT

Mike Boumann - Lieutenant Deputy Fire Marshal - 503-742-2673

Matt Amos - Fire Inspector - 503-742-2661

Clackamas County Fire District #1

Fire Prevention Office



E-mail Memorandum

To: City of Milwaukie Planning Department
From: Matt Amos, Fire Inspector, Clackamas Fire District #1
Date: 6/26/2017
Re: Milwaukie High School 11300 SE 23rd Ave 17-011PA

This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements. When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access and water supply may be modified as approved by the fire code official. The following items should be addressed by the applicant:

A Fire Access and Water Supply plan is required for subdivisions and commercial buildings over 1000 square feet in size or when required by Clackamas Fire District #1. The plan shall show fire apparatus access, fire lanes, fire hydrants, fire lines, available fire flow, FDC location (if applicable), building square footage, and type of construction. The applicant shall provide fire flow tests per NFPA 291, and shall be no older than 12 months. Work to be completed by experienced and responsible persons and coordinated with the local water authority.

Access:

- 1) No part of a building may be more than 150 feet from an approved fire department access road.
- 2) Buildings exceeding 30 feet in height shall require extra width and proximity provisions for aerial apparatus.

Water Supply:

- 1) Fire Hydrants, Commercial Buildings: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided.

Note: This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.

- 2) The fire department connection (FDC) for any fire sprinkler system shall be placed as near as possible to the street, and within 100 feet of a fire hydrant.

Note:

Comments may not be all inclusive based on information provided.



Milwaukie High School Community Meeting



North Clackamas School District
Dull Olson Weekes - IBI Group Architects
May 24, 2017

- **Project Timeline**
- **Overall Bond Scope of Work**
- **Current Design Concepts**
- **Area Program / Educational Specs**
- **Questions & Answers**



Project Timeline



Design Phase: April 2017 to June 2018

Permitting: Spring / Summer 2018

Final Costing: Spring 2018

Abatement / Demolition: Summer 2018

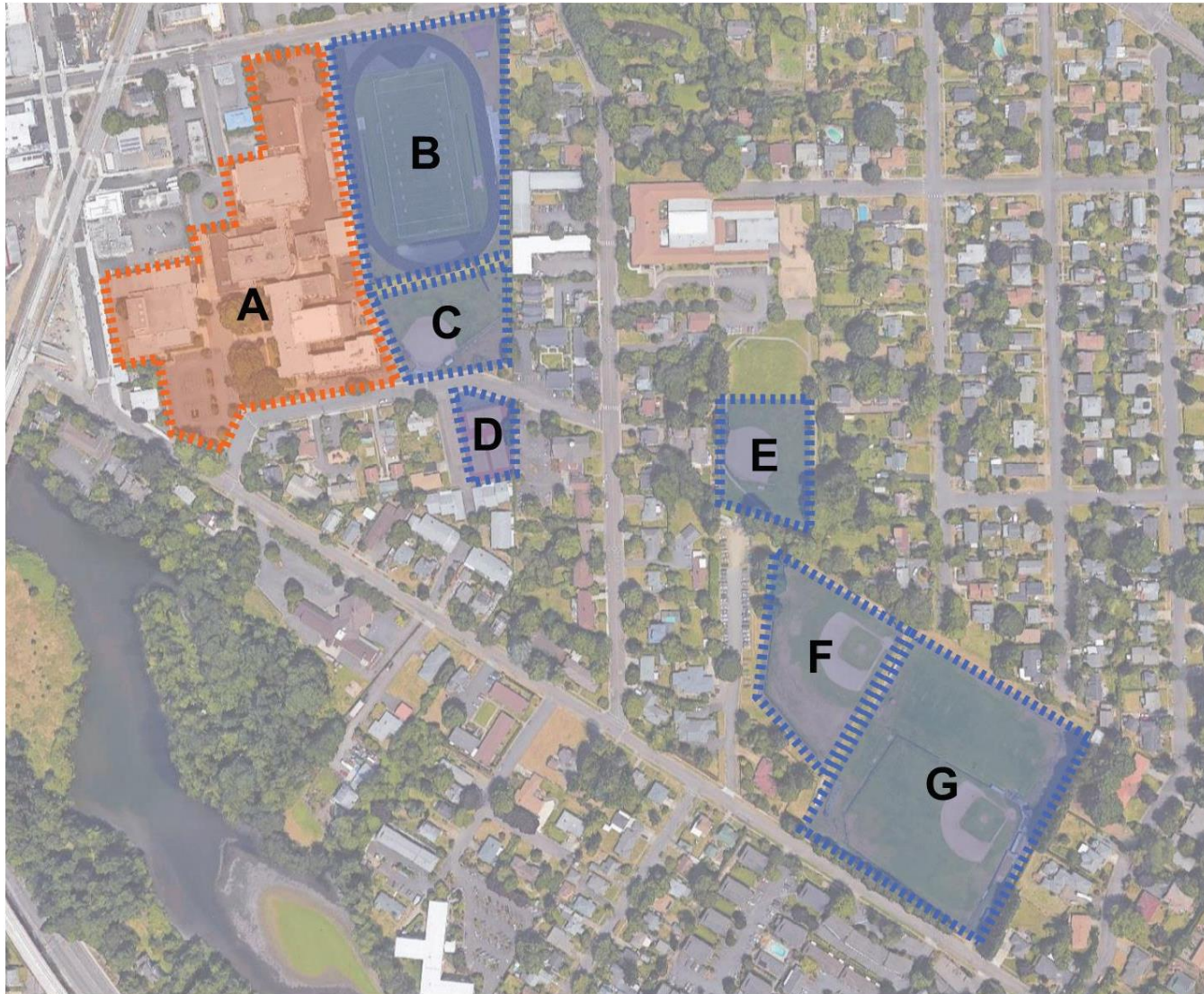
Start of Construction Phase: Summer 2018

Construction Complete: Late 2020 / Early 2021

Overall Bond Scope of Work



Scope Diagram

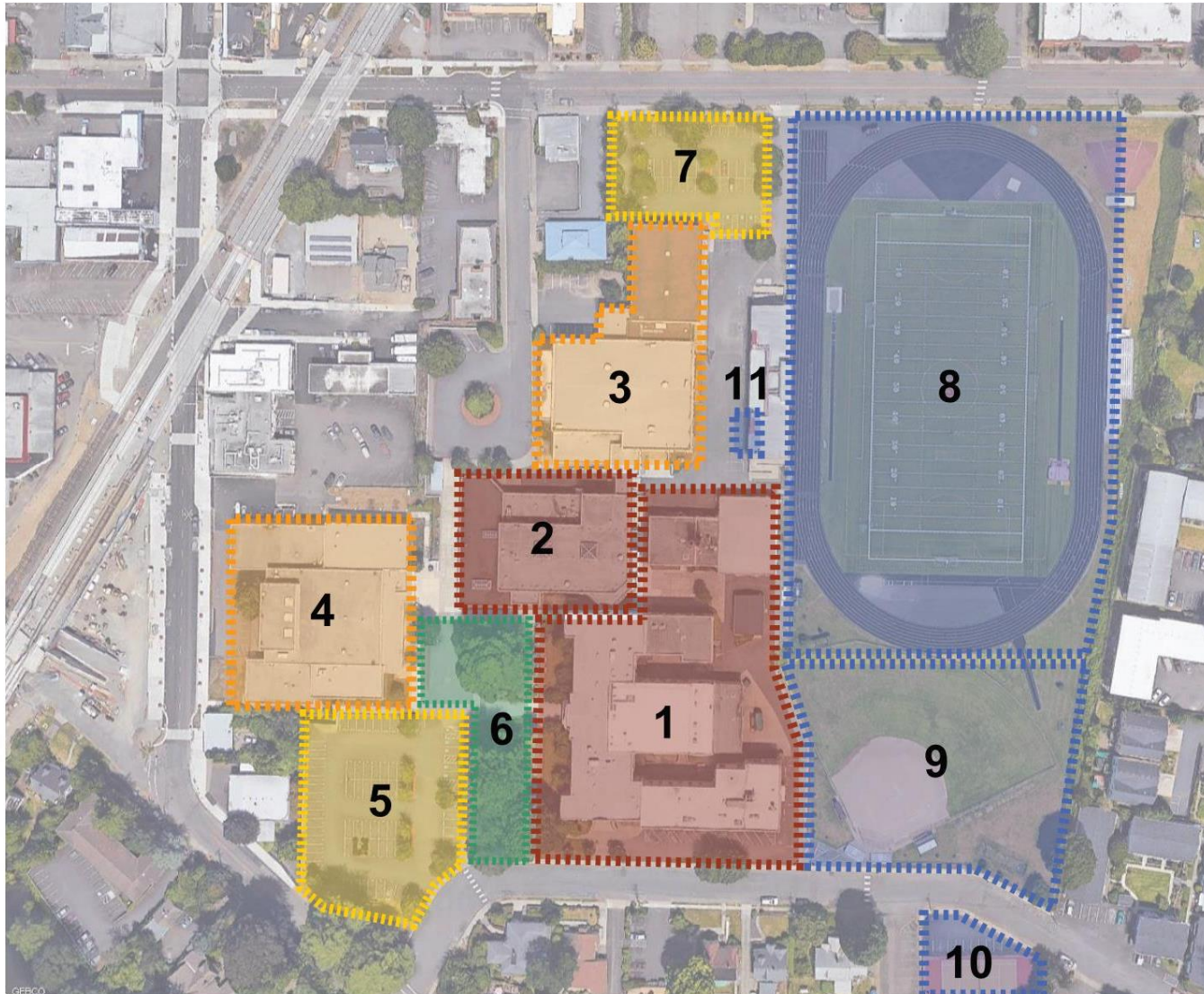


PRELIMINARY PROJECT SCOPE

- A** Campus Improvements
Main Building Replacement
(See Enlarged Diagram)
- B** Running Track Resurfacing
Running Track Striping
Field Turf Replacement
New Stadium Scoreboards
- C** Relocate Varsity Softball Field to
Lake Road Facility
- D** Remove Existing Tennis Courts
New Parking Lot
- E** Improvements to JV Softball Field
at Milwaukie ES
- F** New Varsity Softball Field
- G** New Varsity Baseball Field
(Relocate Field Adjacent to Soft
ball Field)



Scope Diagram



PRELIMINARY PROJECT SCOPE

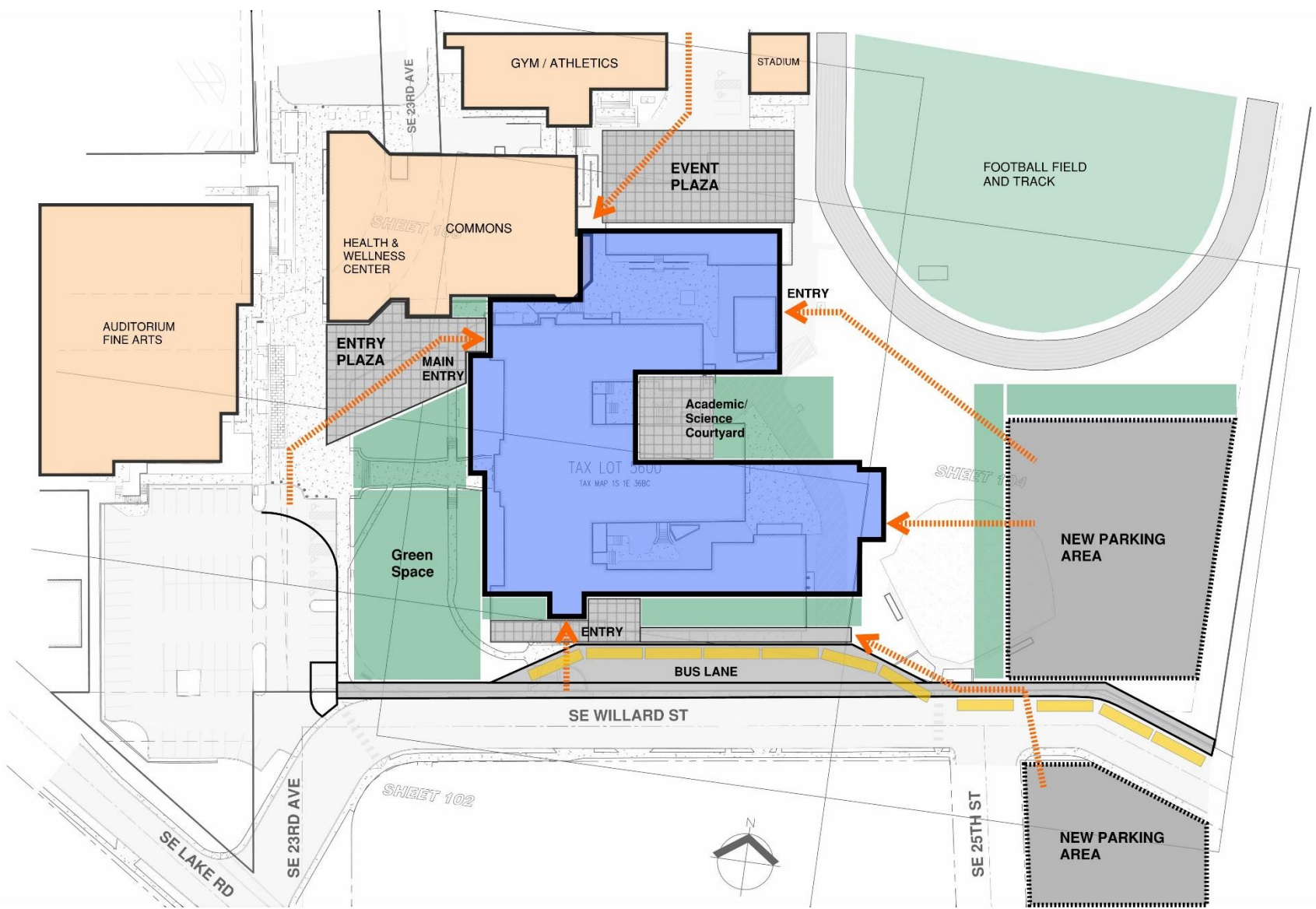
- 1** Main Building Replacement
Remove Boiler Building and Health & Wellness Center
- 2** Commons Improvements
Kitchen Remodel
Remodel Office Area
Re-Roof Commons Building
- 3** Gym Interior Improvements
Painting, Scoreboards
Refinish Gym Flooring
New Athletic Lockers
- 4** Re-Roof Auditorium
- 5** Main Parking Lot Improvements
- 6** Main Entry Plaza Improvements
- 7** North Parking Lot Improvements
- 8** Running Track Resurfacing
Running Track Striping
Field Turf Replacement
New Stadium Scoreboards
- 9** Remove Varsity Softball Field
Replace with New Parking Lot
- 10** Remove Existing Tennis Courts
Replace with New Parking Lot
- 11** ADA Improvements to Stadium
New Elevator to Press Box



