CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10722 SE Main Street
www.milwaukieoregon.gov

April 24, 2018

Present: Kim Travis, Chair
John Henry Burns, Vice Chair
Joseph Edge
Sherry Grau
Greg Hemer
Scott Jones

Staff: Brett Kelver, Associate Planner
Vera Kolias, Associate Planner
Edward Trompke, City Attorney

Absent: Adam Argo

1.0 Call to Order — Procedural Matters

Chair Travis called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

***Note**: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at http://www.milwaukieoregon.gov/meetings.*

2.0 Planning Commission Minutes

2.1 January 9, 2018

2.2 January 23, 2018

Commissioner Hemer moved and Commissioner Jones seconded to approve the January 9, 2018, and January 23, 2018, Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

Brett Kelver, Associate Planner, confirmed a public hearing that was originally scheduled for this meeting was rescheduled to May 22, 2018, due to changes in the application by the applicant.

4.0 Audience Participation —This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

5.1 Summary: Milwaukie High School Lake Road Sports Complex
Applicant/Owner: 3J Consulting/North Clackamas School District
Address: 2905 SE Lake Rd and 11250 SE 27th Ave
File: CSU-2018-001, VR-2018-003, P-2018-001
Staff: Brett Kelver, Associate Planner

Chair Travis called the hearing to order and read the conduct of quasi-judicial hearing format into the record.

Commissioner Hemer declared a potential ex parte conflict as he communicated with Gabe Storm, who had commented on the application and was involved in youth baseball, regarding his preference for artificial or natural turf. Mr. Storm responded that although his preference was natural turf, artificial turf provided benefits in terms of maintenance and reducing weather disruptions, etc.

Commissioner Burns noted that, upon his site visit, he noticed a difference between the applicant's report and the actual site as the report stated there was a pedestrian walkway connecting the parking lot to the field. However, at the site the walkway was inaccessible due to cars parked where the walkway should be.

Brett Kelver, Associate Planner, presented the staff report via PowerPoint. The proposal was part of the school improvement bond projects and was for the Milwaukie High School sports complex. He described the two sites that included both the high school sports fields along Lake Rd and the Milwaukie Elementary School sports fields to the north on 27th Ave. The primary project elements included refurbishing and reconfiguring the existing fields, installing artificial turf and lighting for the varsity fields, replacing current buildings and adding a number of other buildings and structures, and adding and improving pathways, lighting, bike parking, and parking areas.

Mr. Kelver noted that the artificial field turf and lighting would expand the use of the fields and would be in use up to 10 p.m. The parking determination was for 96-97 spaces and the variance request was to allow for field light poles to exceed the 50 ft standard up to 80 ft. These improvements would be an intensification of the site with regarding to time of day and weather allowance; however, the capacity of the site would not increase and therefore did not require a traffic impact study. He displayed plans and described the improvement elements across the site, noted features of the existing site conditions, and reviewed the approval criteria for the Community Service Use, Parking Determination, and Variance Request.

Mr. Kelver reviewed the Key Issues related to sufficient parking, neighborhood compatibility, and safe and public access as follows:

- The proposal was to improve the parking configuration and add 16 new parking spaces to the existing 81 spaces plus a gravel area. The peak usage was expected to remain similar.
- Compatibility: Comments had been received regarding screening, light pollution, and noise. The extended season and hours of use would increase the use intensity. A photometric analysis had been submitted and light spill and pole height for the field and pathway lighting appeared reasonable at the neighboring boundaries. The applicant could address the noise issue with regard to the announcement system.
- Currently the fields acted as a type of park. However, the proposal would restrict public access to focus access primarily to school athletics. Staff prioritized pedestrian connections to and within the site and recommended additional or improved connections between the elementary school parking lot to the path, between Lake Rd and the parking lot, and from 30th Ave and/or 31st Ave to the fields.

Mr. Kelver noted the issue of stormwater management on the site. The City was aware of the issue and would work with the applicant to address the issues through the permit review process. He clarified that the catch basin located near 2805 SE Lake Rd was not a connected stormwater catch basin but the stormwater system was scheduled for replacement in the Capital Improvement Plan and included connecting that basin to the system.

The runoff from the fields would be dealt with through catch basins under the fields. Regarding the stormwater quality issue, the code did not distinguish between artificial and natural turf; both were considered pervious materials. At this point in the process, the plans were preliminary and a full stormwater management report would not be required until the permitting phase of the project. What the stormwater report indicated regarding infiltration would dictate the specifics of how the stormwater would be managed.

Mr. Kelver reviewed the recommendations to approve the applications, and noted key conditions of approval for additional pedestrian connections, screening and buffering at the perimeter of the site, and hours of use for lighting and the announcement system. He reviewed the decision-making options.

Mr. Kelver responded to questions from the Commission as follows:

- Although there was an historic survey showing 28th Ave to be platted as a public right-of-way, it was never recorded and vacated and acted as a private drive. There was an access agreement between the school district and the properties along 28th Ave.
- A transportation demand management plan could be added as a condition to promote carpooling or for advertising the elementary school parking, etc.
- The Transportation System Plan provided general direction to improve and provide connections when available, but not necessarily specifics.
- Capital improvement projects were slated for the year to improve the stormwater management of the area, particularly a replacement of the clay pipe system near the site and reconfiguration work around the Main St and light rail bridge area.
- Prior to the school improvement applications, the parking at the Lake Rd fields was included in a variance request for the high school for its minimum required parking. However, with the recent approval of the high school renovation project, these spaces were removed from the high school parking count.
- There was minimal conflict between the elementary school parking during school hours and parking for activities.
- Regarding concerns about the environmental impacts of artificial turf, staff believed there was inconclusive evidence around the debate. No study was done regarding impact to wildlife that may use the fields as the site was not a designated natural resource area.

Mr. Kelver displayed and read into the record an email sent prior to the meeting from Gabe Storm. Mr. Storm was in support of the project and assured the lighting and noise would likely be minimal. He was concerned that Milwaukie-area nonprofit sports organizations were not included in the applicant's list of users of the site but rather seemed to focus on private sports clubs. He believed it gave the wrong impression for how the facilities would be used and by whom. Mr. Storm wanted to ensure that community youth organizations be served before adult and youth for-profit organizations.

Mr. Kelver noted other comments received.

Chair Travis called for the applicant's testimony.

Andrew Tull, 3J Consulting, 5075 SE Griffith Dr Beaverton OR 97005, and **David Hobbs, North Clackamas School District, 4444 SE Lake Rd Milwaukie,** thanked the Commission and staff, and introduced the project team. **Mr. Tull** noted he would begin by addressing some of the questions raised during the staff presentation.

- He acknowledged the organizations not included on the list of users for the facilities but assured the commitment to the youth leagues in the area.
- The current lighting options were technologically-advanced and reduced light pollution greatly. Regarding the parking and pathway lighting, the proposal met the criteria and lower light fixtures often become maintenance issues due to vandalism, etc.
- The proposed parking for the high school was comparable to surrounding school jurisdictions.
- The assumption was the field hours of use would generally be between 4:00 and 8:00 p.m. There also was little to be concerned about regarding the noise levels from the announcement systems.
- The proposal was a maintenance upgrade and therefore it was not the time to be looking at the TSP or Comprehensive Plan for possible connections, etc.

Mr. Tull proceeded with the applicant's presentation and reviewed the elements for the field improvements and site improvements. The site improvements were minimal due to budget constraints but value engineering had been done to ensure that the most effective improvements could be completed within the budget to provide an equitable level of service for the high school students.

Mr. Tull requested two changes to the proposed conditions as follows:

- Condition 1.c.3 called for a pedestrian sidewalk to be constructed along 28th Ave between Lake Rd to the proposed parking lot. The district requested instead to create a marked walkway rather than a new sidewalk due to cost concerns and possible effects on stormwater management. In addition, the pathway was not a primary access route for students.
- Condition 1.c.4 required providing pedestrian connections at either 30th Ave or 31st Ave. The district's concerns were that the access was to be limited to school sports teams and authorized users and would be locked when not in use to provide secure access and maintain the improvements. Also, additional connections could encourage parking on neighborhood streets which neighbors did not support. The current proposal met pedestrian connectivity requirements without the need for additional connections.

The applicant responded to questions from the Commission as follows:

- **Mr. Hobbs** stated the primary reasons for restricting access to the improved fields were to protect the turf from damage and limit sanitary contamination from dogs, etc.
- The goal of the district was to allow for the high school and local teams to complete more games at this facility rather than the need for away games due to turf and weather conditions, etc. The primary use of the facility would be for the students with renting the facility to private clubs as a secondary use.
- Additional measures to secure school sites was a priority for the district. Although the sites were locked and secured during school hours, there would be access afterhours.
- **Marc Bargenda, Heery International,** noted the lighting system would be on a remote and timing system.
- A study had not been done on the toxicity or warming of artificial turf. The district preferred artificial turf as it provided a better playing environment and longer seasons for the students.
- **Dan Hoff, Harper Hoff Peterson Righellis**, explained the proposal was for a 2-inch turf with 10 inches of rock below for better and more natural drainage. He reviewed the benefits of artificial turf which included reuse of materials; no mowing maintenance, irrigation, or fertilizing required; the field acted as a self-mitigating and cooling porous surface; and

reduced travel time due to more home games. He added the turf and gravel configuration often had a better infiltration curve than natural turf. He believed artificial turf would not produce polluted stormwater and recent studies did not show a correlation between turf and cancer rates in communities or levels of toxicity from the turf in runoff. He believed there were environmental benefits to using artificial turf.

- ADA access to the site could be incorporated into the pedestrian pathway at the southeast corner of the site from the bus stop on Lake Rd.
- Weekend sports schedules would likely generally be between 9 a.m. to 6 p.m.

Chair Travis called for public testimony.

In Opposition:

Hal Wacek, lives directly across from the site (no address provided), and had issues with the current use and the proposed improvements. He requested a better explanation of why the use intensification increase would not result in more traffic. The noise levels often came from the people after games as they moved from the fields to their cars parked along Lake Rd. He disagreed with the noise level assessment. He asked for a condition that the applicant adjust the lighting if it did not meet the proposal.

Patty Lang, 11877 SE 32nd Ave, stated her backyard was adjacent to the varsity bullpen. The site was not a traditional school field; it was detached from the school and vehicle use was required to access the site. Neighborhood parking for the site was a big concern as issues such as blocked fire hydrants were frequent, and a person of contact for the district to address issues was difficult to reach and unavailable during the summer. The timeframe for the site to be cleared after events was much longer than 30 minutes. She wanted more information before the application was approved and felt the information received by the applicant was not factual.

Neutral:

Sarah Roller, 11630 SE 27th Ave, noted her property abutted the fence along the parking lot. When the parking lot for the site was constructed, the level of the soil was raised to 3 ft above grade, which made the current 6 ft fence inadequate. Due to the grade, the backyard could be viewed directly from the field and requested the fence height and screening be increased between the parking lot and the properties to the west.

Michael Martin, 2725 SE Lake Rd, noted his house was the last house along the parking lot driveway. He believed due diligence had not been done on the parking issue and noted that the current frequency of use and users of the facility was not included in the application and so prevented a better assessment of the increase in intensity. He thought a traffic impact study was warranted. However, the parking and use had not been too bad, generally, although the lot filled up regularly and a sidewalk would be beneficial.

Ray Bryan, 11416 SE 27th Ave, was in support of a sidewalk along 28th Ave. He noted that what had not been discussed was the transition between games and practices. The activity came in bursts and could prove hazardous to pedestrians. He acknowledged budget constraints but believed safety should be a priority. He believed the impacts to neighborhoods and wildlife warranted the lower height for the pathway lighting. Access to the pathway around the fields should not be limited as it was a neighborhood resource.

Glenn VanBergen, 11610 SE 30th Ave, stated he was at the end of 30th Ave adjacent to the site and the dead-end was often used by spectators. If a pedestrian connection was made there, he was concerned about safety and maintenance. He questioned if the lighting height would be from the field level, if there was additional fencing along the perimeter proposed to prevent stray balls, etc., and if safety and emergency vehicle access and bus traffic were considered in the proposed parking configuration. He had environmental concerns regarding stormwater and wildlife issues.

Lloyd Wolfe, 3115 SE Lake Rd, supported the proposal. As a user of the perimeter pathway, he could attest that people and dogs did not go onto the fields. If the fields would be fenced, the path should continue to be available for use at all times.

Questions:

Ron Boley, 11563 SE 30th Ave, was in support of much of the proposal. However, he was opposed to the access requested at 30th Ave. Additional netting should be installed to prevent stray balls for the safety of the neighbors and spectators. Cost of turf replacement should be included in budget considerations for the future.

Mike Pinker, 11464 SE 27th Ave, was adjacent to the junior varsity fields and was pleased to hear improved stormwater management was proposed. His concern was for the pathway lighting between the elementary school and the fields, and that the proposal did not include lighting for the junior varsity fields. He believed lighting until 10:00 p.m. was unnecessary during the summer.

Cameron Wagner, 3920 SE Lake Rd, used the site for exercise and to walk her dog. She supported the improvements but had issue with the facility being locked and requested that the walking path be available to the public.

Chair Travis called for questions from the Commission.

Commission Hemer clarified that neighbors to the north of the site were opposed to new connections at 30th Ave and 31st Ave but those to the south of the site and other were in favor of improved or continued access from Lake Rd.

Commissioner Edge asked if there was a code enforcement process available if the light pollution became an issue once constructed and in use.

- **Mr. Kelver** stated that if there was concern about the height of the poles or insufficient information about light spill, etc., it should be discussed prior to approval.
- **Commissioner Jones** noted the concern was regarding ambient light pollution which was not captured well in photometric reports, and so if the lighting was installed according to the approval and standards set, then there would be little recourse for remediation.

Commissioner Edge asked if conditions could be applied to request signage at the end of 30th Ave and 31st Ave indicating no access to the fields as well as signage to promote parking at the elementary school.

- **Mr. Kelver** confirmed that could be conditioned.
- In additions, there was no obligation, based on access requirements per frontage, to require additional access points.

Chair Travis called for the applicant's rebuttal to the public testimony.

Mr. Tull noted that the North Clackamas School District strived to be a good neighbor to those properties around their sites. He responded to the testimony as follows:

- The applicant was not required to submit a traffic impact study as was stated by staff. The improvements would not generate the type of increase to call for a study.
- Parking on streets was permitted in accordance to the law, and enforcement by police and code enforcement was available if there were issues.
- Sports complexes were exempt from noise emission standards per the code.
- Ambient lighting or glow would end at 10:00 p.m. as would be conditioned upon approval. The proposed lighting and the photometric analysis comply with all applicable criteria. The poles would be installed at grade and would match the existing fixtures that were approved in 2014.
- Regarding fencing, a proposed condition was for repairing or replacing screening slats around the site perimeter. In addition, vegetation would be planted along the parking area perimeters.
- Access to the elementary school would be locked during school hours through a gate but would be open after hours. The perimeter of the fields would be available at all hours. The fields would be locked and would only be available to authorized personnel.
- Buses would be expected to park offsite during games.
- The site was not an identified natural resource site and therefore an environmental analysis was not required.
- Additional netting between fields and 30 ft backstops were included in the proposal.
- The applicant was willing to work with neighbors during the permitting process regarding stormwater management improvements.
- The district would educate participants on parking expectations and would work to address any possible issues.

Mr. Tull thanked the Commission for their consideration. **Mr. Tull** and **Mr. Hobbs** answered questions from the Commission as follows:

- Signage would be installed with afterhours contact information as well as signage for no access at 30th Ave and 31st Ave.
- A condition for better landscape screening along the parking area was reasonable.
- Signage and action for towing from the district's property would be allowable.
- Although the fields would be locked, access to the perimeter path would remain open.

Mr. Kelver noted that the lighting concern seemed to focus on the pathway lighting level. However, since the lighting standard was a requirement, it could be reviewed and addressed at the time of development review. He confirmed the request for additional information included:

- Lighting measurements for the parking lot
- More detail of the proposed netting and backstops
- Clarification regarding public access
- Lighting timing and scheduling
- Emergency access

Mr. Kelver added that a traffic impact study reviewed the impact of a development on the public streets system. The concerns raised regarded trips to and parking at the site and crowding of the site. He confirmed that the Commission's request was for better clarification around if the proposed parking would be adequate for the increased use and activity for the site. The concern

regarding artificial versus natural turf would need to be tied to the applicable approval criteria.

Mr. Kelver and the applicant agreed to provide additional information as requested within a week.

Commissioner Grau moved and Commissioner Hemer seconded to leave the public testimony portion of the hearing open and continue the hearing to a date certain of May 8, 2018. The motion passed unanimously.

6.0 Worksession Items — None

7.0 Planning Department Other Business/Updates

8.0 Planning Commission Discussion Items

Commissioner Hemer noted the spring plant sales were scheduled for May 12th.

Commissioner Edge met with the DLC regarding the Downtown Design Guidelines and the group reviewed the plan on how to address the update project through a systematic approach.

He added that the Park Avenue Station Area planning group would be distributing the draft request for proposals once Clackamas County and Metro reviewed it. He invited the Commissioners to pass onto him anyone they may know that would be interested in participating in that project.

9.0 Forecast for Future Meetings:

May 8, 2018	1. Public Hearing: CU-2018-001 4219 SE Covell St Vacation Rental 2. Public Hearing: ZA-2018-001 2018 Housekeeping Code Amendments
May 22, 2018	1. Public Hearing: VR-2018-002, ADU-2018-001 23rd Ave ADU 2. Worksession: Comprehensive Plan Update project update

Meeting adjourned at approximately 10:13 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

Kim Travis, Chair

Greg Hemer Pro Temp Chair

INTERESTED PERSONS SIGN-UP SHEET

PLEASE SIGN THIS SHEET IF YOU WISH TO RECEIVE FOLLOW-UP MATERIALS

PLANNING COMMISSION

Meeting date: **April 24, 2018**

Name (please print)	**Mailing Address** (including Zip Code)	**Email**	**Agenda Item**
Patti Lange	PO Box 22497 Milw OR 97269	patti@plcportland.com	☐ 5.1
Steve, Judy Bargender	3105 SE Lake Rd Mdw 97222	jabargen@comcast.net	☐ 5.1
Ray Bryan			☐ 5.1
Lesa Pinker	11464 SE 27th Ave Milwaukie 97222	lesakaypinker@gmail.com	☐ 5.1
Ron Boley	11563 SE 30th Mil, Ore 97222		☐ 5.1
Glenn Van Bergen	11610 SE 30th Milwaukie Or		☐ 5.1
Howard Lanoff	12577 SE Boss Ln 97222	howard Lanoff@yahoo.com	☐ 5.1
Sarah Roller	2079 SE Davies Ct Milw. OR 97267		☐ 5.1
Hal Wacek	P.O. Box 171 Clackamas, OR 97015	(N/A)	☐ 5.1
Rene' Wiegel	11855 SE 32nd Ave Milwaukie OR 97222	renew2553@gmail.com	☐ 5.1
Kayo Wacek	3115 SE Lake Rd	isw28@MAC.com	☐ 5.1

MILWAUKIE PLANNING COMMISSION

Speaker Registration

The City of Milwaukie encourages all citizens to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the Planning Commission, fill out this card and hand it to the Planning Director. Note that this Speakers Registration card, once submitted, becomes part of the public record.

Date: 4/24/18 Organization: _____

Name: Sarah Dolter Phone: 971 563 2409

Address: 2679 SE Davies Ct Email: lander_007@hotmail.com

Agenda Item #: 5.1 ☑ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☑ Neutral ☐ to ask a Question

Comments: Owner at 11630 SE 27th AVE Milw. 97222 concerned about fence, visability into our property, noise & lights

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Date: 04/24/2018 Organization: home owner

Name: Michael Martin Phone: 503-703-9685

Address: 2725 SE LAKE Rd Email: mjacobmartin@gmail.com

Agenda Item: NCSD LAKE Rd Fields ☒ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☑ Neutral ☒ to ask a Question

Comments: Concerns RE: Accessibility, lighting & parking (the usual suspects!)

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Date: April 24, 2018 Organization: _____

Name: Ray Bryan Phone: _____

Address: 11416 SE 27th Ave Email: _____

Agenda Item: ☒ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☒ Neutral ☐ to ask a Question

Comments:

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Date: 4-24-18 Organization: _____

Name: Glenn Van Bergen Phone: _____

Address: 11610 SE 30th Email: _____

Agenda Item #: ☐ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☑ Neutral ☐ to ask a Question

Comments:

1. Access only from Lake Road
2. Lights
3. Fence location
4. Lights

MILWAUKIE PLANNING COMMISSION

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Date: 4/24/18 Organization: _____

Name: LLOYD WOLFE Phone: 513-377-1078

Address: 3115 SE LAKE RD Email: ISW78@MAC.COM

Agenda Item #: ☒ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☒ Neutral ☐ to ask a Question

Comments: ELIMINATION OF GREEN SPACE PEDESTRIAN WALKWAYS + GREEN SPACE.

MILWAUKIE PLANNING COMMISSION

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Date: 4/24/18 Organization: _____

Name: Patti Lange Phone: 503-810-9146

Address: 11877 SE 32nd Email: patti@plcportland.com

Agenda Item: ☑ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☐ Neutral ☐ to ask a Question

Comments:

MILWAUKIE PLANNING COMMISSION

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Date: 4/24 Organization: Milwaukie Citizen

Name: Ron Boley Phone: 503-307-2627

Address: 11563 SE 30th Email:

Agenda Item #: ☐ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☐ Neutral ☐ to ask a Question

Comments: I have numerous questions

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Date: 4/24/18 Organization:

Name: Mike Pinker Phone: 503-943-9619

Address: 11464 SE 27th Ave Email:

Agenda Item #: ☐ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☐ Neutral ☒ to ask a Question

Comments:

Parking spaces for Varsity fields required?

Pathway lighting thru milwaukie elementary.

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Date: 4.24.18 Organization: _____

Name: CAMERON Phone: _____

Address: 3920 SE LAKE Email: _____

Agenda Item: FIELDS + TRAFFIC ☑ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☐ Neutral ☑ to ask a Question

Comments:

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Date: 4-24-18 Organization: NEIGHBOR

Name: HAL WACEK Phone: 503 659-7960

Address: P.O. BOX 171 CLACKAMAS, OR 97015 Email: (N/A)

Agenda Item: ☒ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☒ in Opposition ☐ Neutral ☒ to ask a Question

Comments: I DONT SEE HOW THE TRAFFIC COUNT WILL NOT INCREASE! PLEASE GIVE A DETAILED EXPLANATION HOW IT DOESNT. IF PARKING IS ALREADY BEING USED ~~BARE~~ WELL BEYOND CAPACITY, 16 ADDITIONAL SPACES ARE NOT ENOUGH! THE CURRENT PA SYSTEM IS QUIET & VERY RARELY USED. BY HOW MUCH WILL IT INCREASE IN DECIBELS & INTENSITY? WHAT WILL APPLICANT DO IF THE LIGHT SPILL FROM THE 80' POLES ON THE VARSITY BASEBALL FIELD IS MORE THAN THAT ESTIMATED ~~FEEL~~ IN DESIGN? HOW WILL PARKING IN SURROUNDING AREAS BE CONTROLLED? CURRENTLY, MANY PARTICIPANTS ~~PARK ON SIDE STREETS~~ ALONG LAKE ROAD, AND A MORE INTENSE USE WILL CAUSE MUCH MORE OF THIS!

MILWAUKIE PLANNING COMMISSION

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Date: 4/24/18 Organization: NEIGHBOR

Name: HAL WACEK Phone: 503 659-7960

Address: P.O. BOX 171 CLACKAMAS, OR 97015 Email: (N/A)

Agenda Item: ☒ Public Hearing ☐ Worksession

You are Speaking... ☐ in Support ☐ in Opposition ☐ Neutral ☒ to ask a Question

Comments: WON'T ARTIFICIAL TURF CAUSE MUCH MORE DRAINAGE THAN THE CURRENT NATURAL TURF? CAN THE CITY STORM DRAINAGE SYSTEM HANDLE THIS ADDITIONAL LOAD WITHOUT MODIFICATION, OR SHOULD THE APPLICANT PAY FOR THE UPGRADES TO THE CITY STORMWATER CONTROL SYSTEM? WHAT IS THE TOXICITY OF ARTIFICIAL TURF?

CITY OF MILWAUKIE

AGENDA

April 24, 2018

REVISED

PLANNING COMMISSION

City Hall Council Chambers
10722 SS Main Street
www.milwaukieoregon.gov

1.0 **Call to Order - Procedural Matters** — 6:30 PM

2.0 **Planning Commission Minutes** – Motion Needed

2.1 January 9, 2018 (continued from 4/10/18)

2.2 January 23, 2018

3.0 **Information Items**

4.0 **Audience Participation** – This is an opportunity for the public to comment on any item not on the agenda

5.0 **Public Hearings** – Public hearings will follow the procedure listed on reverse

~~5.1~~ Summary: 23rd Ave ADU – RESCHEDULED TO 5/22/2018
Applicant/Owner: McCulloch Construction Corp/Dennis Osterlund
Address: 10565 SE 23rd Ave
File: VR-2018-002, ADU-2018-001
Staff: Mary Heberling, Assistant Planner

5.1~~2~~ Summary: Milwaukie High School Lake Rd Sports Complex
Applicant/Owner: 3J Consulting/North Clackamas School District
Address: 2905 SE Lake Rd & 11250 SE 27th Ave
File: CSU-2018-001, VR-2018-003, P-2018-001
Staff: Brett Kelver, Associate Planner

6.0 **Worksession Items**

7.0 **Planning Department Other Business/Updates**

8.0 **Planning Commission Committee Updates and Discussion Items –** This is an opportunity for comment or discussion for items not on the agenda.

9.0 **Forecast for Future Meetings:**

May 8, 2018	1. Public Hearing: CU-2018-001 4219 SE Covell St Vacation Rental 2. Public Hearing: ZA-2018-001 2018 Housekeeping Code Amendments
May 22, 2018	1. Public Hearing: VR-2018-002, ADU-2018-001 23rd Ave ADU 2. Worksession: Comprehensive Plan Update project update

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@milwaukieoregon.gov. Thank You.
2. **PLANNING COMMISSION MINUTES.** Approved PC Minutes can be found on the City website at www.milwaukieoregon.gov.
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.milwaukieoregon.gov/meetings.
4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.
5. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

Public Hearing Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Planning Commission:

Kim Travis, Chair
John Henry Burns, Vice Chair
Adam Argo
Joseph Edge
Sherry Grau
Greg Hemer
Scott Jones

Planning Department Staff:

Denny Egner, Planning Director
David Levitan, Senior Planner
Brett Kelver, Associate Planner
Vera Kolias, Associate Planner
Mary Heberling, Assistant Planner
Alicia Martin, Administrative Specialist II

CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, JANUARY 9, 2018
6:30 PM

COMMISSIONERS PRESENT
Greg Hemer, Chair
John Burns
Scott Jones
Kim Travis

STAFF PRESENT
Denny Egner, Planning Director
Vera Kolias, Associate Planner
Amy Koski, Resource & Economic Development Specialist
Dan Olsen, City Attorney

COMMISSIONERS ABSENT
Adam Argo, Vice Chair
Sherry Grau

1.0 Call to Order – Procedural Matters*

Chair Hemer called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

***Note**: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at* www.milwaukieoregon.gov/meetings.

2.0 Planning Commission Minutes
2.1 October 24, 2017

Commissioner Travis moved and Commissioner Jones seconded to approve the October 24, 2017 Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

Denny Egner, Planning Director, updated the Commission on the vacant Commissioner position and hoped that the selected member would be appointed at the January 16th City Council meeting.

Mr. Egner also noted that the Volunteer Appreciation Dinner was scheduled for March 29th.

The Planned Development land use application for 13333 SE Rusk Rd was scheduled to be heard at Council again on January 16th and the applicant would likely request a continuance.

The second Comprehensive Plan Advisory Committee (CPAC) meeting was scheduled for January 31st.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

5.1 Summary: North Milwaukie Industrial Area (NMIA) Code and Comprehensive Plan Amendments
Applicant: City of Milwaukie
File: ZA-2017-003, CPA-2017-002
Staff: Vera Kolias / Amy Koski

Chair Hemer called the hearing to order and read the conduct of legislative hearing format into the record.

Vera Kolias, Associate Planner, presented the staff report via PowerPoint. She reviewed the project's history, goals, and current status as this was the third of three public hearings at the Commission and would focus on the final amendment package for recommendation to City Council.

Ms. Kolias noted the revisions to the proposed amendments based on the previous two hearings regarding the development standards. Revisions included reduced setbacks, reduced front yard setback parking, and increased frontage occupancy requirements, all primarily on the proposed key streets to maximize for buildings to occupy frontages. Additional revisions were made to clarify the applicability of design and development standards that would apply to new development as well as a threshold for redevelopment and additions.

Ms. Kolias reviewed the current and proposed zoning, which would be consolidated into one North Milwaukie Employment (NME) Zone and Tacoma Station Area Mixed Use (MUTSA) Zone. The proposal included the area under consideration for a mixed-use overlay in the southwest corner of the NME which would be the Milport Mixed Use (MMU) Overlay. The MMU Overlay would allow for the same standards as the MUTSA but for standalone residential would not be allowed. The overlay would have a sunset period, the existing nonconforming use could be replaced, and development would be subject to Type II review.

Ms. Kolias noted that staff recommendation was for the Commission to recommend approval to City Council, and reviewed the decision-making options and next steps with a worksession and hearings at City Council.

Staff responded to questions from the Commission:

- Type II review for development in the proposed overlay was recommended because it was an overlay; it was the same for the Flex Space Overlay in Central Milwaukie.
- Regarding the proposed retail uses allowed, as proposed retail marijuana was prohibited in the NME and was a limited use in the MUTSA. Currently, medical and retail marijuana was required to be part of another development. The Commission agreed that retail marijuana should be a limited or conditional use to put it in line with eating and drinking establishments. Staff described the process for the limited use.

Chair Hemer called for public testimony.

Jerry Baysinger, Baysinger Partners 1006 SE Grand Ave Ste. 300 Portland, believed that the next great flood of the Willamette River would destroy the Mill End Store beyond repair, and redevelopment would be too costly without a design that included basement parking. Parking structures were costly therefore residential was needed on the upper levels to make redevelopment economically feasible.

Eric Hovee, Economic and Development Consultant, 2408 Main St Vancouver, WA, noted the ECONorthwest economic assessment for redevelopment of the Mill End Store stated that with industrial uses above parking and retail, the project would be infeasible. He recommended the mixed-use overlay to preserve redevelopment capacity and a feasible use on the site. He added that it would not be in conflict but would complement downtown and the NMIA area.

Peter Stark 2939 NW Cornell Rd Portland, stated he had reviewed the City Council worksession meeting regarding the proposed amendments and he had some points of concern. He clarified that there were neutral parties in support of a mixed-use overlay outside of direct stakeholders. He stated that the site was not directly adjacent to industrial uses on three sides as it was buffered by McLoughlin Blvd and Hwy 224 on two of those sides. He reiterated that if the building was removed and residential was not allowed on the site, there could be no economically-viable development, investment, or employment on the site. He asked the Commission for their support.

Nancy Bishop Dietrich, 9701 SE McLoughlin Blvd, thanked the Commission for listening to the testimony in support of the Mill End Store, which would be 100 years old in May. She stated that they wanted to remain at the site and continue to be good stewards to the community.

Chair Hemer closed the public testimony.

Planning Commission Deliberation

The Commission agreed that the proposed key streets and front yard setbacks were appropriately allocated and identified.

Commissioner Jones stated that although the argument for the Milport Mixed Use Overlay was compelling, the proposal at hand was considering a larger neighborhood and district. It was the Commission's responsibility to make a decision based on the greater integration and framework of the NMIA Plan. He believed that the overlay was in line with the goals of the NMIA Plan and connects the two sides of the district while facilitating and improving employment opportunities. He believed the Commission and Council should approve the overlay.

Commissioner Travis said she had walked around the area quite a bit since the Commission began its review and she agreed that residential use would add a level of vibrancy to the district that would help enhance it overall and advance utilization of employment land. Having a catalyst development may help bring the Plan to life.

Mr. Egner clarified that the overlay would require the use to be constructed during the proposed sunset time period. Once constructed, the use would remain but the residential development eligibility granted under the overlay would end.

Commissioner Burns stated that based on the ECONorthwest economic feasibility report for the area, the mixed-use overlay would create a potentially viable development option. He believed the overlay fit with the Plan and in the district.

Chair Hemer said that, although he agreed that the testimony and arguments in favor of the mixed-use overlay were compelling, the intent of the NMIA Plan was for the area to be an industrial district and the focus should be on how to keep it as an industrial district. Although the Plan was considered an "eco plan," there were no ecological solutions proposed. If the purpose

was industrial, then economic disincentives needed to be in place for residential, such as required affordable housing and required self-provided power for 3-story buildings and above. Consideration needed to be given to the Vision statement and the City Council's Climate Action Plan and Affordable Housing goals. The benefit of industrial and work lands in the NMIA was much greater than residential. If the City's goal was to be net-zero by 2040 but was adopting the NMIA Plan now that did not hold that in consideration then there was no meaning to the 2040 objective. He would not be in favor of the mixed-use overlay.

Commissioner Jones stated he agreed that those goals were noble but he questioned if this Plan was the right mechanism for those goals. He agreed that the zoning code could have more requirements regarding sustainability and affordable housing. However, the requirements Chair Hemer proposed were more stringent than in any other city on the west coast as far as a development incentive for a city that has very little economic incentive to offer back.

Mr. Egner noted that an affordable housing study was currently underway and would look at a wide range of strategies across the community. He suggested that the Commission wait to see what came from that study as well as to look at green building strategies used in downtown and apply those to the NMIA. He added that the Plan outlined a number of projects that addressed eco-district ideas.

Chair Hemer believed the City had a responsibility to lead in sustainability and affordable housing.

Commissioner Jones moved and Commissioner Burns seconded to recommend approval to City Council of the proposed code amendments of ZA-2017-003 and CPA-2017-002 with the findings and conditions as amended to include retail marijuana as a limited and conditional use consistent with other retail uses and the proposed Milport Mixed Use Overlay. The motion passed with Chair Hemer opposing.

6.0 Worksession Items — None

7.0 Planning Department Other Business/Updates

8.0 Planning Commission Discussion Items

Commissioner Travis noted that the next Comprehensive Plan Advisory Committee meeting was scheduled for January 31, 2018.

Chair Hemer asked about a statement by Governor Kate Brown that said that all residential housing would need to have solar panels in six years, and how that would apply to the residential design standards with regard to roof faces and front door orientation to the street.

Mr. Egner responded that it was a complicated issue and would likely be discussed through the Comprehensive Plan Update project.

9.0 Forecast for Future Meetings:

January 23, 2018	1. Public Hearing: HR-2017-002 Milwaukie High School Deletion
February 13, 2018	1. Public Hearing: VR-2017-013 5047 SE Jackson St driveway variance

2. Public Hearing: CSU-2017-009 Ledding Library temporary location
3. Worksession: Comprehensive Plan Update project update VR-2017-0

Meeting adjourned at approximately 7:51 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

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Greg Hemer, Chair

CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10722 SE Main Street
www.milwaukieoregon.gov

JANUARY 23, 2018

Present:	Greg Hemer, Chair	**Staff:**	Denny Egner, Planning Director
	Adam Argo, Vice Chair		David Levitan, Senior Planner
	John Henry Burns		Brett Kelver Associate Planner
	Sherry Grau		Vera Kolias, Associate Planner
	Scott Jones		Mary Heberling, Assistant Planner
	Kim Travis		Tim Ramis, City Attorney

1.0 Call to Order – Procedural Matters*

Chair Hemer called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

***Note**: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at http://www.milwaukieoregon.gov/meetings.*

2.0 Planning Commission Minutes

2.1 November 28, 2017

Commissioner Jones moved and Vice Chair Argo seconded to approve the November 28, 2017, Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

Denny Egner, Planning Director, noted that the Planned Development land use application for 13333 SE Rusk Rd has been withdrawn by the applicant.

The next Comprehensive Plan Advisory Committee meeting was scheduled for Wednesday, January 31st.

The City Council public hearing for the North Milwaukie Industrial Area Plan will begin on February 6th.

4.0 Audience Participation —This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

5.1 Summary: Milwaukie High School Historic Resource Deletion
Applicant/Owner: North Clackamas School District
Address: 11200 SE 23rd Ave (2301 SE Willard St)
File: HR-2017-002 (master file, with ZA-2017-004 and CPA-2017-003)
Staff: Brett Kelver, Associate Planner

Chair Hemer recused himself from the public hearing as he was a board member of the Milwaukie Historical Society which had submitted comment on the application.

Vice Chair Argo called the hearing to order and read the conduct of legislative hearing format into the record.

Brett Kelver, Associate Planner, presented the staff report via PowerPoint. He noted that this was only a part of the application package for Milwaukie High School, which would be addressed at a later date through a Community Service Use review process. He added that this was a Type IV process and that the Commission's role was to make a recommendation to City Council.

Mr. Kelver reviewed the proposal, which focused on the classroom building that had been designated as a significant historic resource through the Cultural Resource Inventory conducted in 1988. The building was designated as a historic resource on both the Zoning Map and Comprehensive Plan Map, therefore the need for the code amendment applications. The larger project was for significant renovation of the Milwaukie High School campus, including the demolition and reconstruction of the main classroom building. He noted the process steps for removal and demolition of a historic resource, and added that the existing building had undergone several renovations and upgrades over the years, but at this point maintaining the building was not feasible.

Although not indicated in the Code as part of the review process, the application had been reviewed by the Design and Landmarks Committee. Their recommendation, along with public comments received, was for the applicant to work with the City on finalizing a State Historic Preservation Office (SHPO) Memorandum of Agreement and to consider opportunities to repurpose existing features or materials.

Vice Chair Argo called for the applicant's testimony.

Andrew Tull, 3J Consulting, 5075 SW Griffith Dr, Beaverton, OR 97005, spoke as the representative for North Clackamas School District. He described the steps taken to date for the project, and added that SHPO had been involved and had done an assessment of the building and the impacts the project would have on the building. Other proposed steps for historic preservation included photo documentation of the building as well as information and displays of features and history.

Matt Jacoby, BRIC Architecture, 1233 NW Northrup St Ste. 100, Portland, OR 97209, noted that the team had studied how to save historic features of the building in the project. However, the building did not meet current seismic regulations and there were other design and structural complications that made preserving the building not feasible. He noted the potential features in the proposal that would memorialize the history and reuse of materials. He presented images of the building and added that there was very little of the original building left. He presented ideas and images for reuse of some of the original materials as well as wood from the giant cedar slated for removal.

Vice Chair Argo called for public testimony.

Greg Hemer, 5822 SE Harrison St, spoke on behalf of the Milwaukie Historical Society, located at 3737 SE Adams St. He said that he was impressed with the proposal and added that

the Milwaukie Historical Society had resources available for the project. He supported approval of the recommended findings and conditions.

Vice Chair Argo closed public testimony.

Planning Commission Deliberation

The Commission agreed that the proposal was appropriate and was pleased with the schematic proposal at this point.

Commissioner Travis moved and Commissioner Burns seconded to recommend approval to City Council of application HR-2017-002 for removal of Milwaukie High School from the Historic Resources Inventory with the recommended finding and conditions as presented. The motion passed unanimously.

6.0 Worksession Items — None

7.0 Planning Department Other Business/Updates

7.1 Planning Commission Officer Election

Chair Hemer thanked the group for the opportunity to serve as Chair on the Commission but that he would step down as Chair to give the opportunity to another Commissioner. He noted that as a member of the Milwaukie Historical Society, he often experienced conflicts of interest and anticipated that those conflicts may continue with the pace of development in the city.

Chair Hemer nominated Commissioner Travis as Chair and Commissioner Burns as Vice Chair.

Vice Chair Argo stated he also would step down as Vice Chair.

Commissioner Grau and Vice Chair Argo seconded to designate Commissioner Travis as Planning Commission Chair. The motion passed unanimously.

Vice Chair Argo thanked Chair Hemer for his service and for chairing the group through difficult applications and decisions. He added it was a pleasure serving as Vice Chair and agreed that the Chair and Vice Chair roles should demonstrate consistency in attendance and that rotating leadership roles through the Commission was beneficial for the group and members.

Commissioner Hemer moved and Vice Chair Argo seconded to designate Commissioner Burns as Vice Chair. The motion passed unanimously.

8.0 Planning Commission Discussion Items

Commissioner Hemer noted that there was a new exhibit at the Milwaukie Historical Museum beginning February 3rd. He added that the State of the City address was scheduled for February 6th.

9.0 Forecast for Future Meetings:

February 13, 2018 1. Public Hearing: VR-2017-013 5047 SE Jackson St Driveway Variance

	2. Public Hearing: CSU-2017-009 Ledding Library Temporary Location
	3. Worksession: Comprehensive Plan Update project update
February 27, 2018	1. Public Hearing: CSU-2017-010 Rowe Middle School Improvements

Meeting adjourned at approximately 7:26 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

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Kim Travis, Chair

CITY OF **MILWAUKIE**

To: Planning Commission

Through: Dennis Egner, Planning Director

From: Keith Liden, Consulting Planner
Brett Kelver, Associate Planner

Date: April 20, 2018, for April 24, 2018, Public Hearing

Subject: MHS Lake Rd Sports Complex
File(s): CSU-2018-001 (master file), with VR-2018-003 and P-2018-001

Applicant/Owner: North Clackamas County School District

Address(es): 2905 SE Lake Road (MHS fields) & 11250 SE 27th Ave (Milwaukie Elementary School)

Legal Description (Map & Tax Lot): 1S1E36CA 1200 & 1S1E36BD 5500

NDA(s): Lake Road and Historic Milwaukie

ACTION REQUESTED

Approve the application and adopt the recommended Findings and Conditions of Approval found in Attachments 1 and 2, respectively. This would result in approval of a major modification to a Community Service Use (land use master file #CSU-2018-001) for making improvements to the Milwaukie High School Lake Rd sports complex. The application also includes a variance request for field-light poles to exceed the 50-ft height limit (file #VR-2018-003), as well as a parking determination to establish the minimum number of required spaces for the field use (file # P-2018-001). This application requires Type III review by the Planning Commission.

BACKGROUND INFORMATION

A. Site and Vicinity

The site consists of two tax lots that total 15.2 acres. The northerly tax lot is 5.7 acres and is occupied by the Milwaukie Elementary School, an associated parking lot, and the field used by the Milwaukie High School junior varsity (JV) softball team. The southerly tax lot is 9.5 acres and serves as the Lake Rd sports complex for Milwaukie High School, with fields for varsity baseball and softball and a practice field for football/soccer, as well as an

indoor hitting facility, press box, dugouts, bleachers, restrooms, and parking. The Milwaukie Elementary School lot fronts on and takes its access from 27th Ave (a local street). The sports complex fronts on Lake Rd (an arterial street) and takes access from a private driveway labeled "28th Ave" that does not appear to ever have been formally established as a public right-of-way.

Pedestrian access to the sports fields is provided from Lake Rd at the southwest corner of the site via a pathway striped onto the asphalt driveway ("28th Ave"), as well as from 27th Ave through the Milwaukie Elementary School site. The Lake Rd and 27th Ave frontages are improved with curb and sidewalk. The site is served by TriMet bus route #32 along Lake Rd, with stops near the southwest and southeast corners of the site. To the west, the Milwaukie station for the Orange light rail line is approximately ½-mile walking distance from the southwestern entrance on Lake Rd.

As shown in Figure 1, the land uses and development adjacent to the site are mixed and include institutional (schools, churches), multifamily residential (apartments and condominiums), and single-family residential and duplex dwellings. The surrounding properties range from small single-family lots to multiple-acre school and church grounds.

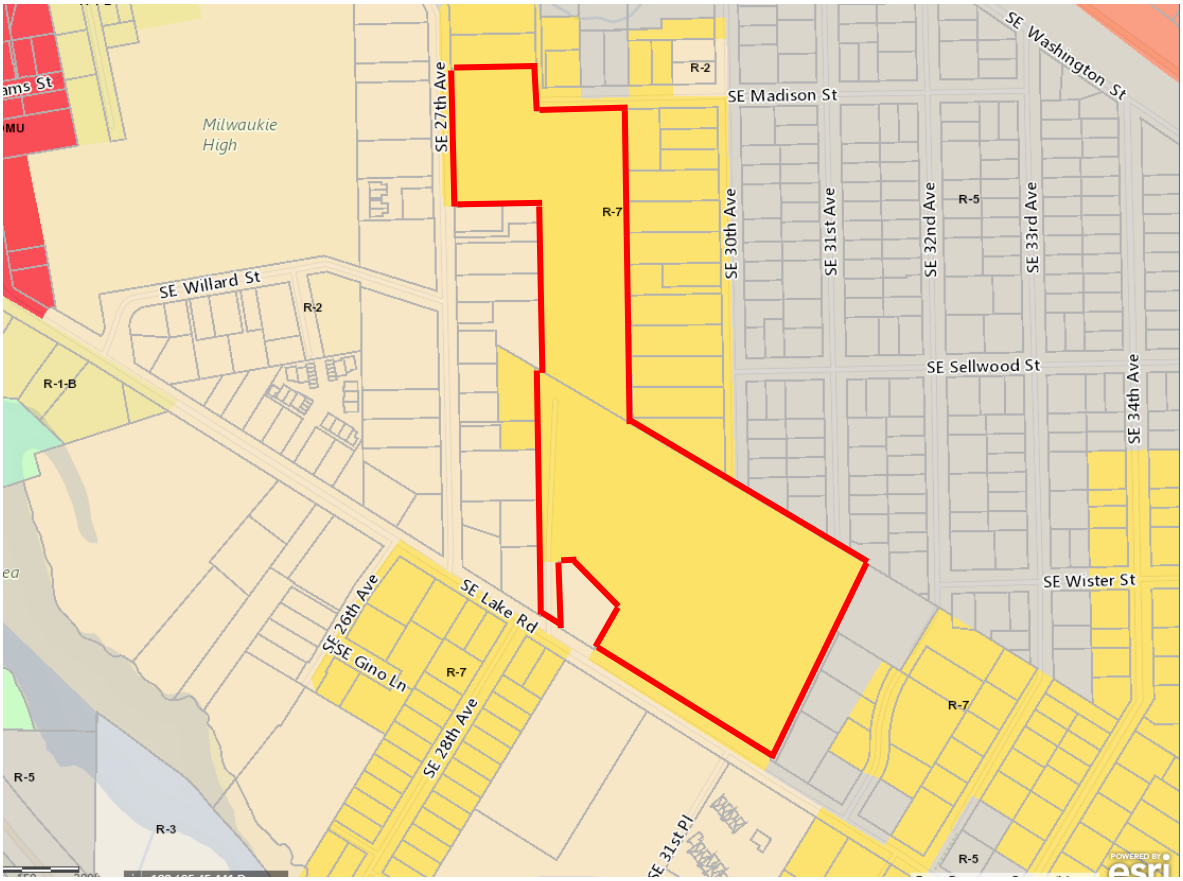
Figure 1. Aerial Photo

Source: Metro

B. Zoning Designation

An approximately 150-ft-long segment of the "28th Ave" driveway is zoned Residential R-2. The remainder of the school property is zoned Residential R-7. The R-7 district allows low-density residential development. Schools and supporting athletic fields are allowed subject to Community Service Use (CSU) approval. Northeast and east of the site, properties are zoned R-5, with the remaining surrounding properties zoned a combination of R-2 and R-7. The zoning in the vicinity of the property is shown in Figure 2.

Figure 2. Existing Zoning



Source: City of Milwaukie

C. Comprehensive Plan Land Use Designation

The land use designation of the site is primarily Public (P), with what appears to be an erroneously mapped strip of Moderate Density (MD) along its eastern boundary.

D. Land Use History

Lake Rd Sports Complex

- **2013:** CSU-13-10 – Minor modification to replace the existing backstop for the varsity baseball field.

- **2011:** CSU-11-11 – Minor modification to replace the existing scoreboard at the varsity baseball field with a larger scoreboard in the same location. Conditions of approval included a requirement to plant 1-2 trees in the public right-of-way along Lake Rd to fill an existing gap in visual screening.
- **2011:** CSU-11-07 – Minor modification to install a paved pathway from the parking area in the northwest corner of the site to the varsity baseball field in the southeast corner. No relevant conditions of approval.
- **2009:** VR-09-01 – Variance request to allow the 39 spaces at the sports field complex to be counted as shared parking for the main high school campus. With the recent CSU approval and proposed parking expansion at the high school (file #CSU-2017-007), the parking spaces at the sports complex will no longer be needed as shared parking.
- **2008:** No file number – Minor modification to allow paving of the existing parking area and installation of a stormwater drainage system under the athletic fields. No conditions of approval.
- **1992:** CSO-91-02 – Major modification to install dugouts at one of the baseball fields and a concession stand and press box at the other. No relevant conditions of approval.
- **1971:** C-71-09 – Establishment of the Lake Rd fields as a conditional use. Conditions of approval included requirements to provide fencing along property lines and to separate the parking area from playgrounds; parking for no more than 50 cars; a 20-ft-wide driveway with sidewalk entering the property; no permanent structures or lighting without Planning Commission approval; barriers at the ends of 30th Ave and 31st Ave; parking to start north of the existing easement; and plans for the parking lot to be submitted and approved by the City.

Milwaukie Elementary School

- **2009:** CSU-09-04 – Minor modification for interior remodeling of the school building, improvements to the playground, and new lighting in the parking lot. Conditions of approval included a requirement to shield parking lot lighting to prevent spill onto adjacent properties and to minimize glare.
- **2001:** CSO-01-02/NR-01-02 – Major modification to reconstruct the parking lot and relocate the playground. No relevant conditions of approval.

E. Proposal

The applicant is proposing a major renovation of the Lake Rd sports complex as described in Attachment 4 (Applicant's Narrative and Supporting Documentation). The applicant proposes to improve this sports complex by:

- Reconfiguring the varsity baseball field and football practice field to reorient the varsity baseball field and stripe two underlying practice fields (for soccer and

football). Either one baseball or two soccer/football events could be held on the eastern part of the site at any given time.

- Installing artificial turf for the varsity fields (baseball and softball).
- Replacing the existing dugouts, backstops, grandstands, concessions building, restrooms, and press box building associated with the varsity fields.
- Installing new field lighting for the varsity fields. As proposed, the lights will be used no later than 10:00 p.m.
- Installing new pathway lighting along the western path between the Milwaukie Elementary School parking lot and the junior varsity (JV) softball field.
- Refurbishing the JV softball field with a reconditioned grass field, an improved and realigned pedestrian path, a new backstop, dugouts, and bleachers.
- Expanding the existing 38-space Lake Rd parking lot to contain a total of 54 paved and striped spaces (including 2 ADA spaces).
- Installing 10 new bike parking spaces near the varsity baseball and softball diamonds.
- During the school year, the fields will be used for practices between 3:30 p.m. and 8:00 p.m. and for games between 4:00 p.m. and 10:00 p.m. Non-school usage for athletic clubs would include weeknight evenings (as late as 9:45 p.m.) and weekends (between 8:00 a.m. and 6:00 p.m.). When the artificial-turf fields are not in use for school or community athletics, those fields and that portion of the site will not be accessible to the public.
- The field lights and public-address system are proposed for use no later than 10:00 p.m.
- The concession building is proposed to be open typically 1-2 times per week, between 4:00 p.m. and 9:00 p.m.

KEY ISSUES

Summary

Staff has identified the following key issues for the Planning Commission's deliberation. Aspects of the proposal not listed below are addressed in the Findings (see Attachment 1) and generally require less analysis and discretion by the Commission.

A. Will sufficient parking be provided?

B. What requirements or restrictions are needed to ensure compatibility with neighboring properties?

C. Will convenient and safe access be provided for all modes, and how will overall public access to the site change?

Discussion

A. Will sufficient parking be provided?

The renovation of the sports complex will result in a similar amount and type of athletic activities as exist there now. The current and proposed facilities both include 4 fields: for varsity baseball, varsity softball, JV softball, and soccer/football practice. The proposed improvements would result in 2 soccer/football practice fields underlying the reoriented varsity baseball field, replacing the existing varsity baseball field and single practice field. It is unlikely that 4 sporting events or practices will occur at any one time with the new configuration, just as it is unlikely under the current configuration.

Currently, the site provides 81 paved and striped parking spaces, 43 of which are at Milwaukie Elementary School. Because the field use is primarily outside of normal elementary school hours, it seems appropriate to consider these spaces available for sports complex use. The District proposes to have a total of 97 on-site parking spaces available to support use of the sports complex. Five new spaces will be added in an existing grass area along the east side of the driveway leading from Lake Rd to the parking lot. In addition, the northernmost portion of the lot (currently gravel) is proposed to be paved with 11 marked spaces and a turnaround. Walkway improvements between the Milwaukie Elementary School parking lot and the existing on-site pathway system may require elimination of 1 existing parking space, resulting in a total of 96 parking spaces.