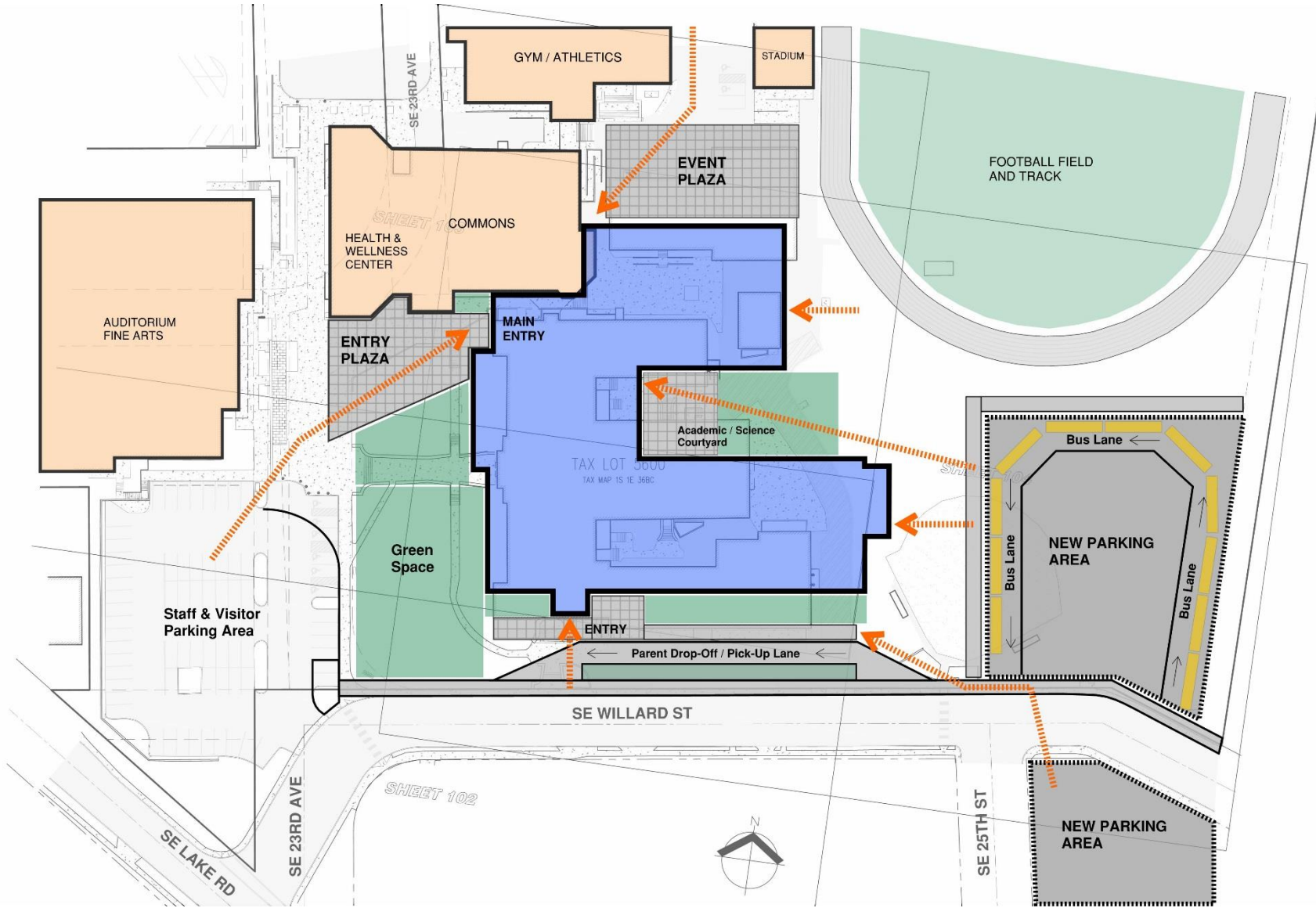
Current Design Concepts



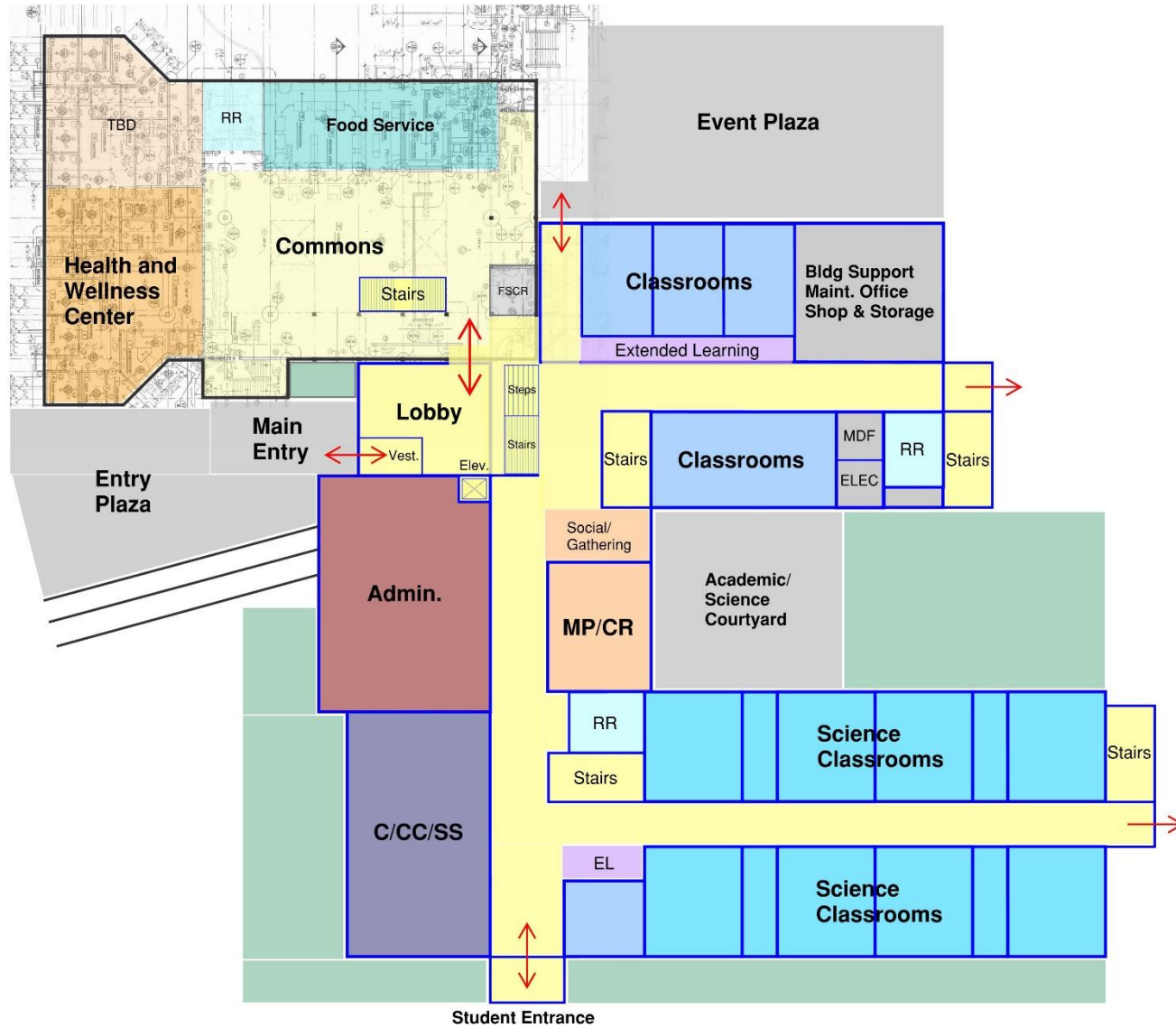
Site Plan Study 1



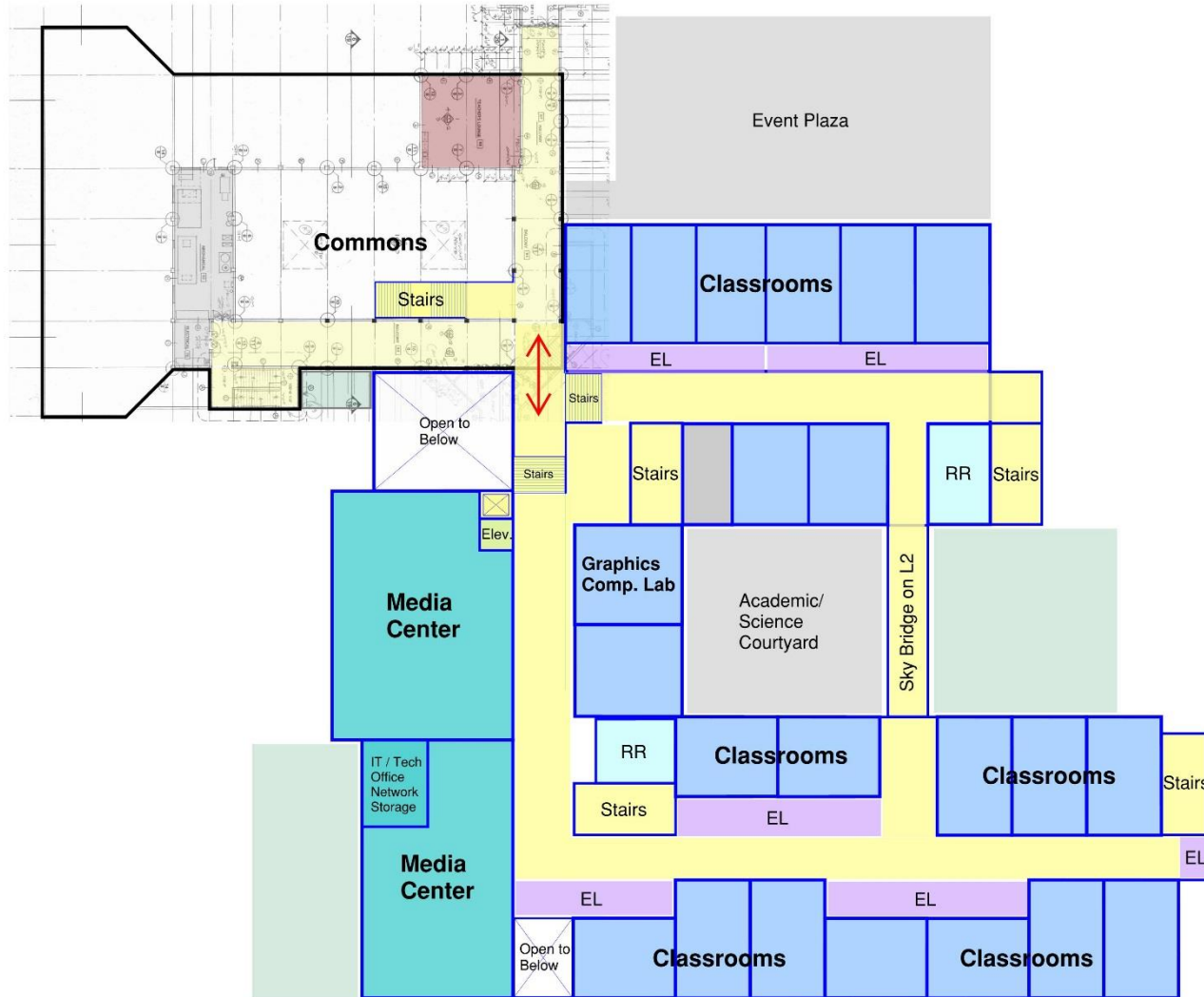
Site Plan Study 2



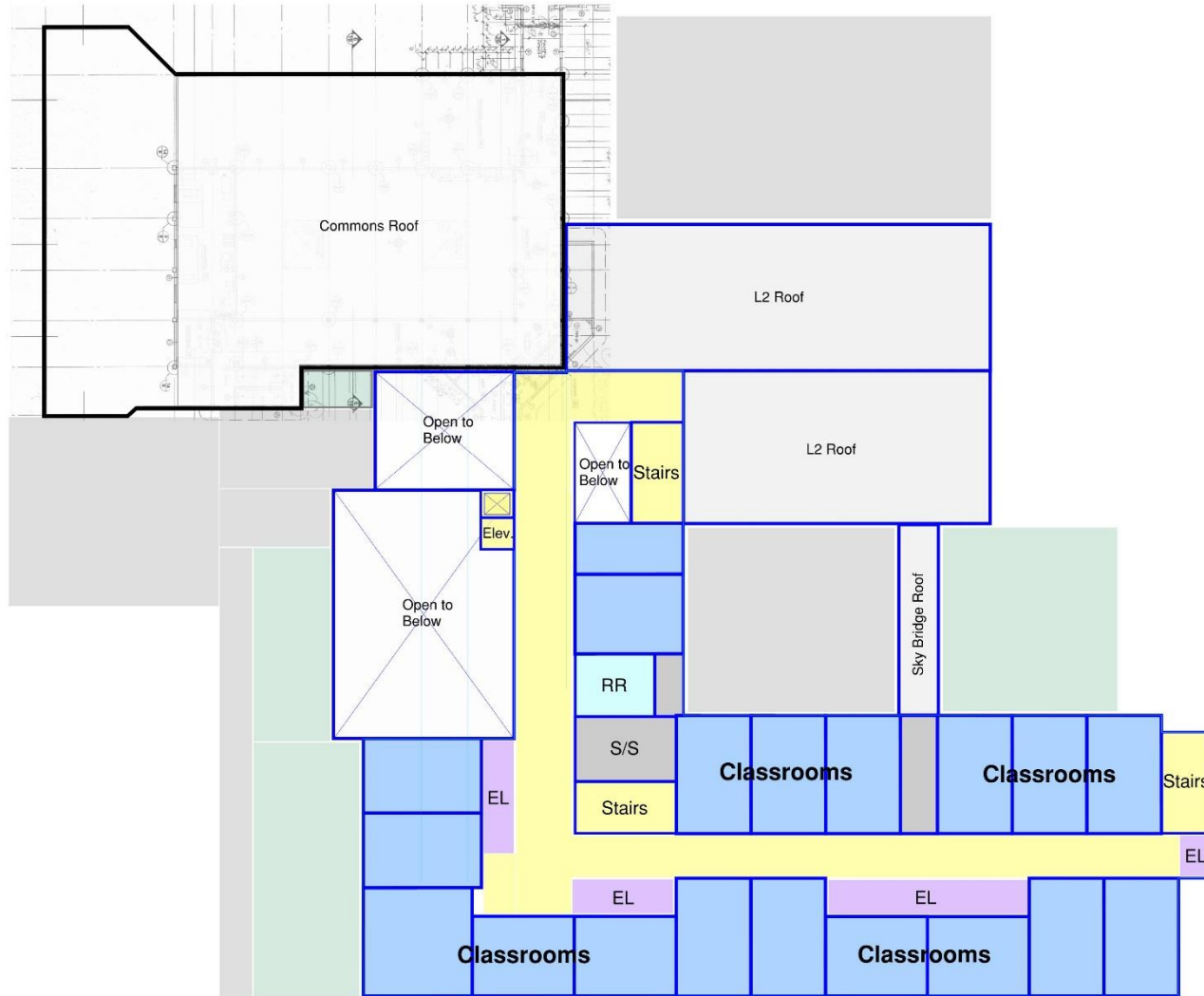
Level 1 Diagram



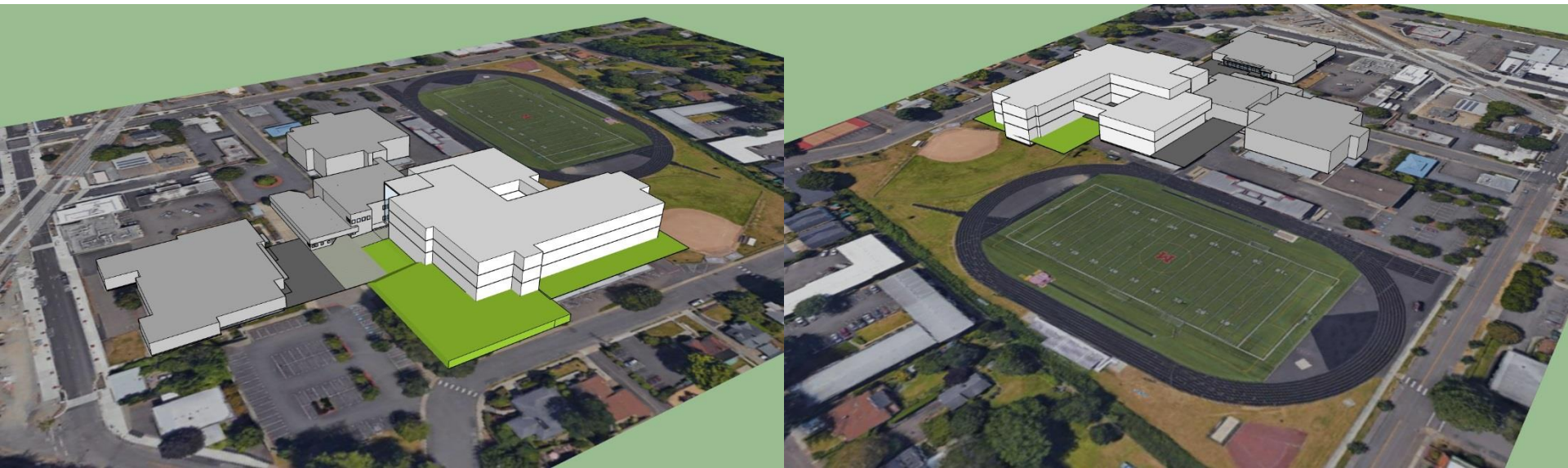
Level 2 Diagram



Level 3 Diagram



Concept Design Study

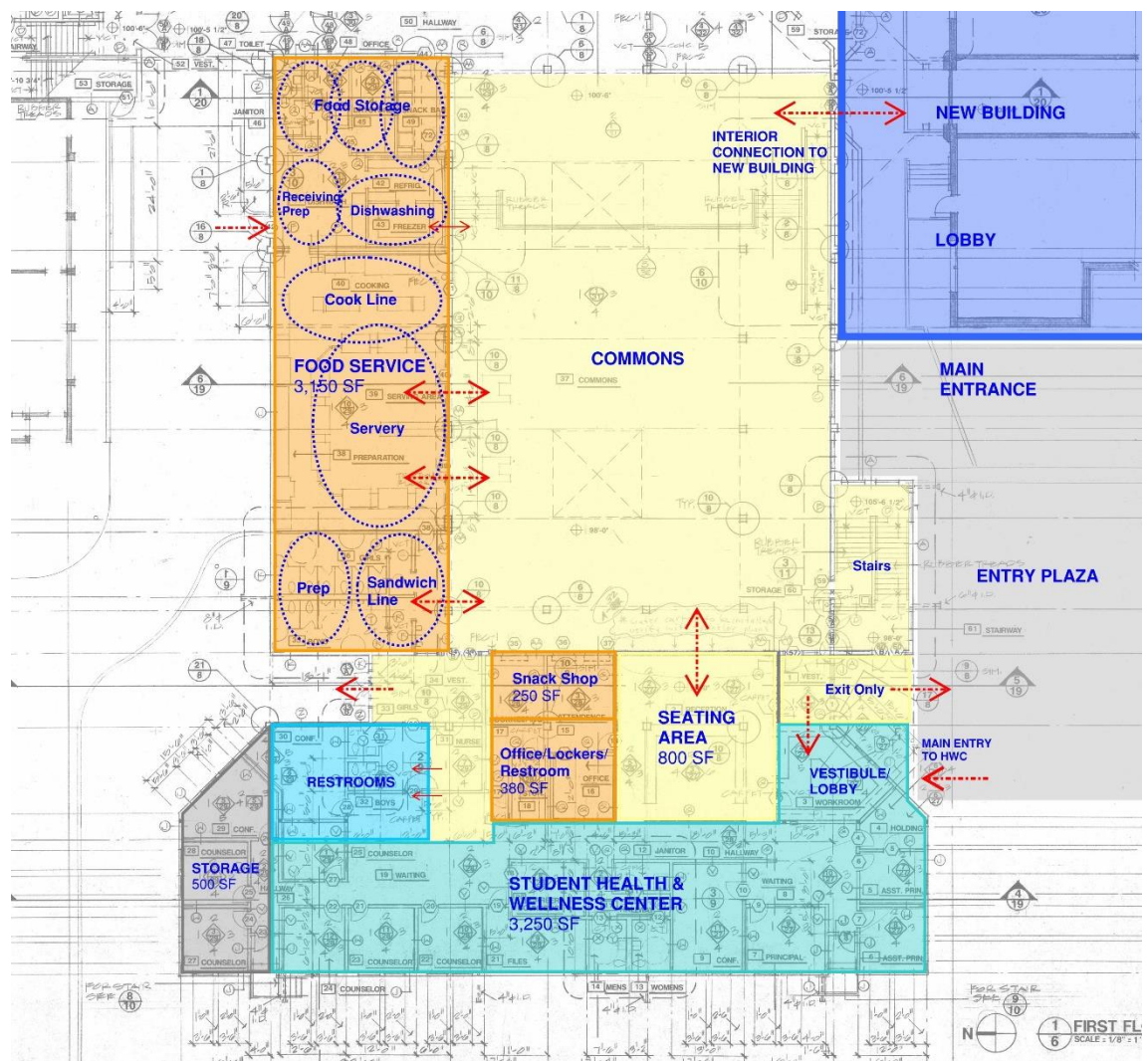


Dull Olson Weekes – IBI Group Architects
North Clackamas School District



Milwaukie High School – Community Meeting
May 24, 2017

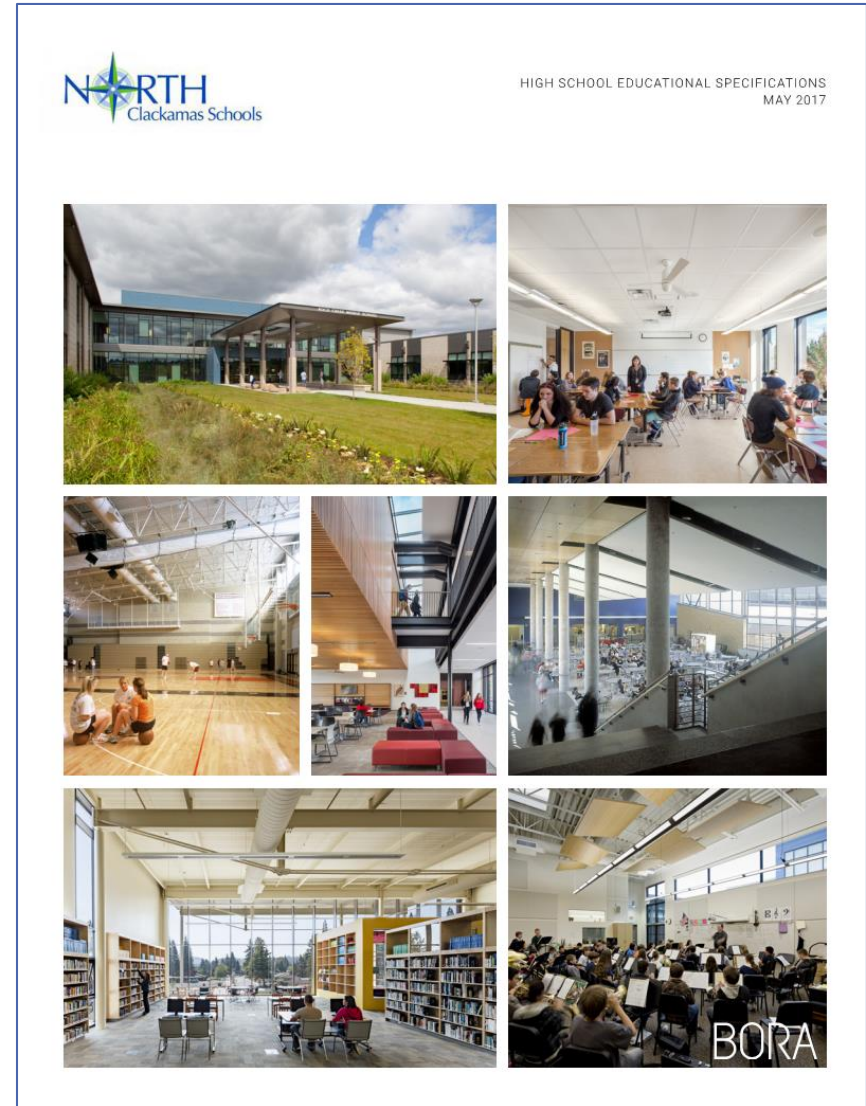
Commons Remodel - Overall Floor Plan



Area Program / Educational Specs



- North Clackamas School District's High School Educational Specifications are complete.
- The MHS area program for the new building mirrors Ed Specs, with some customization based on school needs.
 - Classroom organization and use of extended learning areas
 - Teacher planning rooms
 - Minor Adjustments to Admin, SPED and Library areas.
- Limited ability to align commons building with Ed Specs due to size of existing building.



Q & A





Milwaukie High School Community Meeting



North Clackamas School District
Dull Olson Weekes - IBI Group Architects
May 24, 2017

Bond Information

2016 CAPITAL CONSTRUCTION BOND

The Milwaukie High School and Lake Road Sports facilities are both enabled by the passage of the 2016 capital construction bond measure. With a passage rate of 62%, this measure will positively impact 17,324 students and our community through major facilities renovations, safety upgrades, and new construction.

PROJECT LIST:

Alder Creek Middle School
Athletic Fields / Clackamas High West and Rex Putnam
Ardenwald Elementary School
Bilquist Elementary School
Campbell Elementary School
Clackamas High School East / Phase One
Clackamas High School East / Phase Two
Clackamas High School West
Clackamas High School West Student Health Center
Facilities Operations
Happy Valley Elementary School
Happy Valley Middle School Classroom Addition
Happy Valley MS Covered Play and Interior
Lake Road Sports Facilities
Land Lab
Lewelling Elementary School
Linwood / Sojourner Elementary School
Milwaukie / El Puente Elementary School
Milwaukie High School
Mount Scott Elementary School Classroom and Cafeteria

Mount Scott Elementary School Improvements
New Elementary School
New High School in Rock Creek Area
New Urban High School
Oak Grove Elementary School
Oregon Trail Elementary School
Rex Putnam High School
Rex Putnam High School Health Center
Riverside Elementary School
Rowe Middle School
Sabin Professional Technical Center
Schellenberg Professional Technical Center
Scouters Mountain Elementary School
Spring Mountain Elementary School
Sunnyside Elementary School
Verne Duncan Elementary School
View Acres Elementary School
Whitcomb Elementary School
Wichita Family Support Center



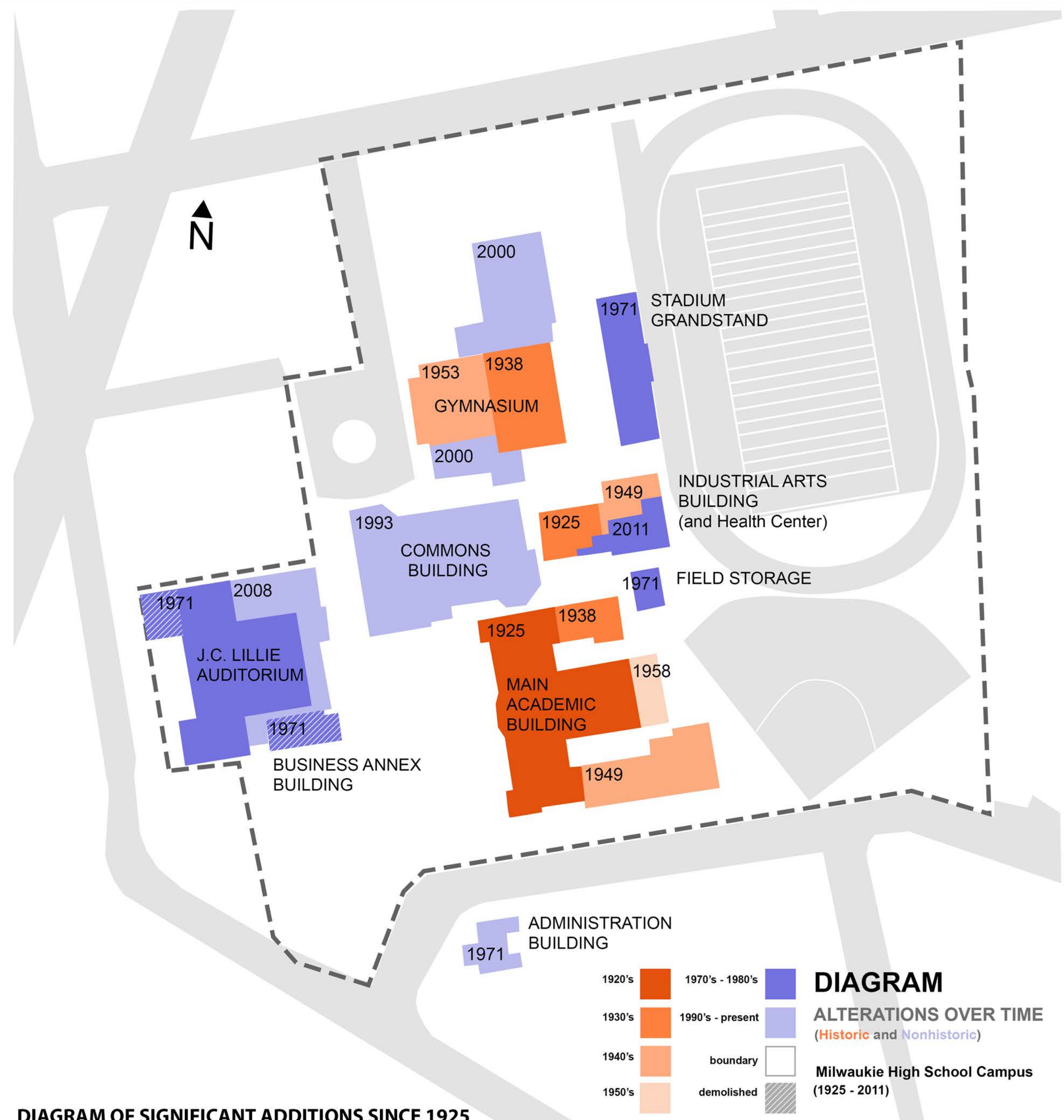
3J CONSULTING, INC.

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North Clackamas School District



Milwaukie High School – Community Meeting

Historical Context



RENOVATION TIMELINE

- 1925 STOKES & ZELLER CO.**
Main academic building and manual training & boiler building
- 1938 STOKES & ZELLER CO.**
Gymnasium and north wing
- 1941 WALTER E. KELLY**
Vocational agricultural building
- 1949 STOKES & ALLYN**
Addition of south wing to main building, addition to schools boiler room, track & field and tennis court addition.
- 1953 RICHARD WILHELM SUNDELEAF**
Addition and remodel to the gymnasium and remodel to boiler building to create shop.
- 1958 FREEMAN, HAYSLIP, TUFT & HEWLETT**
Major renovation of the main academic building, renovation to the boiler building to create an arts & crafts use, addition of the vocal room to the main building, conversion of the vocational agricultural building into a band building.
- 1971**
Business Education Building, conversion of vocal room into library administrative offices and the auditorium into a library resource center and reading room, replacement of the band building, original construction of the auditorium.
- 1993**
The Commons Building and relocation of the school administration into the commons building.
- 2000**
Second addition to the gym on the north side of the building, minor alterations to the main building, reconstruction of the main entry facade and installation of new windows
- 2008**
Conversion of the auditorium into the J.C. Lillie Performing Arts Building with an addition of a new art department and dance studio, renovations to the band room and drama room, addition of a black box theater, new lobby, demolition of the Business Education Building, remodel of locker room and team rooms.
- 2011**
Demolition of the southeastern corner of the Arts & Crafts/boiler building and replaced with the Health and Wellness Center



1956 photograph of Milwaukie Union High School
Oregon Historical Society archives



A photograph looking east at the current Milwaukie High School's main facade.



1956 photographs of Milwaukie Union High School
Oregon Historical Society archives

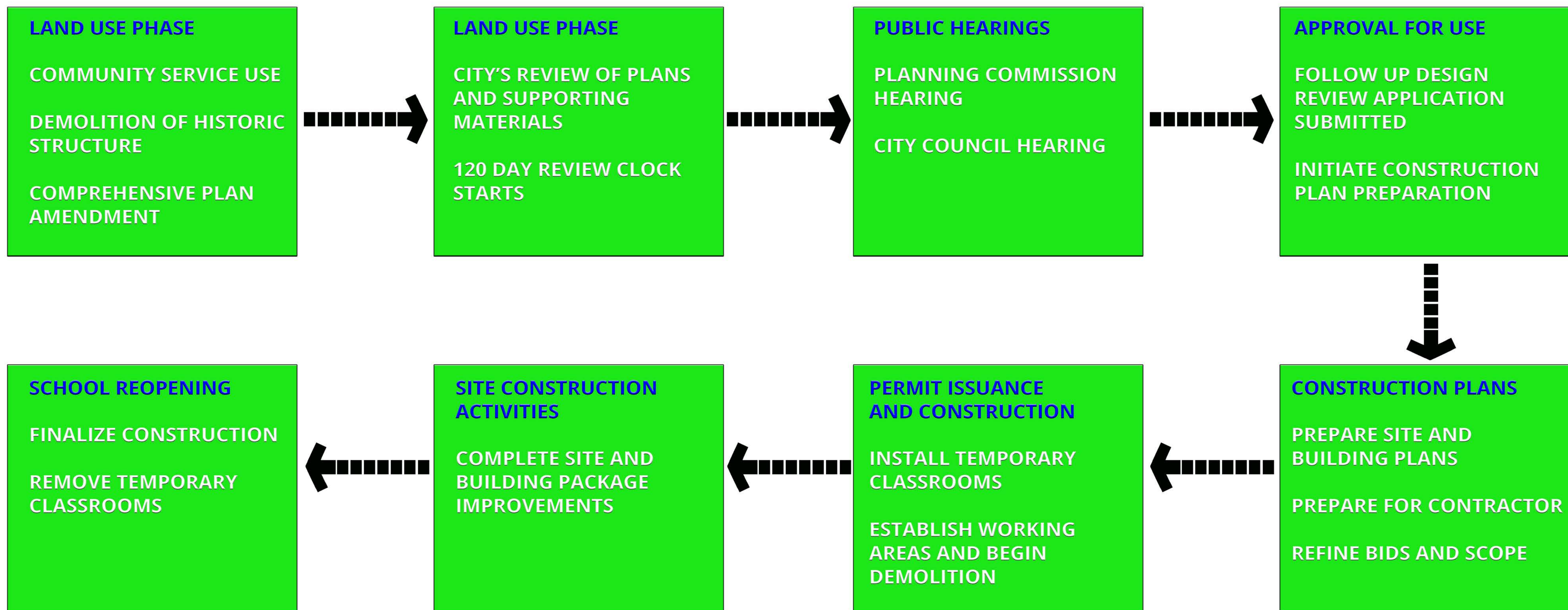


1926 photographs of Milwaukie Union High School
The Milwaukie Review, 1926



Process and Timeline

Process and Timeline



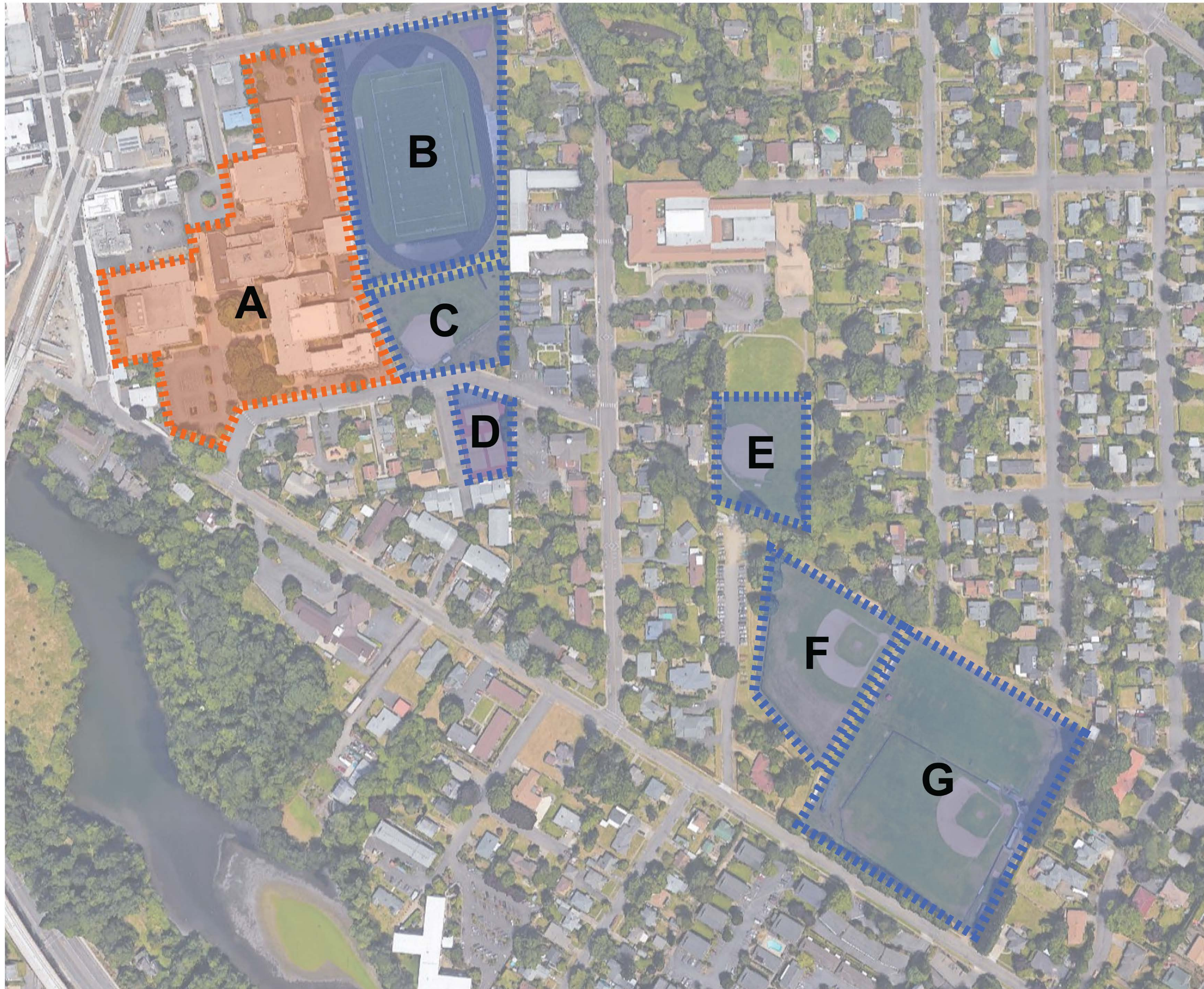
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North Clackamas School District



Milwaukie High School – Community Meeting

Scope Diagram

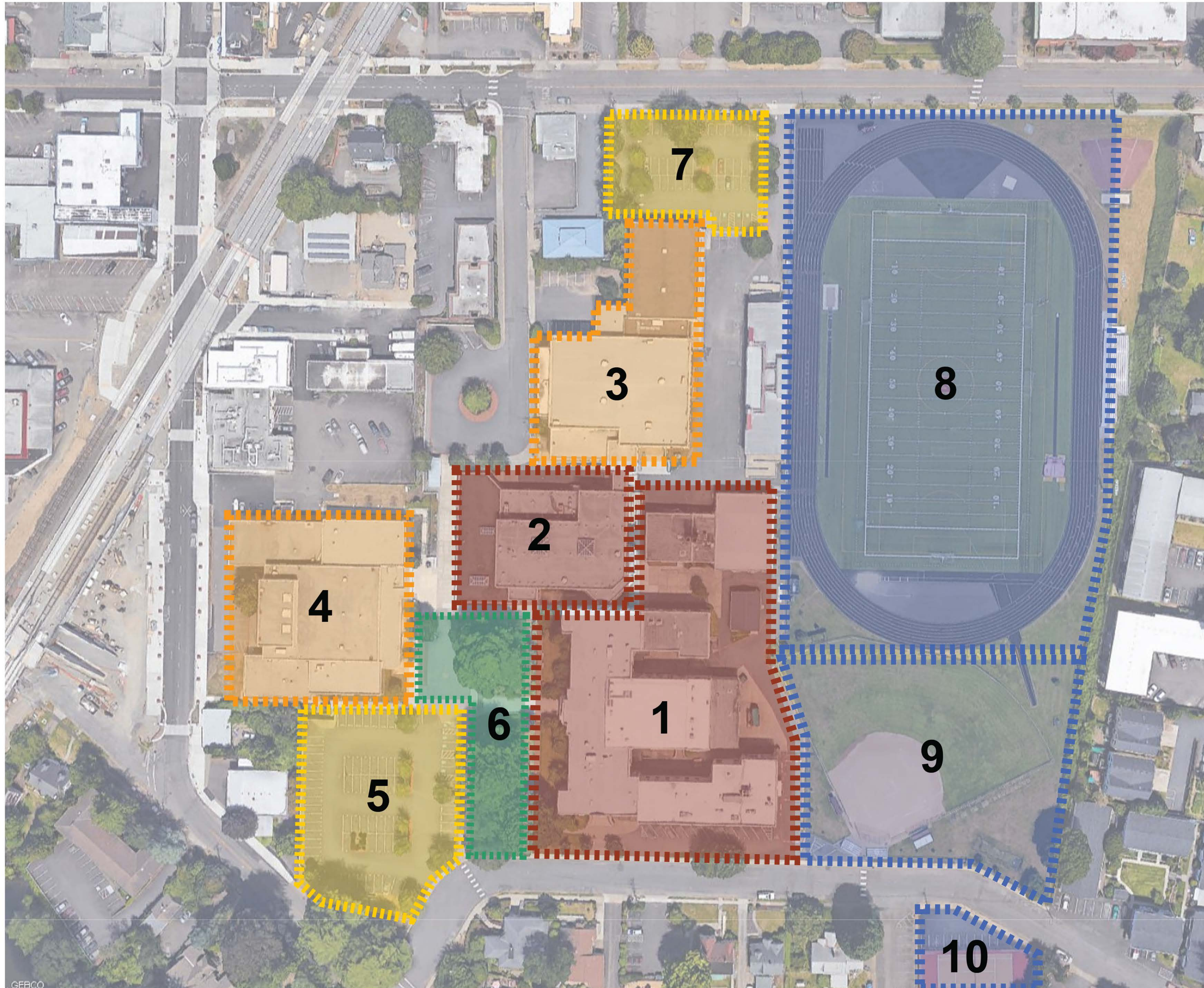


PRELIMINARY PROJECT SCOPE

- A** Campus Improvements
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- B** Running Track Striping
Field Turf Replacement
New Stadium Scoreboards
- C** Relocate Varsity Softball Field to
Lake Road Facility
Add (4) New Tennis Courts
- D** Remove Existing Tennis Courts
New Parking Lot
- E** New JV Softball Field at
Milwaukie ES
- F** New Varsity Softball Field
- G** New Varsity Baseball Field
(Relocate Field Adjacent to Soft
ball Field)



Scope Diagram | Main Campus



PRELIMINARY PROJECT SCOPE

- 1** Main Building Replacement
Remove Boiler Building and Health & Wellness Center
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Remodel Office Area
Re-Roof Commons Building
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- 8** Running Track Striping
Field Turf Replacement
New Stadium Scoreboards
- 9** Remove Varsity Softball Field
(4) New Tennis Courts
- 10** Remove Existing Tennis Courts
New Parking Lot



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11611 SE 33RD AVE
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3172 SE LAKE RD #27
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3128 SE LAKE RD
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11827 SE 28TH AVE
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RUPP DAVID & MARYLOU
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SUMMERS STEPHEN P
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WATERMAN RONALD L & CATHERINE L
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SENGER GAYLEN J & SANDRA M
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SHEARER CASSANDRA D
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SUTHERLAND ANDREA & JAY
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WESTERGREN CRAIG B TRUSTEE
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SHEARER SHERYL J
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BLUESTONE HOMES INC
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OREGON CITY , OR 97045

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ATHERTON RICHARD & ALICE
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11165 SE 23RD AVE
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AUSTEN JONATHAN THOR & RACHEL
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BRYAN RAYMOND D
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COSSETTE DANIEL L & DONNA L
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B37 MILWAUKIE OWNER LLC
760 SW 9TH AVE STE 2200
PORTLAND , OR 97205

BUCHWALTER MARIANNE TRUSTEE
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PORTLAND , OR 97214

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BERNARD SIRI
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10722 SE MAIN ST
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11358 SE 21ST AVE
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MILWAUKIE , OR 97222

COGGIN DANIELLE
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DEVILLIERS SYLVIA TRUSTEE
11177 SE 27TH AVE
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DUPASQUIER KATHLEEN ANN
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HASSEN HECTOR
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KAFKA COLIN J & SANDRA M
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SEABORG LEONA MAY TRUSTEE
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MATTESON BONNIE L
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 SIGN-IN SHEET
 JUNE 27, 2017

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 JUNE 27, 2017

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Stephen McMurtry	Northwest Housing Alternatives	503-654-1007 x122 mcmurtry@nwhousing.org
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MEETING NOTES

Date: June 27, 2017
Project: Milwaukie High School and Lake Road Sports Complex
3J No.: 17398

The following transcripts were prepared from the comment cards submitted at the Milwaukie High School and Lake Road Sports Complex Neighborhood Meeting on June 27, 2017.