Among the comments received from agencies and the public, a few problems were reported regarding insufficient parking and overflow impacts from the existing parking arrangement. The proposed development is expected to result in a relatively modest increase in parking demand. As discussed below, the effect of the improvements, particularly the artificial turf and field lighting, will be to extend the number of days and hours the field may be used. The proposed new spaces will help accommodate the new demand.

The City's parking code does not have standards for sports fields. In surveying parking requirements for athletic fields in other jurisdictions, the ones with a clear standard require between 20 and 40 spaces per field. Based on the assumption that an average maximum of 3 fields will be in use simultaneously, the proposal for a total of 96-97 parking spaces would provide approximately 32 spaces per field. Staff believes this is a reasonable provision of parking for the Lake Rd sports complex, particularly if the District promotes or publicizes the spaces available at the elementary school site.

The applicant is also proposing to provide 10 new bicycle parking spaces in one location near the varsity baseball and softball fields. (The original proposal was for 36 new bike spaces, but in response to budget constraints the District has revised the proposal to provide the minimum number of required spaces—10% of the total number of vehicle spaces.) These new bike facilities, as well as the new pedestrian connections discussed in Key Issue C, will facilitate the use of alternative modes of transportation to the site, which may help reduce parking demand.

B. What requirements or restrictions are needed to ensure compatibility with neighboring properties?

The intensity of the sports complex use is expected to increase noticeably, with the frequency and duration of games and practices increasing due to the artificial turf and field lights. This will allow field usage except during the most inclement weather as well as use later into the evening during more months of the year. Because of this extension of the hours and days of use, properly addressing the compatibility of the sports complex with neighboring properties becomes that much more important. The most important compatibility issues are noted below:

- **Extended season and hours of use.** The proposed field lighting, along with the artificial turf, will expand the season and hours of field use. While this is a significant benefit for high school athletics and community club/league sports, the extension of use until 10:00 p.m. must be balanced in consideration of the neighbors. The hours of use for the public-address system and pathway lighting should also be considered, with a condition of approval established to clarify expectations. Use of the pathway lighting may be appropriate for slightly longer hours to enhance safety beyond the conclusion of athletic events.
- **Western parking lot.** There is a wide variety in the quality of landscape buffering and fencing along the western edge of the property near the Lake Rd parking lot. It appears that most of the buffering has been provided by neighboring property owners. Comments have been received pertaining to problems with headlight glare, noise, and occasional trespass occurring along this western boundary. A condition of approval is recommended to ensure that parking lot landscaping is provided as required by MMC Section 19.606. In addition, this recommended condition would fill the existing gaps in the visual screening along the western edge of the parking lot.
- **Field lighting.** The height of the proposed poles (60 ft to 80 ft, depending on location) and the type of fixtures work together to provide adequate lighting of the fields themselves, while limiting the amount of light-spill onto adjacent properties. The photometrics shown on Sheet E2 demonstrate that light levels at the adjacent property lines will be no higher than 0.28 footcandles and are generally much lower than that. Given that the standard for maximum allowed light-spill for parking lot lighting is 0.5 footcandles (as per MMC Subsection 19.606.3.F), staff believes the anticipated level of light spill at the perimeter of the site is acceptable.
- **Pathway lighting.** Parking lot lighting is currently provided, along with pathway lighting between the Lake Rd parking lot and the varsity diamonds. The applicant proposes to add pathway lighting along the existing western pathway between the elementary school and the JV softball field. The photometric plans (Sheet E1) show that the pathway lighting will not create glare problems for adjoining properties, but this should be reconfirmed during the subsequent Development Review.
- **General buffering issues.** Several maintenance issues are noted by the staff and public comments. They include invasive vegetation along portions of the site perimeter; fencing, slats and wind breaks in disrepair; and inadequate buffering, especially along

portions of the western parking lot. A condition of approval is recommended to address these issues as part of the sports complex renovation.

C. Will convenient and safe access be provided for all modes, and how will overall public access to the site change?

- **Access for all modes.** Automobile access to the site is sufficient, with two entrances and two parking lots, one each off 27th Ave and Lake Rd. Bicycles will continue to have similar access, and new bicycle parking (10 spaces) will be provided near the varsity fields. However, staff believes that pedestrian access should be improved in the following ways:

  1) The proposed access to the existing pathway between the elementary school and JV softball field requires an ADA-compliant connection between the school parking lot and the existing path. Currently, there is a curb and grass area that presents a pedestrian barrier between the parking lot and path.

  2) The applicant has proposed maintaining the existing painted walkway along the west side of the driveway between Lake Rd and the parking lot ("28th Ave"). A painted crosswalk across the driveway is proposed to connect with the new sidewalk on the east side of the parking lot. However, some public comments reported occasional parking in the "No Parking" areas on either side of the driveway, including within the existing painted walkway. To ensure the availability of a safe pedestrian connection from the sidewalk along Lake Rd, staff believes a formal sidewalk should replace the existing painted walkway.

  3) The on-site walkway standards established in MMC Subsection 19.504.9 include a requirement for a walkway into the site for every 300 ft of frontage. This standard is met for the site's frontages along Lake Rd and 27th Ave. However, along the longest northern boundary, the frontage contacts the public right-of-way (ROW) at 30th Ave and 31st Ave without providing a pedestrian access into the site.

     The considerable grade difference between the ROW and field level, the District's desire to limit access along the extensive site perimeter, and likely concern from neighbors about increased on-street parking near a new pedestrian access point are all important points to consider. But it is equally important to consider the benefits of improving pedestrian access to and through the site, for overall connectivity and the potential for reducing vehicle trips related to activities at the site. According to comments received, overflow parking for events often spills onto nearby streets off Lake Rd. Given the poor pedestrian connectivity to the site from the neighborhood to the north, it is possible that some vehicle trips or some overflow parking off Lake Rd might be reduced by providing a new pedestrian access from 30th Ave or 31st Ave.

- **Overall public access.** In addition, the District has indicated that it intends to restrict overall public access to the site, opening the gates only when sanctioned athletic activities occur (whether school or community activities). This will significantly reduce the level of public access to the site, which is currently unlimited (at least, unobstructed

by physical barriers). There is some logic to this change, as the District is investing heavily in new facilities that it wishes to protect and preserve for appropriate school and community use. Currently, the site gets considerable use by community members as an informal dog park, but the artificial turf field surfaces will not be as conducive to (or as forgiving of) dog-walking as the existing natural turf. And the District is very interested in making the elementary school site more secure, particularly when no athletic events are scheduled and the connection to the varsity fields and Lake Rd parking lot are not needed.

This change in public access may well be justified, as there are public benefits that may sufficiently mitigate the impacts. It is an aspect of the CSU review that should be acknowledged and discussed.

CONCLUSIONS

A. Staff recommendation to the Planning Commission is as follows:

1. Approve the Community Service Use application (master file #CSU-2018-001) to allow the sports complex improvements described in the application.
2. Approve the requested variance to allow 12 field-light poles to exceed the maximum 50-ft height standard with a height of 60 ft or 80 ft as proposed (file #VR-2018-003).
3. Approve the proposed parking determination, which finds that 96-97 parking spaces are sufficient to serve the sports complex (file #P-2018-001).
4. Adopt the attached Findings and Conditions of Approval.

B. Staff recommends the following key Conditions of Approval (see Attachment 2 for the full list of recommended conditions):

1. Repair or replace perimeter fencing, slats, and wind breaks as necessary.
2. Provide an ADA-accessible connection between the Milwaukie Elementary School parking lot and JV softball field.
3. Construct a 5-ft sidewalk along the driveway between Lake Rd and the proposed parking lot sidewalk.
4. Provide a pedestrian connection(s) between the site and 30th Ave and/or 31st Ave.
5. Provide a detailed landscaping plan addressing plant species, buffering, and removal of invasive vegetation.
6. Define a time when field lighting, public-address system, and pathway lights must be turned off.

CODE AUTHORITY AND DECISION-MAKING PROCESS

The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):

- MMC Section 19.1006 Type III Review
- MMC Section 19.904 Community Service Uses
- MMC Section 19.301 Low Density Residential Zones (incl. R-7 zone)
- MMC Chapter 19.500 Supplementary Development Regulations
- MMC Chapter 19.600 Off-Street Parking and Loading
- MMC Chapter 19.700 Public Facility Improvements
- MMC Section 19.911 Variances

This application is subject to Type III review, which requires the Planning Commission to consider whether the applicant has demonstrated compliance with the code sections shown above. In Type III reviews, the Commission assesses the application against review criteria and development standards and evaluates testimony and evidence received at the public hearing.

The Commission has 4 decision-making options as follows:

A. Approve the application subject to the recommended Findings and Conditions of Approval.

B. Approve the application with modified Findings and Conditions of Approval. Such modifications need to be read into the record.

C. Deny the application upon finding that it does not meet approval criteria.

D. Continue the hearing.

The final decision on these applications, which includes any appeals to the City Council, must be made by July 3, 2018, in accordance with the Oregon Revised Statutes and the Milwaukie Zoning Ordinance. The applicant can waive the time period in which the application must be decided.

COMMENTS

Notice of the proposed zone change was given to the following agencies and persons: City of Milwaukie Building and Engineering Departments, Lake Road and Historic Milwaukie Neighborhood District Associations (NDAs), Clackamas Fire District #1 (CFD#1), Clackamas County Department of Transportation and Development (DTD), Metro, TriMet, ODOT, and properties within 300 ft of the subject site.

The following is a summary of the comments received by the City, which are included as Attachment 5:

- **Ken Kent, Senior Planner, Clackamas County Engineering Division:** No comments.
- **Matt Amos, Fire Inspector, CFD#1:** No comments.

- **Rebecca Hamilton, Regional Planner, Metro:** No comments.
- **Robert Livingston, City of Milwaukie Public Works:** Stormwater reportedly drains from the sports fields onto property located at 2805 SE Lake Rd (northeast corner of Lake Rd driveway entrance to parking lot) and then flows through a ditch on the east side of the property toward the street, crossing the sidewalk and either flowing down the sidewalk or entering the street. The applicant's stormwater plans do not appear to address this issue.

  Staff Response: *The Engineering Department has addressed this issue as an additional requirement (see Attachment 3).*

- **Alex Roller, Engineering Technician II, City of Milwaukie Community Development Department:** The site does not currently conform with stormwater requirements in MMC 8.04.140. In addition to the stormwater issue noted above, stormwater is also being discharged onto property located at 11464 SE 27th Ave (immediately west of the JV softball field).

  Staff Response: *As noted above, this issue is addressed as an additional requirement (see Attachment 3).*

- **Ray Bryan, Chair, Historic Milwaukie NDA:** The NDA raised a host of questions regarding several elements of the project:
  - Hours of activity, including practices
  - Location and description of the audio system along with the hours of proposed use
  - Coordination of field use with other partners, such as the North Clackamas Parks and Recreation District
  - Availability of the fields for non-school teams and use
  - Screening for the parking area
  - Information about the pathway connection between Milwaukie Elementary School and the fields, and when and how will it be illuminated
  - The soils are prone to create stormwater runoff, particularly from the JV softball field
  - Invasive plan species on the perimeter of site and possible replacement with native species that provide natural habitat
  - Whether and how ADA access will be provided in addition to what is proposed from the parking lot
  - Pedestrian access, especially on the driveway from Lake Rd to the parking lot

  Staff Response: *The discussion of key issues in this report addresses many of the concerns raised by the NDA. The concerns are addressed by the information in the application and the recommended conditions of approval.*

- **Sarah Roller, property owner at 11630 SE 27th Ave:** Concerns about the grade difference between her property and the adjacent sports complex parking lot, which results in the existing chain link fence being too low to prevent headlights, noise, and occasional

trespassing from occurring. She would like to see a taller (9-ft), solid fence with landscaping to mitigate the impacts.

Staff Response: *A condition is recommended to address this issue along the west side of the Lake Rd parking lot.*

- **Matt Menely, property owner at 2816 SE Lake Rd:** Recommends speed bumps and locking the gate to the parking lot to reduce garbage accumulation and speeding. Describes problems with insufficient parking, which overflows onto local streets. Concerned about the toxicity of artificial turf and its long-term effect on groundwater and is "100% opposed" to lighting the fields due to the reflected light he feels will result. He is also opposed to any addition to or improvement of the public-address system, due to noise impacts.

  Staff Response: *The toxicity issue is not something the staff is aware of, but a quick review of information online suggests it is an issue that has the attention of health scientists in the US and Europe. Making a definitive judgement on the existing science is beyond the expertise of the City staff. The remaining issues should be considered during the Planning Commission hearing. As discussed elsewhere in this report, conditions have been recommended to address time limits for field lighting, the public-address system, and pathway lighting.*

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	Early PC Mailing	PC Packet	Public Copies	E-Packet
1. Recommended Findings in Support of Approval	☐	☒	☒	☒
2. Recommended Conditions of Approval	☐	☒	☒	☒
3. Additional Requirements	☐	☒	☒	☒
4. Applicant's Narrative and Supporting Documentation *(stamped received March 5, 2018, unless otherwise noted)*				
A. Letter Addressing Approvability Items	☒	☐	☒	☒
B. Narrative	☒	☐	☒	☒
C. Appendix A: Application Forms	☒	☐	☒	☒
D. Appendix B: Preapplication Notes	☒	☐	☒	☒
E. Appendix C: Neighborhood Meeting Notes	☒	☐	☒	☒
F. Appendix D: Technical Reports 1) Memo on Circulation Plan 2) Conceptual Stormwater Management Report	☒	☐	☒	☒
G. Appendix E: Plan Sheets	☒	☐	☒	☒
H. Additional Info from Applicant *(received April 4, 2018)* 1) Narrative 2) Sheet 2.0 (Overall Site Plan) 3) Sheet 5.5 (Detail Sheet)	☐	☒	☒	☒
I. Sheet 2.6 (Overall Fence Plan) *(received April 18, 2018)*	☐	☒	☒	☒
5. Comments Received	☐	☒	☒	☒

Key:
Early PC Mailing = paper materials provided to Planning Commission at the time of public notice 20 days prior to the hearing.
PC Packet = paper materials provided to Planning Commission 7 days prior to the hearing.
Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.
E-Packet = packet materials available online at https://www.milwaukieoregon.gov/bc-pc/planning-commission-5.

Recommended Findings in Support of Approval
Master File #CSU-2018-001 (with VR-2018-003 and P-2018-001)
North Clackamas School District – MHS Lake Rd Sports Complex

Sections of the Milwaukie Municipal Code not addressed in these findings are found to be inapplicable to the decision on this application.

1. The applicant, the North Clackamas School District (the District), has applied for approval of a major renovation of the Lake Rd sports complex. The site consists of 2 tax lots (totaling approximately 15.3 acres) located northeast of the intersection of Lake Rd and what is labeled as 28th Ave. The southern lot has frontage on Lake Rd; the northern lot includes Milwaukie Elementary School, which has frontage on 27th Ave.

   An approximately 150-ft-long segment of driveway signed as "28th Ave" is zoned Residential R-2; the remainder of the site is in the Residential R-7 zone. The sports field use is currently approved as a Community Service Use (CSU). The proposed renovation of the fields and supporting facilities represents a major modification to the CSU. The land use application master file number is CSU-2018-001, with file #VR-2018-003 for a variance request to allow 60- and 80-ft-high field light poles where the maximum height standard is 50 ft. In addition, a parking determination (file #P-2018-001) is requested to set the necessary number of required parking spaces for this use.

2. The applicant proposes to improve this sports complex by:

   a. Reconfiguring the varsity baseball field and football practice field to reorient the varsity baseball field and stripe two underlying practice fields (for soccer and football). Either one baseball or two soccer/football events could be held on the eastern part of the site at any given time.

   b. Installing artificial turf for the varsity fields (baseball and softball).

   c. Replacing the existing dugouts, backstops, grandstands, concessions building, restrooms, and press box building associated with the varsity fields.

   d. Installing new field lighting for the varsity fields. As proposed, the lights will be used no later than 10:00 p.m.

   e. Installing new pathway lighting along the western pathway between the Milwaukie Elementary School parking lot and the JV softball field.

   f. Refurbishing the JV softball field with a reconditioned grass field, an improved and realigned pedestrian path, a new backstop, dugouts, and bleachers.

   g. Expanding the existing 38-space Lake Rd parking lot to contain a total of 54 paved and striped spaces (including 2 ADA spaces).

   h. Installing 10 new bike parking spaces near the varsity baseball and softball diamonds.

   i. During the school year, the fields will be used for practices between 3:30 p.m. and 8:00 p.m. and for games between 4:00 p.m. and 10:00 p.m. Non-school usage for athletic clubs would include weeknight evenings (as late as 9:45 p.m.) and weekends (between 8:00 a.m. and 6:00 p.m.). When the artificial-turf fields are not in use for school or community athletics, those fields and that portion of the site will not be accessible to the public.

   j. The field lights and public-address system are proposed for use no later than 10:00 p.m.

k. The concession building is proposed to typically be open 1-2 times per week between 4:00 p.m. and 9:00 p.m.

3. The components of the proposed development represent a major modification of a Community Service Use (CSU) approval, subject to a Type III review process. The requested variance also requires Type III review. The parking determination is proposed to set the required number of parking spaces for a use that does not have a specific requirement in MMC 19.605.1. A formal Transportation Impact Study was not required because the capacity of the sports complex is not proposed to increase and the impacts to transportation facilities are being reviewed as part of the associated land use applications. A subsequent Type I review process will be conducted to evaluate the development permits required for the project elements listed above in Finding 2.

4. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):

- MMC Section 19.1006 Type III Review
- MMC Section 19.904 Community Service Uses
- MMC Section 19.301 Low Density Residential Zones (incl. R-7 zone)
- MMC Chapter 19.500 Supplementary Development Regulations
- MMC Chapter 19.600 Off-Street Parking and Loading
- MMC Chapter 19.700 Public Facility Improvements
- MMC Section 19.911 Variances

5. MMC Section 19.1006 Type III Review

The application has been processed and public notice provided in accordance with MMC 19.1006. A public hearing was held by the Planning Commission on April 24, 2018, as required by law.

6. MMC Section 19.904 Community Service Uses

MMC 19.904 provides standards and procedures for review of applications for community service uses. These are uses that are not specifically allowed outright in most zoning districts but that address a public necessity or otherwise provide some public benefit. Community service uses include schools and accompanying sports facilities.

a. MMC Subsection 19.904.2 Applicability

MMC 19.904.2 establishes applicability of the Community Service Use (CSU) regulations.

The application does not represent a change in use, and the improvements will increase the ability of Milwaukie High School to serve the community with improved sports facilities. Schools and "their accompanying sports facilities" are identified as a community service use in MMC Subsection 19.904.2.A.

The Planning Commission finds that the standards of MMC 19.904 are applicable to the proposed development.

b. MMC Subsection 19.904.3 Review Process

MMC 19.904.3 establishes the review process for CSUs. Except for wireless communication facilities and minor modifications to existing CSUs, applications for CSUs are subject to Type III review (MMC 19.1006).

The proposed development will increase the intensity and frequency of the use in a manner that could potentially create negative impacts to nearby properties. Therefore, it does not quality as a minor modification to the existing CSU as per MMC Subsection 19.904.5.C. The proposed sports field renovation constitutes a major modification of the existing sports facilities.

The Planning Commission finds that the proposed activity is subject to the procedures for Type III review.

c. MMC Subsection 19.904.4 Approval Criteria

MMC 19.904.4 establishes the following approval criteria for CSUs:

(1) 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 for a CSU, the standards of the underlying zone must be met.

The subject property is primarily zoned Residential R-7, and the applicable standards of the primary R-7 base zone are addressed in Finding 7.

The Planning Commission finds that this standard is met.

(2) Specific standards for the proposed uses as found in MMC Subsections 19.904.7-11 are met.

Although the sports complex supports athletics at Milwaukie High School and is effectively an annex to the school campus, the specific standards for schools established in MMC 19.904.7 are either not relevant to the proposed improvements or are covered by other code sections. The standards of MMC 19.904.9 for institutions are generally more applicable and are addressed as follows:

(a) MMC Subsection 19.904.9.A requires that utilities, streets, or other improvements necessary for the institutional use are provided by the agency constructing the use.

The site takes access from both Lake Rd and 27th Ave; both streets are adequate to serve the continued use of the site as proposed. As discussed in Finding 10, the requirements for public facility improvements are not applicable to the proposed development.

This standard is met.

(b) MMC Subsection 19.904.9.B requires that institutional uses located in or adjacent to a residential zone should take access from a collector (or higher classification) street if practicable, out of consideration for traffic impacts on local streets.

The site, which is located in the residential R-7 zone, takes access from Lake Rd, which is designated as an arterial street; and from 27th Ave, a neighborhood route, which is a higher classification than a local street. As discussed in Finding 10, the proposed development will not result in an increase in vehicle trips during the PM peak period, which is the method used to calculate a site's effect on the transportation system.

This standard is met.

(c) MMC Subsection 19.904.9.C requires that institutional uses located in a residential zone shall provide sufficient lot area to allow required setbacks equal to a minimum of ⅔ 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.

Due to the nature of the use, there is no principal structure. The proposed new building for concessions and restrooms, which is approximately 24 ft tall, is located at least 30 ft from the nearest property boundary to the north. The tallest accessory structures on the site are the proposed new poles for lighting the varsity fields, which will be either 60 ft or 80 ft tall depending on their specific location. All poles are located at least 53.3 ft (⅔ of 80 ft) from adjacent property lines, except for one 80-ft pole at the eastern edge of the varsity baseball outfield, where it is approximately 35 ft from the adjacent property boundary.

This pole does not present far less mass than an actual building, is located as far as practicable from the property line, and will be screened from adjacent properties to the east by an existing line of tall evergreen trees. The applicant has requested a variance for the light poles to exceed the 50-ft maximum height limit; see Finding 11, where the issue of adequate buffering is addressed.

As allowed by the approved variance request from the height limitation on the field-light poles, this standard is met.

(d) MMC Subsection 19.904.9.D allows the height limitation of a zone to be exceeded to a maximum height of 50 ft, provided that the setback requirements of Subsection 19.904.9.C are met.

As discussed above in Finding 6-c-2(c), the applicant has requested a variance to the 50-ft height limitation for the 12 poles proposed for field lighting, which will be either 60 ft or 80 ft tall depending on their specific location. As discussed above and in Finding 11, the requested variance is approved with these findings.

As allowed by the approved variance request from the height limitation on the field-light poles, this standard is met.

(e) MMC Subsection 19.904.9.E requires noise-generating equipment to be sound-buffered when adjacent to residential areas.

No new noise-generating equipment is proposed. A public-address system is currently and will continue to be used during varsity games. Limitations on the hours of use of the public-address system are discussed below in Finding 6-c-3, including a condition designed to limit impacts on surrounding properties.

As conditioned, this standard is met.

(f) MMC Subsection 19.904.9.F requires lighting to be designed to avoid glare on adjacent residential uses and public streets.

As proposed, and as discussed in Finding 11 in relation to the requested variance to the height limitation, the new field-lighting poles are designed to limit light trespass and glare onto adjacent residential uses. The applicant's photometric plans (Sheets E-1 and E-2) demonstrate that light trespass

from both the field lights and the pathway lights will be minimal (less than 0.3 footcandles) at the adjacent property lines.

As proposed, this standard is met.

(g) MMC Subsection 19.904.9.G requires hours and levels of operation to be adjusted where possible to make the use compatible with adjacent uses.

Limitations on the hours and levels of operation are discussed below in Finding 6-c-3, including a condition designed to ensure compatibility with adjacent uses.

As conditioned, this standard is met.

(h) MMC Subsection 19.904.9.H allows that a spire on a religious institution may exceed the maximum height limitation.

This standard is not applicable to the proposed development.

(i) MMC Subsection 19.904.9.I establishes the minimum landscaping required for religious institutions as the lesser of 15% of the total site area and the percentage required by the underlying zone.

This standard is not applicable to the proposed development.

(j) MMC Subsection 19.904.9.J provides that 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.

As proposed, weekday use of the sports complex will begin as early as 3:30 p.m. and could extend as late as 10:00 p.m. on game days, which conflicts with the PM peak.

This standard is not applicable to the proposed development.

As conditioned, the Planning Commission finds that the proposed activity meets the applicable standards of MMC 19.904.9.

(3) MMC Subsection 19.904.4.C requires the hours and levels of operation of the proposed use to be reasonably compatible with surrounding uses.

The use of the fields for sports activities will remain essentially the same as it is today. However, the introduction of artificial turf fields and field lights will increase the overall extent of use because artificial turf can be used year-around. In addition, field and parking area lighting will allow use of the fields into the evening. The proposed public-address system will add to noise levels later into the evening hours than what has occurred in the past.

The District has proposed that field use be allowed until 10:00 p.m., including the field lights, public-address system, and pathway lights. The Planning Commission finds that, given the existing and proposed buffering from adjacent properties and the proposed photometrics that limit light spill across adjacent property lines, the proposed level of use is reasonably compatible with surrounding residential uses. A condition has been established to limit use of the field lighting and public-address system to 10:00 p.m., with pathway lighting allowed until 10:30 p.m. to facilitate safe egress from the site.

*[*Alternative finding, if needed = The Planning Commission finds that an earlier ending time for events is more compatible with surrounding residential uses.* (Adjust condition as needed to reflect different specific times for field lights, PA system, pathway lights.)*]*

As conditioned, the Planning Commission finds that this standard is met.

(4) MMC Subsection 19.904.4.D requires that the public benefits of the proposed use be greater than the negative impacts, if any, on the neighborhood.

The availability of quality sports facilities to support school, youth, and club sports is important for all communities in the Portland area, and Milwaukie is no exception. Property adequate to satisfy increased demand is constrained, due to high cost and very limited availability of larger properties to accommodate athletic activities. The District proposes to meet this growing demand by increasing the availability of its existing facilities. The subject property has served the community for many years and, based upon community support evidenced by the 2016 passage of a large capital improvement bond, the District has proposed to provide significant facility improvements including artificial turf and field lights.

The character of the sports fields will not change appreciably, and potentially adverse impacts to the neighborhood can be mitigated. As evidenced by public comments, there are some deficiencies pertaining to buffering and screening for parking lot, perimeter screening for the remainder of the site, presence of invasive plants, and substandard pedestrian access. In addition, the proposed field lights and artificial turf will extend the season and hours of use. Conditions of approval have been established to address these issues of compatibility.

As conditioned, the Planning Commission finds that this standard is met.

(5) MMC Subsection 19.904.4.E requires the location to be appropriate for the type of use proposed.

The sports activities have functioned appropriately at this location for many years without significant negative impacts on surrounding properties. However, as noted in the public and agency comments, there are several areas in which improvements are warranted to improve the degree of compatibility with neighboring residents. Issues include: insufficient screening, trespass, noise, field lighting, and hours of operation.

An important component for ensuring compatibility between different land uses is to provide sufficient buffering and screening. The existing buffering and screening varies considerably on the perimeter of the site. The predominant treatment is chain link fencing, with and without slats. Enhanced screening with fences and/or vegetative appears to largely be provided by adjoining property owners. This has resulted in a range of buffering from virtually none to very dense and complete. Invasive plants are also commonly found on the site perimeter.

Landscaping and screening are required either through this section or the parking landscaping standards established in MMC Section 19.606. To ensure that adequate screening is provided, conditions have been established related to landscaping and buffering along the perimeter as follows:

- *Along most of the perimeter, excluding only where parking lots are adjacent to the neighboring properties, invasive plants shall be removed, the existing chain link fencing repaired as necessary, and slats installed, unless individual abutting property owners elect not to have them installed.*
- *Along the perimeter of the Lake Rd and elementary school parking lots, invasive plants shall be removed and the landscaping and buffering requirements of MMC 19.606 shall be followed.*

The Planning Commission finds that, as conditioned, this standard is met.

As conditioned, the Planning Commission finds that the proposed activity meets the approval criteria of MMC 19.904.4.

d. MMC Subsection 19.904.5 Procedures for Reviewing a CSU

(1) MMC 19.904.5.A requires the Planning Commission to hold a public hearing to consider the establishment of new CSUs or the major modification of existing CSUs. The Planning Commission shall determine whether the proposed use meets the approval criteria of MMC 19.904.4.

The proposed activity represents a major modification to a CSU because of the nature of the improvements proposed. For this application, the Planning Commission held a public hearing on April 24, 2018, to determine whether the relevant criteria are satisfied.

(2) MMC Subsection 19.904.5.B establishes the types of conditions that the Planning Commission may impose on CSUs to ensure compatibility with other uses in the vicinity. Conditions may involve such aspects as hours or intensities of operation, measures to limit noise or glare, special yard setbacks, design of vehicle access points, and size or location of a building.

As discussed above, conditions have been established to address various compatibility issues.

As proposed and conditioned, the sports complex will remain compatible with other uses in the vicinity. This standard is met.

(3) MMC Subsection 19.904.5.C authorizes the Planning Director to approve minor modifications to an approved CSU through the Type I review process, subject to compliance with specific criteria.

The proposed development represents a major, not minor, modification to the existing CSU because the intensity of the use will increase. Therefore, this subsection is not applicable.

The Planning Commission finds that the applicable standards of MMC 19.904.5 are met.

e. MMC Subsection 19.904.6 Application Requirements

MMC 19.904.6 establishes the application requirements for CSUs, including a narrative describing the proposed use, maps showing the vicinity and existing uses, and detailed plans for the project.

The applicant's submittal materials include site plans and a narrative description of the proposed activity. The application was reviewed by Planning staff and deemed complete on March 5, 2018, at the applicant's request. This standard is met.

As conditioned, the Planning Commission finds that the proposed activity meets all applicable standards of MMC 19.904 to be approved as a major modification of a community service use.

7. MMC Section 19.301 Low Density Residential Zones

MMC 19.301 establishes standards for the low-density residential zones, including the R-7 Zone. The subject property is zoned R-7.

a. MMC Subsection 19.301.2 Allowed Uses in Low Density Residential Zones

MMC 19.301.2 lists the permitted and conditional uses in the R-7 Zone. CSUs, including schools and school facilities, are allowed through CSU review.

The proposed major modification to a CSU is allowable in the R-7 Zone, subject to City approval.

b. MMC Subsections 19.301.4 and 19.301.5 Development Standards

MMC 19.301.4 and 19.301.5 provide applicable development standards for the R-7 Zone, the primary zone designation for the site, summarized in Table 7:

Table 7
Applicable R-7 Development Standards

Standard	R-7 Requirement	Proposed Development
Front Yard	20 ft	>20 ft (for all structures measured from Lake Rd property line)
Side Yard	5 ft / 10 ft	>20 ft on both sides
Rear Yard	20 ft	>20 ft
Maximum Building Height	2.5 stories or 35 ft (whichever is less)	Proposed new buildings are all 1 story except the press box, which is less than 35 ft. (See Finding 11 for discussion of the variance request to allow field-lighting poles of 60 and 80 ft.)
Maximum lot coverage	30%	<10%
Minimum vegetation	30%	>30%
Front yard min. vegetation	40%	>90%

The Planning Commission finds that the applicable development standards of these subsections are met.

The Planning Commission finds that the proposed development meets all applicable standards of MMC 19.301 for the underlying R-7 Zone.

8. MMC Chapter 19.500 Supplementary Development Regulations

MMC 19.500 provides additional standards for a variety of development types and locations. The applicable portions of this section are addressed below.

a. MMC Subsection 19.501.2 Yard Exceptions

MMC 19.501.2 requires additional building setbacks from the centerline of several streets in the city, including Lake Rd, which requires an additional yard area of 30 ft from centerline plus the applicable yard requirement.

A 30-ft setback from centerline plus the required R-7 setback of 20 ft will continue to be exceeded. This additional yard area requirement is met.

b. MMC Subsection 19.504.1 Clear Vision Areas

MMC 19.504.1 refers to clear vision area requirements in MMC Chapter 12.24.

The proposal will not have any impact on the current vision clearance along Lake Rd because no landscaping changes are proposed along this frontage. As proposed, the applicable clear vision requirements are met.

c. MMC Subsection 19.504.4 Buildings on the Same Lot

MMC 19.504.4 requires that there may be no more than 1 primary dwelling per lot.

This standard is not applicable because no dwellings are proposed.

d. MMC Subsection 19.504.7 Minimum Vegetation

MMC 19.504.7 requires that no more than 20% of the required vegetation area may be covered with bark mulch.

This standard will be confirmed by the Planning Director during the subsequent Type I Development Review and is satisfied as proposed.

e. MMC Subsection 19.504.9 On-Site Circulation and Walkways

MMC 19.504.9 contains several applicable requirements related to the provision of on-site circulation and walkways:

(1) MMC Subsection 19.504.9.A requires a system of on-site walkways to provide safe and convenient pedestrian movement within and through the development.

The existing walkway system features several walkways and pedestrian routes that are proposed for further improvement by the applicant. However, the proposed on-site pedestrian circulation system will require some improvement beyond what is proposed, including an ADA-compliant connection to the elementary school parking lot and a sidewalk along the Lake Rd driveway at the southwest corner of the site. Conditions have been established to ensure that these improvements are provided. As proposed and conditioned, the on-site pedestrian system will improve safety and convenience by providing better connections between public streets, the parking lot, and the various fields.

(2) MMC Subsection 19.504.9.B requires a walkway into the site for every 300 ft of frontage.

With a total Lake Rd frontage of approximately 600 lineal feet on Lake Rd, at least 2 walkways into the site are required along this frontage. Milwaukie Elementary School has approximately 350 ft of frontage on 27th Ave. Overall, the proposed plan has 3 direct walkways leading from the adjoining streets to the fields.

Along the northeast boundary of the site, the frontage is adjacent to the public rights-of-way at 30th Ave and 31st Ave for a total of approximately 140 lineal feet.

There is no formal pedestrian access at either of these points. A condition has been established to ensure that a pedestrian walkway is provided to one or both of these public rights-of-way.

As conditioned, the on-site pedestrian system meets applicable City requirements.

(3) MMC Subsection 19.504.9.C requires connections between building entrances and other destinations on adjacent properties.

This standard does not technically apply because no primary buildings are proposed. However, the on-site pathway system will be improved to provide direct access to all fields and accessory facilities.

The proposed on-site pedestrian system connecting the site's existing structures meets this standard.

(4) MMC Subsection 19.504.9.D requires that pedestrian routes are reasonably direct.

All proposed walkways are logically arranged to provide reasonably direct access between the fields, nearby transit (TriMet bus route #32), street sidewalks, and parking areas. Wherever possible, driveway crossings have been minimized.

As proposed, the on-site pedestrian system meets this standard.

(5) MMC Subsection 19.504.9.E requires a hard-surface but permeable material for walkways, with a minimum width of 5 ft and minimum lighting level of 0.5 footcandles.

The narrative and plan sheets illustrate the location and type of materials proposed for the site's pedestrian walkways. Each proposed walkway has a minimum width of 5 ft and will be permeable. As shown on the submitted lighting and photometric plans, walkways on site will be illuminated at an average level that is greater than 0.5 footcandles. The placement of light fixtures has been designed to provide the highest levels of lighting along the primary pedestrian routes.

The proposed pedestrian connection system meets the standards of MMC 19.504.9.E.

As conditioned, the applicable standards of MMC 19.504.9 are met.

f. MMC Subsection 19.504.10 Setbacks Adjacent to Transit

MMC 19.504.10 requires new commercial, office, or institutional development adjacent to a transit route to be set back no more than 30 ft from the right-of-way that is providing transit service. Subsection 19.504.10.C allows flexibility for institutional campuses if enhanced sidewalk connections are provided.

TriMet bus route #32 travels along Lake Rd, with stops near the southwest and southeast corners of the site. The proposed pathway system will improve upon the existing pedestrian connections and overall environment to support walking and transit use.

This standard is met.

g. MMC Subsection 19.504.11 Preliminary Circulation Plan

MMC 19.504.11 requires provision of a preliminary circulation plan for street, pedestrian, and bicycle facilities.

Site circulation facilities are described and illustrated in the submittal materials, including a traffic memorandum prepared by Lancaster Engineering (Appendix D in the applicant's submittal). As discussed in Finding 10, the proposed upgrade of the sports complex will enhance the public pedestrian walkway system by providing better connections between the parking lots and adjoining public streets. As discussed in Findings 6-c and 8-e, conditions have been established to ensure better pedestrian access and connectivity at key parts of the site.

As conditioned, the proposed circulation plan satisfies the requirements of this section.

h. MMC Subsection 19.505.8 Building Orientation to Transit

MMC 19.505.8 applies to new development within 500 ft of an existing or planned transit route measured along a public sidewalk and requires that new buildings have their primary orientation toward an adjacent transit street or toward a public right-of-way leading to a transit street.

No new buildings are proposed within a 500-ft walking distance of an existing or planned transit route. This standard is not applicable.

As conditioned, the Planning Commission finds that the applicable standards of MMC 19.500 are met.

9. MMC Chapter 19.600 Off-Street Parking and Loading

MMC 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of these requirements includes providing adequate space for off-street parking, minimizing parking impacts to adjacent properties, and minimizing environmental impacts of parking areas.

a. MMC Section 19.602 Applicability

MMC 19.602 establishes the applicability of the provisions of MMC 19.600.

(1) MMC Subsection 19.602.1 General Applicability

MMC 19.602.1 provides that the regulations of MMC 19.600 apply to all off-street parking areas, whether required by the City as part of development or voluntarily installed for the convenience of users. Activity that is not described by MMC Subsections 19.602.3 or 19.602.4 is exempt from compliance with the provisions of MMC 19.600.

The provisions of MMC 19.602.1 are applicable because the proposed renovation of the site, including on-site parking improvements, will increase the overall use of the sports complex.

(2) MMC Subsection 19.602.2 Maintenance Applicability

MMC 19.602.2 provides that property owners shall ensure conformance with the standards of MMC 19.600 regarding ongoing maintenance, operations, and use of off-street parking areas. Any change to an existing off-street parking area shall not bring the area out of conformance, or further out of conformance if already nonconforming.

The on-site parking facilities are reviewed as part of this application and required to comply with applicable standards. No changes are proposed that would bring the site further out of or conformance with any applicable standards. In fact, the proposed development will bring many aspects of the existing parking situation (e.g., parking quantity, parking lot landscaping, paving) closer to conformance.

(3) MMC Subsection 19.602.3 Applicability for Development and Change in Use Activity

MMC 19.602.3 establishes thresholds for full compliance with the standards of MMC 19.600 as well as for bringing existing off-street parking areas closer to conformance. Development that results in an increase of less than 100% of the existing floor area or that does not involve a change in use is required to bring existing nonconforming parking areas closer to conformance in accordance with the provisions of MMC Subsection 19.602.5.

The proposed development does not represent a change in use or an increase in floor area, but existing nonconforming parking areas will be brought closer to conformance. The relevant standards of MMC 19.600 are applicable, particularly for the proposed expansion of the existing off-street parking area in the southwestern portion of the site.

(4) MMC Subsection 19.602.4 Applicability not Associated with Development or Change in Use

MMC 19.602.4.A addresses applicability for parking projects developed to serve an existing use but not associated with other development activity or change in use. Such activity shall conform to the requirements of MMC Sections 19.604 and 19.606-19.611. In addition, the total number of new spaces in the existing and new parking areas shall not exceed the maximum allowed quantity of parking as established in MMC Section 19.605.

The proposed parking improvements are associated with the overall improvement of the existing facilities at the site. Conformance with the applicable standards of MMC 19.600 will be evaluated as per the provisions established in MMC 19.602.3, addressed above. This subsection is not applicable.

(5) MMC Subsection 19.602.5 Improvements to Existing Off-Street Parking and Loading Areas

MMC Subsection 19.602.5.A requires improvement of nonconforming off-street parking and loading as redevelopment occurs. MMC Subsection 19.602.5.B provides that the cost of materials for any required parking improvements shall not exceed 10% of the total development cost.

The proposed improvements include voluntary adjustments to improve the capacity and functionality of the existing parking lot accessed from Lake Rd. In addition, the proposed improvements will address the current nonconforming aspects of the parking lot, such as providing paving, restriping existing spaces, and providing landscape buffering. The 10% limitation on required improvements is not relevant for the proposed development. This standard is met.

The Planning Commission finds that the provisions of MMC 19.600 are applicable to the proposed development as discussed above.

b. MMC Section 19.603 Review Process and Submittal Requirements

(1) MMC Subsection 19.603.1 Review Process

MMC 19.603.1 establishes the Planning Director as the entity with authority to apply the provisions of Chapter 19.600 unless an application is subject to a quasi-judicial review or appeal, in which case the body reviewing the application has the authority.

The CSU application required for the proposed development is subject to Type III review by the Planning Commission, which is the body with authority to apply the provisions of MMC 19.600.

(2) MMC Subsection 19.603.2 Submittal Requirements

MMC 19.603.2 establishes the requirements for submittal of a parking plan, including the various details that must be presented.

The applicant has submitted a parking plan and supporting information with sufficient detail for the application to be evaluated by the City.

The Planning Commission finds that these requirements are met.

c. MMC Section 19.604 General Parking Standards

MMC Subsections 19.604.1 to 19.604.4 establish general standards for off-street parking areas, including requirements related to the provision of parking in conjunction with development activity, the location of accessory parking, use and availability of parking areas, and the prohibition on using parking areas for storage.

The applicant proposes to increase the total number of parking spaces by reconfiguring the southwestern parking lot. The application materials show the introduction of 5 new parallel spaces along the main driveway from Lake Rd and the conversion of an open gravel area at the north end to a turnaround with 11 striped spaces. As proposed, the spaces will be available for use in conjunction with activity at the sports complex.

The Planning Commission finds that the proposed development is consistent with the applicable standards of this section.

d. MMC Section 19.605 Vehicle Parking Quantity Requirements

MMC 19.605 establishes standards to ensure that development provides adequate vehicle parking based on estimated parking demand. The section establishes processes for modification and determination of parking requirements, exemptions and reductions to the required ratios, and provisions for shared parking.

(1) MMC Subsection 19.605.1 Minimum and Maximum Requirements

As noted above, MMC Table 19.605.1 does not provide minimum and maximum quantity requirements for outdoor sports fields.

Because there is no parking standard, the applicant is requesting a parking determination in accordance with MMC Subsection 19.605.2.

(2) MMC Subsection 19.605.2 Quantity Modifications and Required Parking Determinations

(a) MMC Subsection 19.605.2 A. allows for the modification of minimum and maximum parking ratio standards as well as for the determination of

appropriate parking requirements for uses not listed in MMC Table 19.605.1.

The proposed use is not listed in MMC Table 19.605.1, and no listed use is similar enough to be applicable. Therefore, the applicant has proposed a parking determination.

(b) MMC Subsection 19.605.2 B requires that parking determinations be evaluated using Type II review. Applicants are required to make a case for determining the appropriate amount of parking by identifying factors specific to the proposed use and associated parking demand, providing supporting data and analysis from other jurisdiction requirements and/or data from similar existing uses, and proposing minimum and maximum parking ratios.

The parking determination is part of the larger application to consider major modification of the existing CSU approval for the site, which is subject to Type III review. The applicant has provided supplemental information to support the proposed parking determination.

(c) MMC Subsection 19.605.2 C.1. contains the approval criteria for granting a parking determination, including a demonstration that the proposed parking quantities are reasonable based on (1) the evidence noted in MMC 19.605.2.B, (2) quantity requirements from other jurisdictions, and (3) professional literature.

Like Milwaukie, many cities do not have specific standards for athletic fields. Staff did find that West Linn has a minimum 40-space standard for sports fields, and Hillsboro has an alternate standard for fields with bleachers that requires 1 space per 4 ft of bench length. The applicant's submittal cites the parking standards for Hillsboro (20-space minimum and 40-space maximum per field) and Happy Valley (maximum of 30 per field maximum except for stadiums that may be higher).

The applicant has proposed that the improved 54-space Lake Rd parking lot and the 43 spaces at the elementary school will be sufficient to support the sports complex. As discussed in Finding 6-c-2(c), the required walkway improvements between the Milwaukie Elementary School parking lot and the existing on-site pathway system may require elimination of one existing parking space, resulting in a total of 96 parking spaces. The applicant notes that the proposed total of 97 parking spaces (as discussed in Finding 9-d-2) average out to approximately 32 spaces per field, assuming that no more than 3 fields are in use at any one time. This quantity is comparable to the other cities that have parking standards for this type of use.

Without a specific standard in the Milwaukie code, the best indicator may be the past parking use for this facility. While some issues and concerns regarding parking were expressed in the public comments received, consistent and repeated problems with the number of spaces or overflow parking into the neighborhood have not been widely reported. The proposed improvements will result in a certain level of intensification of use of the site, though more with respect to the hours and days of use throughout the year than the number of people on the site at one time.

The applicant's narrative asserts that the requirement to provide designated carpool/vanpool spaces does not apply to the sports complex. It is likely that a number of athletes and other visitors already use informal carpool methods to get to and from the site, so formally designated spaces are not critical. Designating certain parking stalls as carpool/vanpool spaces would require monitoring, enforcement, and maintenance, at some expense to the District and without the expectation of much change in carpool activity.

The Planning Commission finds that the proposed 97 parking spaces (or 96, as discussed in Finding 9-d-2) are sufficient to serve the proposed sports complex, that no carpool/vanpool spaces are required, and so approves the proposed parking determination.

(3) MMC Subsection 19.605.4 Shared Parking

MMC 19.605.4 establishes standards for utilizing shared off-premises spaces to meet the minimum parking requirement, including a requirement that the nearest parking spaces be no farther than 1,000 ft from the principal structure or use.

The District does not propose to rely on shared parking agreements because all parking proposed to support the sports complex is on District property. This standard is not applicable.

The Planning Commission finds that the proposed off-street parking will adequately accommodate the anticipated parking demand.

e. MMC Section 19.606 Parking Area Design and Landscaping

MMC 19.606 establishes standards for parking area design and landscaping, to ensure that off-street parking areas are safe, environmentally sound, and aesthetically pleasing, and that they have efficient circulation.

(1) MMC Subsection 19.606.1 Parking Space and Aisle Dimension

MMC 19.606.1 establishes dimensional standards for required off-street parking spaces and drive aisles. For 90°-angle spaces, the minimum width is 9 ft and minimum depth is 18 ft, with a 9-ft minimum curb length and 22-ft drive aisles. Parallel spaces require with 22-ft lengths and a width of 8.5 ft.

The applicant has submitted a parking plan that satisfies these dimensional standards.

(2) MMC Subsection 19.606.2 Landscaping

MMC 19.606.2 establishes standards for parking lot landscaping, including for perimeter and interior areas. The purpose of these landscaping standards is to provide buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate between 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.

(a) MMC Subsection 19.606.2.C Perimeter Landscaping

In all but the downtown zones, perimeter landscaping areas must be at least 6 ft wide where abutting other properties and at least 8 ft wide where abutting the public right-of-way. At least 1 tree must be planted for every 40 lineal ft of landscaped buffer area, with the remainder of the buffer planted

with grass, shrubs, ground cover, mulch, or other landscaped treatment. Parking areas adjacent to residential uses must provide a continuous visual screen from 1 to 4 ft above the ground to adequately screen vehicle lights.

The existing perimeter landscaping area along the western edge of the Lake Rd parking lot is at least 8 ft wide. Where the proposed paved turnaround area and newly paved and striped parking stalls will be established, the perimeter landscaping area will exceed the minimum required buffer width. The proposed landscape plan (Sheet L1.3) indicates a "palette" of plant types that could be used to fulfill the buffering requirement but does not show specific tree-planting locations within the perimeter buffer. The applicant indicates that the slats in the existing chain link will be replaced along the western boundary.

According to topographical information shown on the applicant's plan sheets and available through the City's computer-mapped data, the Lake Rd parking lot is 1 to 3 ft higher than several of the adjacent properties to the west. The top of the existing 5- to 6-ft chain link fence along the site's western boundary is also lower than the parking lot. Public comments reported that headlights from the parking lot shine across the fence and onto adjacent properties. A variance would be required to raise the fence height above 6 ft to account for the grade difference from the parking lot level, so a condition has been established to ensure that the plantings installed for the perimeter buffer area do in fact provide screening between 1 and 4 ft above the parking lot grade as required. This includes screening along the western edge of the new turnaround area.

The applicant's narrative indicates that at least 11 trees will be planted within the perimeter landscaping area(s) of the Lake Rd lot, though specific planting locations are not provided. A condition has been established to require a more detailed landscaping plan as part of the subsequent required Development Review, to ensure that the applicable standards of this subsection are met. In particular, the landscaping plan should show at least 1 tree planted in the perimeter area between the adjacent property at 2805 SE Lake Rd and the southernmost of the 5 new parking spaces along the east side of the driveway to Lake Rd.

The perimeter landscaping areas around the elementary school parking lot are well over 8 ft in width everywhere except along its western edge, where the buffer is only a few feet wide but is landscaped. No changes are proposed to the elementary school lot, and a condition has been established to ensure that any changes related to the requirement to provide a pedestrian connection between that parking lot and the pathway to the JV softball field do not cause the perimeter landscaping to go further out of conformance.

As conditioned, this standard is met.

(b) MMC Subsection 19.606.2.D Interior Landscaping

At least 25 sq ft of interior landscaped area are required for each parking space. Planting areas must be at least 120 sq ft in area, at least 6 ft in width, and dispersed throughout the parking area. For landscape islands, at least 1 tree shall be planted per island, with the remainder of the buffer

planted with grass, shrubs, ground cover, mulch, or other landscaped treatment.

As proposed, the interior landscaping in the Lake Rd parking lot meets the required standards for area and dimension, though the submitted plans do not include specific information on the required trees. A condition has been established to require a more detailed landscaping plan as part of the subsequent required Development Review, to include more detailed information regarding plant materials and tree locations. Specifically, the detailed landscaping plan should show (1) 1 tree in each of the interior planting areas at the southern end of the Lake Rd parking lot, and (3) at least 1 tree in the stormwater planter in the middle of the new turnaround.

As conditioned, this standard will be met.

(c) MMC Subsection 19.606.2.E Other Parking and Landscaping Provisions

Preservation of existing trees in off-street parking areas is encouraged and may be credited toward the total number of trees required. Parking area landscaping must be installed prior to final inspection, unless a performance bond is posted with the City. Required landscaping areas may serve as stormwater management facilities, and pedestrian walkways are allowed within landscape buffers if the buffer is at least 2 ft wider than required by MMC 19.606.2.C and 19.606.2.D.

The site and landscaping plans indicate that existing trees will not be removed to accommodate any of the proposed improvements. Proper installation of landscaping will be confirmed as part of the subsequent Development Review and final inspection.

This standard is met.

As conditioned, the Planning Commission finds that the applicable standards of MMC 19.606.2 will be met.

(3) MMC Subsection 19.606.3 Additional Design Standards

MMC 19.606.3 establishes various design standards, including requirements related to paving and striping, wheel stops, pedestrian access, internal circulation, and lighting.

(a) MMC Subsection 19.606.3.A Paving and Striping

Paving and striping are required for all required maneuvering and standing areas, with a durable and dust-free hard surface and striping to delineate spaces and directional markings for driveways and accessways.

The plans submitted indicate that all parking areas will be paved and striped.

This standard is met.

(b) MMC Subsection 19.606.3.B Wheel Stops

Parking bumpers or wheel stops are required to prevent vehicles from encroaching onto public rights-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.

The plans submitted indicate that curbs will be installed in lieu of wheel stops, with dimensions sufficient to prevent vehicles from encroaching into the minimum required width of perimeter landscaping areas.

This standard is met.

(c) MMC Subsection 19.606.3.C Site Access and Drive Aisles

Accessways to parking areas shall be the minimum number necessary to provide access without inhibiting safe circulation on the street. Drive aisles shall meet the dimensional requirements of MMC 19.606.1.

As proposed, one driveway for each of the two on-site parking lots will continue to be used as they are today. The Engineering Department has deemed this arrangement adequate to allow safe circulation on the street. The existing and proposed drive aisles meet the minimum applicable dimensional requirements.

This standard is met.

(d) MMC Subsection 19.606.3.D Pedestrian Access and Circulation

Pedestrian access shall be provided so that no off-street parking space is farther than 100 ft away, measured along vehicle drive aisles, from a building entrance or a walkway that is continuous, leads to a building entrance, and meets the design standards of MMC Subsection 19.504.9.E.

This standard is not applicable to sports fields because no building entrances are involved.

(e) MMC Subsection 19.606.3.E Internal 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 modification of drive aisle dimensions.