Commenter:

Bill Corti
503-654-0988
Willcorti@aol.com

Comments: I live near Rowe Middle School and Work and drive into downtown Milwaukie every day. Please do not create a traffic problem at the high school along Lake Road when the construction of the new school is taking place.
Make sure there are large enough rooms for the computer labs. Plan ahead for future computer innovations coming in the decades to come.

Commenter:

Rene Wiese
503-593-1034
renew2553@gmail.com

Comments: I live behind home plate and have concerns about additional traffic, noise, and congestion with the field being upgraded to Varsity Level. Currently there is insufficient parking for activities held there. SE 32nd Avenue off Lake Road is a dead end and now street parking is packed and creates traffic issues as drivers try to turn around. I do not want structures built any taller than existing, more lights, brighter lights, louder sound systems, than what I contend with now. I do not want to lose my view of the hills to the west. I don't want to feel fenced in my backyard.
The plans for the school improvements are much needed, and overdue and will serve Milwaukie well into the future.

Commenter:

Donald Skipwith
503-303-5438
nmskip@gmail.com

Comments: Please consider the inclusion of such facilities as would enhance the disaster preparedness of this downtown/HS community.
MHS is the appropriate and logical place to become the location for recovery and medical triage after "the Big One". It has space for assembly and grouping.



If we were in Multnomah 6, MHS would already have been identified as an “assembly point” but Clackamas has not yet identified these points.

Please plan for and incorporate disaster preparedness into your plan.

Commenter:

Hal Wacek

503-659-7960

Comments: The varsity field upgrades appear not well planned. Increased play activity on these fields require substantial neighborhood input, as the activity already on the present fields is annoying. The only reason few complaints have been made is that play is not often. Some things that will bring complaints when activity increases are:

- Increased traffic and parking. Current players already park on side streets, parkways, and the field itself. They do not walk.
- Increased lighting during night games. The lighting hinders sleep in 2nd and 3rd floor apartments south of Lake Road, and in other areas.
- Increased noise. The noise during night games is intolerable. The only saving grace is relatively few night games are played now. MHS administrators can count on many more complaints about noise should they increase the number of games played on these fields, both during the day and at night.
- Litter will increase. Currently very little litter spoils the neighborhood from games played on these fields, because few total numbers of people attend these games. Varsity games will increase this problem.
- Please increase the parking available on site on these fields. Make lighting that cannot be seen outside the fields. Put snack dining near the center of the fields, not near the periphery. And schedule the games during the day, so neighbors can sleep at night. Milwaukie requires quiet after 8pm in residential neighborhoods. Please be sure all your games meet this requirement.
- Also, make all neighbors within one block of these fields aware of your detailed plans for improving these fields, and your detailed plans for use of them in the future. Please do this soon.



**MILWAUKIE
HIGH SCHOOL**

**LAKE ROAD
SPORTS COMPLEX**



MILWAUKIE HIGH SCHOOL LAKE ROAD SPORTS COMPLEX

The North Clackamas School District cordially invites you to attend an Open House to discuss proposals for the new Milwaukie High School and improvements to the Lake Road Sports Complex.

The meeting will be held at the Milwaukie High School Library on Tuesday, June 27th from 6:00pm to 8:00pm.

No RSVP is required.



Technical Memorandum



**LANCASTER
ENGINEERING**

To: Andrew Tull
From: Melissa Webb, PE
Miranda Wells, PE
Date: January 5, 2018
Updated: February 18, 2018
Subject: Athletic Field Remodel Circulation Plan

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
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lancasterengineering.com

This memorandum outlines the circulation patterns for the athletic fields that serve Milwaukie High School in Milwaukie, Oregon, in coordination with the reconfiguration of the site. This document outlines the existing circulation patterns and highlights any improvements from the existing conditions, as the reconfiguration is not anticipated to result in significant circulation pattern changes.

Project Description

The athletic fields are located southeast of Milwaukie High School (see Figure 1). The fields are bordered by SE Lake Road on the south, SE 27th Avenue on the west, and SE 32nd Avenue on the east.

Figure 1 - Aerial view of site and immediate vicinity (image from Google Maps)





January 5, 2018
Page 2 of 9

Per the notes on the Master Plan, the parking lot that serves the athletic fields will remain in the same location with some upgrades including: sidewalks, curbs, a turnaround area sized to accommodate a school bus turning radius, and additional parking spaces. The parking will include 16 new parking spaces for a total of 54 with an additional 43 parking spaces at Milwaukie Elementary School athletic field area, bringing the total available parking spaces to 97. Figure 2 shows a current site plan of the project location, and Figure 3 and Figure 4 shows the proposed changes to the athletic fields at Milwaukie Elementary School and along SE Lake Road.

Figure 2 – Current Athletic Field Layout





January 5, 2018
Page 3 of 9

Figure 3 – Proposed Athletic Field Refinement Site Plan at Milwaukie Elementary School

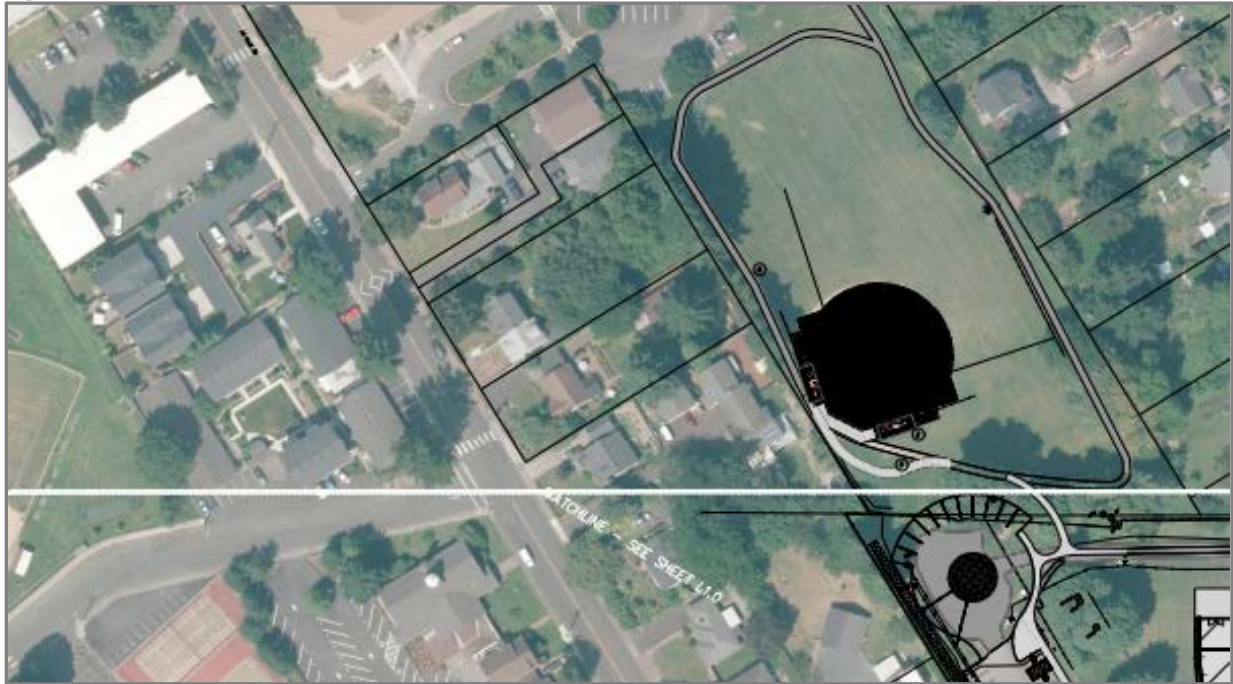
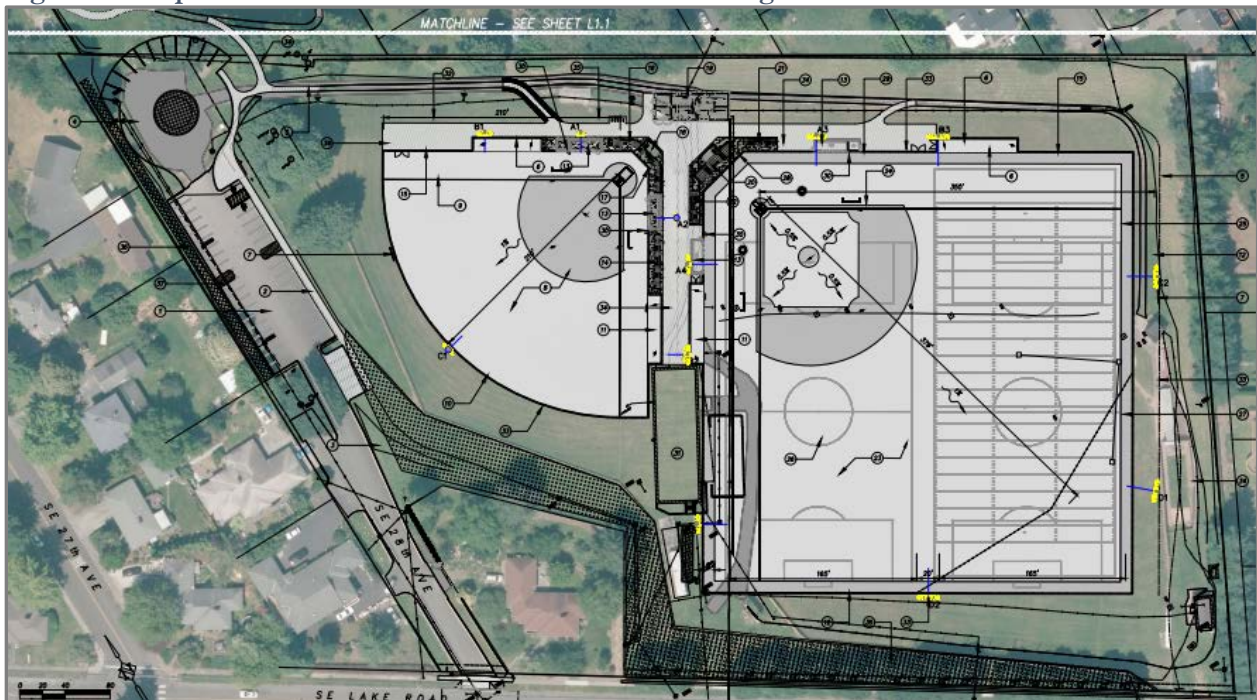


Figure 4 - Proposed Athletic Field Refinement Site Plan Along SE Lake Road





Supporting Transportation Facilities

The supporting transportation facilities for the athletic fields are consistent with the High School. SE Lake Road is also signed as 20 mph in the vicinity of the school during school hours. All of these roadways have signed school crossings that feed into a consistent sidewalk network. The majority of these roadways do not have bike lanes. Local streets and neighborhood routes are typically considered shared roadways between motor vehicles and bicycles. A summary of these roadways is provided in Table 1.

Table 1 - Summary of Supporting Roadways

Roadway	Classification ¹	Speed (mph)	Sidewalks	Bicycle Facilities
SE Willard Street	Local street	20	Yes	Shared roadway
SE Lake Road	Arterial	20 ²	Yes	West of SE 23 rd Avenue
SE 27 th Avenue	Neighborhood Route	20	Yes	None designated

1 – Classifications based on Milwaukie Transportation System Plan

2 – School zone

SE Lake Road is the main route that vehicles traveling to and from the athletic fields are anticipated to use. Beyond the school zone, the speed limit along SE Lake Road is 30 mph. There are two TriMet transit stops located along SE Lake Road near the athletic fields. One location is at the intersection of SE Lake Road and SE 28th Avenue, and the second location is at the intersection of SE Lake Road and SE 31st Place. Both locations serve bus line 32.

There is existing on-street parking located on both sides of SE 27th Avenue, and along the south side of SE Willard Street. There is no on-street parking along the north side of SE Willard Street, and “No Parking” signs are displayed along this area. SE Lake Road does not allow on-street parking in the vicinity of the school.

SE Willard Street is classified as a local road¹. It is signed as 20 miles per hour (mph) and has sidewalks on both sides of the roadway. There are no dedicated bicycle lanes; however, the City of Milwaukie considers local roads as shared roadways. The road is compliant with current City Guidelines.

The intersection of SE Willard Street and SE Lake Road is controlled by a stop sign along SE Willard Street. Vehicles can turn either left or right onto SE Lake Road. The intersection of SE Willard Street and SE 27th Avenue is controlled by a stop sign at SE Willard Street. However, vehicles can only make a right-hand turn onto SE 27th Avenue. Both intersections have striped crossings.

¹https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/42751/ch_8_street_network_element.pdf



Circulation Plan

The Milwaukie Municipal Code, Section 19.504.11, details that the preliminary circulation plan “shall include a site plan, showing land uses; building envelopes and other structures; the pedestrian, bicycle, and vehicle circulation system; vehicle and bicycle parking areas; open areas; existing trees to be preserved; and utility connections. The site plan must also include the following: (a) All existing improvements that will remain after development of the proposed use; (b) All improvements planned in conjunction with the proposed use; (c) Conceptual plans for possible future uses; and (d) Pedestrian and bicycle facilities, including safe pedestrian and safe bicycle circulation between the following: (1) Major buildings, activity areas, and transit stops within the site plan boundaries and adjacent streets, pathways, and transit stops. (2) Adjacent developments and the proposed development”.²

Much of this information is provided in the site plan package, this section is provided to add further detail to the circulation plan. The site currently exists, and the circulation is anticipated to be similar to the existing circulation with improved pathways, connections, parking lots, and bicycle parking. The following sections outlines these details.

Site Plan and Land Uses

The site plan for the proposed reconfiguration of the athletic fields is shown in Figure 3. The area is zoned as R-7, Low Density Residential Zone, and is currently used for athletic fields. No land-use changes will occur with this reconfiguration, however, there may be an increase in visitors to the field as one additional field is being proposed.

Buildings

Currently, there are dugouts, bleachers, a restroom and storage facility, an indoor batting facility, and a few other small building structures on the project site. Future plans call for the addition of new structures on the site, but no buildings.

Pedestrian, Bicycle, and Vehicle Circulation System

The majority of pedestrian circulation will be on-site and to and from the parking areas. To access the site from the parking lots available at both athletic fields, pedestrians can travel along a new pedestrian pathway network on both athletic fields from existing and new access points included as part of this plan.

Pedestrians who choose to park at the Milwaukie Elementary School can access the athletic fields by traveling along a new pedestrian pathway that will connect the parking lot at the elementary school to the athletic

² http://www.qcode.us/codes/milwaukie/?view=desktop&topic=19-19_500-19_504



fields. In addition, pedestrians could also choose to exit the parking lot and walk south along SE 27th Avenue to SE Lake Road, turn east, and continue walking to the athletic fields. SE 27th Avenue features a low posted speed, as well as sidewalks on both sides of the street.

Figure 5 shows existing and proposed pedestrian circulation from parking lots to the athletic fields. Parking lots are shown in yellow, existing pedestrian circulation routes are shown in green, and proposed pedestrian connections are shown in orange.

Figure 5 - Existing and Proposed Pedestrian Circulation (green and orange lines)



**Note: South parking lot at Milwaukee High School (shaded yellow) has been removed from the most recent plans*

When parking lots are full, students and parents attending events at the athletic fields often park in the surrounding neighborhoods. It is likely that this will continue after the proposed remodel of the parking lot. To access the field from the parking lots they would be required to walk along dead-end roadways that have low-volume and low-speeds. The proposed reconfiguration of the athletic fields is anticipated to improve these connections by providing walkways closer to SE 30th Avenue and SE 31st Avenue to provide direct circulation of the traffic.

Bicyclists can access the parking lot via the same locations of vehicles and pedestrians. It is anticipated that the bicyclist will travel along low-volume and low-speed neighborhood routes to access the fields from similar locations to the vehicles parking in the neighborhoods: SE 30th Avenue and SE 31st Avenue.



Once on-site, all circulation will be conducted by walking between fields, restrooms, and other on-site facilities. The proposed plans call for an asphalt walkway around a majority of the interior perimeter of the athletic fields, as well as asphalt walkways between fields.

Transit Connections

Visitors to the athletic fields may also arrive via bus or light rail. Figure 6 shows the location of the TriMet bus stops and the MAX Orange Line Milwaukie/Main Station near the athletic fields.

Figure 6 - Location of TriMet Bus Stops and MAX Station (Circles on Map)



**Note: Orange line represent the Light Rail and blue line represents the Bus Route (Map from TriMet Website³)*

There are four transit stops along SE Lake Road that are adjacent to the athletic fields. two stops are located at the intersection of SE Lake Road and SE 28th Avenue, one for each direction. This stop serves bus line 32 and does not feature a bench or a covered waiting area. There is no marked crosswalk at the transit stop;

³ <http://ride.trimet.org/?tool=routes#/>



however, there is a marked crosswalk approximately 175 feet west of the transit stop that pedestrians could access. Sidewalks are provided along both sides of SE Lake Road at the transit stops.

The other transit stops are located at the intersection of SE Lake Road and SE 31st Place. These stops also serves bus line 32, and do not feature a bench or a covered waiting area. There is no marked crosswalk at this location; however, there is a marked crosswalk approximately 800 feet west of the transit stop that pedestrians could access. Sidewalks are provided along both sides of SE Lake Road at the transit stops.

In addition, there are several transit stops along NE 34th less than half-a-mile from the field. These stops serve bus line 29. There are several local roadways with low-volume and low-speeds that can provide access from these stops to the athletic fields.

Visitors to the athletic fields may also arrive via MAX Light Rail. The nearest MAX station is the Milwaukie/Main Station located near the intersection of SE Main Street and SE Lake Road, which serves MAX Orange Line. The Milwaukie/Main Station is located less than a half mile from the athletic fields. Pedestrians arriving at the Milwaukie/Main Station could travel on sidewalks along both sides of SE Lake Road to access the athletic fields.

Vehicle and Bicycle Parking Areas

Per the notes on the Master Plan, the parking lot that serves the athletic fields will remain as is, with the addition of sidewalks, curbs, and a turnaround area sized to accommodate a school bus turning radius. There are currently 38 marked parking spaces. The proposed project includes the addition of 16 more parking spaces, for a total of 54 parking spaces. Vehicles enter and exit the parking lot from SE Lake Road.

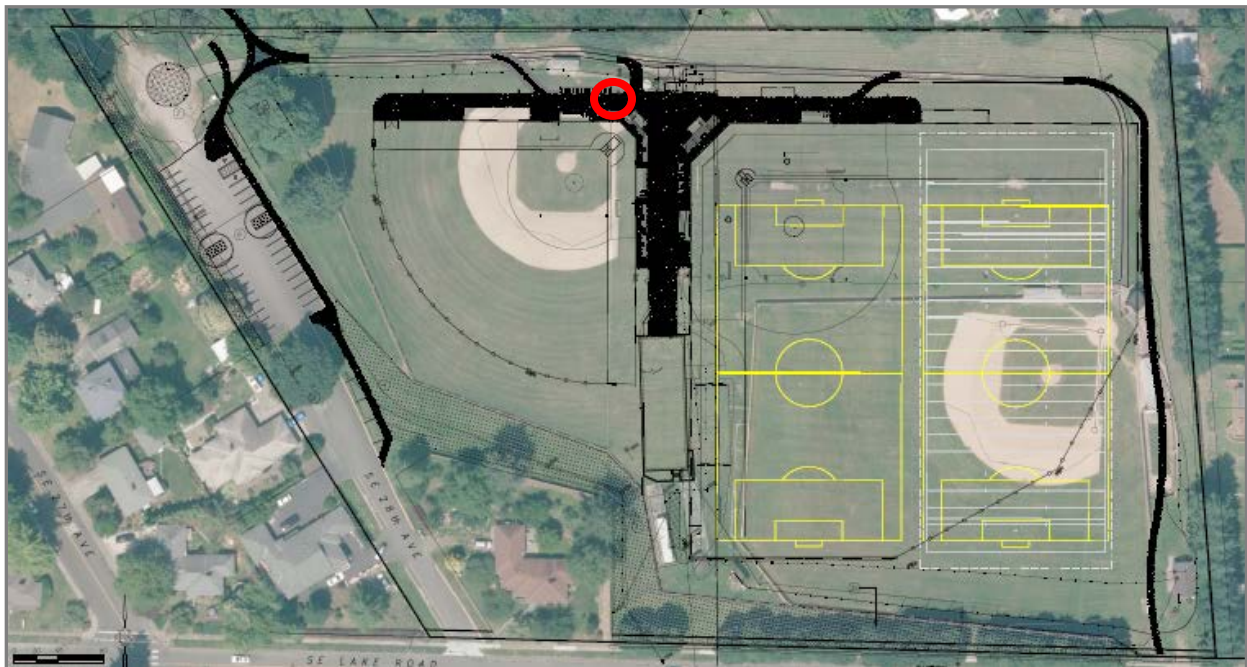
Vehicles also have the option of parking at Milwaukie Elementary School and walking along a pedestrian path to access the athletic fields. There are 43 parking spaces available at Milwaukie Elementary School. Vehicles enter and exit this parking lot from SE 27th Avenue. Pedestrians could also choose to walk south along SE 27th Avenue to SE Lake Road, turn east, and access the athletic fields. SE 27th Avenue has a low posted speed as well as sidewalks along both sides of the roadway.

Vehicles accessing the parking lot will be consistent with current operations. Vehicles planning to attend events at the athletic fields may wish to park in one of the two proposed parking lots at Milwaukie High School. From these lots, pedestrians can travel along the pathways highlighted in Figure 5. These pathways travel along low-speed low-volume roadways with striped crossings and sidewalks. Figure 5 shows the off-site parking lots available for visitors to the athletic fields highlighted in yellow.

The proposed plan shows one bicycle storage area located at the north side near the baseball field. Figure 7 shows the proposed bicycle storage area circled in red.



Figure 7 - Proposed Bicycle Storage Area (circled in red)



Open Areas

There will be various open areas throughout the athletic field with the reconfiguration. Access to these areas will be improved from the current layout with an enhanced pathway system and additional access points, shown in black in Figure 7.

Conclusions

The proposed reconfiguration of the athletic fields is anticipated to operate similar to the existing athletic fields, with a potential increase in the number of visitors to the athletic fields occasionally. The athletic fields currently contain two baseball/softball fields, as well as an open area that is used as a football practice field. The proposed project calls for modifying the existing fields to accommodate three separate field facilities (a softball field, a baseball field, and a soccer/football field).

Additional parking will be provided via the on-site parking lot and the parking lot at Milwaukie Elementary School, as well as new and reconfigured parking lots at Milwaukie High School, which may reduce the number of people parking in neighborhoods. Circulation for all modes of travel is expected to be adequate to service the site needs.

Harper
Houf Peterson
Righellis Inc.

LAKE ROAD SITE

NCS-30

CONCEPTUAL STORMWATER MANAGEMENT REPORT

Prepared For:

North Clackamas School District
12400 SE Freeman Way
Milwaukie, OR 97222

12/7/2017

Prepared By:

Harper Houf Peterson Righellis Inc.
205 SE Spokane Street, Suite 200
Portland, OR 97202
P: 503-221-1131 F: 503-221-1171

Bill Long, P.E.



EXPIRES: 12/31/

Preliminary

12/11/2017 8:49:18 AM

The logo for Harper Houf Peterson Righellis Inc. (HHPR), consisting of the letters "HHPR" in a bold, teal, sans-serif font, enclosed within a white diamond shape.

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

NCS-30

December 8th, 2017

Milwaukie High School Field Improvements-Lake Road Site
Conceptual Stormwater Plan Memo

The existing site includes grass covered softball and baseball fields, a hitting facility, parking lots, and structures. Existing surface water drains primarily to the south via the existing stormwater collection system.

The City of Milwaukie Design Standards requires stormwater management from all developments. Storm detention facilities shall be designed to provide storage up to the 25-year storm event, with safe overflow conveyance of the 100-year storm event. Calculations of the site discharge for both the existing and proposed conditions shall be required using the Unit Hydrograph Method. Storms to be evaluated include the 2, 5, 10, 25, and 100 year events. Allowable postdevelopment discharge rate for the 2, 5, 10, and 25 year events shall be that of the predevelopment discharge rate. All water quality facilities shall meet the design requirements of the current City of Portland, Stormwater Management Manual, as amended and adopted by the City of Millwaukie and the requirements of Subsection 2.0050 (Water Quality Facilities).

Proposed improvements include a new parking lot, turnaround area, concessions, and dugout buildings. Impervious areas created by the new parking lot and turnaround area are proposed to be managed by Stormwater Planter A located in the northwest corner of the site. Impervious surfaces created from the rooftops of the proposed concession and dugout buildings are proposed to be managed by Stormwater Planter B located south of the existing hitting facility (see attached Exhibit 1). Infiltration is assumed 1.8 inch/hr based upon USDA Saturated Hydraulic Conductivity rates (see attached USDA Saturated Hydraulic Conductivity data).

The proposed vegetated stormwater infiltration planters have been sized to store storm events up to the 25-year event using the City of Portland PAC calculator (see Pre and Post Development Flows Table below). The stormwater infiltration planters have been sized to meet Category 3 of the Stormwater Infiltration and Discharge Hierarchy and corrected infiltration rate of 0.9 inches per hour (Safety Factor of 2).

Pre-Development Flows

Basin	2yr (cfs)	5yr (cfs)	10yr (cfs)	25yr (cfs)
A	.012	.028	.046	.066
B	.003	.007	.011	.016

Post-Development Flows

Basin/Planter	2yr (cfs)	5yr (cfs)	10yr (cfs)	25yr (cfs)
A	0	0	.029	.029
B	0	.001	.009	.009

Emergency overflow for Stormwater Planter A and B shall be sheet flow to existing catch basins south of the proposed facilities.

Based upon the preliminary analysis, the stormwater planters are sized as follows (see Stormwater Planter Table below):

Stormwater Planter Table

Planter/Catchment	Planter Size (SF)	Impervious Area (SF)	Impervious Area Description
A	1134	9601	New turnaround and Parking Area
B	342	2394	New Dugouts and Restroom Building

Stormwater Planter A and B have been sized to meet City of Milwaukie water quality and detention standards for the impervious area added. Per City Milwaukie Standards post-development flows are less than or equal to pre-development flows therefore we conclude the existing storm conveyance to be sufficient (stormwater conveyance sizes and locations to be field verified).