The Planning Director has reviewed the plans and concluded that two additional improvements are necessary, as discussed in Finding 8-e: (1) providing a complete sidewalk along the Lake Rd driveway, and (2) constructing an ADA-compliant pedestrian connection between the elementary school parking lot and existing pathway to the JV softball field. As conditioned, on-site circulation will be safe and efficient.

As conditioned, this standard is met.

(f) MMC Subsection 19.606.3.F Lighting

Lighting is required for parking areas with more than 10 spaces and must have a cutoff angle of 90° or greater to ensure that lighting is directed toward the parking surface. Lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site and shall provide a minimum illumination of 0.5 footcandles for pedestrian walkways in off-street parking areas.

The lighting and photometric plans submitted show that the lighting for the Lake Rd parking lot will provide the minimum 0.5-footcandle level for

pedestrian walkways, with less than the maximum allowable 0.5-footcandle spill onto adjacent properties.

This standard is met.

As conditioned, the Planning Commission finds that the applicable standards of MMC 19.606.3 will be met.

As conditioned, the Planning Commission finds that the applicable design and landscaping standards of MMC 19.606 are met.

f. MMC Section 19.608 Loading

MMC 19.608 establishes standards for off-street loading areas and empowers the Planning Director to determine whether loading spaces are required. Loading spaces shall be at least 35 ft long and 10 ft wide, with a height clearance of 13 ft.

As proposed, the existing pathway between the northern end of the Lake Rd parking lot and the varsity fields will be widened to approximately 12 ft, which will allow service and delivery vehicles to access the new concessions and restroom building and the existing indoor hitting facility. The Planning Director has determined that the proposed site plan provides dimension for at least one 35-ft by 10-ft loading space (with no height limitation) in the area where loading may be necessary, and that this is adequate for the site.

The Planning Commission finds that this standard is met.

g. MMC Section 19.609 Bicycle Parking

MMC 19.609 establishes standards for bicycle parking for new development of various uses, including CSUs. MMC Subsection 19.609.2 requires bicycle parking at a rate of 10% of the minimum number vehicular parking spaces, with cover for a minimum of 50% of the bike spaces when the required number exceeds 10 spaces. MMC Subsection 19.609.3.A provides that each bicycle parking space shall have minimum dimensions of 2 ft by 6 ft, with 5-ft-wide aisles for maneuvering. MMC Subsection 19.609.4 requires bike racks to be located within 50 ft of a main building entrance.

With approval of the parking determination requiring a minimum of 97 vehicle spaces (or 96, as discussed in Finding 9-d-2), the minimum bicycle parking requirement for the sports complex is 9 spaces (rounded down as per MMC Subsection 19.605.1.D). The applicant proposes 10 bike parking spaces on the north side of the varsity baseball and softball fields.

As proposed, the Planning Commission finds that this standard is met.

h. MMC Section 19.610 Carpool and Vanpool Parking

MMC 19.610 establishes parking standards for vehicles used to carpool. The standards apply to new development, including institutional uses. MMC 19.610.2 requires that based upon the minimum parking requirement, at least 10% must be for carpool/vanpool use.

As discussed above in Finding 9-d-2(c), the approved parking determination includes a determination that no carpool/vanpool spaces are required for the sports complex.

This standard is not applicable.

As conditioned, the Planning Commission finds that the proposed development meets all applicable standards MMC 19.600 for off-street parking.

10. MMC Chapter 19.700 Public Facility Improvements

MMC 19.700 is intended to ensure that development, including redevelopment, provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts.

MMC Section 19.702 establishes the applicability of the provisions of MMC 19.700, including new construction and modification or expansion of an existing structure or a change or intensification in use that result in any projected increase in vehicle trips or any increase in gross floor area on the site.

The applicant proposes to modify the parking lot and add lights to the ball fields. Neither one of these will result in the projected increase in vehicle trips. Although the lighting will allow the site to be used for a longer period each day, the PM peak time (between 4:00 p.m. and 6:00 p.m.) will not change in usage. It is the PM peak period that a site's effect on the transportation system is calculated. The development does not trigger the requirements of MMC 19.700.

The Planning Commission finds that the standards and requirements of MMC 19.700 are not applicable to the proposed development.

11. MMC Chapter 19.911 Variances

MMC Section 19.911 establishes the variance process for seeking relief from specific code sections that have the unintended effect of preventing reasonable development or imposing undue hardship.

a. MMC Subsection 19.911.2 Applicability

MMC 19.911.2 establishes applicability standards for variance requests.

Variances may be requested to any standard of MMC Title 19, provided the request is not specifically listed as ineligible in MMC Subsection 19.911.2.B. Ineligible variances include requests that result in any of the following: change of a review type, change or omission of a procedural step, change to a definition, increase in density, allowance of a building code violation, allowance of a use that is not allowed in the base zone, or the elimination of restrictions on uses or development that contain the word "prohibited."

The applicant has requested a variance from the maximum 50-ft height standard as it applies to the proposed field lights. The applicant is proposing light poles of 60 or 80 ft (depending on their specific location) to light the varsity fields. The requested variance meets the eligibility requirements.

b. MMC Subsection 19.911.3 Review Process

MMC 19.911.3 establishes review processes for different types of variances. MMC Subsection 19.911.3.B establishes the Type II review process for limited variations to certain numerical standards. MMC Subsection 19.911.3.C establishes the Type III review process for larger or more complex variations to standards than those allowed through the Type II review process as per MMC Subsection 19.911.3.B, variations that require additional discretion and warrant a public hearing.

Height is not listed in MMC 19.911.3.B as a standard that is eligible for Type II variance review; therefore, the requested height variance is subject to the Type III

review process and must address the approval criteria established in MMC Subsection 19.911.4.B.

c. MMC Subsection 19.911.4 Approval Criteria

MMC 19.911.4 establishes approval criteria for variance requests. Specifically, MMC Subsection 19.911.4.B.1 provides the following approval criteria for Type III variances where the applicant elects to utilize the Discretionary Relief Criteria:

(1) 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.

The application shows a total of 12 poles for lighting the varsity fields: 4 poles that are 60 ft tall and 8 poles that are 80 ft tall, with 77 luminaire heads (shown on Sheets E1 and E2). The applicant's submittal indicates that the requested pole heights are necessary for adequate field lighting and to help minimize the impact of light on neighboring properties. The height will allow lights to shine down on the fields rather than at an angle, which would produce more glare beyond the property boundary.

The Planning Commission finds that the applicant's submittal provides an adequate analysis of the impacts and benefits of the requested pole height variance as compared to the baseline requirement. This criterion is met.

(2) The proposed variance is determined to be both reasonable and appropriate, and it meets one or more of the following criteria:

(a) The proposed variance avoids or minimizes impacts to surrounding properties.

(b) The proposed variance has desirable public benefits.

(c) The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.

As discussed in Finding 6-c-2, institutional CSUs are allowed heights of 50 ft as per MMC Subsection 19.904.9. The additional 10- or 30-ft height of the 12 poles proposed to provide lighting for the varsity fields will reduce the potential for any glare beyond the property line. The poles will be located a significant distance from nearby residences, over 50 ft in most cases. The adjacent properties to the north are all at an elevation that is significantly higher than the fields. Along the eastern boundary, an existing line of tall evergreen trees provides screening from most of the adjacent residential properties.

As noted by the applicant, lower pole heights would necessitate lighting the fields at more of an angle, creating greater probability of glare for adjoining properties. Given their location and elevation, the taller poles are not expected to pose any greater impact to the built or natural environment than 50-ft poles. Sheet E-2 in the applicant's materials demonstrates extremely low light spill (no more than 0.28 footcandles) at the adjacent property boundaries. For comparison, the standard for maximum allowed light trespass by parking lot lighting is 0.5 footcandles (as per MMC Subsection 19.606.3.F). As proposed, the field lighting will avoid or minimize impacts to surrounding properties.

The Planning Commission finds that the requested height variance for the field light poles is reasonable and appropriate and meets one or more of the criteria provided in MMC Subsection 19.911.B.1.b.

(3) Impacts from the proposed variance will be mitigated to the extent practicable.

Sheet E-2 in the applicant's materials demonstrates extremely low light trespass (no more than 0.28 footcandles) at the adjacent property boundaries.

The Planning Commission finds that the requested height variance for the field-light poles will not result in any impacts that require further mitigation.

The Planning Commission finds that the requested height variance for the field light poles meets the approval criteria established in MMC 19.911.4.B.1 for Type III variances seeking discretionary relief.

The Planning Commission finds that, as proposed, the requested variance is allowable as per the applicable standards of MMC 19.911.

12. The application was referred to the following departments and agencies on March 8, 2018:
    - Milwaukie Building Department
    - Milwaukie Engineering Department
    - Lake Road Neighborhood District Association (NDA), Chairperson and Land Use Committee (LUC)
    - Historic Milwaukie NDA, Chairperson and LUC
    - Clackamas Fire District #1 (CFD#1)
    - Clackamas County Department of Transportation and Development (DTD)
    - Metro
    - TriMet

    The comments received are summarized as follows:

    - **Ken Kent, Senior Planner, Clackamas County Engineering Division:** No comment.
    - **Matt Amos, Fire Inspector, CFD#1:** No comments.
    - **Rebecca Hamilton, Regional Planner, Metro:** No comments.
    - **Robert Livingston, City of Milwaukie Public Works:** Stormwater is reported to drain from the sports fields onto property located at 2805 SW Lake Rd (northeast corner of Lake and 28th Ave parking lot entrance) and then flow through a ditch on the east side of the property toward the street, crossing the sidewalk and either flowing down the sidewalk or entering the street. The applicant's stormwater plans do not appear to address this issue.
    - **Alex Roller, Engineering Technician II, City of Milwaukie Community Development Department:** The site does not currently conform with stormwater requirements in MMC 8.04.140. In addition to the stormwater issue noted above, stormwater is also being discharged onto property located at 11464 SW 27th Ave (immediately west of the JV softball field).
    - **Ray Bryan, Chair, Historic Milwaukie NDA:** The NDA raised a host of questions regarding several elements of the project:

- Hours of activity, including practices
- Location and description of the audio system along with the hours of proposed use
- Coordination of field use with other partners, such as North Clackamas Parks and Recreation District
- Availability of the fields for non-school teams and use
- Screening for the parking area
- Information about the pathway connection between Milwaukie Elementary School and the fields, and when and how will it be illuminated
- The soils are prone to create stormwater runoff, particularly from the JV softball field
- Invasive plan species on the perimeter of site and possible replacement with native species that provide natural habitat
- Whether and how ADA access will be provided in addition to what is proposed from the parking lot
- Pedestrian access, especially on the driveway from Lake Rd to the parking lot

- **Sarah Roller, property owner at 11630 SE 27th Ave:** Concerns about the current situation of having a low chain link fence, which allows lights, noise, and occasional trespassing to occur. She would like to see a taller (9 ft), solid fence with landscaping to mitigate the impacts.
- **Matt Menely, property owner at 2816 SE Lake Rd:** Recommends speed bumps and locking the gate to the parking lot to reduce garbage accumulation and speeding. Describes problems with insufficient parking, which overflows onto local streets. Concerned about the toxicity of artificial turf and its long-term effect on groundwater and is "100% opposed" to lighting the fields due to the reflected light he feels will result. He is also opposed to any addition to or improvement of the public-address system, due to noise impacts.

Recommended Conditions of Approval
Master File #CSU-2018-001 (with VR-2018-003 and P-2018-001)
North Clackamas School District – MHS Lake Rd Sports Complex

1. At the time of submittal of the associated development permit application(s), the following shall be resolved:

   a. Final plans submitted for development permit review shall be in substantial conformance with plans approved by this action, which are the plans stamped received by the City on March 5, 2018, except as otherwise modified by these conditions of approval.

   b. Provide a narrative describing all actions taken to comply with these conditions of approval. In addition, describe any changes made after the issuance of this land use decision that are not related to these conditions of approval.

   c. The modifications required by these conditions of approval include the following revisions to all relevant plan sheets:

      (1) As per Finding 6-c, fencing, slats, and wind breaks shall be replaced or repaired along the entire perimeter of the site. Fence slats shall not be required for any adjacent property owner who elects not to have them.

      (2) As per Finding 6-c, revise the plans to provide an ADA-accessible connection between the Milwaukie Elementary School parking lot and the existing pathway to the junior varsity (JV) softball field. The revisions shall be configured in such a way as not to cause the existing nonconforming perimeter landscaping along the western edge of the parking lot to go further out of conformance.

      (3) As per Finding 6-c, revise the plans to provide a 5-ft-wide sidewalk connection along the driveway between Lake Rd and the proposed parking lot sidewalk that meets the standards of MMC Subsection 19.606.3.D, including curb and gutter along the driveway between Lake Rd and the proposed parking lot sidewalk. The sidewalk may be on either the east or west side of the driveway; if on the west side, a marked crosswalk shall be provided to connect the required sidewalk with the proposed sidewalk on the east side of driveway.

      (4) As per Finding 8-e, revise the plans to provide a pedestrian connection to the public right-of-way at 30th Ave and/or 31st Ave, sufficient to meet the applicable standards of MMC Subsection 19.504.9.

      (5) As per Finding 9-e, provide a detailed final landscaping plan that provides more information regarding plant materials, sufficient to demonstrate that the landscaping and buffering requirements of MMC Section 19.606 for parking lot landscaping are met. For the Lake Rd parking lot, this includes showing (1) at least 1 tree planted in the perimeter area between the adjacent property at 2805 SE Lake Rd and the southernmost of the 5 new parking spaces along the east side of the driveway to Lake Rd, (2) 1 tree in each of the interior planting areas at the southern end of the Lake Rd parking lot, and (3) at least 1 tree in the stormwater planter in the middle of the new turnaround. The final landscaping plan shall also indicate how invasive plants will be removed.

      (6) As per Finding 9-e, the plans shall demonstrate that the pathway and field lighting in fact limits light trespass on adjoining properties as demonstrated in the application.

2. Prior to issuance of a certificate of occupancy, the following shall be resolved:
    a. Demonstrate that the pedestrian improvements required by Condition 1-c(2) and 1-c(4) have been completed.
    b. Demonstrate that the Lake Rd driveway has been improved with a sidewalk as required by Condition 1-c(3).
    c. Demonstrate that all landscaping has been installed as required by Condition 1-c(5) and in accordance with the relevant standards of MMC Section 19.606. Demonstrate that all invasive species vegetation has been removed from the landscaping areas along the perimeter of the subject property.
    d. As per Findings 9-d and 9-e, demonstrate that a minimum of 96 total off-street parking spaces are provided and that they comply with the applicable design requirements established in MMC Section 19.606.
    e. As per Finding 9-g, demonstrate that a minimum of 10 bicycle parking spaces are provided in accordance with the design standards in MMC Section 19.609.
3. Neither the field lighting nor the public-address system shall be used past 10:00 p.m. Pathway lighting shall not be used past 10:30 p.m.

Additional Requirements
Master File #CSU-2018-001 (with VR-2018-003 and P-2018-001)
North Clackamas School District – MHS Lake Rd Sports Complex

The following items are not conditions of approval necessary to meet applicable land use review criteria. They relate to other development standards and permitting requirements contained in the Milwaukie Municipal Code and Public Works Standards that are required at various points in the development and permitting process.

1. Prior to issuance of a certificate of occupancy the following shall be resolved:

    a. Currently, the site does not conform to stormwater requirements covered under MMC Section 8.04.140. This section addresses runoff that leaves a property and either runs across a public sidewalk (MMC Subsection 8.04.140.A) or onto a neighboring property (MMC Subsection 8.04.140.E). Water is currently discharged onto 11464 SE 27th Ave and 2805 SE Lake Rd. Additionally, stormwater from the development site's driveway discharges across the sidewalk on Lake Rd. These violations must be remedied before final project acceptance.

    b. Provide a report confirming that all landscaping has been installed as per the approved plans.

2. Development Review

    An application for Type I development review is required in conjunction with the submittal of the associated development permit application(s).

3. Limitations on Development Activity

    Development activity on the site shall be limited to 7:00 a.m. to 10:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday and Sunday, as per MMC Subsection 8.08.070(I).

4. Expiration of Approval

    a. As per MMC Subsection 19.1001.7.E.1.a, proposals requiring any kind of development permit must complete both of the following steps:

        (1) Obtain and pay for all necessary development permits and start construction within two (2) years of land use approval.

        (2) Pass final inspection and/or obtain a certificate of occupancy within four (4) years of land use approval.

    b. As per MMC Subsection 19.1001.7.E.2.b, land use approvals shall expire unless both steps noted above have been completed or unless the review authority specifies a different expiration date in the land use decision to accommodate large, complex, or phased development projects.

ATTACHMENT 4

3J CONSULTING
CIVIL ENGINEERING | WATER RESOURCES | LAND USE PLANNING

HEERY

NORTH Clackamas Schools

MHS LAKE ROAD SPORTS COMPLEX

2905 SE LAKE ROAD, MILWAUKIE, OR 97222

APPLICANT:

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

PLANNING CONSULTANT

3J CONSULTING, INC.
5075 SW GRIFFITH DRIVE, SUITE 150
BEAVERTON, OR 97005
CONTACT: ANDREW TULL
PHONE: (503) 545-1907

APPLICATION TYPE

TYPE III COMMUNITY SERVICE USE MODIFICATION
PARKING QUANTITY MODIFICATION

SUBMITTAL DATE

MARCH 2018

3J CONSULTING

5075 SW GRIFFITH DRIVE, SUITE 150
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RECEIVED
MAR 05 2018
CITY OF MILWAUKIE
PLANNING DEPARTMENT

March 2nd, 2018

Brett Kelver
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 filed 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

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GENERAL INFORMATION

Applicant:	**North Clackamas School District** 12451 SE Fuller Road Milwaukie, OR 97222 Contact: David Hobbs Capital Projects Manager
Project Manager:	**Heery International** 4444 SE Lake Road Milwaukie, OR 97222 Contact: Steve Nicholas Phone: 503-431-6180 Email: snichola@heery.com
Architect:	**BRIC Architecture, Inc.** 1233 NW Northrup Street Suite 100 Portland, OR 97209 Contact: Matt Jacoby Phone: 503-595-4900 Email: matt.jacoby@bric-arch.com
Planning Consultant:	**3J Consulting, Inc.** 5075 SW Griffith Drive, Suite 150 Beaverton, OR 97005 Contact: Andrew Tull Phone: 503-545-1907 Email: andrew.tull@3j-consulting.com

SITE INFORMATION

Parcel Number:	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) **a. Single-family detached** **b. Duplex**	 **7,000** **14,000**	**Subsection 19.501.1 Lot Size Exceptions**
2. Minimum lot width (ft)	**60**	
3. Minimum lot depth (ft)	**80**	
4. Minimum street frontage requirements (ft) **a. Standard lot** **b. Flag lot** **c. Double flag lot**	 **35** **25** **35**	
B. Development Standards		
1. Minimum yard requirements for primary structures (ft) **a. Front yard** **b. Side yard** **c. Street side yard** **d. Rear yard**	 **20** **5/10** **20** **20**	**Subsection 19.301.5.A Side Yards** **Subsection 19.501.2 Yard Exceptions** **Subsection 19.504.8 Flag Lot Design and Development Standards**
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 **a. Height above ground at minimum required side yard depth (ft)** **b. Slope of plane (degrees)**	 **20** **45**	**Subsection 19.501.3 Building Height and Side Yard Height Plane Exceptions**
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) **a. Minimum** **b. Maximum**	 **5.0** **6.2**	**Subsection 19.301.5.D Residential Densities** **Subsection 19.501.4 Density Exceptions**

Applicant's Facts and Findings:

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

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 overlayed 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 overlayed 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 Milwaukie's Zoning Code. The provisions of this section apply to the project because the Applicant has proposed an amendment to the School's existing Community Service Use Permit.

19.904.3 Review Process

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

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

19.904.4 Approval Criteria

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

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

Applicant's Facts and Findings: The Applicant 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 ⅔ 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: 12/20/2017

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 Milwaukie Municipal Code:

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

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file		$			$	
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)

NORTH Clackamas Schools

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 Kelver, 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. Kelver,

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,

Ron Stewart
Assistant Superintendent
Finance and Operations

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
KPFF
Heery International
Matt Jacoby, DOWA-IBI Group

CITY OF MILWAUKIE

PreApp Project ID #: 17-011PA

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 Kelver, 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-feet

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 Pubic 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 Milwaukie'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.

Variances 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
Samantha Vandagriff - Building Official - 503-786-7611
Bonnie Lanz - Permit Specialist - 503-786-7613

COMMUNITY DEVELOPMENT DEPARTMENT
Alma Flores - Comm. Dev. Director - 503-786-7652
Alicia Martin - Admin Specialist - 503-786-7600

ENGINEERING DEPARTMENT
Chuck Eaton - Engineering Director - 503-786-7605
Richard Nasiombe - Associate Enginer - 503-786-7694
Alex Roller - Engineering Tech II - 503-786-7695

PLANNING DEPARTMENT
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David Levitan - Senior Planner - 503-786-7627
Brett Kelver - Associate Planner - 503-786-7657
Vera Kolias - Associate Planner - 503-786-7653
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.

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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

Agenda

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

Project Timeline

Project Timeline

Design Phase: April 2017 to June 2018

Permitting: Spring / Summer 2018

Final Costing: Spring 2018

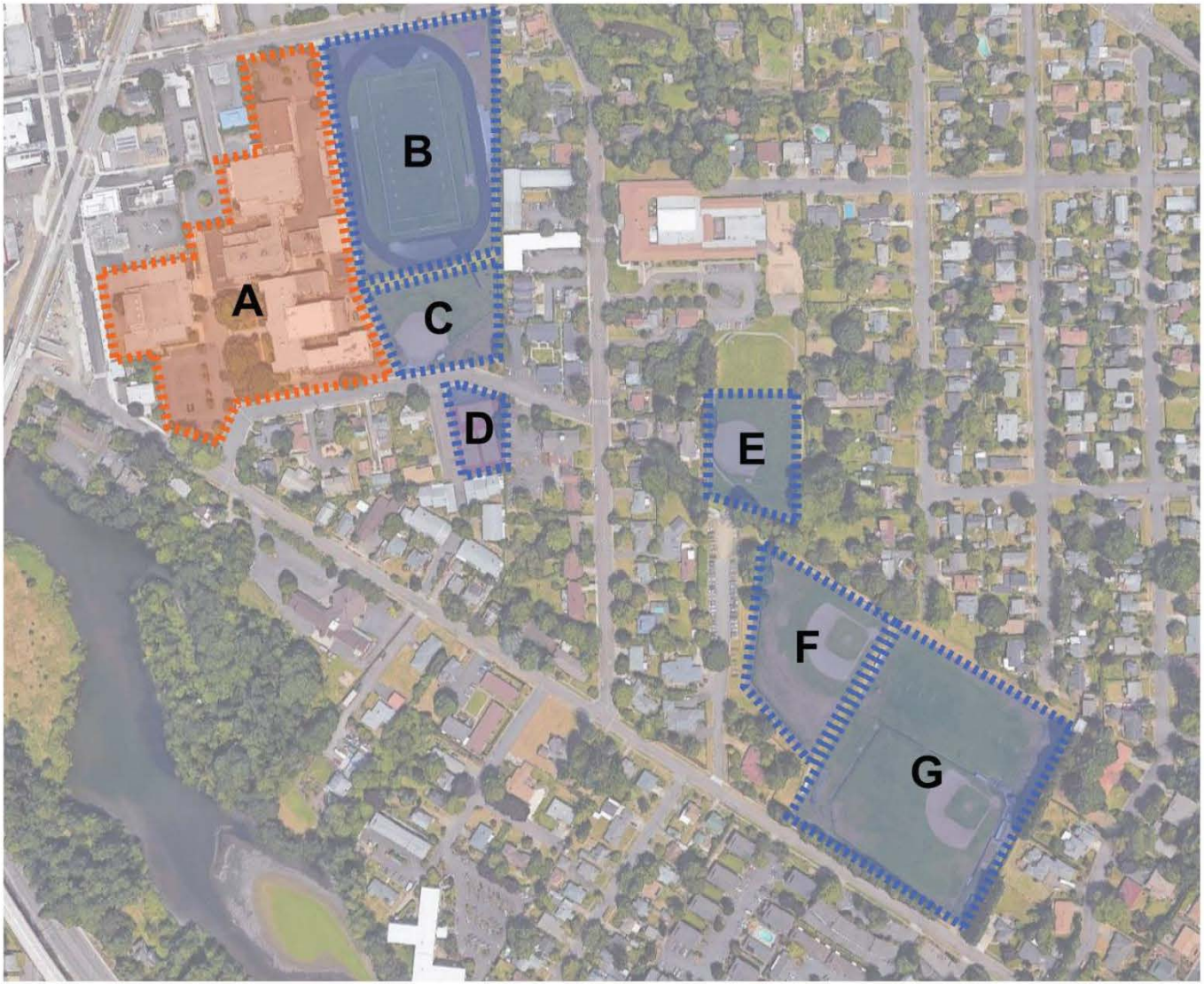
Abatement / Demolition: Summer 2018

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 Scoreboads

C Relocate Varsity Softball Field to Lake Road Facility

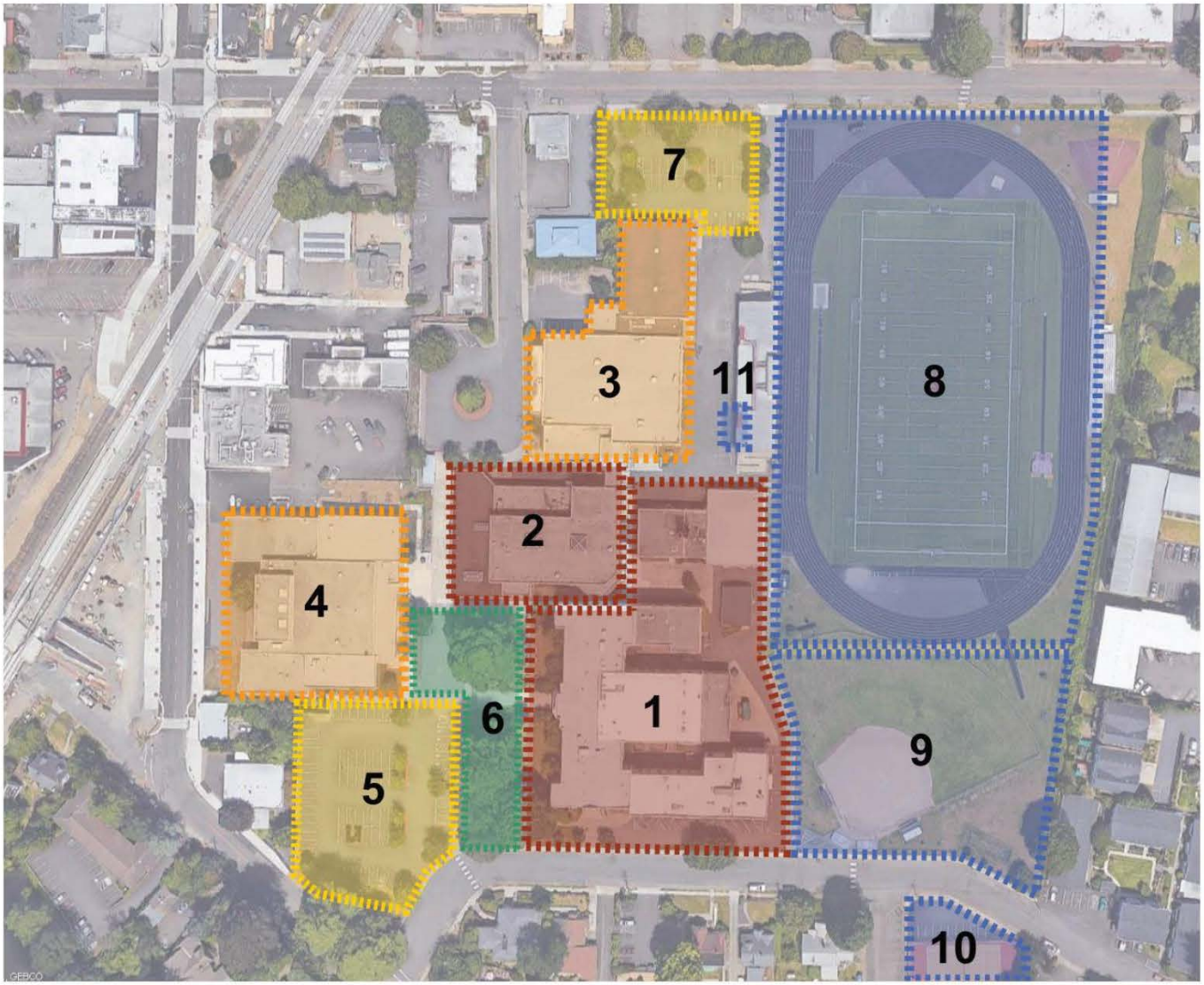
D Remove Existing Tennis Courts
New Parking Lot