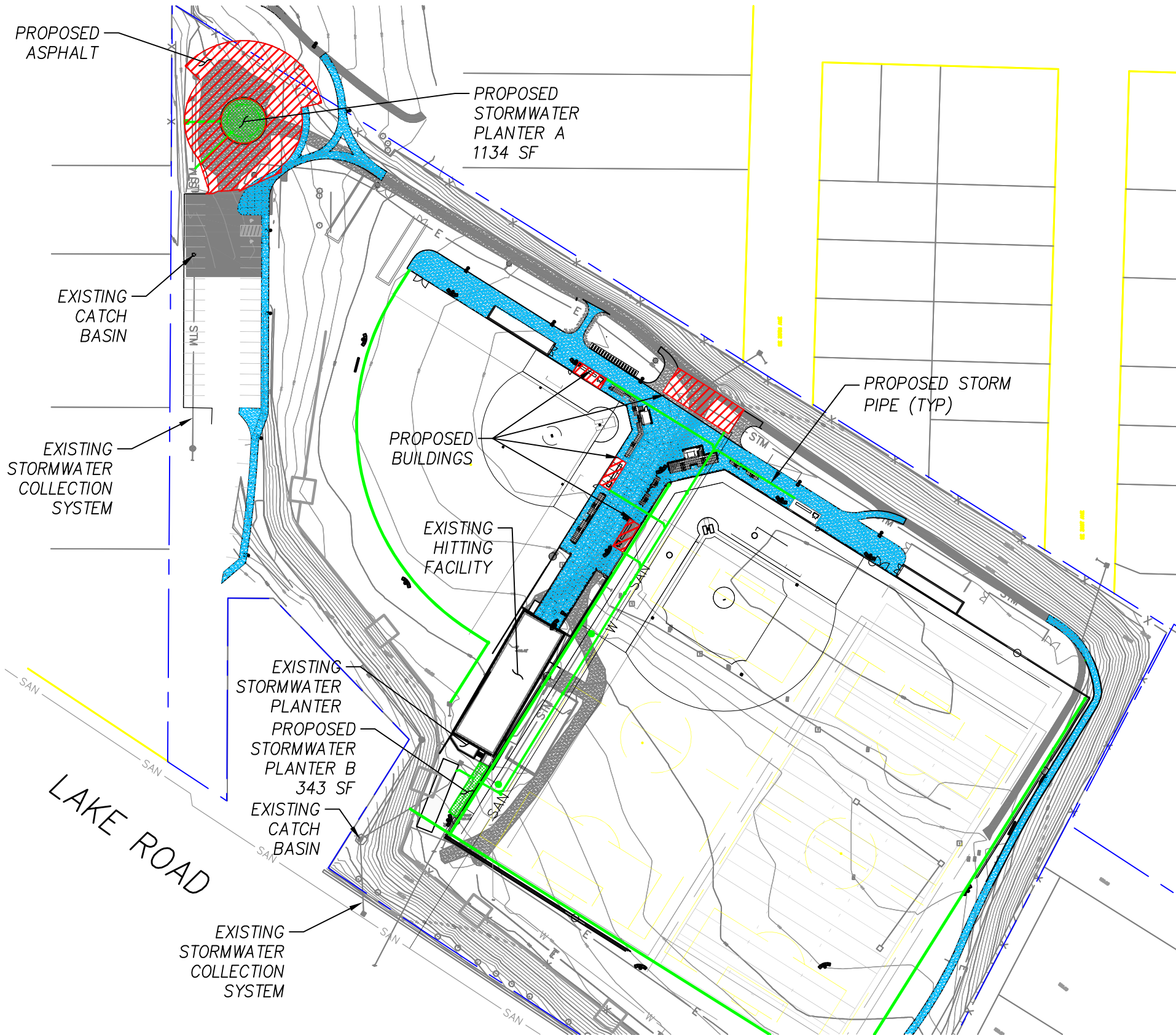
Appendices Index

Appendix 1

Exhibit 1: Conceptual Stormwater Plan

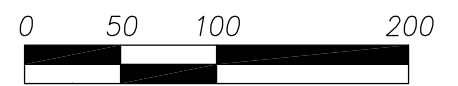
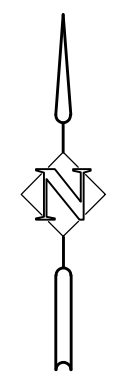
Exhibit 2: City of Portland PAC Report

Exhibit 2: USDA Saturated Hydraulic Conductivity Report



LEGEND

- PROPOSED IMPERVIOUS AREA
- PROPOSED PERVIOUS ASPAHLT
- PROPOSED STORMWATER PLANTER



SCALE: 1" = 100'

DATE	NO.	DESCRIPTION
REVISIONS		

DESIGNED:	DSH
DRAWN:	WAL
CHECKED:	DSH
DATE:	DEC 2017

HHPR Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
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 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

CONCEPTUAL STORM PLAN
 MILWAUKIE HS FIELD IMPROVEMENTS
 LAKE ROAD SITE

SHEET NO.
EX-1
 JOB NO.
 NCS-30

PAC Report

Project Name MILWAUKIE HS FIELD IMPROVEMENTS	Permit No.	Created 12/4/17 4:40 PM
Project Address SE LAKE ROAD MILWAUKIE, OR 97222	Designer Bill Long	Last Modified 12/5/17 2:02 PM
	Company HHRP	Report Generated 12/5/17 2:02 PM

Project Summary

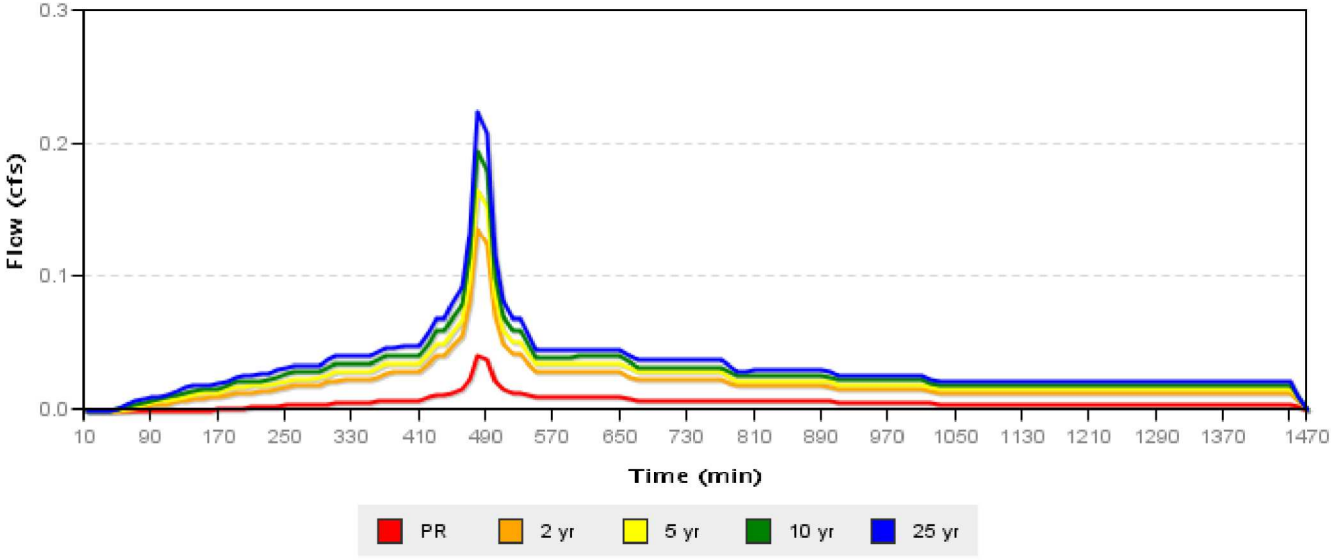
Field Improvements.

Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
A	9601	1.80	3	Planter (Flat)	C	1134	11.8%	Pass	Pass
B	2394	1.80	3	Planter (Flat)	C	343	14.3%	Pass	Pass

Catchment A

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	Open Pit Falling Head
	Native Soil Infiltration Rate (I_{test})	1.80
Correction Factor	CF_{test}	2
Design Infiltration Rates	Native Soil (I_{dsgn})	0.90 in/hr
	Imported Growing Medium	2.00 in/hr
Catchment Information	Hierarchy Category	3
	Disposal Point	B
	Hierarchy Description	Off-site flow to drainageway, river, or storm-only pipe systerr
	Pollution Reduction Requirement	Pass
	10-year Storm Requirement	N/A
	Flow Control Requirement	If discharging to an overland drainage system or to a storm sewer that discharges to an overland drainage system, including streams, drainageways, and ditches, the 2-year post-development peak flow must be equal or less than half of the 2-year pre-development rate and the 5, 10, and 25-year post-development peak rate must be equal or less than the pre-development rates for the corresponding design storms.
	Impervious Area	9601 sq ft 0.220 acre
	Time of Concentration (T_c)	5
	Pre-Development Curve Number (CN_{pre})	72
	Post-Development Curve Number (CN_{post})	98

SBUH Results



	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	0.554	0.04	501.679
2 yr	0.012	382.047	0.136	1737.261
5 yr	0.028	599.463	0.166	2135.181
10 yr	0.046	844.927	0.195	2533.696
25 yr	0.066	1112.438	0.225	2932.587

Facility A

Facility Details	Facility Type	Planter (Flat)
	Facility Configuration	C: Infl. with RS and underdrain (Ud)
	Facility Shape	Planter
Above Grade Storage Data		
	Bottom Area	1134 sq ft
	Bottom Width	20.00 ft
	Storage Depth 1	12.0 in
	Growing Medium Depth	18 in
	Surface Capacity at Depth 1	1134.0 cu ft
	Design Infiltration Rate for Native Soil	0.024 in/hr
	Infiltration Capacity	0.053 cfs
Below Grade Storage Data		
	Rock Storage Depth	27 in
	Rock Porosity	0.30 in
	Storage Depth 3	21.0 in
Facility Facts	Total Facility Area Including Freeboard	1134.00 sq ft
	Sizing Ratio	11.8%
Pollution Reduction Results	Pollution Reduction Score	Pass
	Overflow Volume	0.000 cf
	Surface Capacity Used	0%
	Rock Capacity Used	3%
Flow Control Results	Flow Control Score	Pass
	Overflow Volume	202.030 cf
	Surface Capacity Used	25%
	Rock Capacity Used	100%

	Post-development outflow (cfs)		Pre-development inflow (cfs)	
2 year	0	≤ ½ of	0.012	Pass
5 year	0	≤	0.028	Pass
10 year	0.029	≤	0.046	Pass

25
year

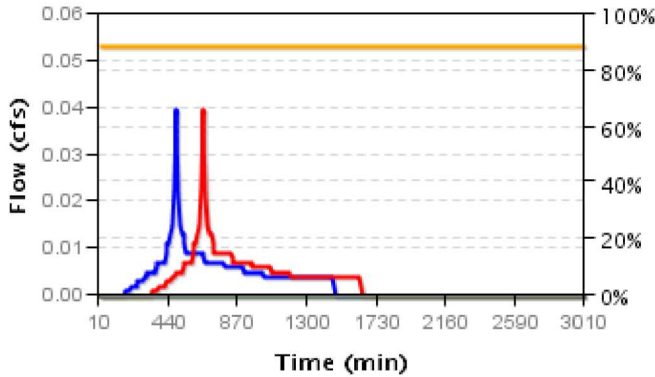
0.029

≤

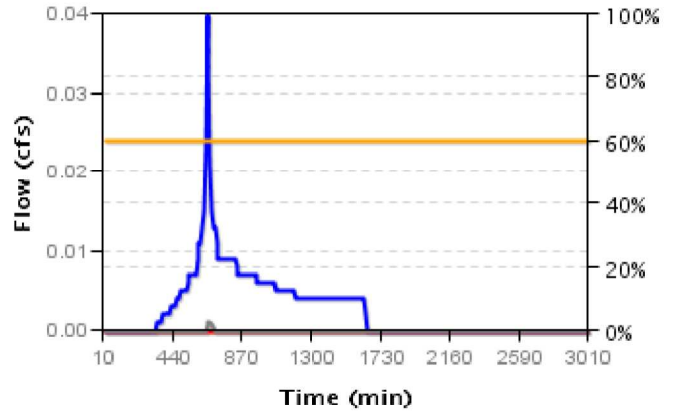
0.066

Pass

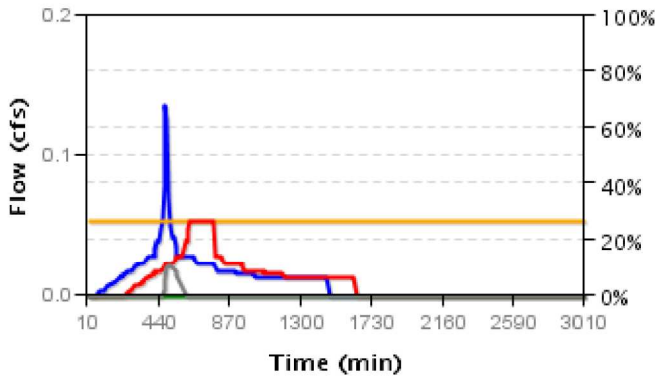
Pollution Reduction Event Surface Facility Modeling



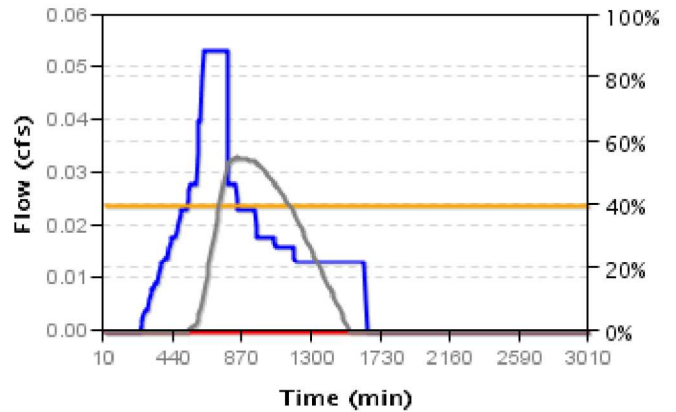
Pollution Reduction Event Below Grade Modeling



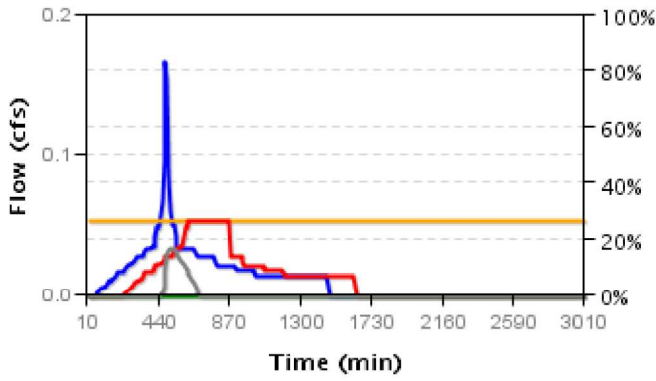
2 Year Event Surface Facility Modeling



2 Year Event Below Grade Modeling

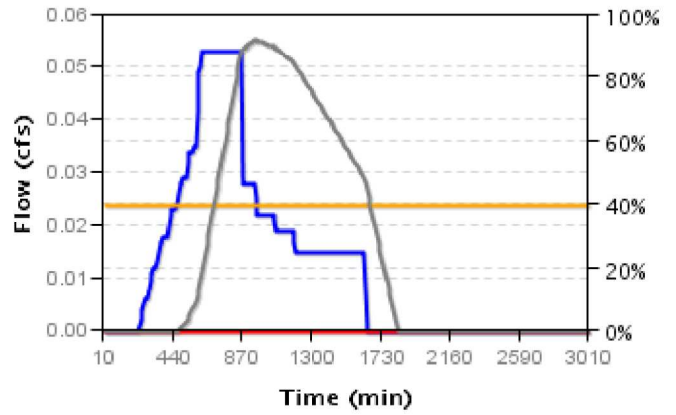


5 Year Event Surface Facility Modeling



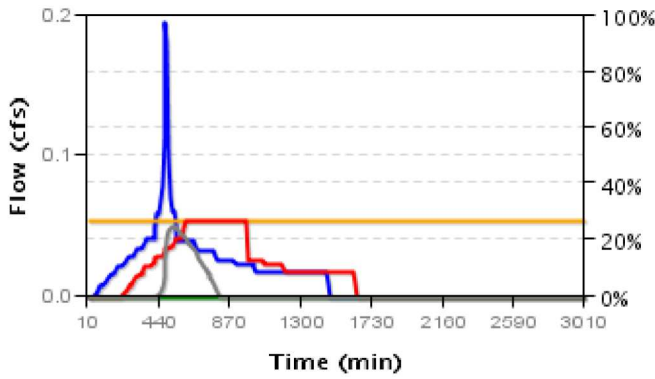
- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

5 Year Event Below Grade Modeling

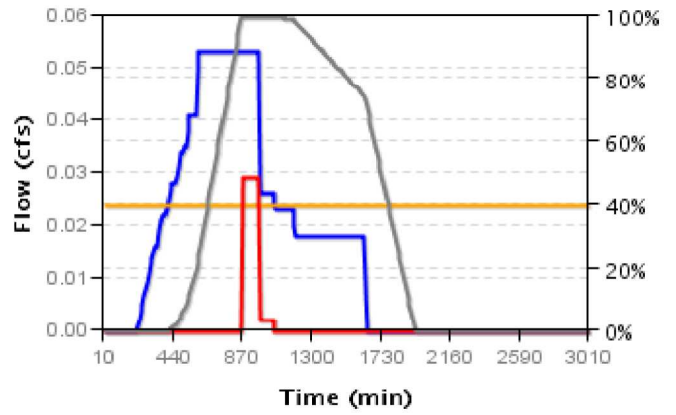


- Inflow to rock storage
- Overflow to approved discharge
- Infiltration capacity
- Percent rock capacity

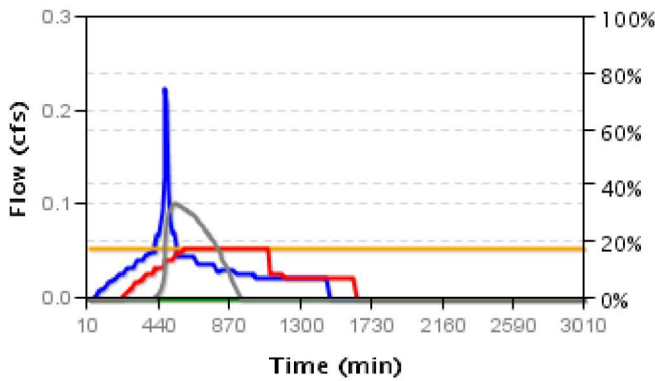
10 Year Event Surface Facility Modeling



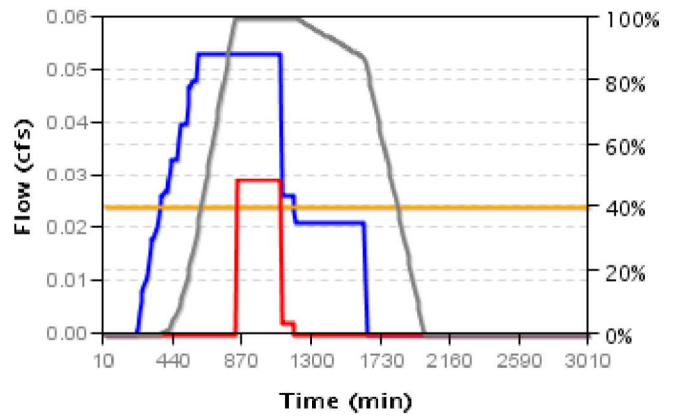
10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling



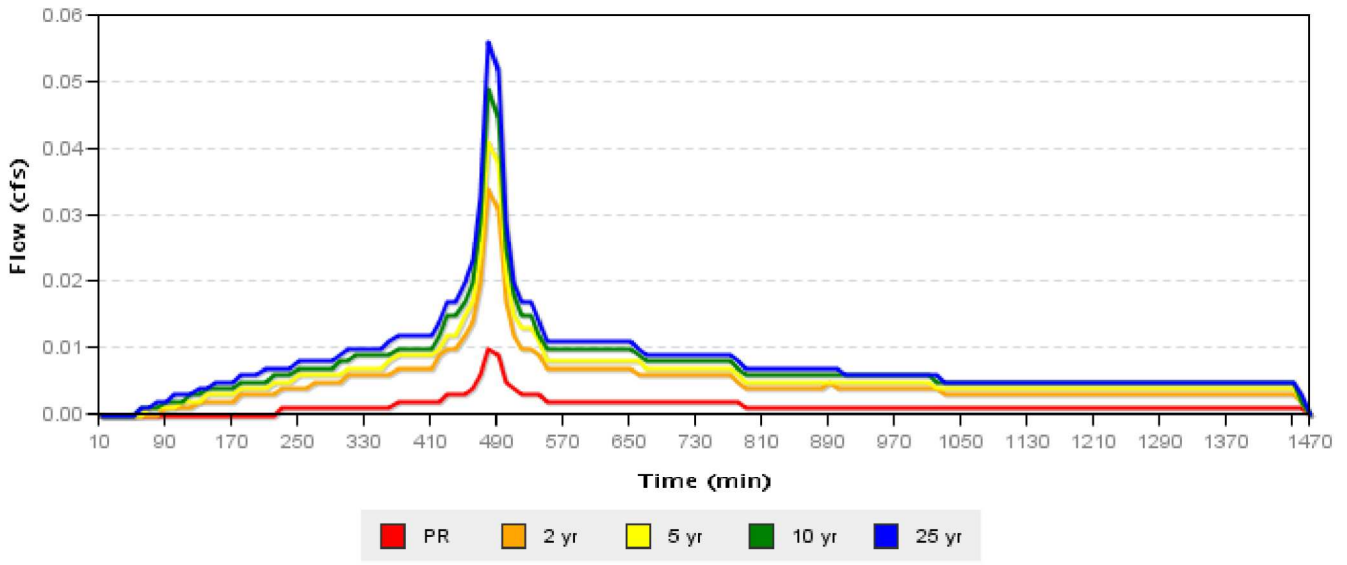
25 Year Event Below Grade Modeling



Catchment B

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	Open Pit Falling Head
	Native Soil Infiltration Rate (I_{test})	1.80
Correction Factor	CF_{test}	2
Design Infiltration Rates	Native Soil (I_{dsgn})	0.90 in/hr
	Imported Growing Medium	2.00 in/hr
Catchment Information	Hierarchy Category	3
	Disposal Point	B
	Hierarchy Description	Off-site flow to drainageway, river, or storm-only pipe systerr
	Pollution Reduction Requirement	Pass
	10-year Storm Requirement	N/A
	Flow Control Requirement	If discharging to an overland drainage system or to a storm sewer that discharges to an overland drainage system, including streams, drainageways, and ditches, the 2-year post-development peak flow must be equal or less than half of the 2-year pre-development rate and the 5, 10, and 25-year post-development peak rate must be equal or less than the pre-development rates for the corresponding design storms.
	Impervious Area	2394 sq ft 0.055 acre
	Time of Concentration (T_c)	5
	Pre-Development Curve Number (CN_{pre})	72
	Post-Development Curve Number (CN_{post})	98

SBUH Results



	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	0.138	0.01	125.093
2 yr	0.003	95.263	0.034	433.184
5 yr	0.007	149.475	0.041	532.405
10 yr	0.011	210.682	0.049	631.775
25 yr	0.016	277.385	0.056	731.238

Facility B

Facility Details	Facility Type	Planter (Flat)
	Facility Configuration	C: Infl. with RS and underdrain (Ud)
	Facility Shape	Planter
	Above Grade Storage Data	
	Bottom Area	343 sq ft
	Bottom Width	4.00 ft
	Storage Depth 1	6.0 in
	Growing Medium Depth	18 in
	Surface Capacity at Depth 1	171.5 cu ft
	Design Infiltration Rate for Native Soil	0.007 in/hr
	Infiltration Capacity	0.016 cfs
	Below Grade Storage Data	
	Rock Storage Depth	20 in
	Rock Porosity	0.30 in
	Storage Depth 3	12.0 in
Facility Facts	Total Facility Area Including Freeboard	343.00 sq ft
	Sizing Ratio	14.3%
Pollution Reduction Results	Pollution Reduction Score	Pass
	Overflow Volume	0.000 cf
	Surface Capacity Used	0%
	Rock Capacity Used	3%
Flow Control Results	Flow Control Score	Pass
	Overflow Volume	57.511 cf
	Surface Capacity Used	32%
	Rock Capacity Used	100%

	Post-development outflow (cfs)		Pre-development inflow (cfs)	
2 year	0	≤ ½ of	0.003	Pass
5 year	0.001	≤	0.007	Pass
10 year	0.009	≤	0.011	Pass

25
year

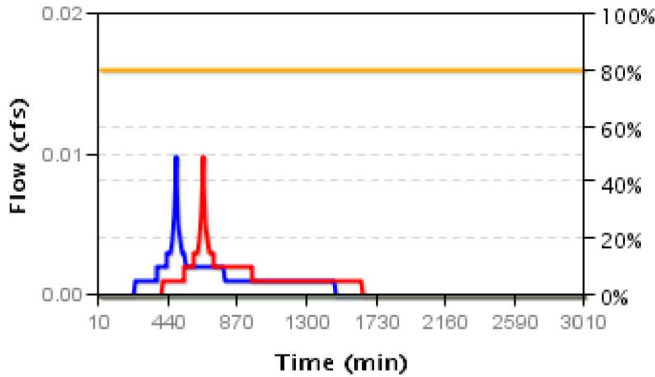
0.009

≤

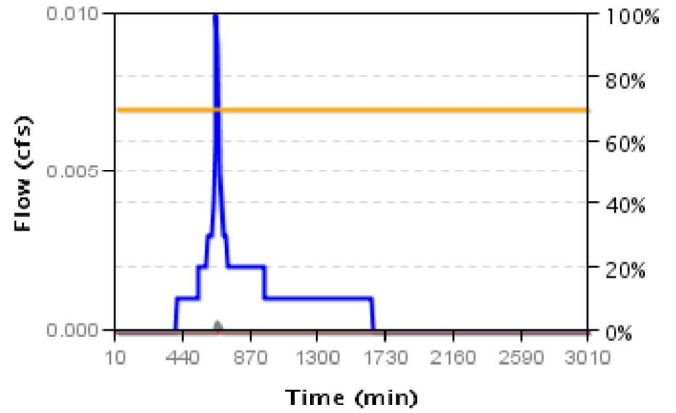
0.016

Pass

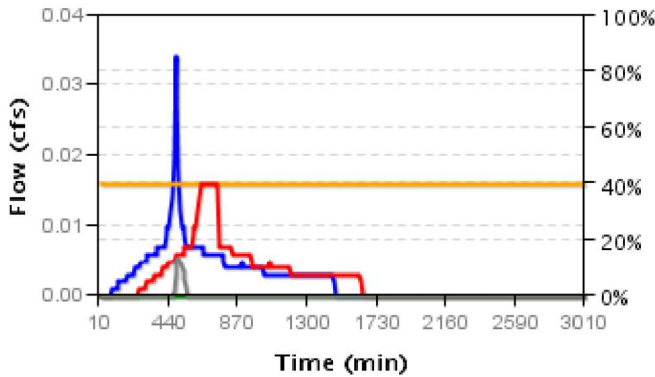
Pollution Reduction Event Surface Facility Modeling



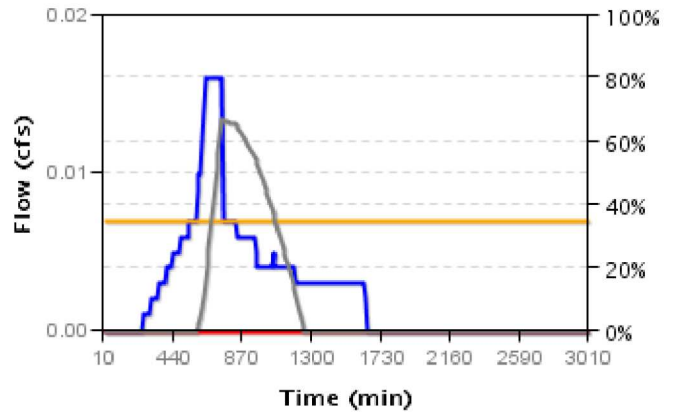
Pollution Reduction Event Below Grade Modeling



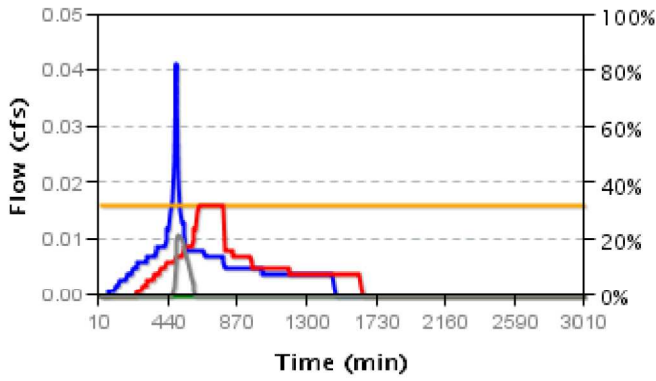
2 Year Event Surface Facility Modeling



2 Year Event Below Grade Modeling

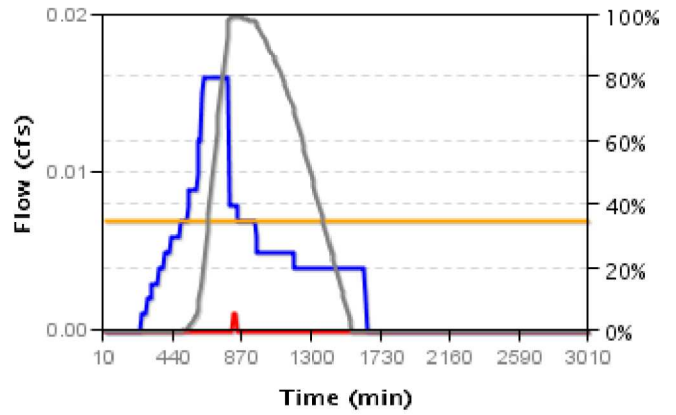


5 Year Event Surface Facility Modeling



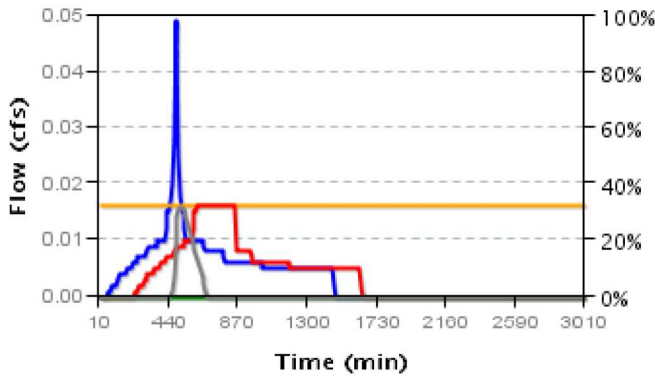
- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

5 Year Event Below Grade Modeling

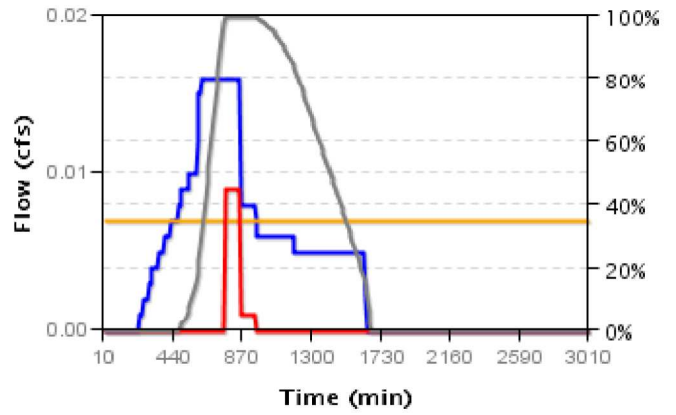


- Inflow to rock storage
- Overflow to approved discharge
- Infiltration capacity
- Percent rock capacity

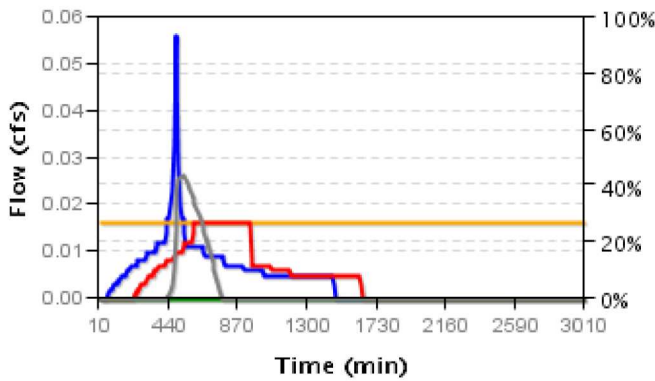
10 Year Event Surface Facility Modeling



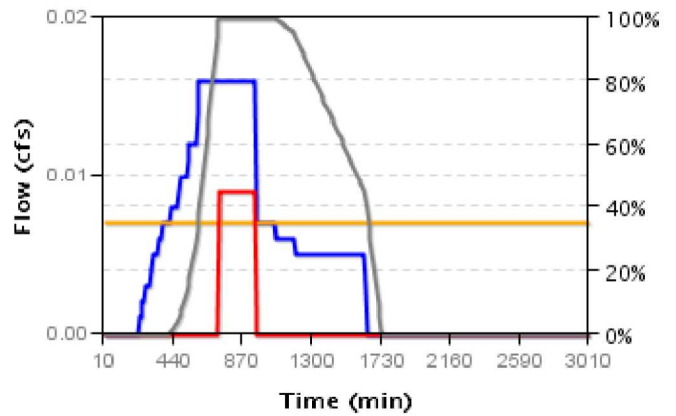
10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling



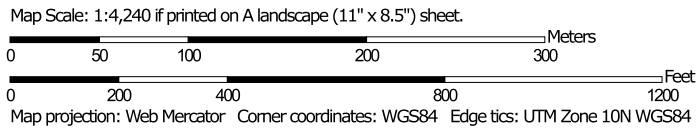
25 Year Event Below Grade Modeling



Saturated Hydraulic Conductivity (Ksat), Standard Classes—Clackamas County Area, Oregon




Soil Map may not be valid at this scale.










MAP LEGEND

Area of Interest (AOI)








 Area of Interest (AOI)

Soils







Soil Rating Polygons


-  Very Low (0.0 - 0.01)
-  Low (0.01 - 0.1)
-  Moderately Low (0.1 - 1)
-  Moderately High (1 - 10)
-  High (10 - 100)
-  Very High (100 - 705)
-  Not rated or not available

Soil Rating Lines

-  Very Low (0.0 - 0.01)
-  Low (0.01 - 0.1)
-  Moderately Low (0.1 - 1)
-  Moderately High (1 - 10)
-  High (10 - 100)
-  Very High (100 - 705)
-  Not rated or not available

Soil Rating Points



-  Very Low (0.0 - 0.01)
-  Low (0.01 - 0.1)
-  Moderately Low (0.1 - 1)
-  Moderately High (1 - 10)
-  High (10 - 100)
-  Very High (100 - 705)

 Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 12, Sep 19, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 26, 2014—Sep 5, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Saturated Hydraulic Conductivity (Ksat), Standard Classes

Map unit symbol	Map unit name	Rating (micrometers per second)	Acres in AOI	Percent of AOI
53B	Latourell loam, 3 to 8 percent slopes	13.1606	59.3	81.3%
82	Urban land		0.4	0.5%
91B	Woodburn silt loam, 3 to 8 percent slopes	5.6931	13.3	18.2%
Totals for Area of Interest			73.0	100.0%

Description

Saturated hydraulic conductivity (Ksat) refers to the ease with which pores in a saturated soil transmit water. The estimates are expressed in terms of micrometers per second. They are based on soil characteristics observed in the field, particularly structure, porosity, and texture. Saturated hydraulic conductivity is considered in the design of soil drainage systems and septic tank absorption fields.

For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

The numeric Ksat values have been grouped according to standard Ksat class limits. The classes are:

Very low: 0.00 to 0.01

Low: 0.01 to 0.1

Moderately low: 0.1 to 1.0

Moderately high: 1 to 10

High: 10 to 100

Very high: 100 to 705

Rating Options

Units of Measure: micrometers per second

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified

Tie-break Rule: Fastest

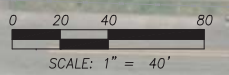
Interpret Nulls as Zero: No

Layer Options (Horizon Aggregation Method): Depth Range (Weighted Average)

Top Depth: 6

Bottom Depth: 72

Units of Measure: Inches



EXISTING CONDITIONS
MILWAUKIE HS FIELD IMPROVEMENTS
 LAKE ROAD FACILITY

Harper Houf Peterson
Righellis Inc.
 ENGINEERS PLANNERS
 LANDSCAPE ARCHITECTS & SURVEYORS
 210 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpri.com fax: 503.221.1171



DESIGNED:	HPR	DKC	DH	DATE:	12.15.2017
DRAWN:					
CHECKED:					
R E V I S I O N S					
DATE	NO.	DESCRIPTION			

SHEET NO.
L0.0
 JOB NO.
 NCS-30



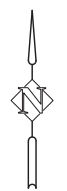
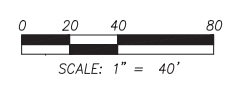
SITE PLAN
MILWAUKIE HS FIELD IMPROVEMENTS
 Milwaukie Elementary School

Harper Houf Peterson
Righellis Inc.
 ENGINEERS, PLANNERS
 LANDSCAPE ARCHITECTS & SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 Phone: 503.221.1131 www.hhpri.com fax: 503.221.1171



SCHEMATIC DESIGN NOTES

- ① REGRADE AND RECONDITION INFIELD AND OVERSEED OUTFIELD
- ② INSTALL DUGOUTS AND BLEACHERS
- ③ REPLACE EXISTING BACKSTOP
- ④ INSTALL LIGHTING AT PEDESTRIAN PATH
- ⑤ REALIGN PEDESTRIAN PATH



DESIGNED:	HHPR
DRAWN:	DKC
CHECKED:	DH
DATE:	12.15.2017

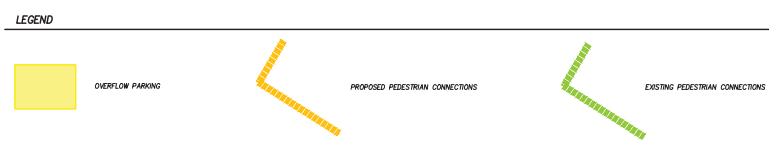
DATE	NO.	DESCRIPTION

SHEET NO.
L1.1
 JOB NO.
 NCS-30



PROPOSED
MILWAUKIE
HIGH SCHOOL
REMODEL

PROPOSED
MILWAUKIE
HIGH SCHOOL
BALL FIELDS
COMPLEX



- SCHEMATIC CIRCULATION DESIGN NOTES**
- ① SUPPLEMENT EXISTING 38 SPACES WITH ADDITIONAL 15 SPACES - 53 SPACES TOTAL
 - ② OVERFLOW PARKING AT MILWAUKIE ELEMENTARY SCHOOL - 43 SPACES
 - ③ OVERFLOW PARKING AT MILWAUKIE HIGH SCHOOL EAST PARKING LOT (FUTURE) - 94 SPACES
 - ④ OVERFLOW PARKING AT MILWAUKIE HIGH SCHOOL SOUTH PARKING LOT (FUTURE) - 58 SPACES

PARKING AND CIRCULATION PLAN
MILWAUKIE HS FIELD IMPROVEMENTS
LAKE ROAD FACILITY

Harper Houf Peterson
Righellis Inc.
ENGINEERS, PLANNERS
LANDSCAPE ARCHITECTS & SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
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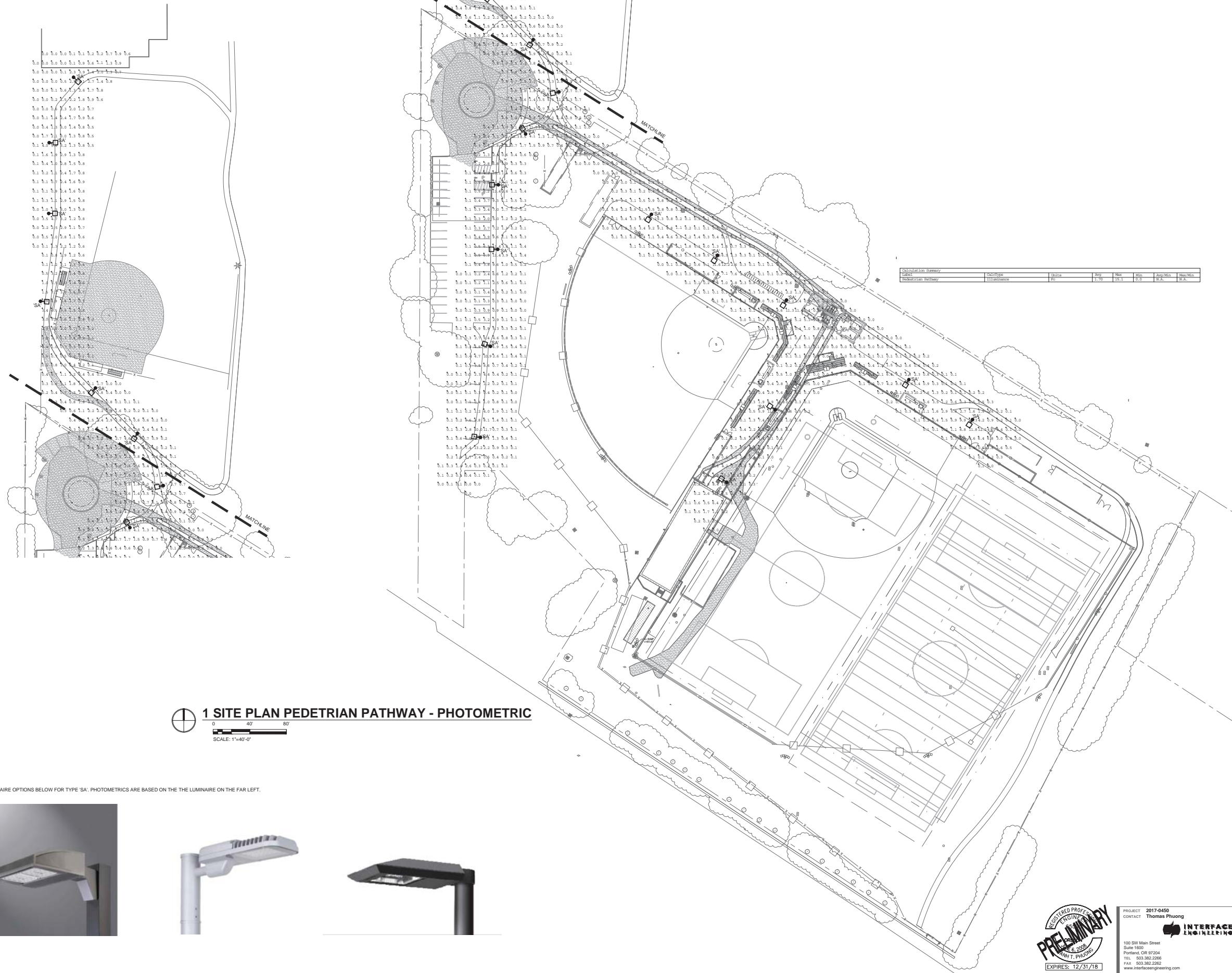
REGISTERED
788
PRELIMINARY
Daniel K. Chen
OREGON
LANDSCAPE ARCHITECT
12/08/13

DESIGNED:	DKC	DATE:	12.15.2017
DRAWN:	DKC		
CHECKED:	DSH		

DATE	NO.	DESCRIPTION

SHEET NO.
L1.2
JOB NO.
NCS-30

LUMINAIRE SCHEDULE												
TYPE	DESCRIPTION	HOUSING	SHIELDING	MOUNTING	FINISH	UL/P	RATING	DRIVER	LAMP(S)	INPUT WATTS	MFG/CATALOG #	NOTES
SA	PEDESTRIAN STYLE LED LUMINAIRE	NOMINAL 15.75-INCH WIDE BY 12-INCH LONG BY 8-INCH HIGH HEAVY WALL ALUMINUM DIE CAST HOUSING	TYPE II	12-FOOT HIGH STRAIGHT STEEL SQUARE POLE; POLE TO WITHSTAND 100 MILE PER HOUR WINDS WITH A GUST FACTOR OF 1.3.	GRAY		IP66	ELECTRONIC DIMMING DRIVER	NOMINAL 1885 LUMENS, 3000K, 90 CRI	59 WATTS	HALLELONI PEDESTRIAN GPC AP 02 LED SERIES OR APPROVED	INTEGRAL PHOTOCELL OCCUPANCY SENSOR TO DIM DOWN TO 50% WHEN NO OCCUPANT IS DETECTED.



Calculation Summary							
Label	Description	Units	Qty	Min	Max	Avg	Spots/Min
Reference luminaire	SA	ft-cd	1,700	1.0	1.0	1.0	0.0

1 SITE PLAN PEDETRIAN PATHWAY - PHOTOMETRIC
 SCALE: 1"=40'-0"

LUMINAIRE OPTIONS BELOW FOR TYPE 'SA'. PHOTOMETRICS ARE BASED ON THE THE LUMINAIRE ON THE FAR LEFT.



BRIC
 ARCHITECTURE, INC.

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

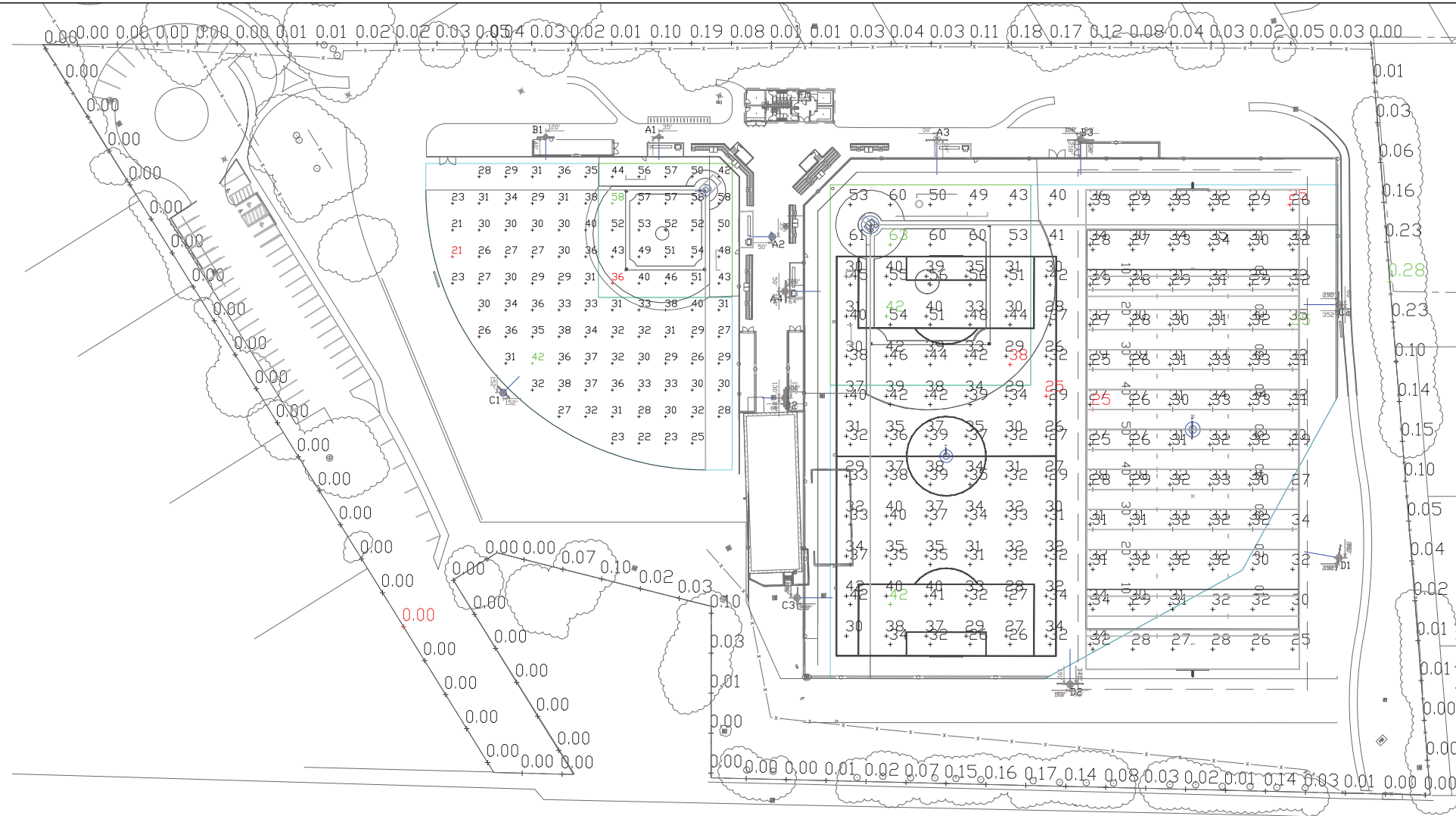
MILWAUKIE HS - LAKE ROAD ATHLETIC FIELDS
 NORTH CLACKAMAS SCHOOL DISTRICT
 11678 SE 28TH AVE, MILWAUKIE, OR 97222

key plan

revisions	
phase date project	LAND USE 12.15.2017 17012
SITE PLAN PEDESTRIAN PATH PHOTOMETRICS	
E1	



PROJECT 2017-0450
 CONTACT Thomas Phuong
INTERFACE ENGINEERING
 100 SW Main Street
 Suite 1600
 Portland, OR 97204
 TEL: 503.362.2266
 FAX: 503.362.2262
 www.interfaceengineering.com



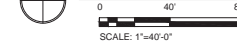
TOTAL OF 12 POLES AND 77 LUMINAIRE HEADS USED. LUMINAIRE HEAD SHOWN BELOW.



EQUIPMENT LIST FOR AREAS SHOWN						
Pole			Luminaires			
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LUMINAIRE TYPE	QTY / POLE
2	A1-A2	60'	-	60'	TLC-LED-1150	2
3	A3-A4, C3	80'	-	15'	TLC-BT-675	1
				80'	TLC-LED-1150	5
1	B1	60'	-	15'	TLC-BT-675	1
				60'	TLC-LED-1150	4
1	B2	80'	-	15'	TLC-BT-675	1/1*
				80'	TLC-LED-1150	4/5*
4	B3, C2 D1-D2	80'	-	80'	TLC-LED-1150	6
				15'	TLC-BT-675	2
1	C1	60'	-	15'	TLC-BT-675	3
				60'	TLC-LED-1150	4
12	TOTALS					77

* This structure utilizes a back-to-back mounting configuration

1 SITE PLAN SPORTS FIELD LIGHTING - PHOTOMETRIC



GRID SUMMARY	
Name:	Softball
Size:	210'/210'/210' - basepath 60'
Spacing:	20.0' x 20.0'
Height:	3.0' above grade

ILLUMINATION SUMMARY		
	MAINTAINED HORIZONTAL FOOTCANDLES	
	Infield	Outfield
Guaranteed Average:	50	30
Scan Average:	50.24	30.98
Maximum:	58	42
Minimum:	36	21
Avg / Min:	1.40	1.50
Guaranteed Max / Min:	2	2.5
Max / Min:	1.63	2.03
UG (adjacent pts):	1.37	1.42
CU:	0.68	
No. of Points:	25	77

LUMINAIRE INFORMATION	
Color / CRI:	5700K - 75 CRI
Luminaire Output:	121,000 / 48,000 lumens
No. of Luminaires:	21
Total Load:	21.77 kW

Luminaire Type	Lumen Maintenance		
	L90 hrs	L80 hrs	L70 hrs
TLC-LED-1150	>51,000	>51,000	>51,000
TLC-BT-675	>51,000	>51,000	>51,000

Reported per TM-21-11. See luminaire datasheet for details.

GRID SUMMARY	
Name:	Baseball
Size:	Irregular 351' / 377' / 341'
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

ILLUMINATION SUMMARY		
	MAINTAINED HORIZONTAL FOOTCANDLES	
	Infield	Outfield
Guaranteed Average:	50	30
Scan Average:	50.39	32.89
Maximum:	63	42
Minimum:	38	25
Avg / Min:	1.34	1.33
Guaranteed Max / Min:	2	2.5
Max / Min:	1.68	1.71
UG (adjacent pts):	1.36	1.34
CU:	0.71	
No. of Points:	25	106

LUMINAIRE INFORMATION	
Color / CRI:	5700K - 75 CRI
Luminaire Output:	121,000 / 48,000 lumens
No. of Luminaires:	56
Total Load:	58.7 kW

Luminaire Type	Lumen Maintenance		
	L90 hrs	L80 hrs	L70 hrs
TLC-LED-1150	>51,000	>51,000	>51,000
TLC-BT-675	>51,000	>51,000	>51,000

Reported per TM-21-11. See luminaire datasheet for details.

key plan

revisions	
phase	LAND USE
date	12.15.2017
project	17012

SITE PLAN
SPORTS FIELD LIGHTING
PHOTOMETRICS

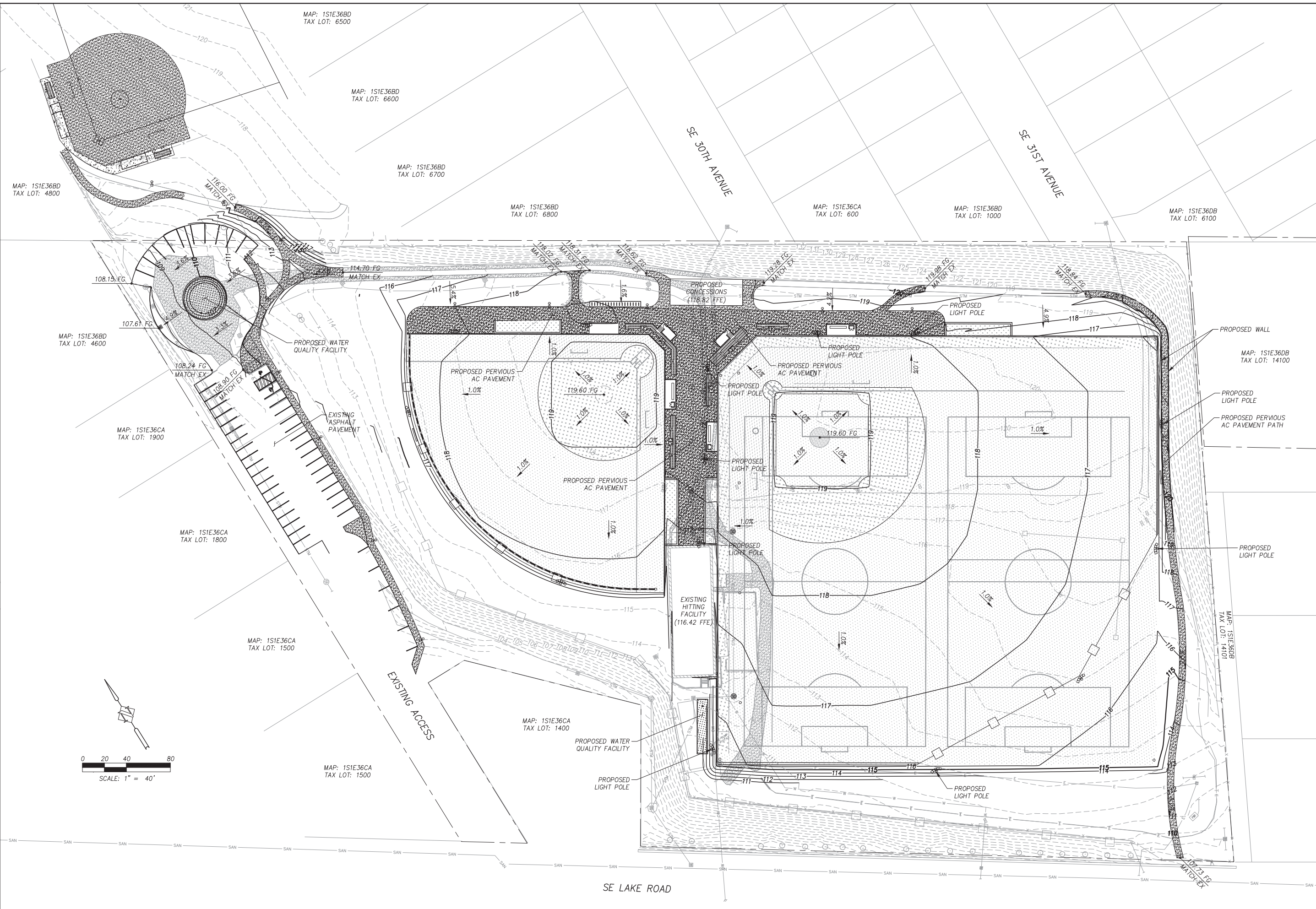
E2



PROJECT 2017-0450
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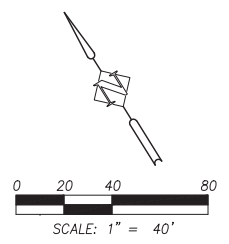
GRADING PLAN
MILWAUKIE HS FIELD IMPROVEMENTS
 MILWAUKIE, OREGON

Harper Houf Peterson Righellis Inc.
 ENGINEERS * PLANNERS
 LANDSCAPE ARCHITECTS * SURVEYORS
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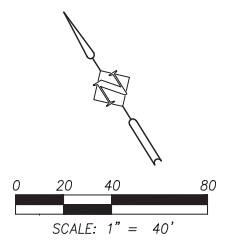
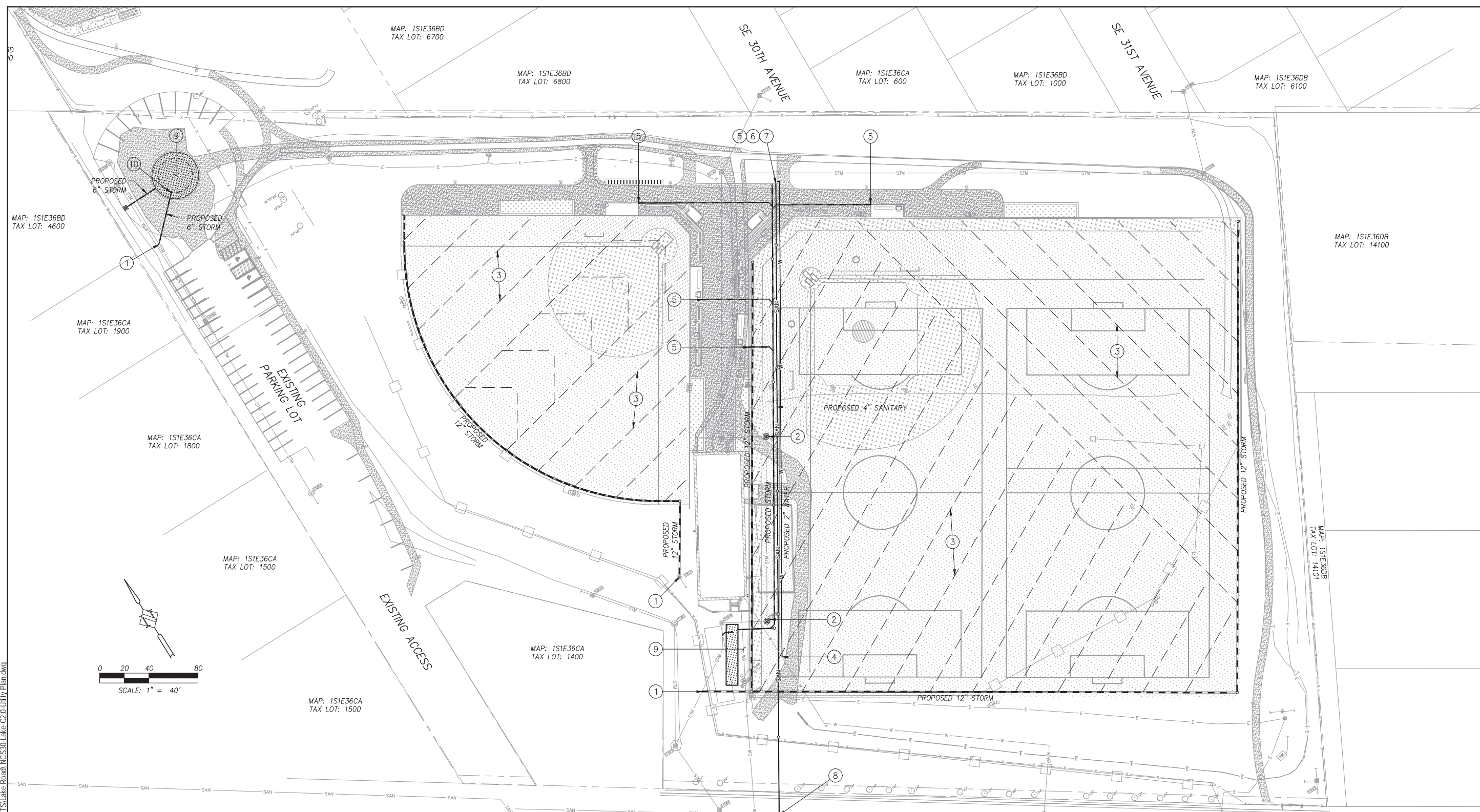
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 No. 11888
 No. 10263
 No. 10263
PRELIMINARY
 DANIEL
 EXPIRES: 6/30/19

DESIGNED:	HPH	DRAWN:	HPH	CHECKED:	DSH	DATE:	12/08/2017
R E V I S I O N S							
DATE	NO.	DESCRIPTION					

SHEET NO.
C1.0
 JOB NO.
 NCS-30



P:\NCS (NorthClarkCampusSD)\NCS-30 (Alder Ck Middle)\DWG\SHEETS\Lake Road\NCS30-Lake-C2-0-Utility Plan.dwg



UTILITY CONSTRUCTION NOTES

- ① CONNECT TO EXISTING STORM LINE OR STRUCTURE.
- ② EXISTING CATCH BASIN TO BE REPLACED WITH STANDARD STORM SEWER MANHOLE.
- ③ PROPOSED PERFORATED UNDERDRAIN.
- ④ CONNECT TO EXISTING WATER LINE.
- ⑤ PROPOSED 4" STORM ROOF DRAIN CONNECTION.
- ⑥ PROPOSED 4" SANITARY SEWER BUILDING CONNECTION.
- ⑦ PROPOSED 2" WATER SERVICE BUILDING CONNECTION.
- ⑧ CONNECT TO EXISTING SANITARY LINE.
- ⑨ PROPOSED STORMWATER QUALITY FACILITY.
- ⑩ PROPOSED ATRIUM INLET.