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 Scoreboads

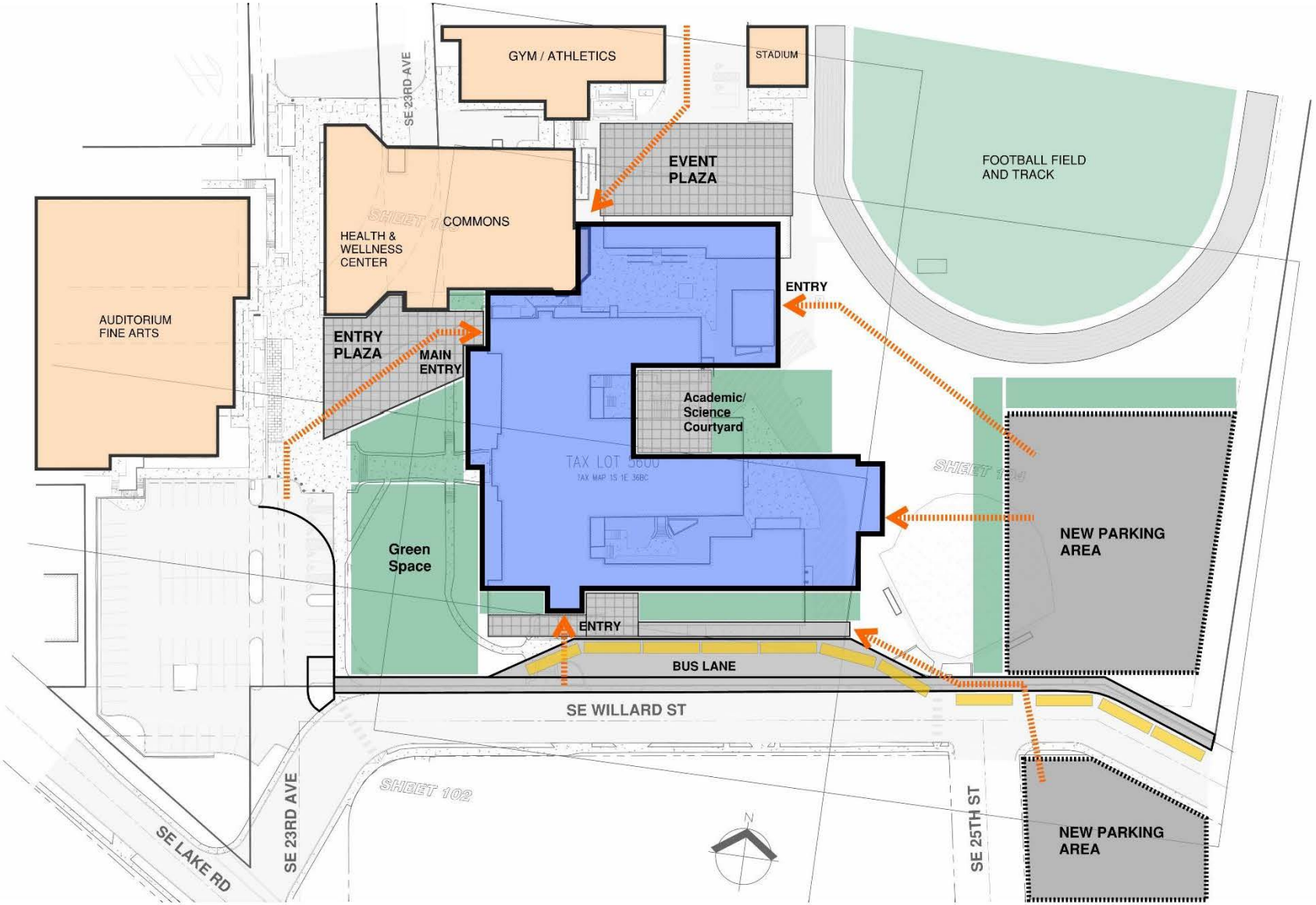
9 Remove Varsity Softball Field
Replace with New Parking Lot

10 Remove Existing Tennis Courts
Replace with New Parking Lot

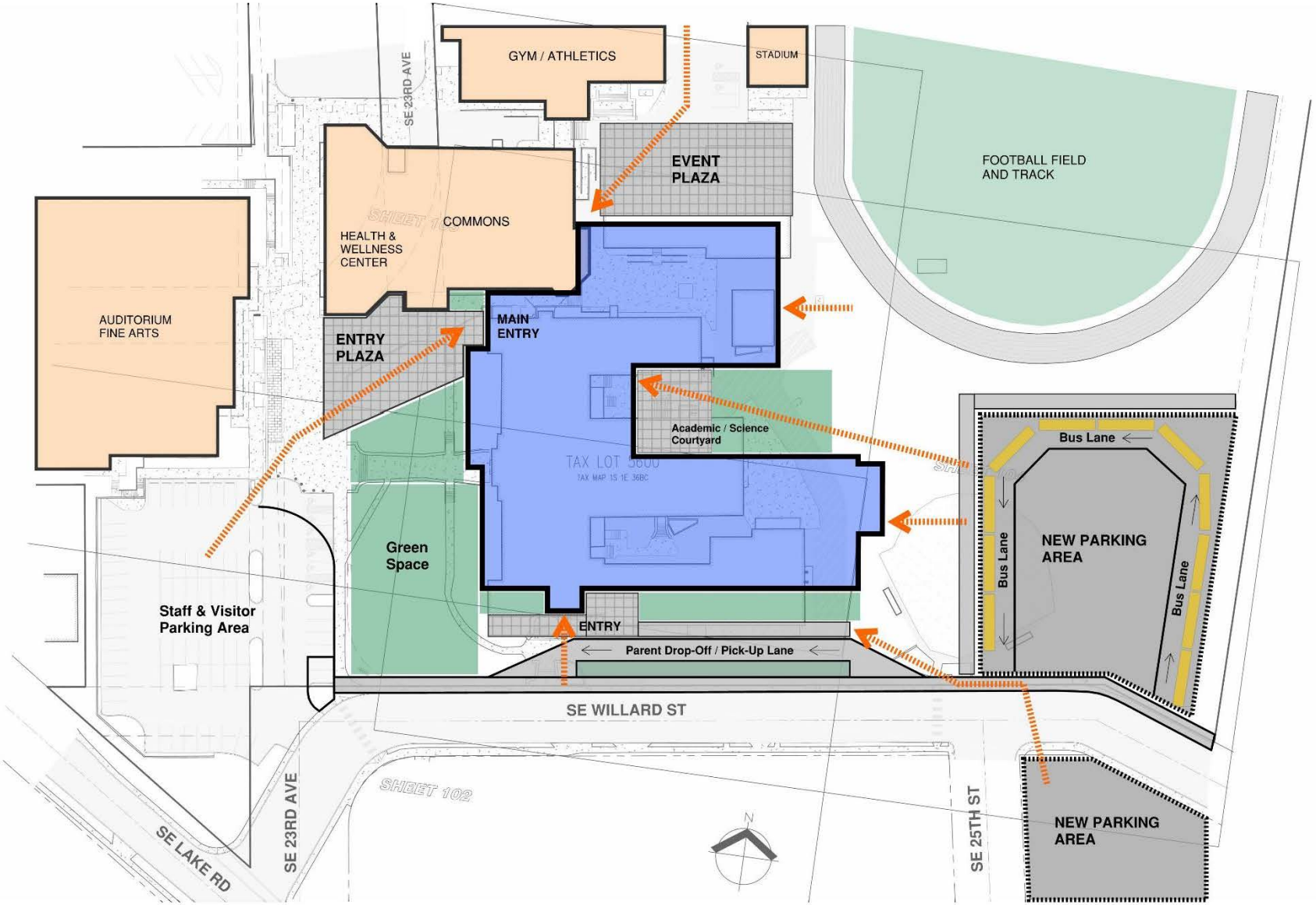
11 ADA Improvements to Stadium
New Elevator to Press Box