UTILITY PLAN
MILWAUKIE HS FIELD IMPROVEMENTS
 MILWAUKIE, OREGON

Harper Houf Peterson Righellis Inc.
 ENGINEERS PLANNERS
 LANDSCAPE ARCHITECTS & SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
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REGISTERED PROFESSIONAL ENGINEER
 No. 11188 P.E.
PRELIMINARY
 10/26/14
 DANIEL
 EXPIRES: 6/30/19

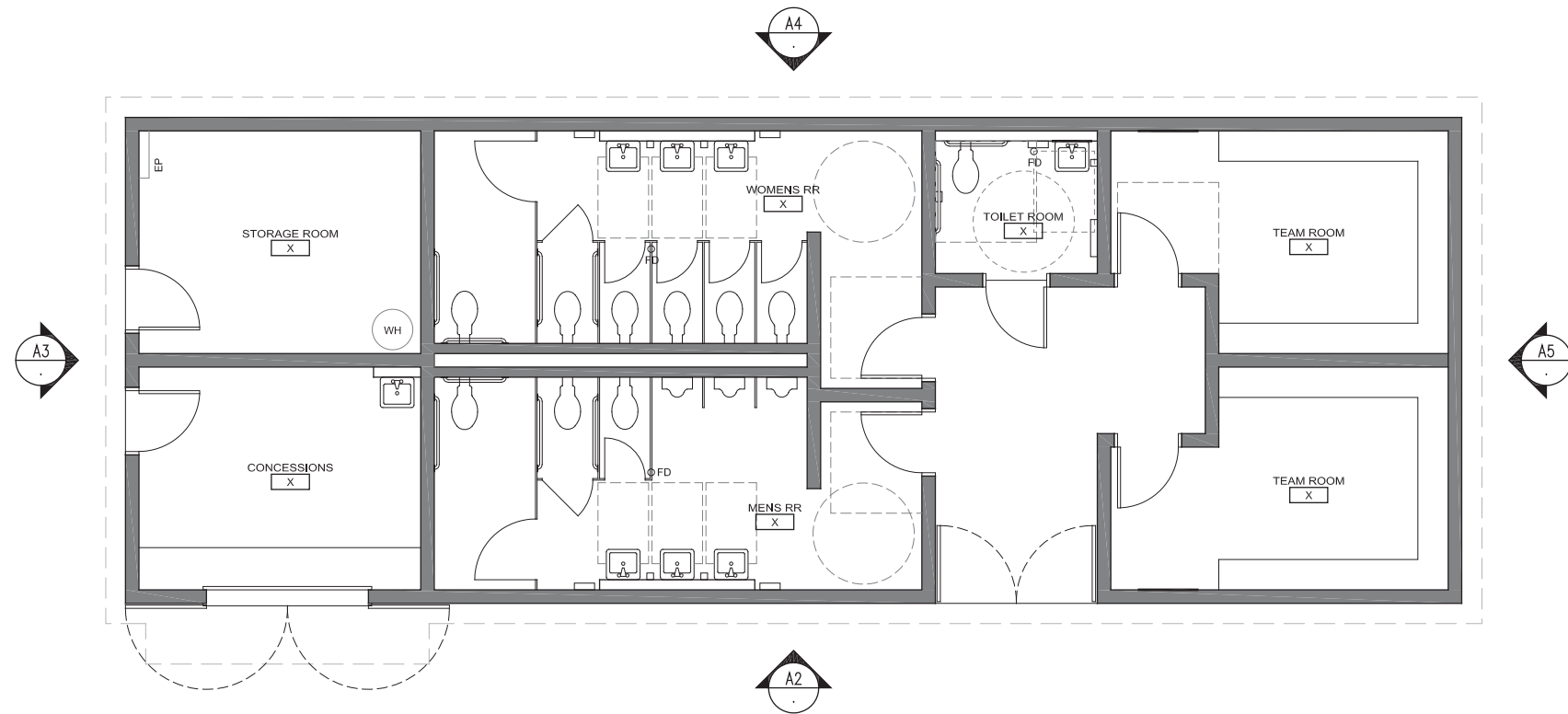
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DRAWN:	HHPR		
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DATE	NO.	DESCRIPTION

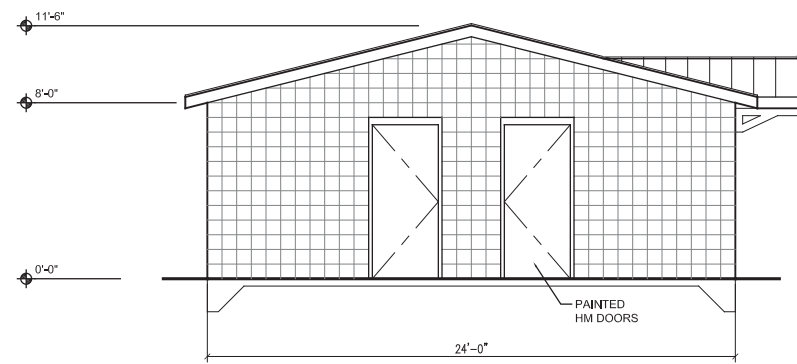
SHEET NO.
C2.0
 JOB NO.
 NCS-30

**MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS**

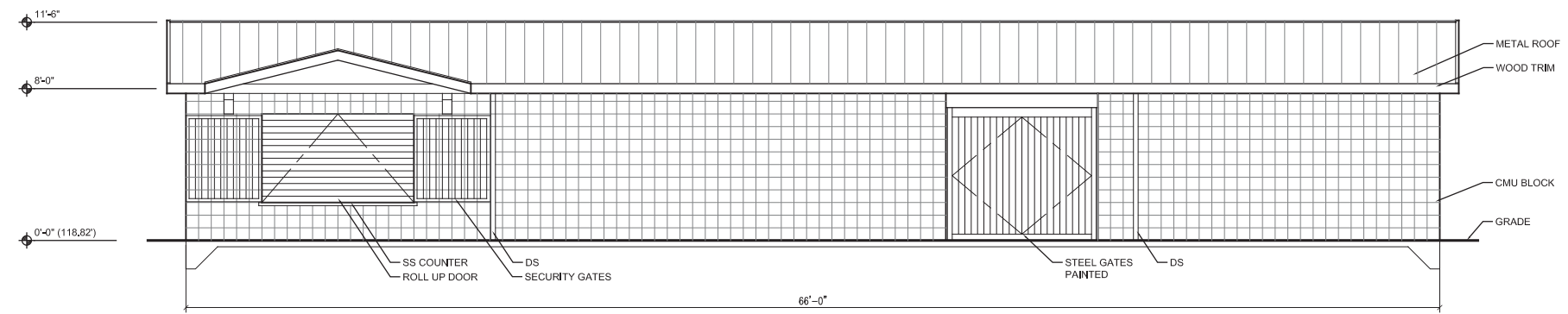
NORTH CLACKAMAS SCHOOL DISTRICT
11678 SE 28TH AVE, MILWAUKIE, OR 97222



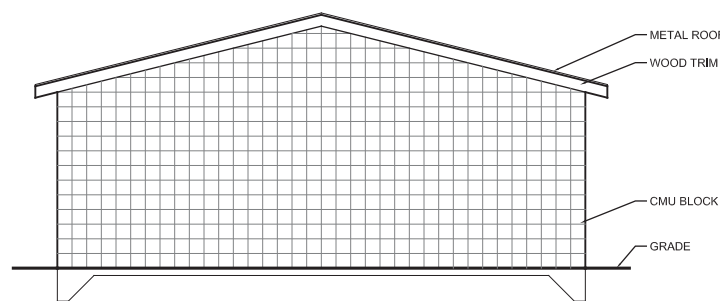
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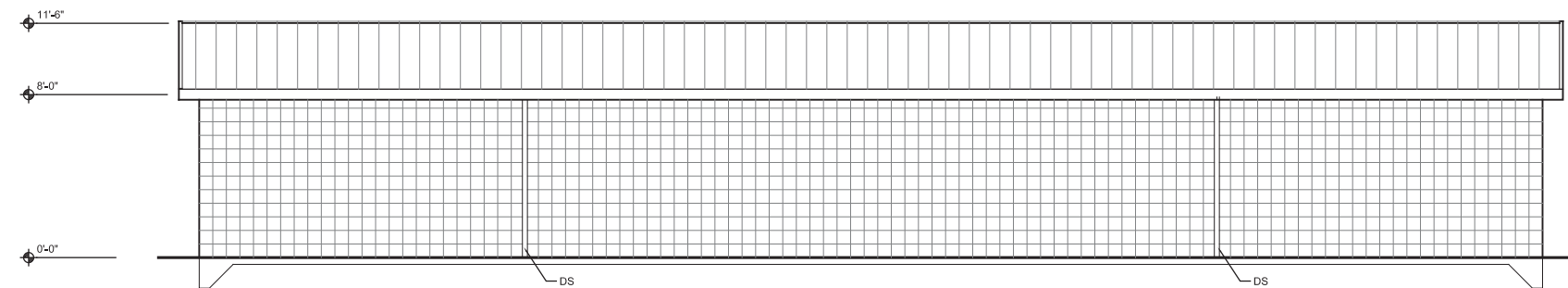
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SOUTH ELEVATION (A2)
SCALE: 1/4"=1'-0"



EAST ELEVATION (A5)
SCALE: 1/4"=1'-0"



NORTH ELEVATION (A4)
SCALE: 1/4"=1'-0"

key plan

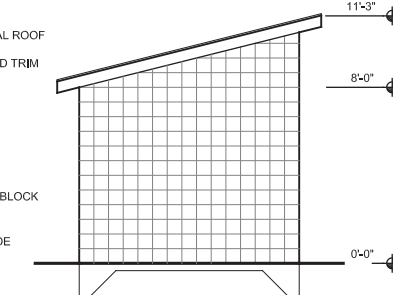
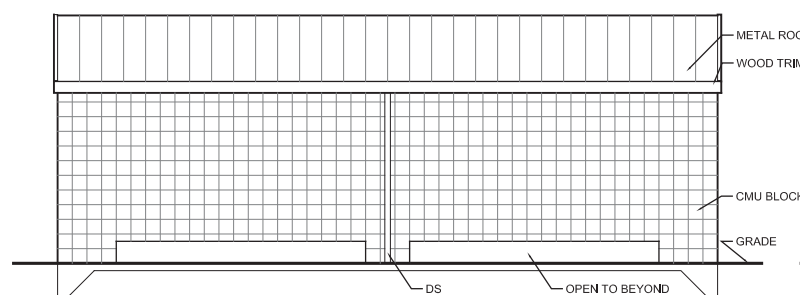
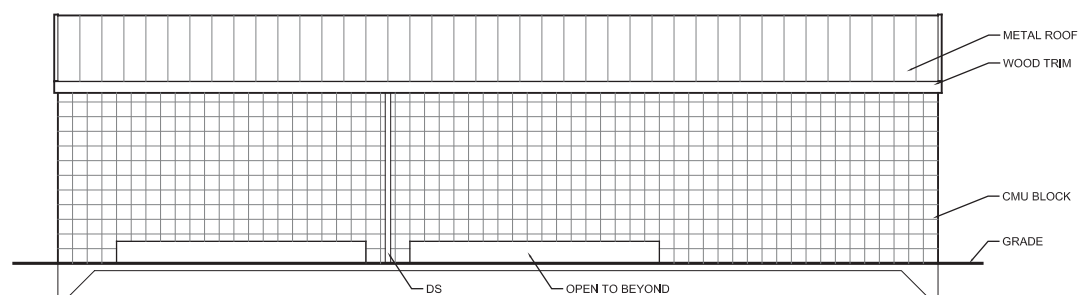
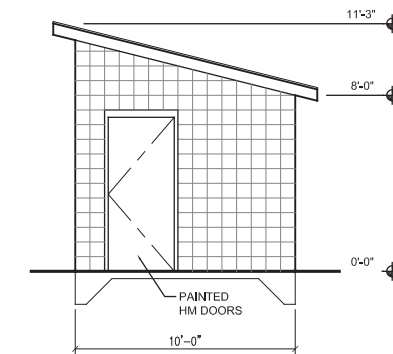
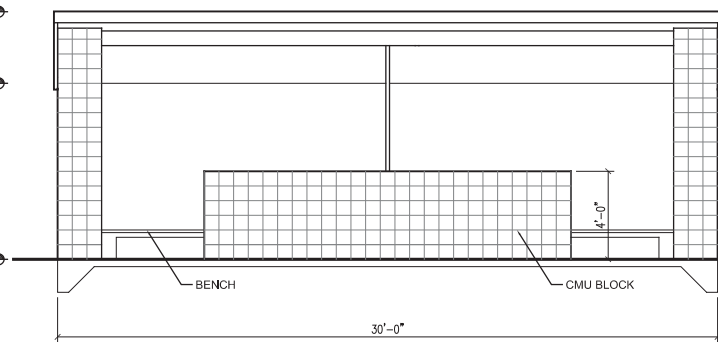
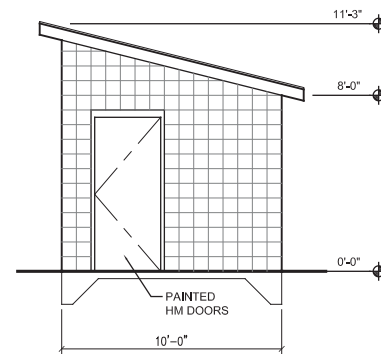
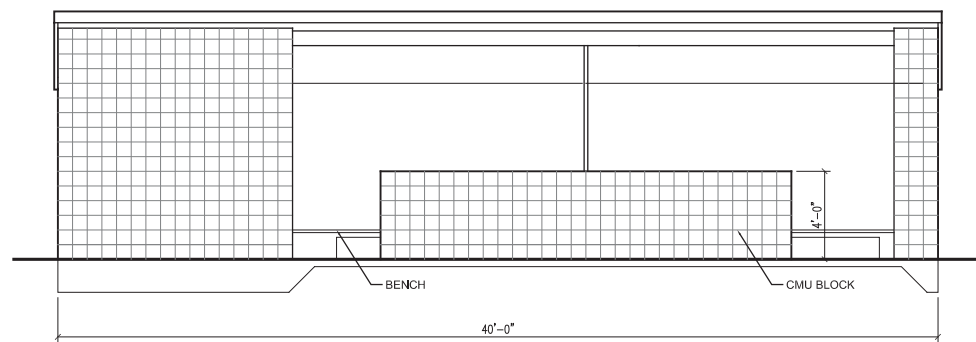
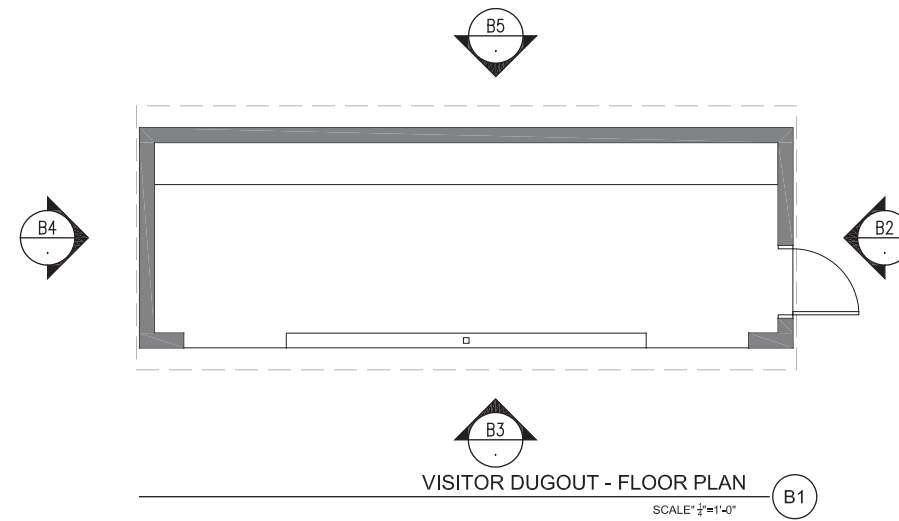
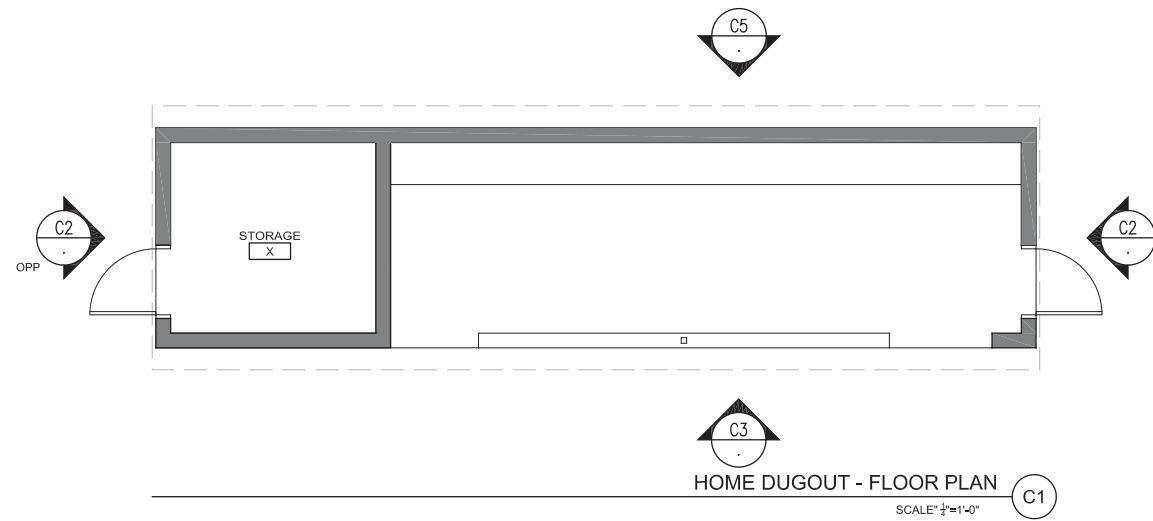
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phase date project	LAND USE 12.15.2017 17012

SUPPORT BLDG

A2.00

**MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS**

NORTH CLACKAMAS SCHOOL DISTRICT
11678 SE 28TH AVE, MILWAUKIE, OR 97222



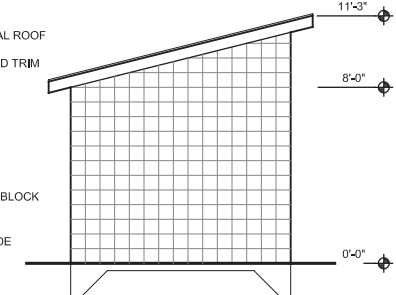
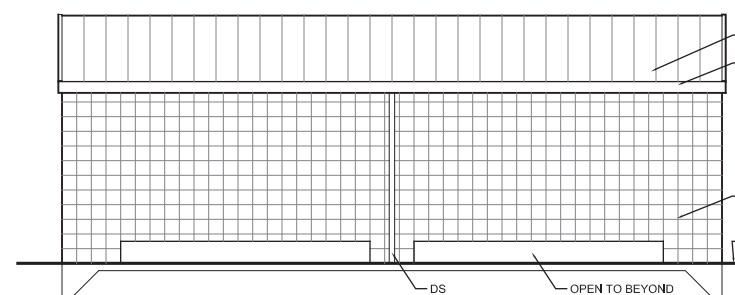
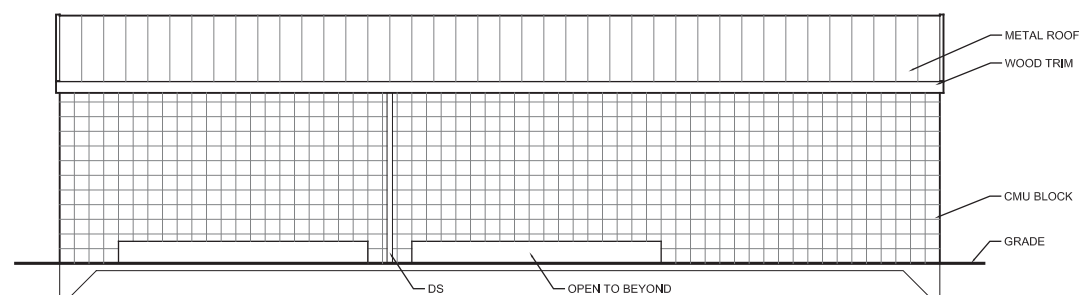
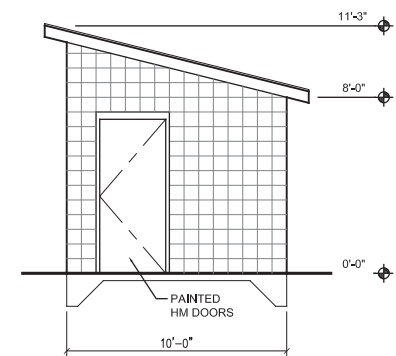
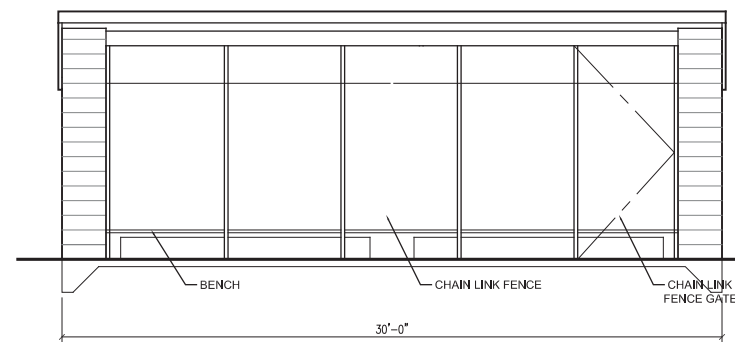
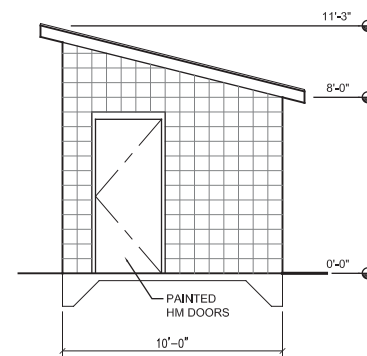
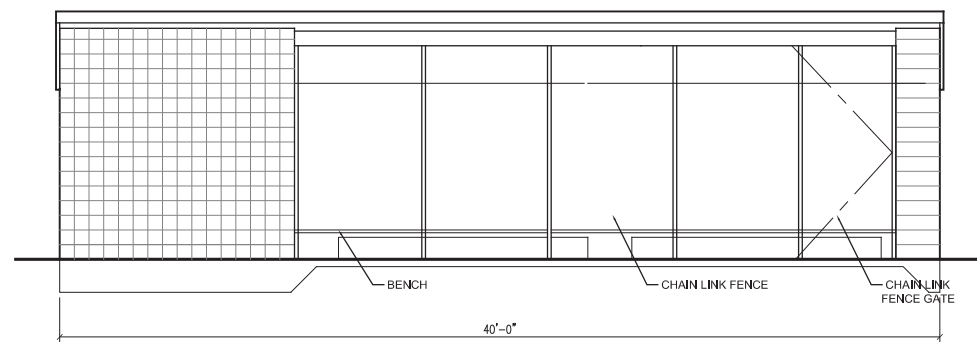
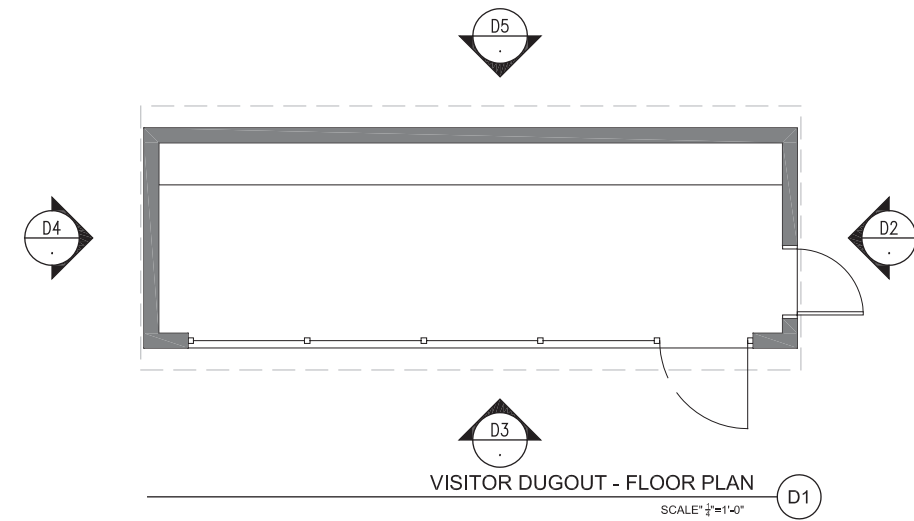
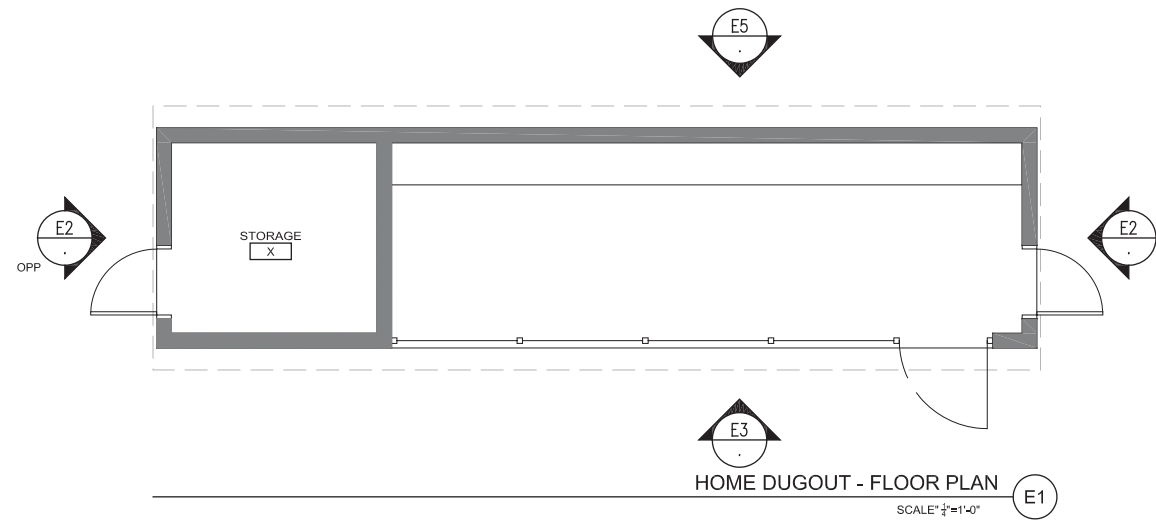
key plan

revisions	
phase	LAND USE
date	12.15.2017
project	17012

DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION

**MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS**

NORTH CLACKAMAS SCHOOL DISTRICT
11678 SE 28TH AVE, MILWAUKIE, OR 97222

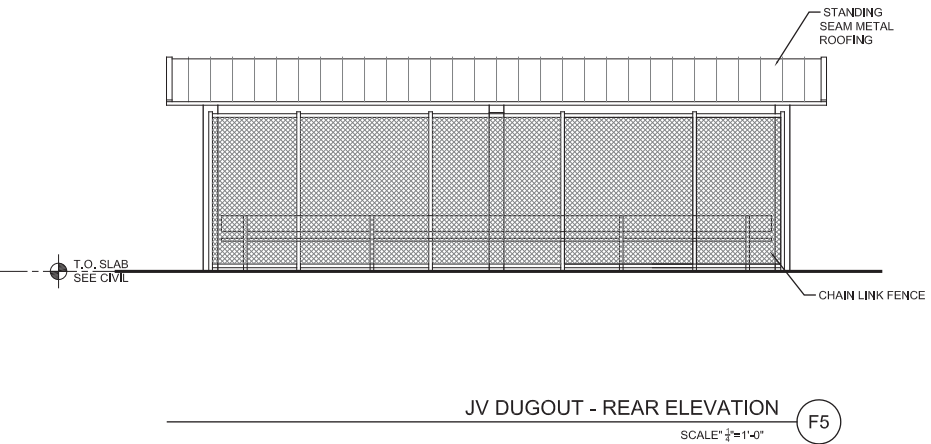
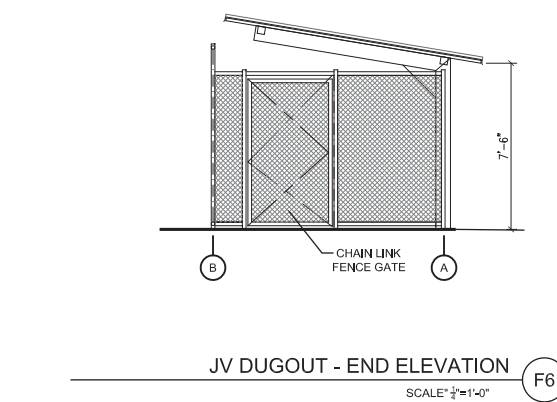
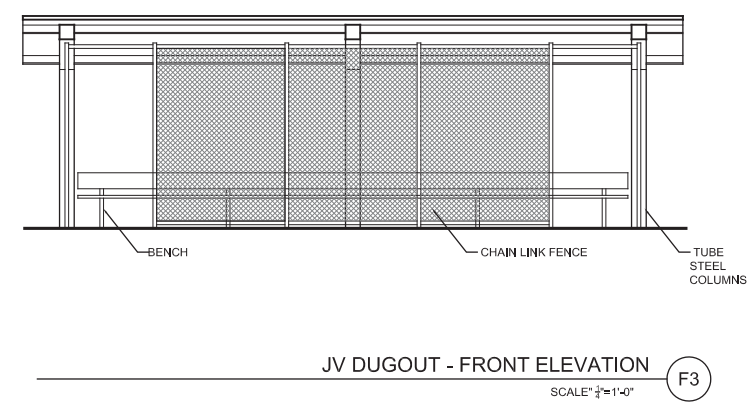
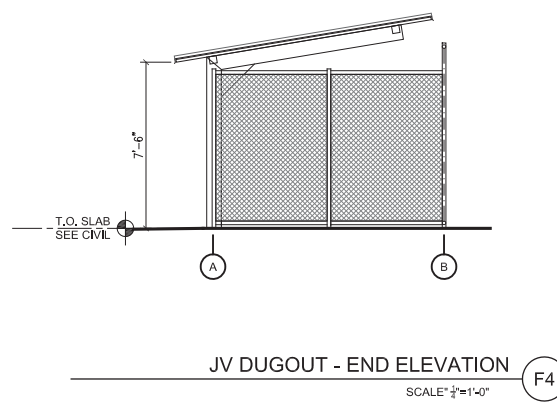
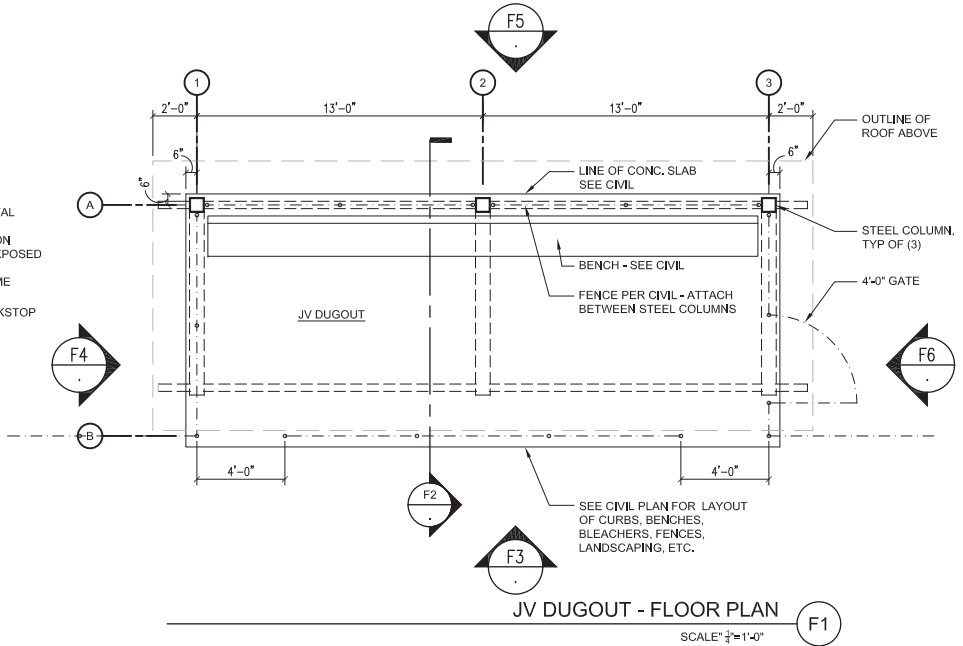
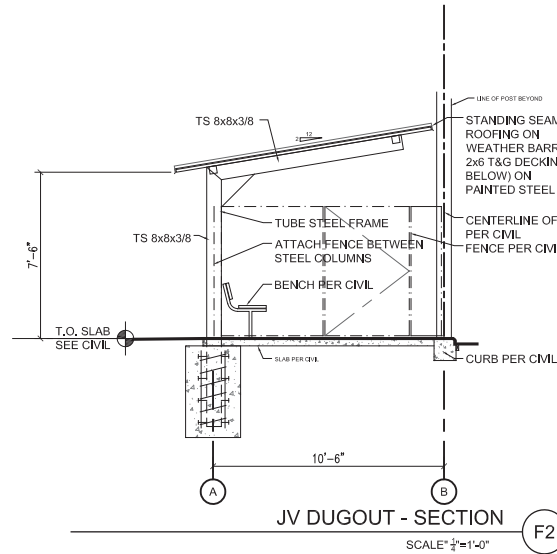


key plan

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project	17012

DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION

**MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS**
NORTH CLACKAMAS SCHOOL DISTRICT
11678 SE 28TH AVE, MILWAUKIE, OR 97222