Current Design Concepts

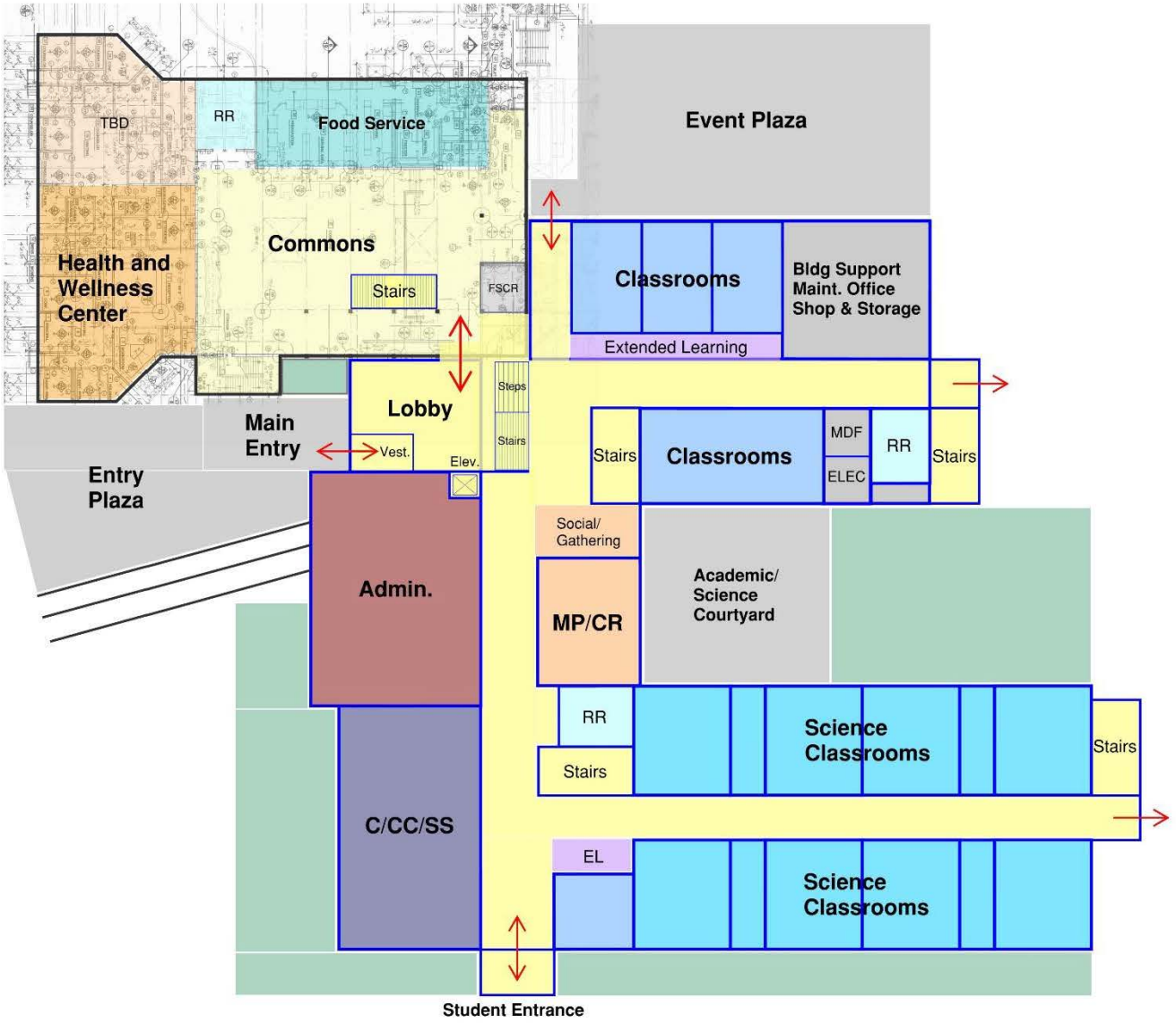
Site Plan Study 1



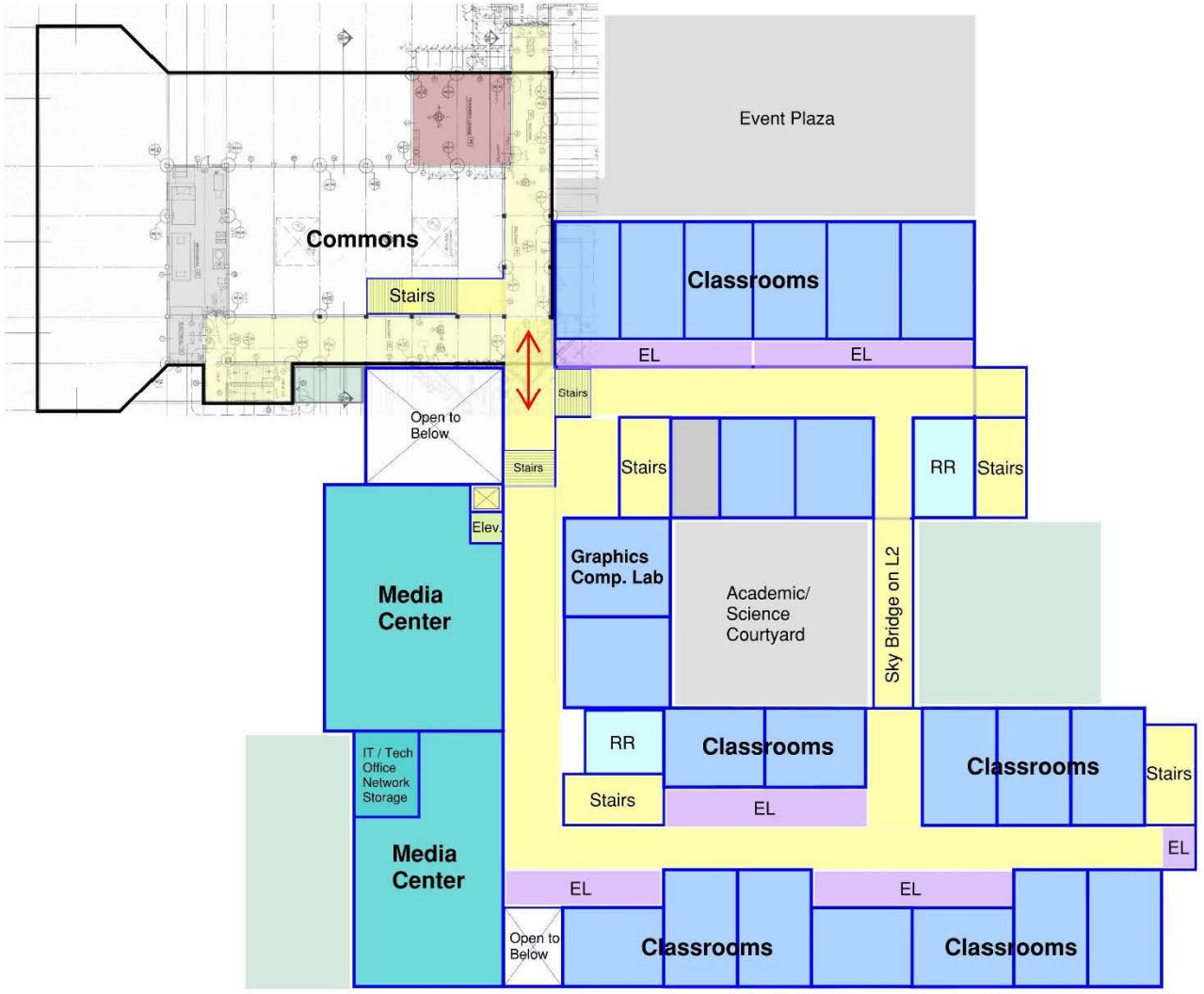
Site Plan Study 2



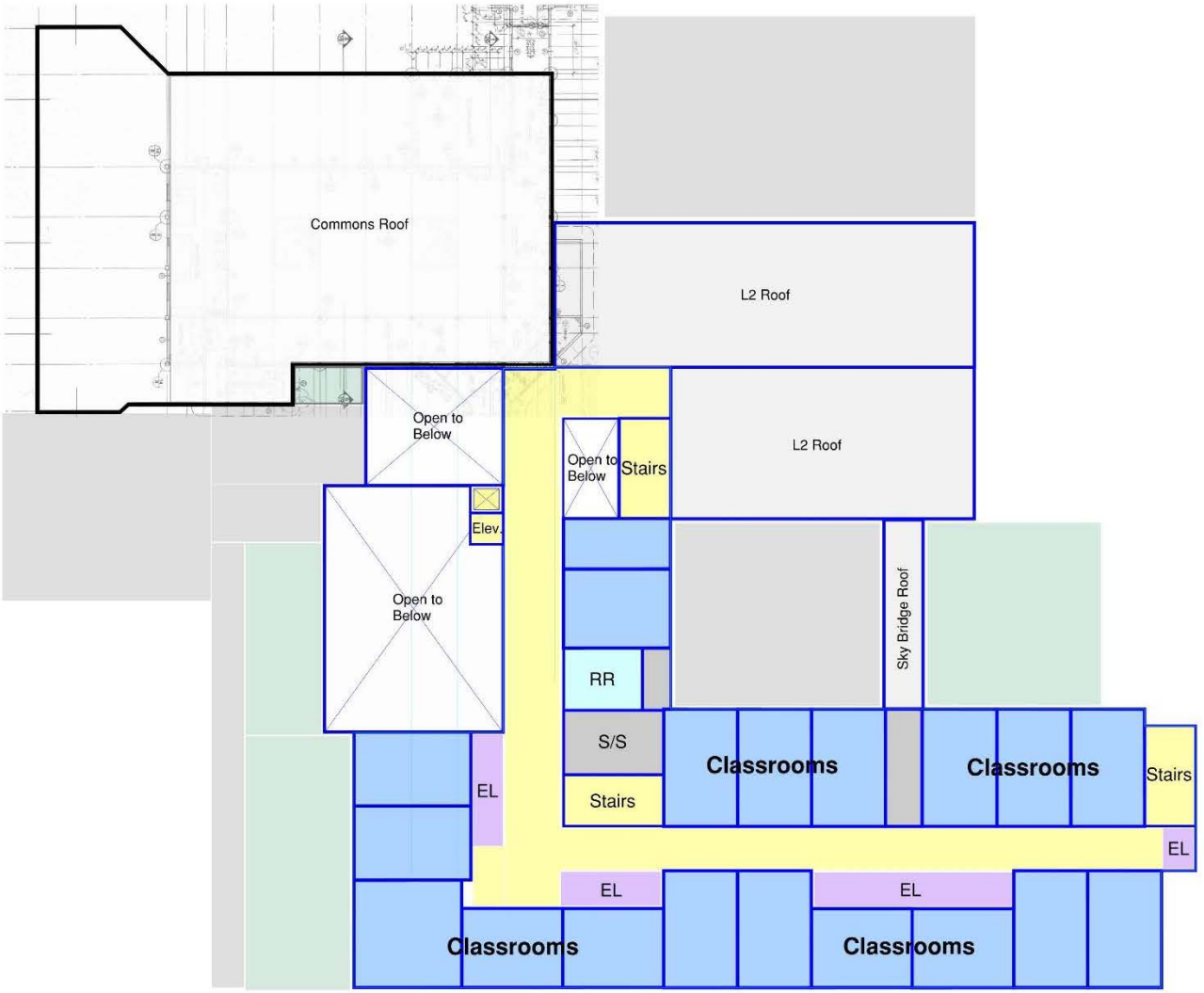
Level 1 Diagram



Level 2 Diagram

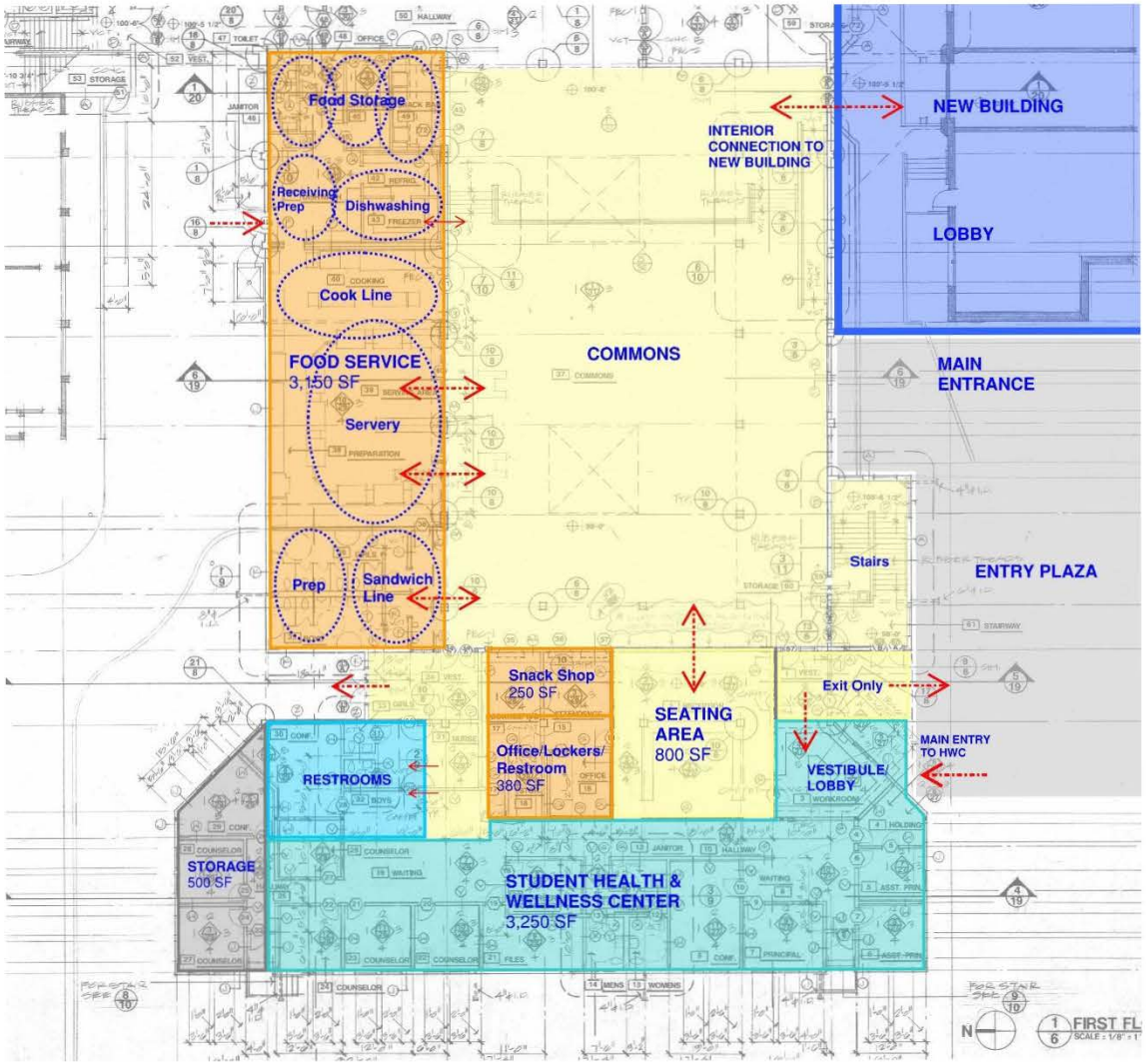


Level 3 Diagram



Concept Design Study

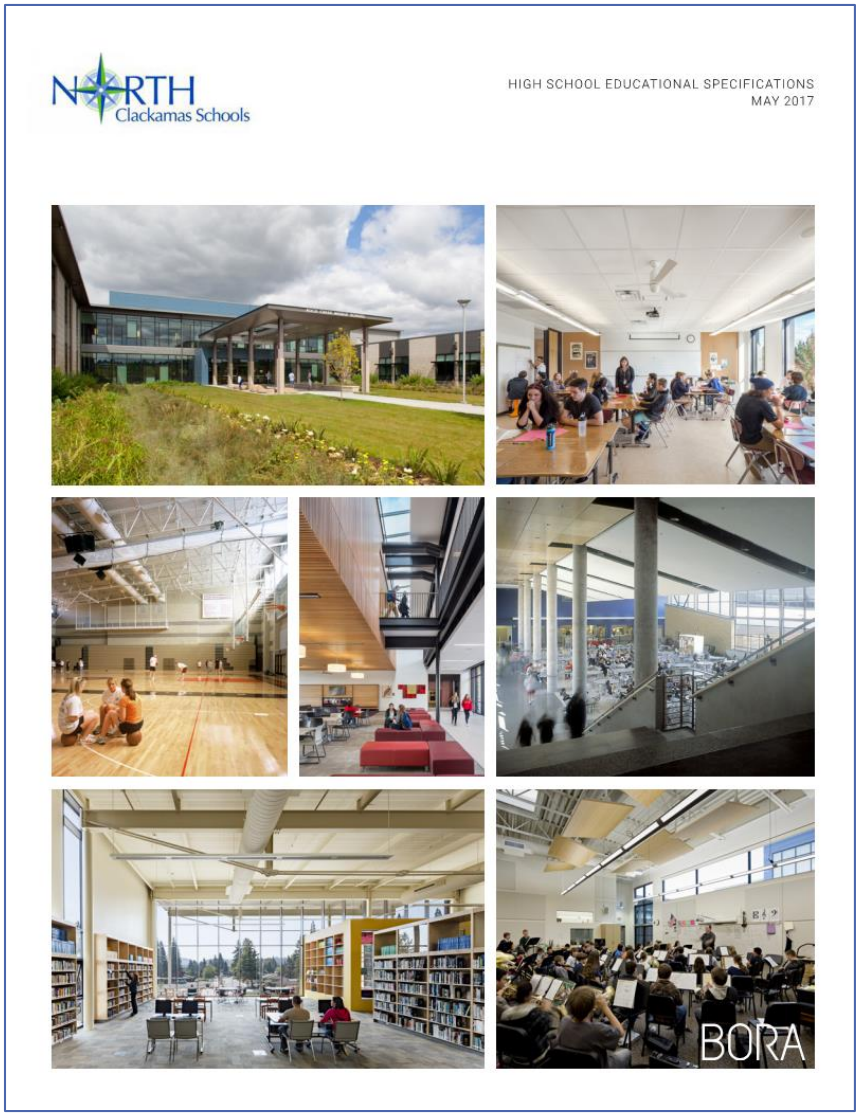
Commons Remodel - Overall Floor Plan



Area Program / Educational Specs

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

Historical Context

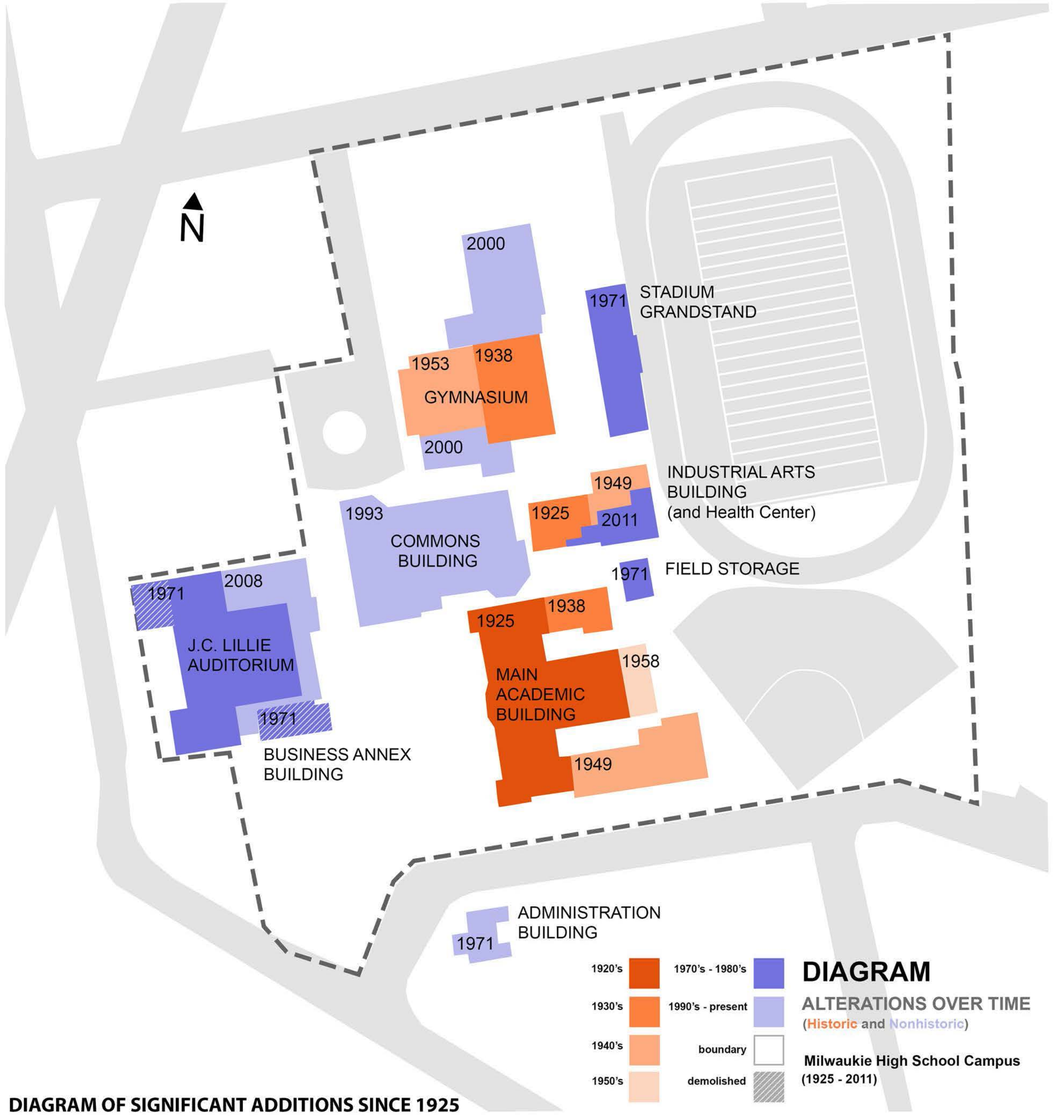


DIAGRAM OF SIGNIFICANT ADDITIONS SINCE 1925

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 buidling, renovation to the boiler building to create an arts & crafts use, addition of the vocal room to the main building, conversion of the vocational agricultrual 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

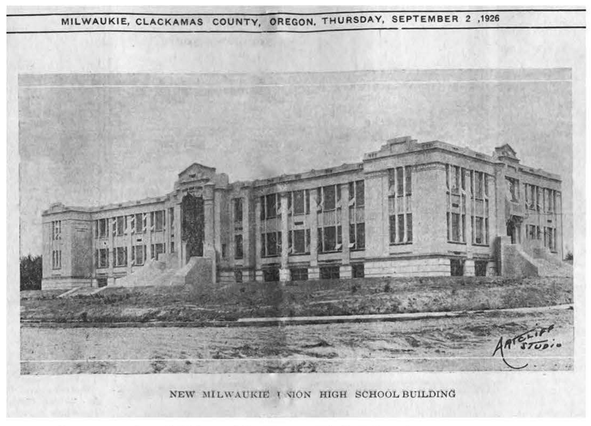
2008
Conversion of the auditorium into the J.C. Lillie Performing Arts Building with an addition of a new art department and dance studio, renovations to the band room and drama room, addition of a black box theater, new lobby, demolition of the Business Education Building, remodel of locker room and 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.

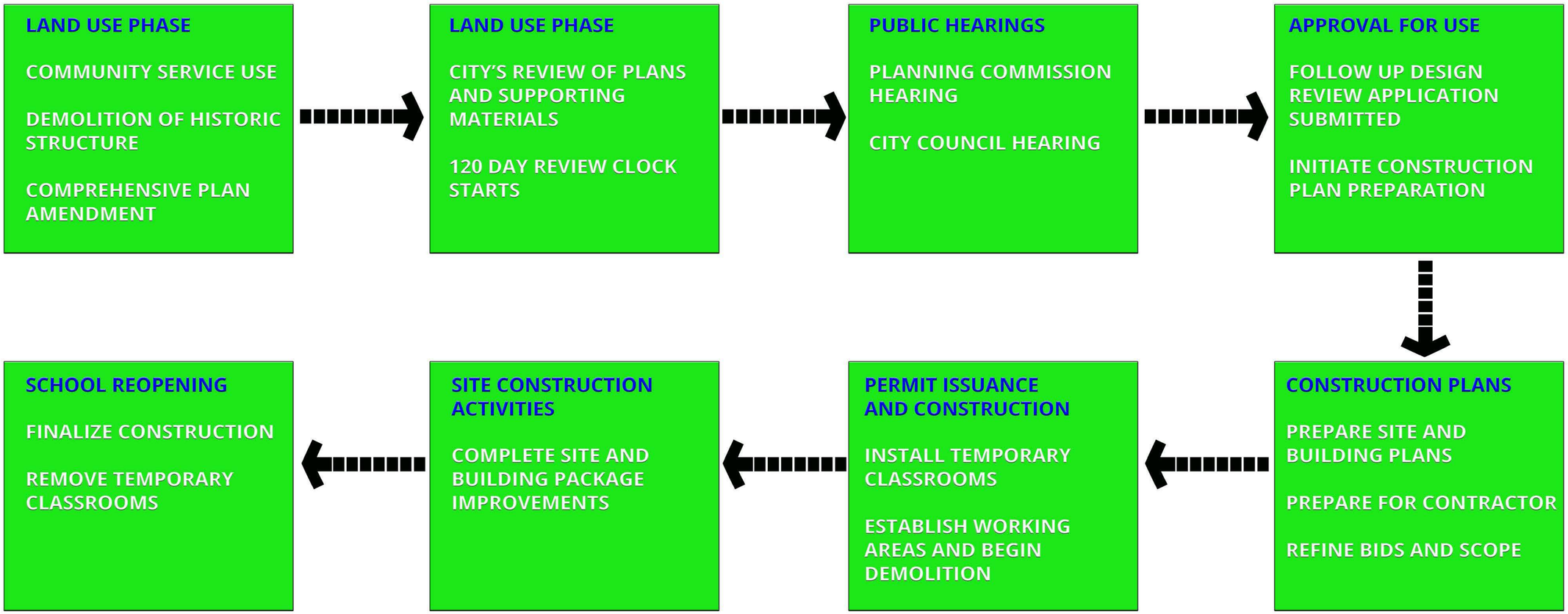
1956 photographs of Milwaukie Union High School
Oregon Historical Society archives



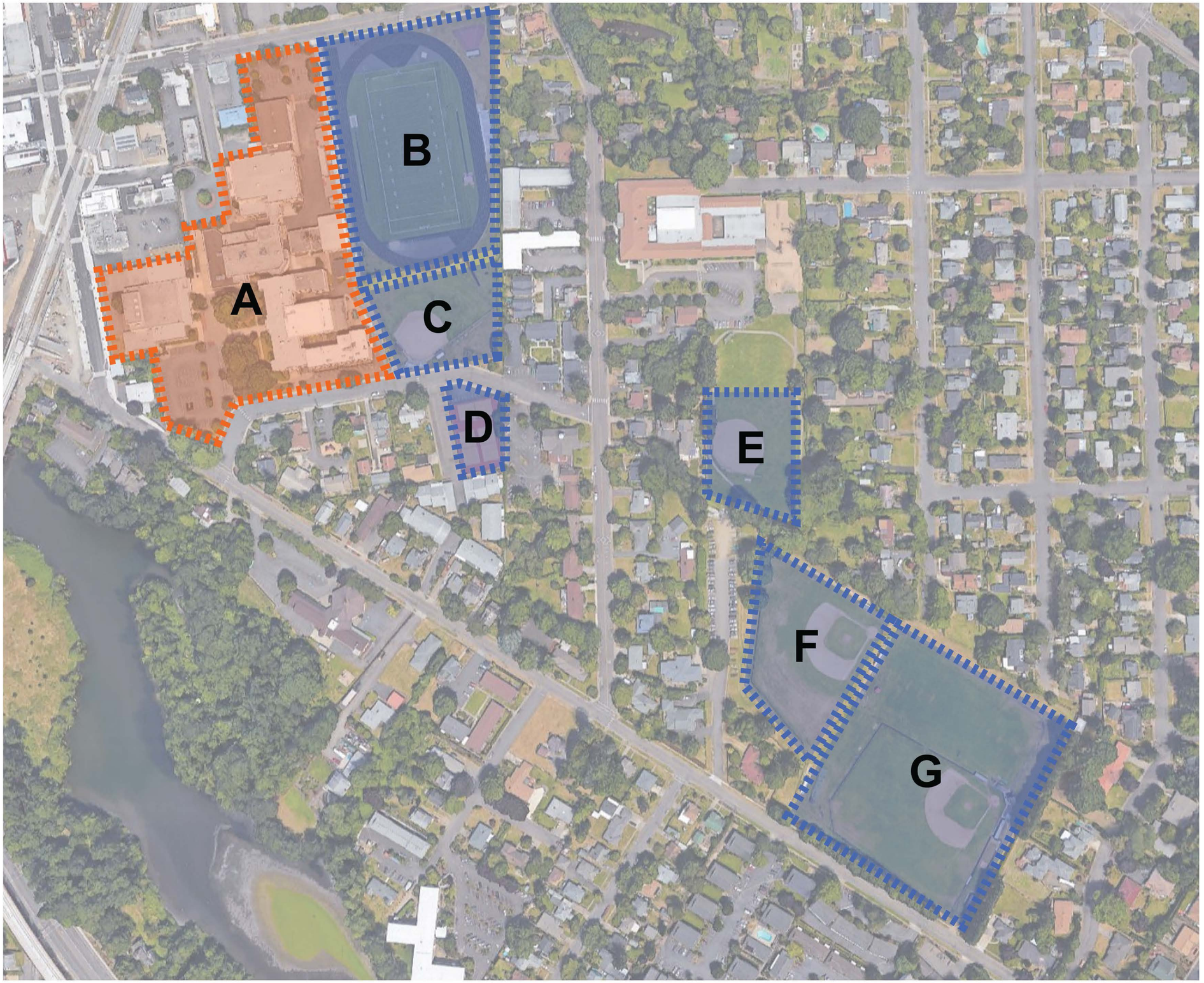
1926 photographs of Milwaukie Union High School
The Milwaukie Review, 1926

Process and Timeline

Process and Timeline



Scope Diagram



PRELIMINARY PROJECT SCOPE

A Campus Improvements
Main Building Replacement
(See Enlarged Diagram)

B Running Track Striping
Field Turf Replacement
New Stadium Scoreboads

C Relocate Varsity Softball Field to Lake Road Facility
Add (4) New Tennis Courts

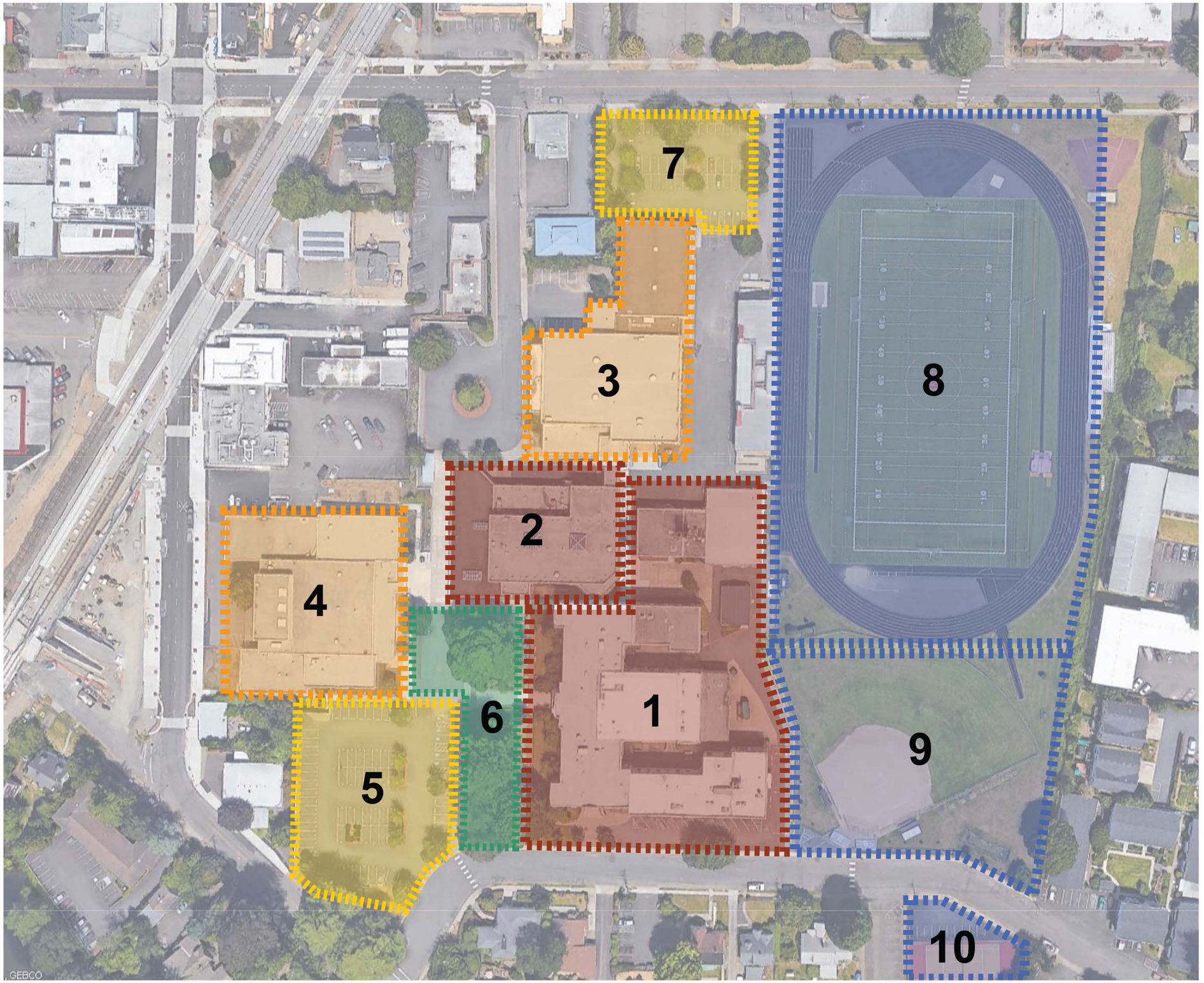
D Remove Existing Tennis Courts
New Parking Lot

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



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Remove Boiler Building and
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Kitchen Remodel
Remodel Office Area
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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 Striping
Field Turf Replacement
New Stadium Scoreboads