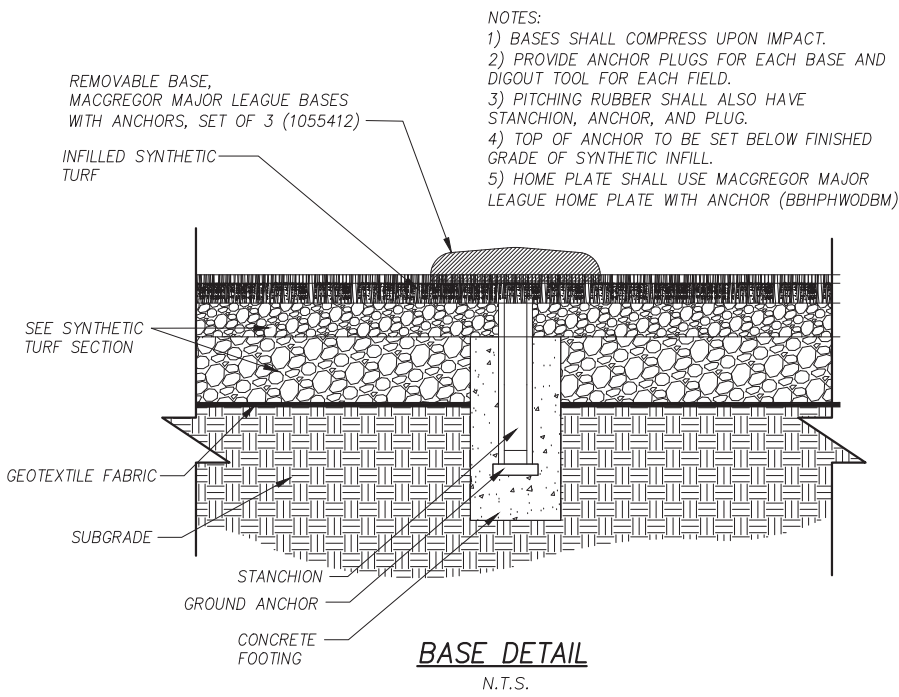
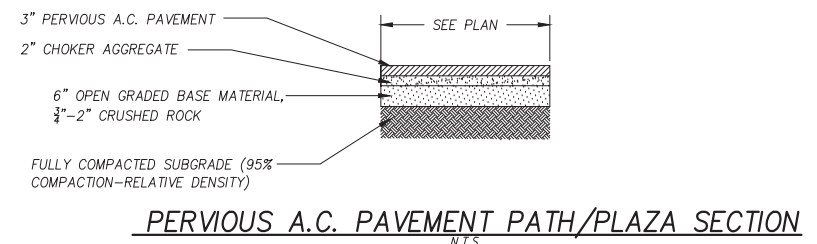
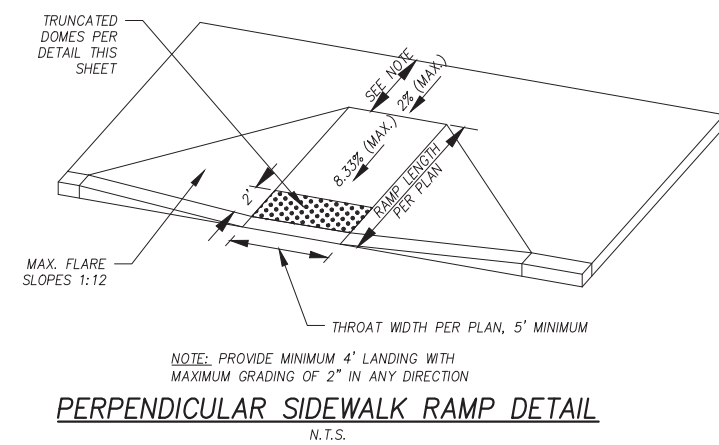
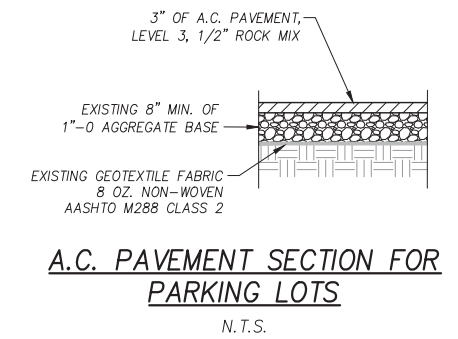
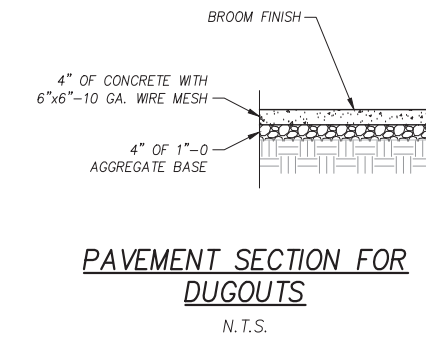
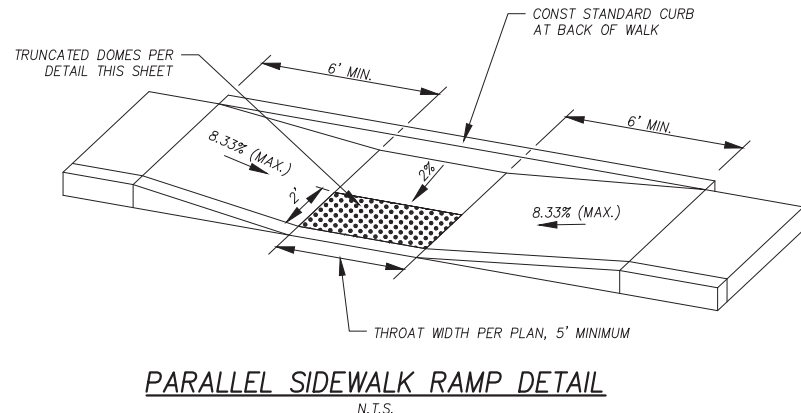
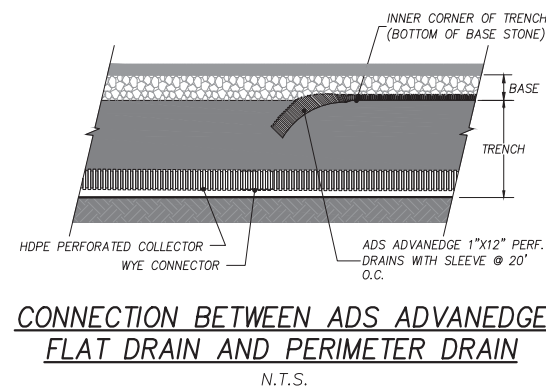
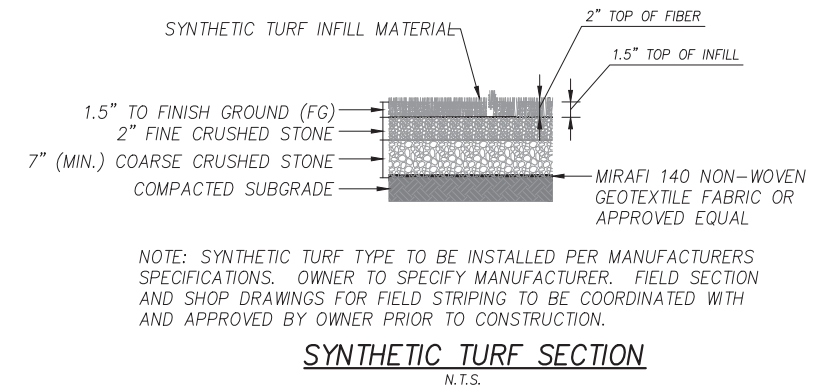
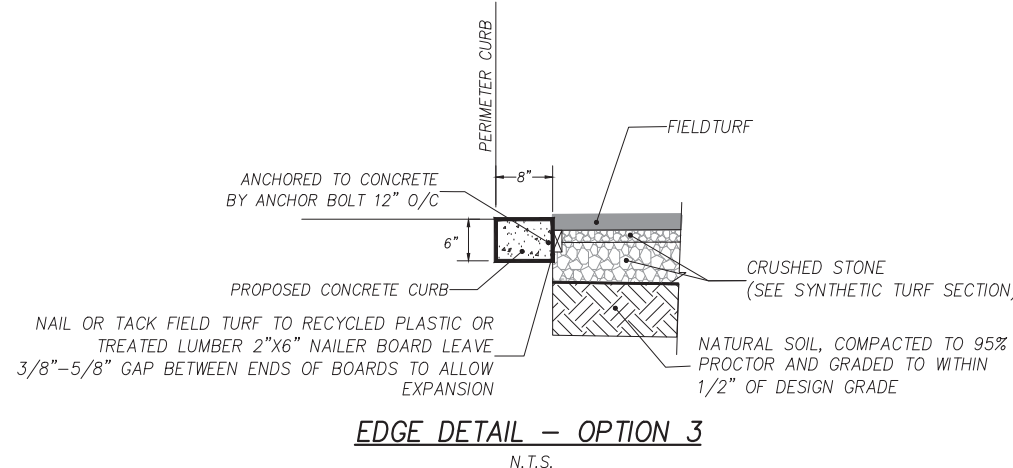
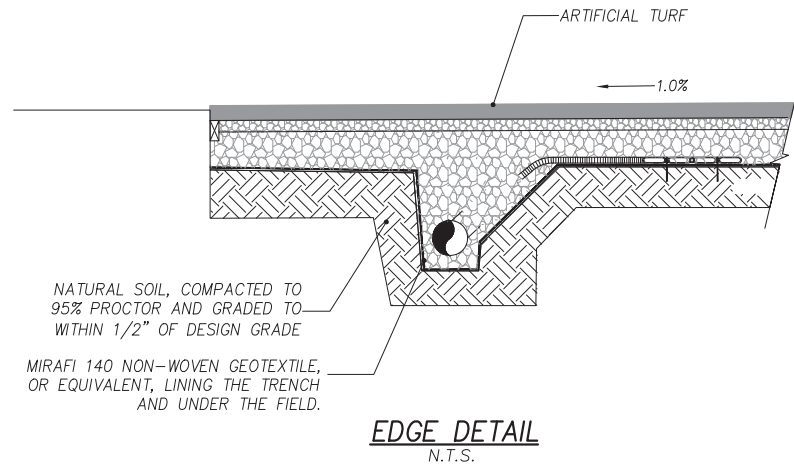


key plan

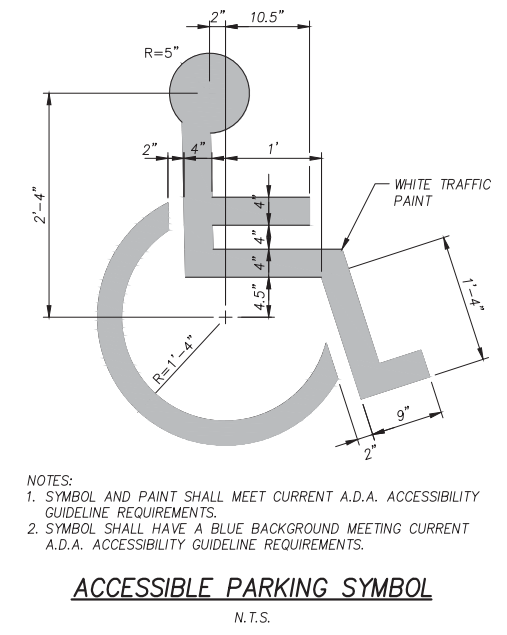
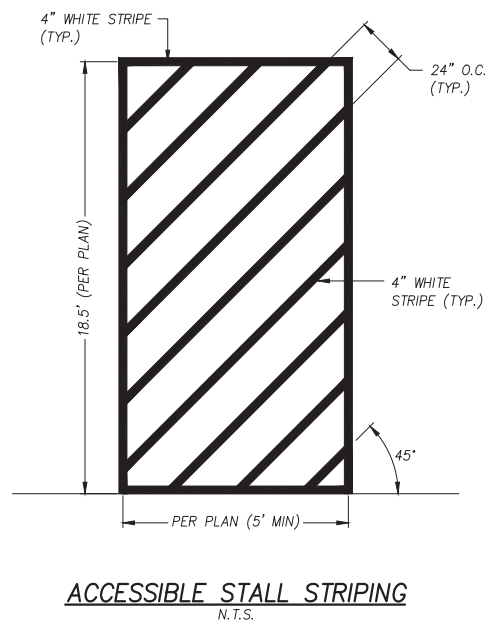
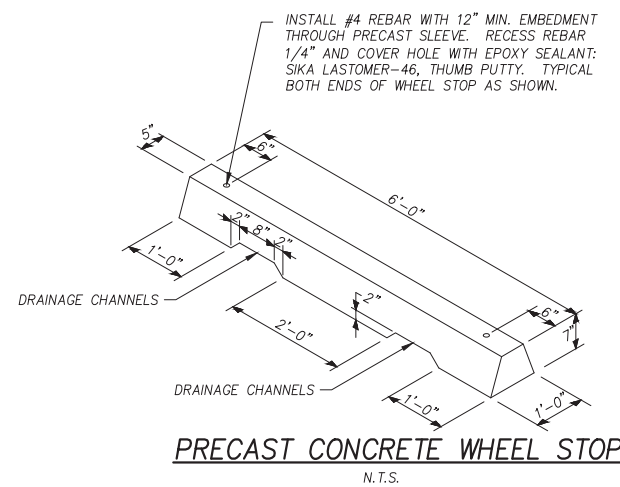
revisions	

phase	LAND USE
date	12.15.2017
project	17012

DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION



- NOTES:
- 1) BASES SHALL COMPRESS UPON IMPACT.
 - 2) PROVIDE ANCHOR PLUGS FOR EACH BASE AND DUGOUT TOOL FOR EACH FIELD.
 - 3) PITCHING RUBBER SHALL ALSO HAVE STANCHION, ANCHOR, AND PLUG.
 - 4) TOP OF ANCHOR TO BE SET BELOW FINISHED GRADE OF SYNTHETIC INFILL.
 - 5) HOME PLATE SHALL USE MACGREGOR MAJOR LEAGUE HOME PLATE WITH ANCHOR (BBHPHWDBM)



- NOTES:
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 2. SYMBOL SHALL HAVE A BLUE BACKGROUND MEETING CURRENT A.D.A. ACCESSIBILITY GUIDELINE REQUIREMENTS.

DETAILS
MILWAUKIE HS LAKE RD FIELD IMPROVEMENTS
MILWAUKIE, OREGON

Harper Houf Peterson Righellis Inc.
ENGINEERS PLANNERS LANDSCAPE ARCHITECTS & SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpri.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
NO. 16263
STATE OF OREGON
DANIEL B. HOFF
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM
DRAWN:	HHPR TEAM
CHECKED:	DSH
DATE:	2-16-18
R E V I S I O N S	
NO.	DESCRIPTION

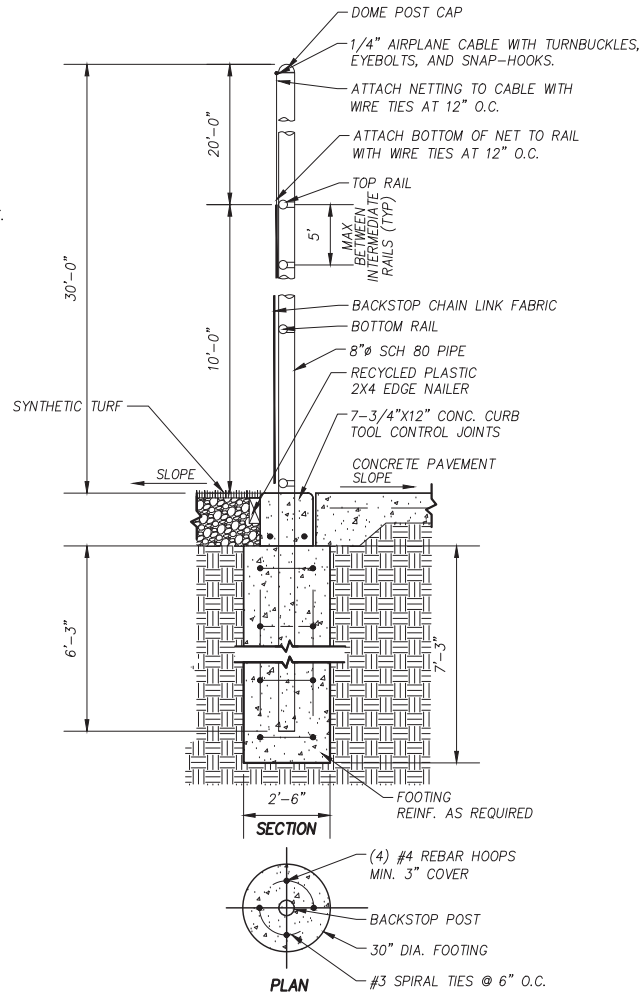
SHEET NO. **C3.0**
JOB NO. NCS-30

P:\MCS (North\Backamas)\NCS-30 (Adler Ck Middle)\DWGS\SHETS\Lake Road\Archive\NCS30-Lake-C3_0-Details.dwg

ALL FENCE MATERIAL SHALL BE VINYL COATED BLACK.

NOTES:

- FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
- ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
- TOP RAIL ON OUTFIELD FENCE ("IN BOUNDS" ONLY) TO BE VINYL COATED YELLOW. ALL FENCE POSTS, COMPONENTS, AND FABRIC SHALL BE VINYL COATED BLACK. PROVIDE COLOR SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL.
- INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
- STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

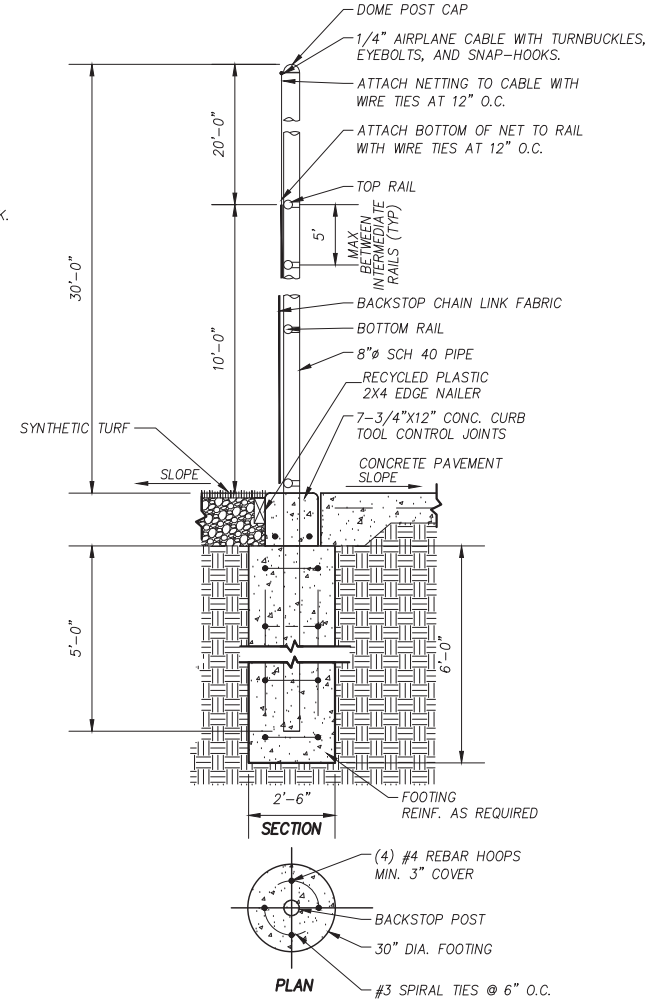


3 10' CHAIN LINK FENCE WITH 20' OF NETTING (END POSTS)



NOTES:

- FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
- ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
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- STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.



2 10' CHAIN LINK FENCE WITH 20' OF NETTING (INTERMEDIATE POSTS)



P:\NCS (NorthClackamasSD)\NCS-30 (Alder Ck Middle)\DWG\SHEET\Lake Road\NCS30-Lake-C3-D-Details.dwg

DETAILS
MILWAUKIE HS FIELD IMPROVEMENTS
MILWAUKIE, OREGON

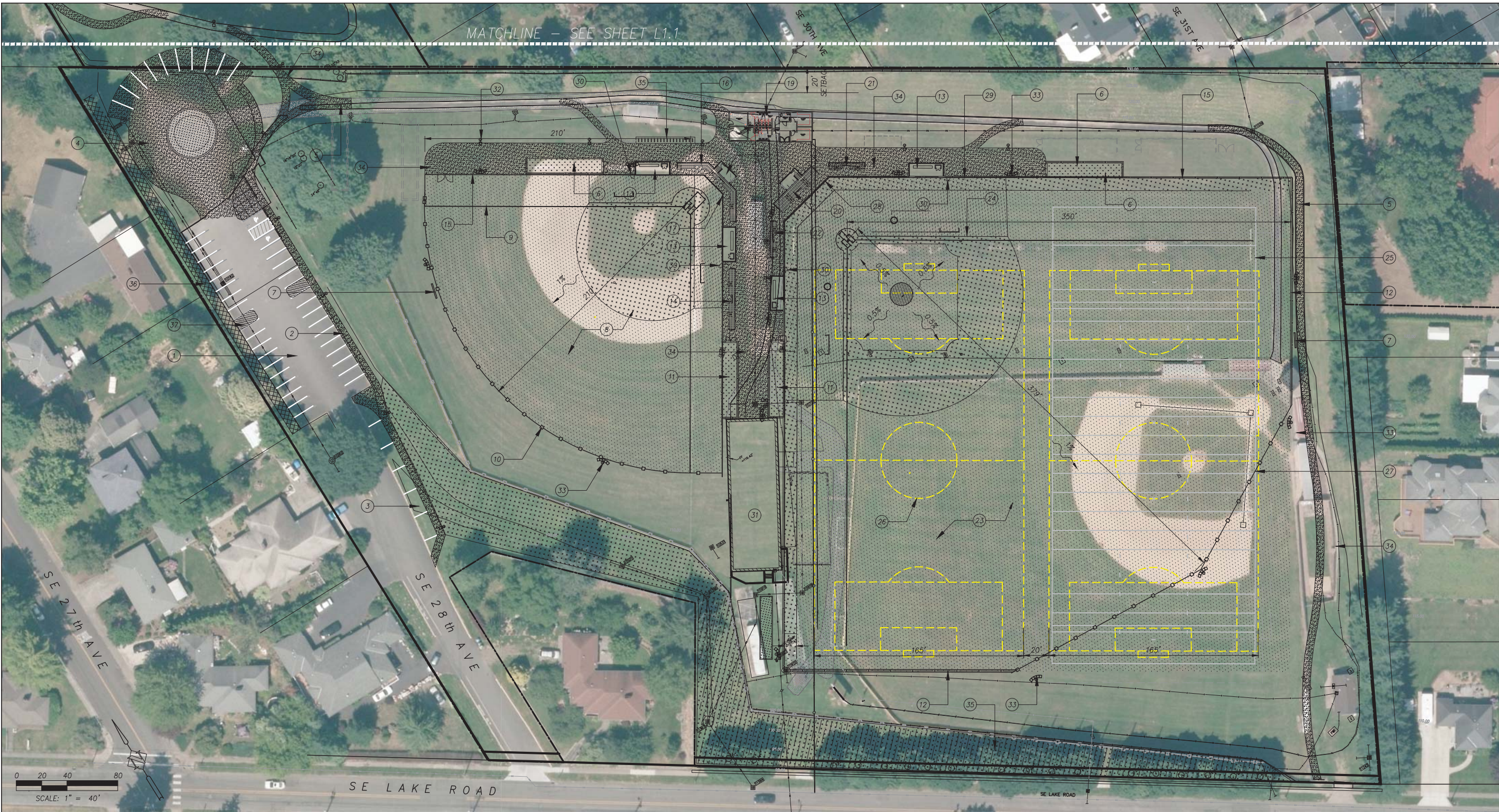
Harper
Houf Peterson
Righellis Inc.



DESIGNED:	HHPR
DRAWN:	HHPR
CHECKED:	DSH
DATE:	12/08/2017

DATE	NO.	DESCRIPTION

SHEET NO.
C3.4
JOB NO.
NCS-30



SCHEMATIC DESIGN NOTES

- ① EXISTING PARKING LOT TO REMAIN - 38 SPACES
- ② 6' WIDE SIDEWALK ADJACENT TO PARKING LOT
- ③ 5 ADDITIONAL PARKING STALLS
- ④ NEW BUS/FIRE TRUCK COMPATIBLE TURN AROUND WITH 11 ADDITIONAL PARKING STALLS (50' OUTSIDE AND 20' INSIDE RADIUS)
- ⑤ NEW ASPHALT WALKWAY AND CONNECTION
- ⑥ VISITOR'S BULL BEN - 2 EA.
- ⑦ NEW SCOREBOARD, EACH FIELD
- ⑧ SYNTHETIC TURF SURFACING OVER AGGREGATE BASE - 45,548 SF
- ⑨ INLAID STRIPING -NFHS WOMEN'S SOFTBALL FIELD LAYOUT

- ⑩ PERMANENT OUTFIELD FENCE, 340 LF
- ⑪ HOME BULLPEN - 2 EA.
- ⑫ RETAINING WALL (HEIGHT VARIES) - 792 LF
- ⑬ CMU AT-GRADE DUGOUT STRUCTURE - 4 EA.
- ⑭ 3RD BASE LINE BLEACHERS: (79) SEATS INCLUDING (2) ADA SPACES, CONCRETE FOUNDATION
- ⑮ 8' HEIGHT CHAIN LINK PERIMETER FENCE - 384 LF
- ⑯ HOME PLATE SOFTBALL BLEACHERS: (123) SEATS INCLUDING (4) ADA SPACES
- ⑰ 30' HEIGHT CHAIN LINK BACKSTOP FENCE - 73 LF

- ⑱ INTEGRAL 12'X8' PRESS BOX
- ⑲ 64'X24' (1,536 SF) TOILET ROOM/ CONCESSIONS/ STORAGE BUILDING/TEAM ROOMS
- ⑳ HOME PLATE BASEBALL BLEACHER: (115) SEATS INCLUDING (2) ADA SPACES WITH INTEGRAL 12'X8' PRESS BOX
- ㉑ 3RD BASE LINE BLEACHERS: (43) SEATS INCLUDING (2) ADA SPACES
- ㉒ 1ST BASE LINE BLEACHERS: (43) SEATS INCLUDING (2) ADA SPACES
- ㉓ SYNTHETIC TURF SURFACING OVER AGGREGATE BASE - 155,278 SF
- ㉔ INLAID STRIPING -NFHS MEN'S BASEBALL FIELD LAYOUT

- ㉕ FOOTBALL PRACTICE FIELD OVERLAY (TEMPORARY STRIPING)
- ㉖ SOCCER PRACTICE FIELD OVERLAY (TEMPORARY STRIPING)
- ㉗ RETRACTABLE OUTFIELD FENCE
- ㉘ 30' HEIGHT CHAIN LINK BACKSTOP FENCE - 155 LF
- ㉙ 8' HEIGHT CHAIN LINK PERIMETER FENCE - 1,348 LF
- ㉚ 3' PEDESTRIAN GATE - 4 EA.
- ㉛ EXISTING BATTING FACILITY TO REMAIN
- ㉜ PEDESTRIAN PATH LED POLE LIGHTING, TYP.
- ㉝ SPORTS FIELD LED LIGHTING, TYP.
- ㉞ NEW PERVIOUS ASPHALT PAVING 27,584 SF TOTAL

- ㉟ REMOVE EXISTING LAWN AT SLOPE AND REPLACE WITH GROUNDCOVER PLANTINGS, 16,448 SF. EXISTING TREES TO REMAIN.
- ㊱ ON-SITE BIKE PARKING
- ㊲ LANDSCAPE BUFFER, 8' WIDTH
- ㊳ NEW PLANTING ISLANDS AT EXISTING PARKING LOT

SITE PLAN
MILWAUKIE HS FIELD IMPROVEMENTS
 LAKE ROAD FACILITY

Harper Houf Peterson
Righellis Inc.
 ENGINEERS * PLANNERS
 LANDSCAPE ARCHITECTS * SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
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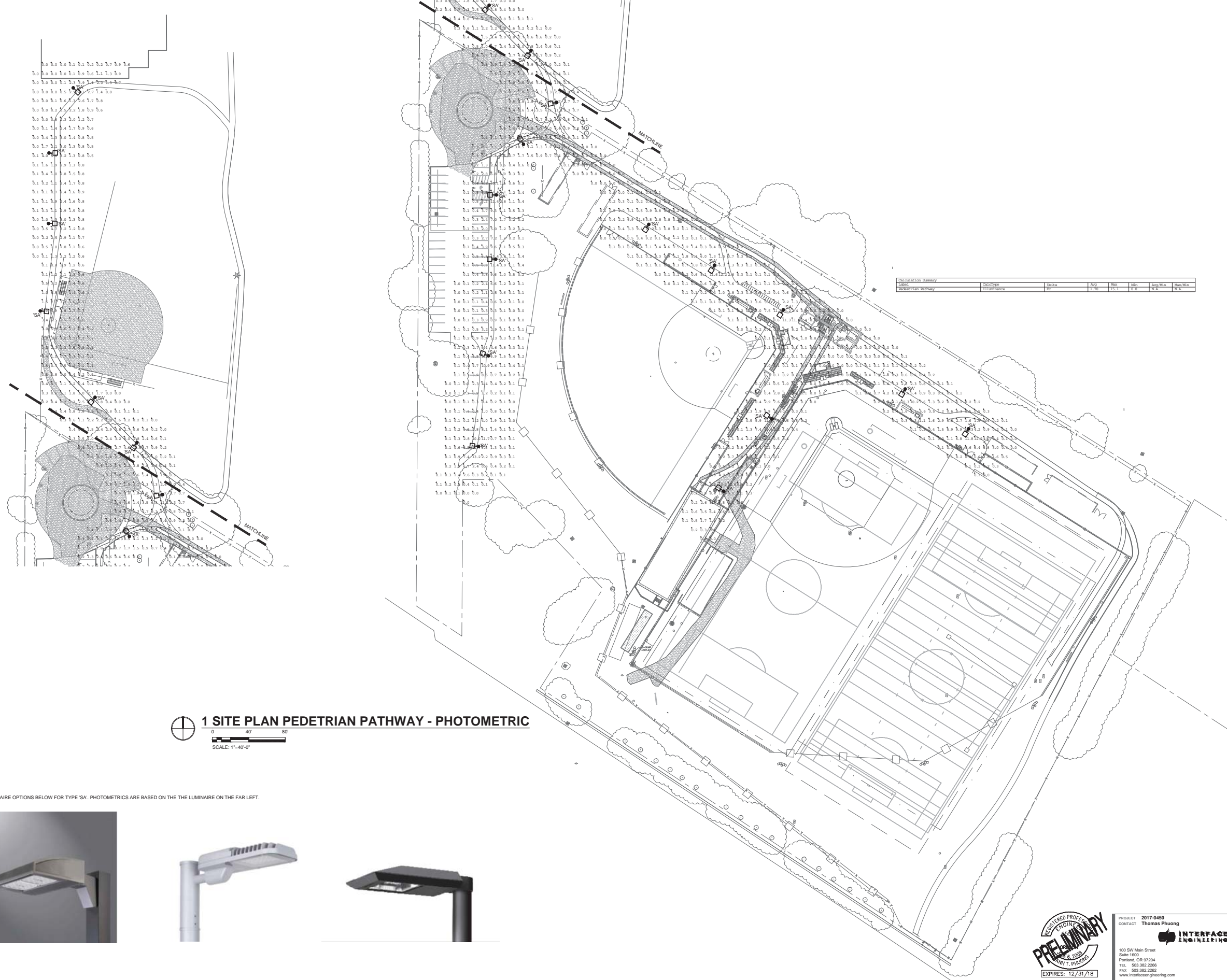


DESIGNED:	HHPR	DKC	DH	DATE:	12.15.2017
DRAWN:					
CHECKED:					

NO.	DATE	DESCRIPTION

SHEET NO.
L1.0
 JOB NO. NCS-30

LUMINAIRE SCHEDULE												
TYPE	DESCRIPTION	HOUSING	SHIELDING	MOUNTING	FINISH	UL/P	RATING	DRIVER	LAMP(S)	INPUT WATTS	MFG/CATALOG #	NOTES
SA	PEDESTRIAN STYLE LED LUMINAIRE	NOMINAL 15.75-INCH WIDE BY 12-INCH LONG BY 8-INCH HIGH HEAVY WALL ALUMINUM DIE CAST HOUSING	TYPE II	12-FOOT HIGH STRAIGHT STEEL SQUARE POLE. POLE TO WITHSTAND 100 MILE PER HOUR WINDS WITH A GUST FACTOR OF 1.3.	GRAY		IP66	ELECTRONIC DIMMING DRIVER	NOMINAL 1885 LUMENS, 3000K, 90 CRI	59 WATTS	HALLELONI PEDESTRIAN GPC AP 02 LED SERIES OR APPROVED	INTEGRAL PHOTOCELL OCCUPANCY SENSOR TO DIM DOWN TO 50% WHEN NO OCCUPANT IS DETECTED.



Calculation Summary							
Label	Value/Type	Units	Qty	Min	Max	Avg/Min	Max/Min
Pedestrian Pathway	1000000	lm	1	1.70	1.70	1.70	1.70

1 SITE PLAN PEDETRIAN PATHWAY - PHOTOMETRIC
 SCALE: 1"=40'-0"

LUMINAIRE OPTIONS BELOW FOR TYPE 'SA'. PHOTOMETRICS ARE BASED ON THE THE LUMINAIRE ON THE FAR LEFT.



BRIC
 ARCHITECTURE, INC.

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

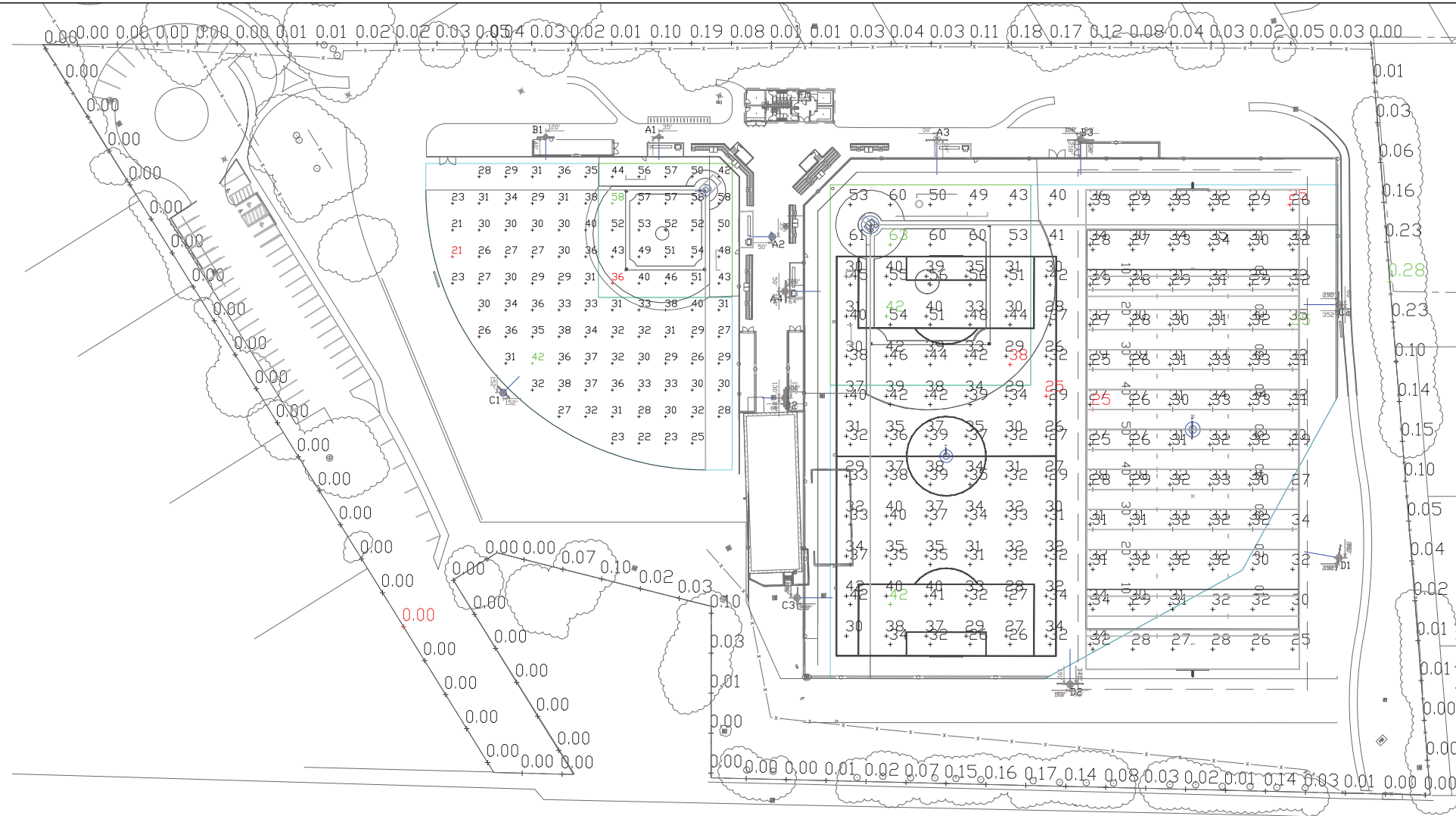
MILWAUKIE HS - LAKE ROAD ATHLETIC FIELDS
 NORTH CLACKAMAS SCHOOL DISTRICT
 11678 SE 28TH AVE, MILWAUKIE, OR 97222

key plan

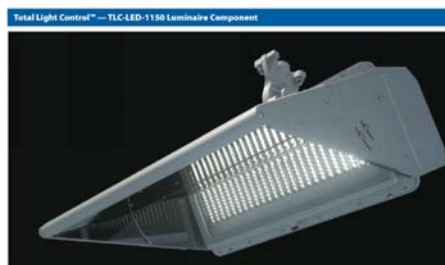
revisions	
phase date project	LAND USE 12.15.2017 17012
SITE PLAN PEDESTRIAN PATH PHOTOMETRICS	
E1	



PROJECT 2017-0450
 CONTACT Thomas Phuong
INTERFACE ENGINEERING
 100 SW Main Street
 Suite 1600
 Portland, OR 97204
 TEL: 503.362.2266
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 www.interfaceengineering.com



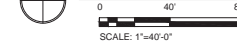
TOTAL OF 12 POLES AND 77 LUMINAIRE HEADS USED. LUMINAIRE HEAD SHOWN BELOW.



EQUIPMENT LIST FOR AREAS SHOWN						
Pole			Luminaires			
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LUMINAIRE TYPE	QTY / POLE
2	A1-A2	60'	-	60'	TLC-LED-1150	2
3	A3-A4, C3	80'	-	15'	TLC-BT-675	1
				80'	TLC-LED-1150	5
1	B1	60'	-	15'	TLC-BT-675	1
				60'	TLC-LED-1150	4
1	B2	80'	-	15'	TLC-BT-675	1/1*
				80'	TLC-LED-1150	4/5*
4	B3, C2 D1-D2	80'	-	80'	TLC-LED-1150	6
				15'	TLC-BT-675	2
1	C1	60'	-	15'	TLC-BT-675	3
				60'	TLC-LED-1150	4
12	TOTALS					77

* This structure utilizes a back-to-back mounting configuration

1 SITE PLAN SPORTS FIELD LIGHTING - PHOTOMETRIC



GRID SUMMARY	
Name:	Softball
Size:	210'/210'/210' - basepath 60'
Spacing:	20.0' x 20.0'
Height:	3.0' above grade

ILLUMINATION SUMMARY		
MAINTAINED HORIZONTAL FOOTCANDLES		
	Infield	Outfield
Guaranteed Average:	50	30
Scan Average:	50.24	30.98
Maximum:	58	42
Minimum:	36	21
Avg / Min:	1.40	1.50
Guaranteed Max / Min:	2	2.5
Max / Min:	1.63	2.03
UG (adjacent pts):	1.37	1.42
CU:	0.68	
No. of Points:	25	77

LUMINAIRE INFORMATION	
Color / CRI:	5700K - 75 CRI
Luminaire Output:	121,000 / 48,000 lumens
No. of Luminaires:	21
Total Load:	21.77 kW

Luminaire Type	Lumen Maintenance		
	L90 hrs	L80 hrs	L70 hrs
TLC-LED-1150	>51,000	>51,000	>51,000
TLC-BT-675	>51,000	>51,000	>51,000

Reported per TM-21-11. See luminaire datasheet for details.

GRID SUMMARY	
Name:	Baseball
Size:	Irregular 351' / 377' / 341'
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

ILLUMINATION SUMMARY		
MAINTAINED HORIZONTAL FOOTCANDLES		
	Infield	Outfield
Guaranteed Average:	50	30
Scan Average:	50.39	32.89
Maximum:	63	42
Minimum:	38	25
Avg / Min:	1.34	1.33
Guaranteed Max / Min:	2	2.5
Max / Min:	1.68	1.71
UG (adjacent pts):	1.36	1.34
CU:	0.71	
No. of Points:	25	106

LUMINAIRE INFORMATION	
Color / CRI:	5700K - 75 CRI
Luminaire Output:	121,000 / 48,000 lumens
No. of Luminaires:	56
Total Load:	58.7 kW

Luminaire Type	Lumen Maintenance		
	L90 hrs	L80 hrs	L70 hrs
TLC-LED-1150	>51,000	>51,000	>51,000
TLC-BT-675	>51,000	>51,000	>51,000

Reported per TM-21-11. See luminaire datasheet for details.

key plan

revisions	
phase	LAND USE
date	12.15.2017
project	17012

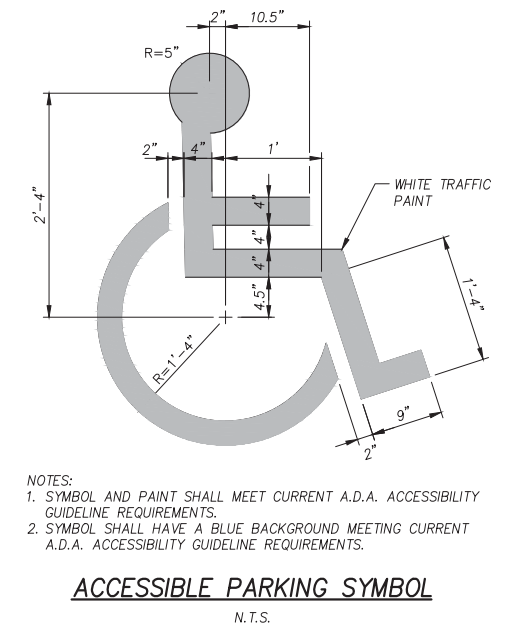
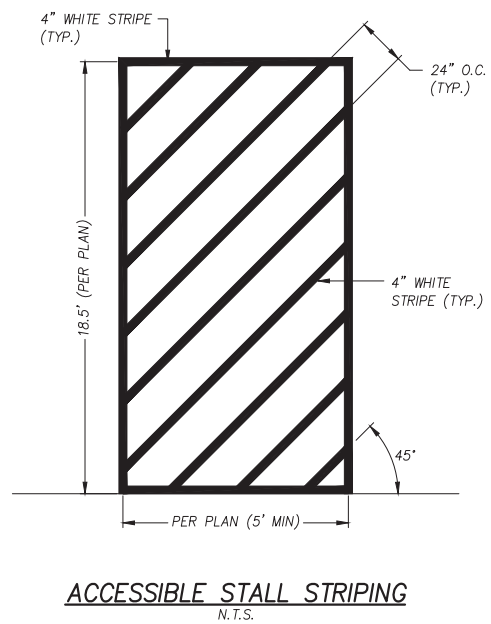
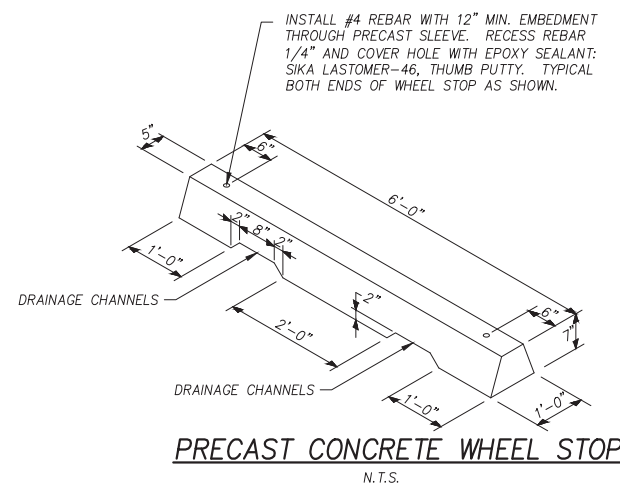
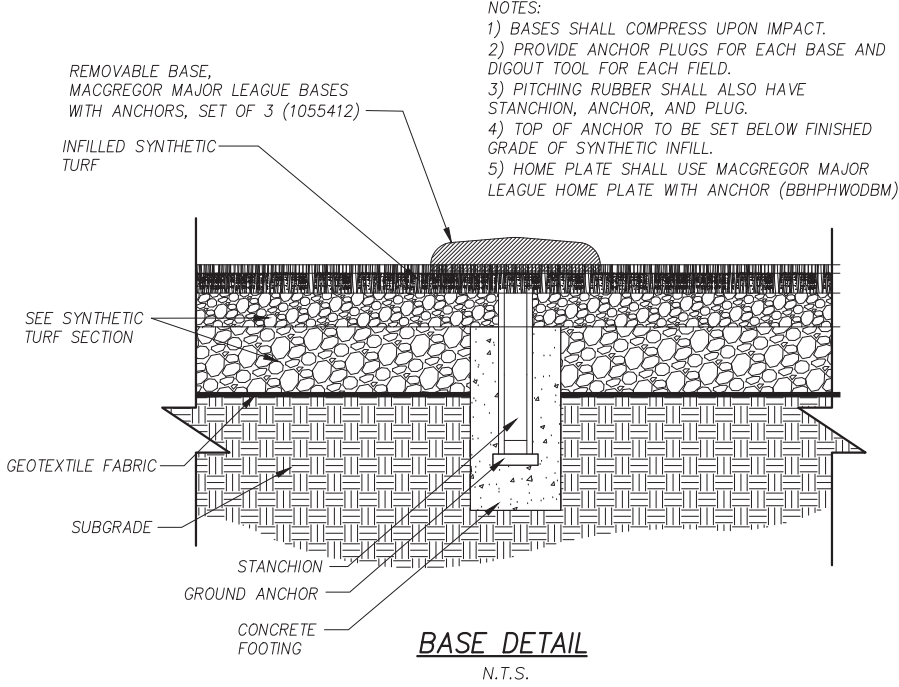
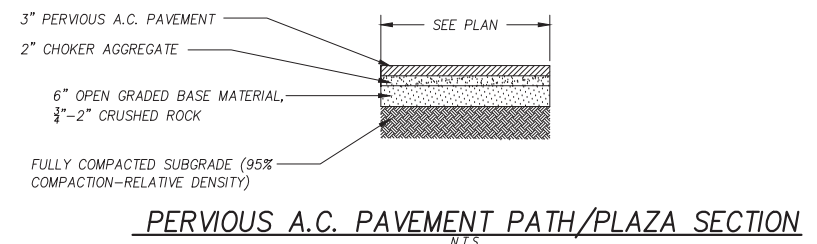
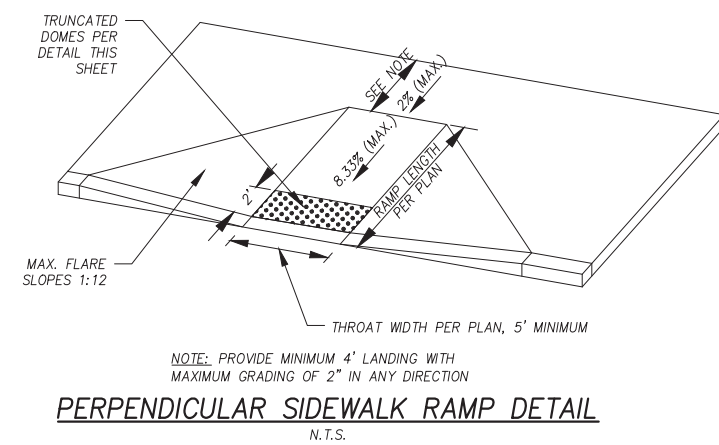
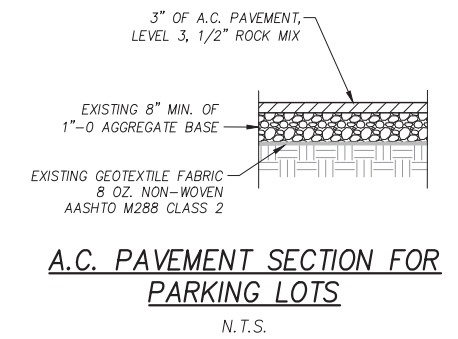
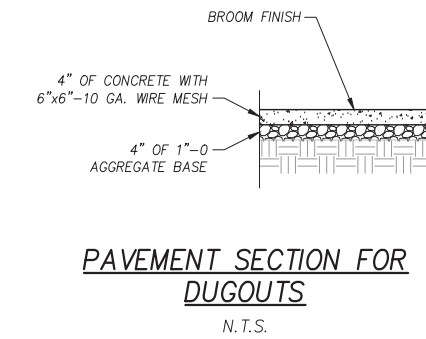
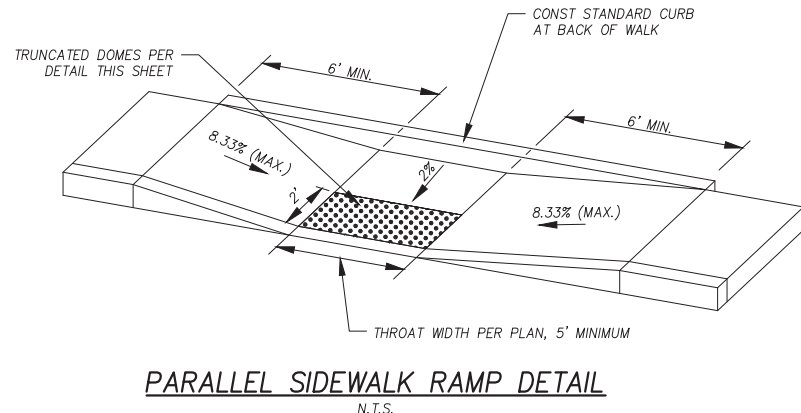
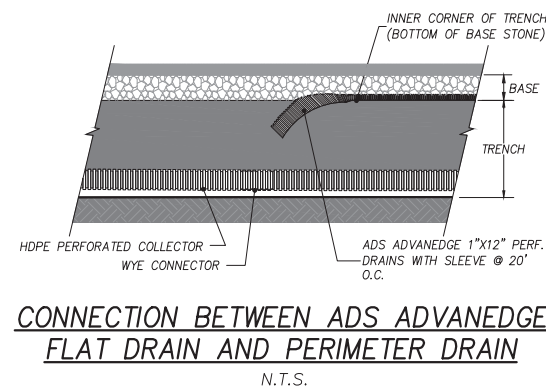
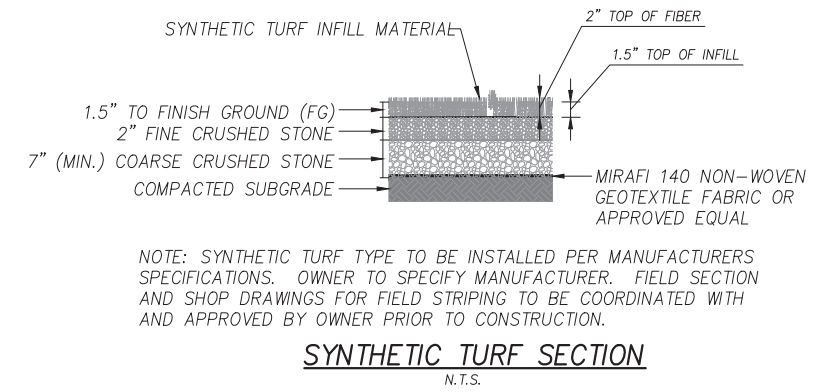
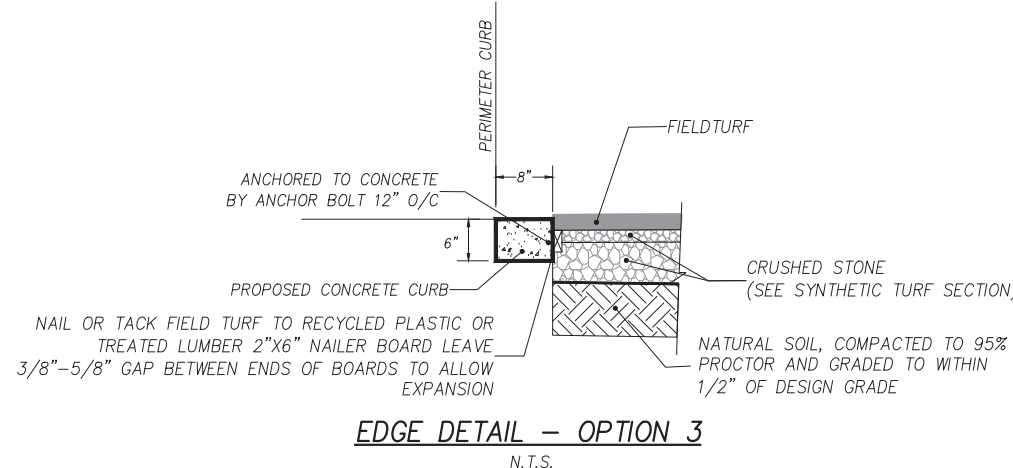
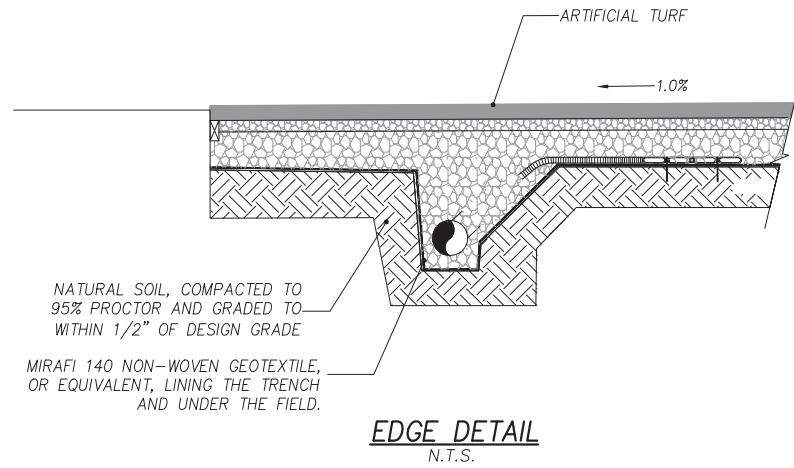
SITE PLAN
SPORTS FIELD LIGHTING
PHOTOMETRICS

E2



PROJECT 2017-0450
CONTACT Thomas Phuong
100 SW Main Street
Suite 1600
Portland, OR 97204
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 MILWAUKIE, OREGON

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