9 Remove Varsity Softball Field
(4) New Tennis Courts

10 Remove Existing Tennis Courts
New Parking Lot

ADLER DONALD H TRUSTEE
PO BOX 12507
PORTLAND , OR 97212

ADLER RESIDENTIAL PROPERTIES LLC
PO BOX 12507
PORTLAND , OR 97212

ALLEN KAREN L
11987 SE 28TH AVE
MILWAUKIE , OR 97222

ALVARADO VICTOR E
11763 SE 33RD AVE
MILWAUKIE , OR 97222

ANDERSON JERRY A & ARIJA
11611 SE 33RD AVE
MILWAUKIE , OR 97222

ANDREW WILLIAM N
11827 SE 28TH AVE
MILWAUKIE , OR 97222

ANGELL DALE & CONNIE
11951 SE 33RD AVE
MILWAUKIE , OR 97222

ATHERTON RICHARD & ALICE
11464 SE 27TH AVE
MILWAUKIE , OR 97222

AUSTEN JONATHAN THOR & RACHEL
11448 SE 27TH AVE
MILWAUKIE , OR 97222

BABBITT CONSTANCE A
11661 SE 32ND AVE
MILWAUKIE , OR 97222

BABBITT DONALD D & CONSTANCE A
11661 SE 32ND AVE
MILWAUKIE , OR 97222

BARGENDER STEPHEN J & JUDITH A
3105 SE LAKE RD
MILWAUKIE , OR 97222

BARRIENTOS SERGIO & JENNIFER L
11573 SE 31ST AVE
MILWAUKIE , OR 97222

BARTON BRAD & CASSANDRA
14845 SW 100TH AVE
TIGARD , OR 97224

BERTRAND MELISSA D
3172 SE LAKE RD #27
MILWAUKIE , OR 97222

BIGGS JENNIFER KAY & LLOYD S
WOLFE III
3115 SE LAKE RD
MILWAUKIE , OR 97222

BLUESTONE & HOCKLEY RE SERVICES
9320 SW BARBUR BLVD STE 300
PORTLAND , OR 97219

BOLEY RONALD J & VICTORIA D
11563 SE 30TH AVE
MILWAUKIE , OR 97222

BRODY BENJAMIN L
2725 SE LAKE RD
MILWAUKIE , OR 97222

BRYAN RAYMOND D
11416 SE 27TH AVE
MILWAUKIE , OR 97222

BUCKLEY KATHLEEN
11421 SE 30TH AVE
MILWAUKIE , OR 97222

BULLARD MATTHEW A
11633 SE 33RD AVE
MILWAUKIE , OR 97222

BURT BARBARA A TRUSTEE
11814 SE 28TH AVE
MILWAUKIE , OR 97222

BURT WARREN R
11667 SE 31ST AVE
MILWAUKIE , OR 97222

CAMPBELL SALLY
3128 SE LAKE RD
MILWAUKIE , OR 97222

CANNONBALL RUN LLC
2906 SE MADISON ST
MILWAUKIE , OR 97222

CARLETON MARY PATRICIA
11512 SE 27TH AVE
MILWAUKIE , OR 97222

CARTASEGNA CAROL JEAN
11973 SE 33RD AVE
MILWAUKIE , OR 97222

CHALE LUANNE KENNA
11531 SE 30TH AVE
MILWAUKIE , OR 97222

CLARK MARY S
11742 SE 32ND AVE
MILWAUKIE , OR 97222

CLAYTON ADAM E
3126 SE LAKE RD
MILWAUKIE , OR 97222

COLPO DAVID A & LYNNE M
11625 SE 27TH AVE
MILWAUKIE , OR 97222

COXEN PETER E
82-5824 NAPOOPOO RD
CAPTAIN COOK , HI 96704

CRABB LARRY BRIAN
11423 SE 30TH AVE
MILWAUKIE , OR 97222

CRONK ROBERT K
3570 SW RIVER PKWY #1711
PORTLAND , OR 97239

DAMIAN ANTHONY TRUSTEE
11846 SE 32ND AVE
MILWAUKIE , OR 97222

DAMON EMILY COLLEEN
3016 SE SELLWOOD ST
MILWAUKIE , OR 97222

DANIELSEN ANNE-LISE
11598 SE 27TH AVE
MILWAUKIE , OR 97222

DEARDORFF MARIA G
11690 SE 32ND AVE
MILWAUKIE , OR 97222

DONNERBERG GEORGE W & LINDA A
17809 NE MARINE DR SLIP A13
PORTLAND , OR 97230

DOWELL WILLIAM L & HEATHER D
3182 SE LAKE RD
MILWAUKIE , OR 97222

DOWNS DAVID J & KRISTA J
13114 SE KUEHN RD
MILWAUKIE , OR 97222

DURRE DAWN M
11635 SE 31ST AVE
MILWAUKIE , OR 97222

EDDY JANET C & RODGER
2582 NW LOVEJOY ST
PORTLAND , OR 97210

ESTABROOK TODD A
11659 SE 32ND AVE
MILWAUKIE , OR 97222

FAST CHRISTOPHER
3144 SE LAKE RD
MILWAUKIE , OR 97222

FAUST LAND TRUST
11571 SE 32ND AVE
MILWAUKIE , OR 97222

FIELDS JACK E & LINDA L
11593 SE 27TH AVE
MILWAUKIE , OR 97222

FISHER DEBBIE C
PO BOX 220395
MILWAUKIE , OR 97269

FLYNN CASEY R
11394 SE 27TH AVE
MILWAUKIE , OR 97222

FOSTERLING CHARLES D TRUSTEE
11901 SE 32ND AVE
MILWAUKIE , OR 97222

FOWLER DENNIS Z
3164 SE LAKE RD
MILWAUKIE , OR 97222

FOZ ALEXANDER A & JOHANNA K TWIGG
2636 SE GINO LN
MILWAUKIE , OR 97222

FULWIDER MICHAEL H & KATHIE S NYE
16525 SE WARNOCK LN
MILWAUKIE , OR 97267

GAGE LYNNDA M
11665 SE 33RD AVE
MILWAUKIE , OR 97222

GIBSON KENDALL J & TERRI B
3015 SE SELLWOOD ST
MILWAUKIE , OR 97222

GOOD ALLISON M
11519 SE 30TH AVE
MILWAUKIE , OR 97222

GREEN DAVID
5040 SE TOLMAN ST
PORTLAND , OR 97206

GRIFFITH RANDALL SCOTT
11630 SE 27TH AVE
MILWAUKIE , OR 97222

GROSKLOS BRIAN M
11603 SE 32ND AVE
MILWAUKIE , OR 97222

GUNDERSON TIMOTHY V & TINA M
11415 SE 30TH AVE
MILWAUKIE , OR 97222

HAMBLEY KIRK & KAYLA
3216 SE WISTER ST
MILWAUKIE , OR 97222

HASSEN HECTOR
12798 SE NORMANDY DR
CLACKAMAS , OR 97015

HASSEN HECTOR & HALA H
12798 SE NORMANDY DR
CLACKAMAS , OR 97015

HAYES LILLICE K
11637 SE 32ND AVE
MILWAUKIE , OR 97222

HEALD JANICE L TRUSTEE
1632 VILLAGE PARK PL
WEST LINN , OR 97068

HEALY RYAN & HILARY
11552 SE 32ND AVE
MILWAUKIE , OR 97222

HESPEN BRETT D & MARGARET C
11584 SE 32ND AVE
MILWAUKIE , OR 97222

HICKMAN DARLENE ROBERTA
11580 SE 31ST AVE
MILWAUKIE , OR 97222

HUGHES RACHEL
11366 SE 27TH AVE
MILWAUKIE , OR 97222

INGELS FRANK B III
11526 SE 30TH AVE
MILWAUKIE , OR 97222

JAGER ALTON L
12106 SE 31ST PL #45
MILWAUKIE , OR 97222

JAYNES BRUCE D & SUZANNE K
12082 SE NIKLAS LN
HAPPY VALLEY , OR 97086

JOHNSON BENJAMIN A & KELLY L SULLIVAN
11470 SE 30TH AVE
MILWAUKIE , OR 97222

JUNG DANIEL N
11676 SE 31ST AVE
MILWAUKIE , OR 97222

KAUSCH-DALE MAREN TRUSTEE
11607 SE 33RD AVE
MILWAUKIE , OR 97222

KELLEY BRIAN TY
3152 SE LAKE RD
MILWAUKIE , OR 97222

KELLY MAURA F
11636 SE 32ND AVE
MILWAUKIE , OR 97222

KLINKER JOHN W JR TRUSTEE
8700 SW 54TH AVE
PORTLAND , OR 97219

KNIGHT JAMES
10987 SE 28TH AVE
MILWAUKIE , OR 97222

KORINEK EVA M
9700 SW EAGLE CT
BEAVERTON , OR 97008

LAKE ROAD PROPERTIES LLC
2647 SE LAKE RD
MILWAUKIE , OR 97222

LAMASCUS JAMES PRESTON
11870 SE 28TH AVE
MILWAUKIE , OR 97222

LANDIS CAROL S
11363 SE 30TH AVE
MILWAUKIE , OR 97222

LANGE ANDREW E & PATRICIA R
PO BOX 22497
MILWAUKIE , OR 97269

LANGE ANDREW & PATRICIA
PO BOX 22497
MILWAUKIE , OR 97269

LARKINS PAITHEN & KATHRYN
PO BOX 68076
OAK GROVE , OR 97268

LAUZON GALE S
3180 SE LAKE RD
MILWAUKIE , OR 97222

LEAMY NANCY JOAN
1235 13TH ST
PORT TOWNSEND , WA 98368

LEFORS LAURIE J
11480 SE 27TH AVE
MILWAUKIE , OR 97222

LINENKO LARRY & ANN
2705 SE LAKE RD
MILWAUKIE , OR 97222

LOKAN DENNIS G & SHEILA M
3036 SE SELLWOOD ST
MILWAUKIE , OR 97222

LOOS ROBERT K
11585 SE 32ND AVE
MILWAUKIE , OR 97222

LUFKIN JACK E
11858 SE 28TH AVE
MILWAUKIE , OR 97222

LUFT CONNIE M
10167 SE 45TH AVE
MILWAUKIE , OR 97222

MAXWELL RICHARD A
2502 LINCOLN AVE
VANCOUVER , WA 98660

MCCAUSLAND GREGORY S
2706 SE LAKE RD
MILWAUKIE , OR 97222

MCENANY SAMUEL ALBERT
771 NW ANGEL HEIGHTS RD
STEVENSON , WA 98648

MCKENNA AMBER
3120 SE LAKE RD
MILWAUKIE , OR 97222

MCKEON JOHN J
5416 SE KNIGHT ST
PORTLAND , OR 97206

MCNAUGHTON ASHLEY E
11622 SE 31ST AVE
MILWAUKIE , OR 97222

MENELY SARAH K & MATTHEW A
2816 SE LAKE RD
MILWAUKIE , OR 97222

METRO 11525 SE 32ND AVE LLC
3914 SW MARTINS LN
PORTLAND , OR 97239

MOHR RACHEL M
3168 SE LAKE RD
MILWAUKIE , OR 97222

MONTGOMERY ANN MARIE
12101 SE 33RD PL
MILWAUKIE , OR 97222

MORAN JOHN H & JENNIFER L
11693 SE 32ND AVE
MILWAUKIE , OR 97222

MORRIS TIMOTHY R & NANCY E
11548 SE 31ST AVE
MILWAUKIE , OR 97222

MULKEY WILLIAM
11654 SE 31ST AVE
MILWAUKIE , OR 97222

NELSON JANIS E
3174 SE LAKE RD
MILWAUKIE , OR 97222

NIELSEN BENJAMIN
3148 SE LAKE RD
MILWAUKIE , OR 97222

NORTH CLACKAMAS SD #12
12400 SE FREEMAN WAY
MILWAUKIE , OR 97222

OFSTEAD HEATH T & JULIE M
11698 SE 31ST AVE
MILWAUKIE , OR 97222

OLSEN CHARLES WESLEY JR
TRUSTEE
PO BOX 4803
PARKER , CO 80134

ONCEA CHARLES W IV
11658 SE 32ND AVE
MILWAUKIE , OR 97222

PERRY ROBERT
601 SW ASHDOWN CIR
WEST LINN , OR 97068

PHILLIPS RICK DEAN
3236 SE WISTER ST
MILWAUKIE , OR 97222

RAGLAND ANDREW J & KATHLEEN M
INNES
12331 SE 25TH AVE
MILWAUKIE , OR 97222

RICHARDS CHRISTINE JOANNE
PO BOX 22856
MILWAUKIE , OR 97269

RICHARDS ELIZABETH
3202 SE LAKE RD
MILWAUKIE , OR 97222

ROUSSEAU BENJAMIN T & LORENA A
3264 SE LAKE RD
MILWAUKIE , OR 97222

RUPP DAVID & MARYLOU
3154 SE LAKE RD UNIT 18
MILWAUKIE , OR 97222

SCHABER JOANNE M
17702 SE HOWARD ST
MILWAUKIE , OR 97222

SCOTT WILLIAM C JR & DEBORAH L
11554 SE 27TH AVE
MILWAUKIE , OR 97222

SENGER GAYLEN J & SANDRA M
11649 SE 31ST AVE
MILWAUKIE , OR 97222

SHEARER CASSANDRA D
2716 SE LAKE RD
MILWAUKIE , OR 97222

SHEARER SHERYL J
3124 SE LAKE RD
MILWAUKIE , OR 97222

SHELBY WILLIAM C & ELVA M
11805 SE 28TH AVE
MILWAUKIE , OR 97222

SHIELDS BONNIE S
3156 SE LAKE RD
MILWAUKIE , OR 97222

SIMUKKA KYLE
2806 SE LAKE RD
MILWAUKIE , OR 97222

STAI DUWAYNE L
11917 SE 33RD AVE
MILWAUKIE , OR 97222

STANIELS EMMA
11558 SE 30TH AVE
MILWAUKIE , OR 97222

ST STEPHEN SERBIAN ORTH CH
11447 SE 27TH AVE
MILWAUKIE , OR 97222

SUMMERS STEPHEN P
3140 SE LAKE RD UNIT 11
MILWAUKIE , OR 97222

SUN I PARK
4401 FREEMONT ST NE
LACEY , WA 98516

SUTHERLAND ANDREA & JAY
3255 SE LAKE RD
MILWAUKIE , OR 97222

TESCH DOUGLAS A
319 PALOS VERDES BLVD APT 201
REDONDO BEACH , CA 90277

TESCH DOUGLAS A
3178 SE LAKE RD
MILWAUKIE , OR 97222

TOBLER RANDY E JR TRUSTEE
678 NORTH FORK RD
CHEHALIS , WA 98532

VANBERGEN GLENN ALAN
11610 SE 30TH AVE
MILWAUKIE , OR 97222

VANBERGEN KATHLEEN
11576 SE 30TH AVE
MILWAUKIE , OR 97222

VAUGHAN JANICE E CO-TRUSTEE
PO BOX 25
COUPEVILLE , WA 98239

WACEK HAROLD J LIVING TRUST
PO BOX 171
CLACKAMAS , OR 97015

WATERMAN RONALD L & CATHERINE L
11774 SE 32ND AVE
MILWAUKIE , OR 97222

WATSON DOROTHY
11662 SE 27TH AVE
MILWAUKIE , OR 97222

WESTERGREN CRAIG B TRUSTEE
2711 SE LAKE RD
MILWAUKIE , OR 97222

WHEELER BARBARA E
3146 SE LAKE RD
MILWAUKIE , OR 97222

WIEGE RENE E
11855 SE 32ND AVE
MILWAUKIE , OR 97222

WILLIS BRENT T & LINDA
3277 SE LAKE RD
MILWAUKIE , OR 97222

WILSON HEIDI LAND
PO BOX 181500
CORONADO , CA 92178

YARNO SANDRA L
11448 SE 30TH AVE
MILWAUKIE , OR 97222

ZANNI LAURIE MAY
PO BOX 220044
MILWAUKIE , OR 97269

ADLER DONALD H
PO BOX 12507
PORTLAND , OR 97212

AMATO/CRAIG PROPERTIES INC
412 NE ROYAL CT
PORTLAND , OR 97232

ATHERTON RICHARD & ALICE
11464 SE 27TH AVE
MILWAUKIE , OR 97222

AUSTEN JONATHAN THOR & RACHEL
11448 SE 27TH AVE
MILWAUKIE , OR 97222

B37 MILWAUKIE OWNER LLC
760 SW 9TH AVE STE 2200
PORTLAND , OR 97205

BACHHUBER THOMAS E JR
2236 SE WASHINGTON ST
MILWAUKIE , OR 97222

BERGERON JOYCE C
PO BOX 1338
GRESHAM , OR 97030

BERNARD SIRI
2437 SE LAKE RD
MILWAUKIE , OR 97222

BJORNSON BRIAN
621 SW MORRISON ST STE 800
PORTLAND , OR 97205

BLALOCK SHIRLEY A
2445 SE LAKE RD
MILWAUKIE , OR 97222

BLUESTONE & HOCKLEY RE SERVICES
9320 SW BARBUR BLVD STE 300
PORTLAND , OR 97219

BLUESTONE HOMES INC
704 MAIN ST STE 301
OREGON CITY , OR 97045

BRINK JAMES E & VIVIAN J
11188 SE 27TH AVE
MILWAUKIE , OR 97222

BRYAN RAYMOND D
11416 SE 27TH AVE
MILWAUKIE , OR 97222

BUCHWALTER MARIANNE TRUSTEE
135 SE HAWTHORNE BLVD
PORTLAND , OR 97214

CARLETON MARY PATRICIA
11512 SE 27TH AVE
MILWAUKIE , OR 97222

CHURCHILL SCOTT PERRY & N C MONAGHAN
2708 SE MONROE ST
MILWAUKIE , OR 97222

CHURCHILL SCOTT PERRY & NINA C M
2708 SE MONROE ST
MILWAUKIE , OR 97222

CITY OF MILWAUKIE
10722 SE MAIN ST
MILWAUKIE , OR 97222

COGGIN DANIELLE
2505 SE LAKE RD
MILWAUKIE , OR 97222

COLLINS JOHN C
11329 SE 27TH AVE
MILWAUKIE , OR 97222

COLPO DAVID A & LYNNE M
11625 SE 27TH AVE
MILWAUKIE , OR 97222

COLUMBIA PACIFIC INVSTMNT PROP LLC
11165 SE 23RD AVE
MILWAUKIE , OR 97222

COSSETTE DANIEL L & DONNA L
2502 SE LAKE RD
MILWAUKIE , OR 97222

DANGELO VINCENT ALI
2455 SE LAKE RD
MILWAUKIE , OR 97222

DANIEL-HOFFMAN DILLON D & KAIJA
2425 SE LAKE RD
MILWAUKIE , OR 97222

DANIELSEN ANNE-LISE
11598 SE 27TH AVE
MILWAUKIE , OR 97222

DANTAS BETO
1811 NW ROSEFINCH LN
PORTLAND , OR 97229

DECRISTOFORO MERENO
11358 SE 21ST AVE
MILWAUKIE , OR 97222

DEVILLIERS SYLVIA TRUSTEE
11177 SE 27TH AVE
MILWAUKIE , OR 97222

DUPASQUIER KATHLEEN ANN
11155 SE 27TH AVE
MILWAUKIE , OR 97222

EISWERTH BRENDAN E & TRACY MANDEL
11009 SE 28TH AVE
MILWAUKIE , OR 97222

FIELDS JACK E & LINDA L
11593 SE 27TH AVE
MILWAUKIE , OR 97222

FISHER DEBBIE C
PO BOX 220395
MILWAUKIE , OR 97269

FLYNN CASEY R
11394 SE 27TH AVE
MILWAUKIE , OR 97222

FRANZ MARTHA S
2429 SE LAKE RD
MILWAUKIE , OR 97222

GAFFNEY JOHN W
1155 CLAYTON WAY
GLADSTONE , OR 97027

GODZYK ANDREW & BARBARA
11162 SE 23RD AVE
MILWAUKIE , OR 97222

GODZYK ANDREW & BARBARA
679 S STONEHENGE TER
WEST LINN , OR 97068

GRIFFITH RANDALL SCOTT
11630 SE 27TH AVE
MILWAUKIE , OR 97222

HARLAN DALE M
1952 NE SPINDRIFT CT
LINCOLN CITY , OR 97367

HASSEN HECTOR
12798 SE NORMANDY DR
CLACKAMAS , OR 97015

HASSEN HECTOR & HALA H
12798 SE NORMANDY DR
CLACKAMAS , OR 97015

HILLYER JANICE B LESSOR TRUSTEE
2427 SE LAKE RD
MILWAUKIE , OR 97222

HORTON FAMILY LTD PRTNRSHP
PO BOX 145
CANBY , OR 97013

HORTON JEFFREY M
4188 SE PINEHURST AVE
MILWAUKIE , OR 97267

HUGHES RACHEL
11366 SE 27TH AVE
MILWAUKIE , OR 97222

ISOM RUSSELL DUANE
11201 SE 27TH AVE
MILWAUKIE , OR 97222

JAMES PHILIP G
2433 SE LAKE RD
MILWAUKIE , OR 97222

JENKINS SUSAN
2431 SE LAKE RD
MILWAUKIE , OR 97222

JOYCE EDWARD D
13500 SW 72ND AVE STE 210
TIGARD , OR 97223

KAFKA COLIN J & SANDRA M
2626 SE WASHINGTON ST
MILWAUKIE , OR 97222

KANA LLC
155 B AVE STE 100
LAKE OSWEGO , OR 97034

KILBY CONSTANCE L
2451 SE LAKE RD
MILWAUKIE , OR 97222

KING SANDRA J
2439 SE LAKE RD
MILWAUKIE , OR 97222

LAKE ROAD PROPERTIES LLC
2647 SE LAKE RD
MILWAUKIE , OR 97222

LEE LOUANN
2449 SE LAKE RD
MILWAUKIE , OR 97222

LEFORS LAURIE J
11480 SE 27TH AVE
MILWAUKIE , OR 97222

LIEBERT DANIEL B & KAREN K
PO BOX 2633
CLACKAMAS , OR 97015

LUPER JOSHUA K
11325 SE 27TH AVE
MILWAUKIE , OR 97222

MACLEOD CONOR M
5409 SE 37TH AVE
PORTLAND , OR 97202

MACLEOD FAMILY LLC
5409 SE 37TH AVE
PORTLAND , OR 97202

MAJORS JAMES A JR TRUSTEE
102 NE 62ND AVE
PORTLAND , OR 97213

MARSDEN CYRIL B TRUSTEE
2335 SE LAKE RD
MILWAUKIE , OR 97222

MARSH JUDITH M
2447 SE LAKE RD
MILWAUKIE , OR 97222

MATTESON BONNIE L
2453 SE LAKE RD
MILWAUKIE , OR 97222

MCKEON JOHN J
5416 SE KNIGHT ST
PORTLAND , OR 97206

MEADS DANIEL W
2046 SE LAKE RD
MILWAUKIE , OR 97222

MILWAUKIE LUMBER INVESTMENTS LLC
13113 NE FOURTH PLAIN
VANCOUVER , WA 98682

MORSE STEVEN K
13113 NE FOURTH PLAIN BLVD
VANCOUVER , WA 98682

NAVARRO ELENA
2405 SE LAKE RD
MILWAUKIE , OR 97222

NEWBERG BRANDON C & ANNE C
6403 SE 21ST
PORTLAND , OR 97202

NORTH CLACKAMAS SD #12
12400 SE FREEMAN WAY
MILWAUKIE , OR 97222

NORTHWEST HOUSING ALTERNATIVES INC
2316 SE WILLARD ST
MILWAUKIE , OR 97222

NW HOUSING ALTERNATIVE INC
2316 SE WILLARD
MILWAUKIE , OR 97222

NW HOUSING ALTERNATIVES INC
2316 SE WILLARD ST
MILWAUKIE , OR 97222

NW HOUSING ALTERNATIVES INC
2316 SE WILLARD
MILWAUKIE , OR 97222

ODONNELL HOLDINGS LLC
PO BOX 22311
MILWAUKIE , OR 97269

OTSYULA JOHN G TRUSTEE
2514 SE LAKE RD
MILWAUKIE , OR 97222

PARK MICHAEL LEE & SHIRLEY A
2460 SE WILLARD ST
MILWAUKIE , OR 97222

RANDALL ELIZABETH & JASON
2636 SE WASHINGTON ST
MILWAUKIE , OR 97222

RIPLEY-WOOD JENNIFER C & JEREMY E WOOD
2136 SE LAKE RD
MILWAUKIE , OR 97222

SCHABER JOANNE M
17702 SE HOWARD ST
MILWAUKIE , OR 97222

SCOTT WILLIAM C JR & DEBORAH L
11554 SE 27TH AVE
MILWAUKIE , OR 97222

SEABORG LEONA MAY TRUSTEE
2443 SE LAKE RD UNIT 1
MILWAUKIE , OR 97222

SKIPWITH DONALD L
2435 SE LAKE RD
MILWAUKIE , OR 97222

ST JOHN THE BAPTIST CATHOLIC CHURCH
10955 SE 25TH AVE
MILWAUKIE , OR 97222

STONE MAUREEN L
PO BOX 82545
PORTLAND , OR 97282

ST STEPHEN SERBIAN ORTH CH
11447 SE 27TH AVE
MILWAUKIE , OR 97222

THE PRESBYTERY OF PORTLAND
2416 SE LAKE RD
MILWAUKIE , OR 97222

WOOD RICHARD J & MARSHA M
2206 SE WASHINGTON ST
MILWAUKIE , OR 97222

TRI-COUNTY METRO TRANS DISTRICT
OF OR
710 NE HOLLADAY ST
PORTLAND , OR 97232

TRI-COUNTY METRO TRANS DISTRICT
OF OR
1800 SW 1ST AVE STE 300
PORTLAND , OR 97201

TRI-COUNTY MET TRANS DIST OF ORE
1800 SW 1ST AVE STE 300
PORTLAND , OR 97201

TRI-COUNTY MET TRANS DIST OF ORE
710 NE HOLLADAY ST
PORTLAND , OR 97232

WALCKER WANDA J
2441 SE LAKE RD
MILWAUKIE , OR 97222

WALKER JAY WALLACE
1213 9TH ST
WEST LINN , OR 97068

WEBER DANIEL D & KELLIE J
7115 SE FURNBERG ST
PORTLAND , OR 97222

WELCH RANDALL
2244 SE LAKE RD
MILWAUKIE , OR 97222

WHEELER RICHARD K
11380 SE 21ST AVE
MILWAUKIE , OR 97222

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

MILWAUKIE HIGH SCHOOL
SIGN-IN SHEET
JUNE 27, 2017

NAME	ADDRESS	EMAIL & PHONE
Bob and Dolores MAYNARD	22920 S. KAMRATH RD OREGON City OR 97045	maynardng@Gmail.com 503-701-4560
WAYNE OSTERMAN	2005 MAVERICK DR PLUMAS LAKE CA 95691	916.204.4315
MIKE PARK	2460 SE WILLARD MILWAUKIE OR 97222	MLPARK2001@Gmail.com

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

MILWAUKIE HIGH SCHOOL
SIGN-IN SHEET
JUNE 27, 2017

NAME	ADDRESS	EMAIL & PHONE
Ray Bryan	11416 SE 27th Ave	503-794-9357 rayl bryan2 e gmail.com
Donald Skipwith	2435 SE Lake	503-303-5438 nmskip@gmail..com
Lisa Batey	11912 SE 19th Ave	lisabatey@msn.com
chelsea botteron		chelseabotteron@gmail.com
Kim Kerr	22821 SE Tillstrom Damascus OR	kim@acmeadapters.com
Rene-Wiege MARTIN CASILLAS	11855 SE 32nd Ave	renew255c@gmail.com
JIM OSTERMAN	28150 N ALMA SCHOOL PARKWAY SCOTTSDALE AZ	JSOVENTURES@GMAIL.COM

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MILWAUKIE HIGH SCHOOL
SIGN-IN SHEET
JUNE 27, 2017

NAME	ADDRESS	EMAIL & PHONE
Cici Denova		cecidenova@gmail.com
Siri Bernard	By the Tennis Courts	siribernard@comcast.net
Yvonne McVay		yvonne.mcvay@clackconnect.com
Bill Corti	3963 SE Lake Rd Milwaukie	WillCorti@AOL.com
Hal Wacek	P.O. Box 171 Clackamas, OR 97015	(N/A)
Stephen McMurtrey	Northwest Housing Alternatives	503-654-1007 x122 mcmurtrey@nwhousing.org
Freya Soper		freya411@yahoo.com

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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 Wiege
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

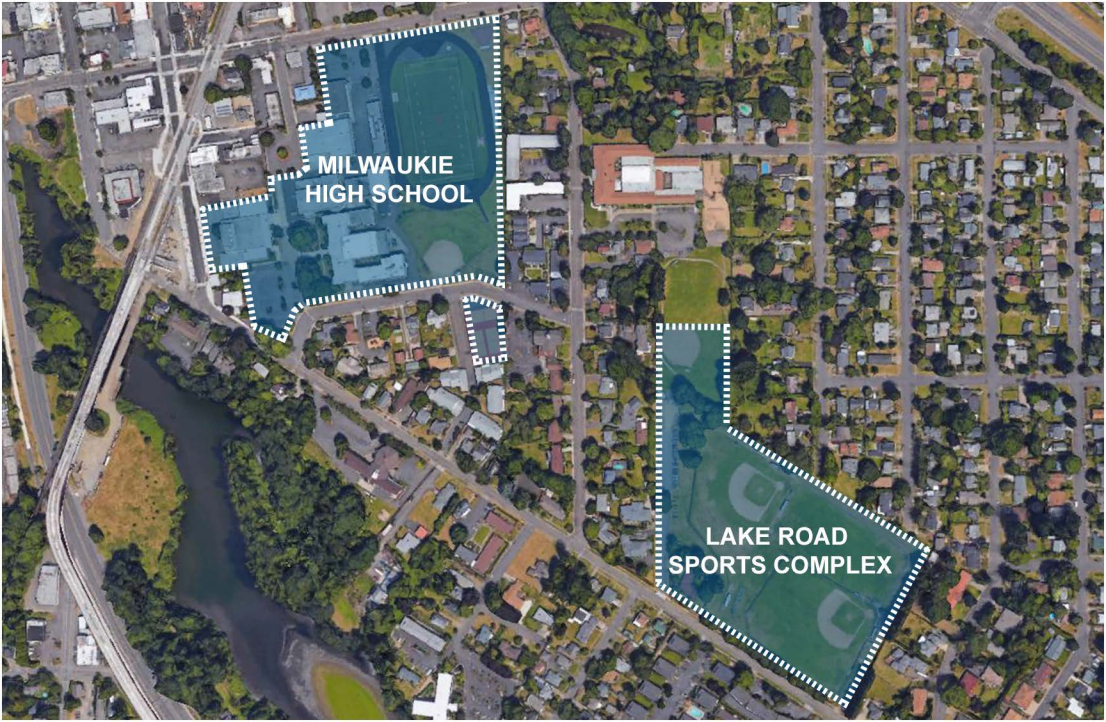
Comments: Please consider the inclusion of such facilities as would enhance the disaster preparedness of this downtown/HS community.
MHS is the appropriate and logical place to become the location for recovery and medical triage after "the Big One". It has space for assembly and grouping.

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

NORTH Clackamas Schools

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

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

To: Andrew Tull

From: Melissa Webb, PE
Miranda Wells, PE

Date: January 5, 2018
Updated: February 18, 2018

Subject: Athletic Field Remodel Circulation Plan

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)

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

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

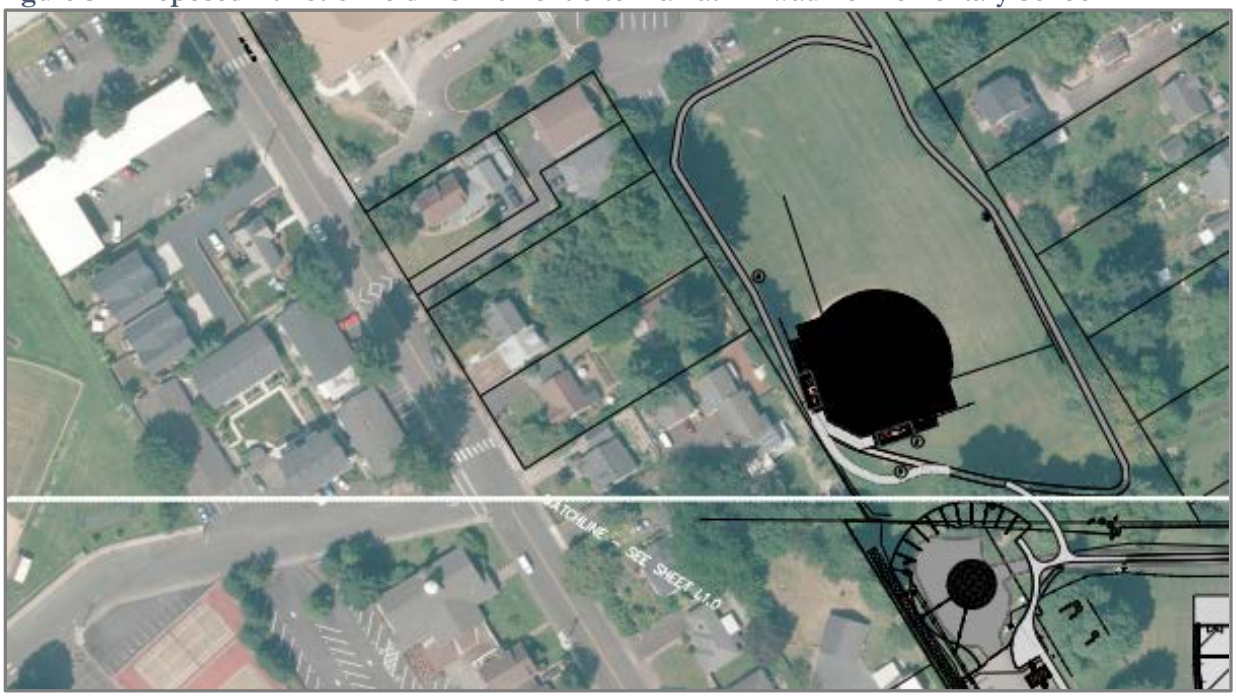
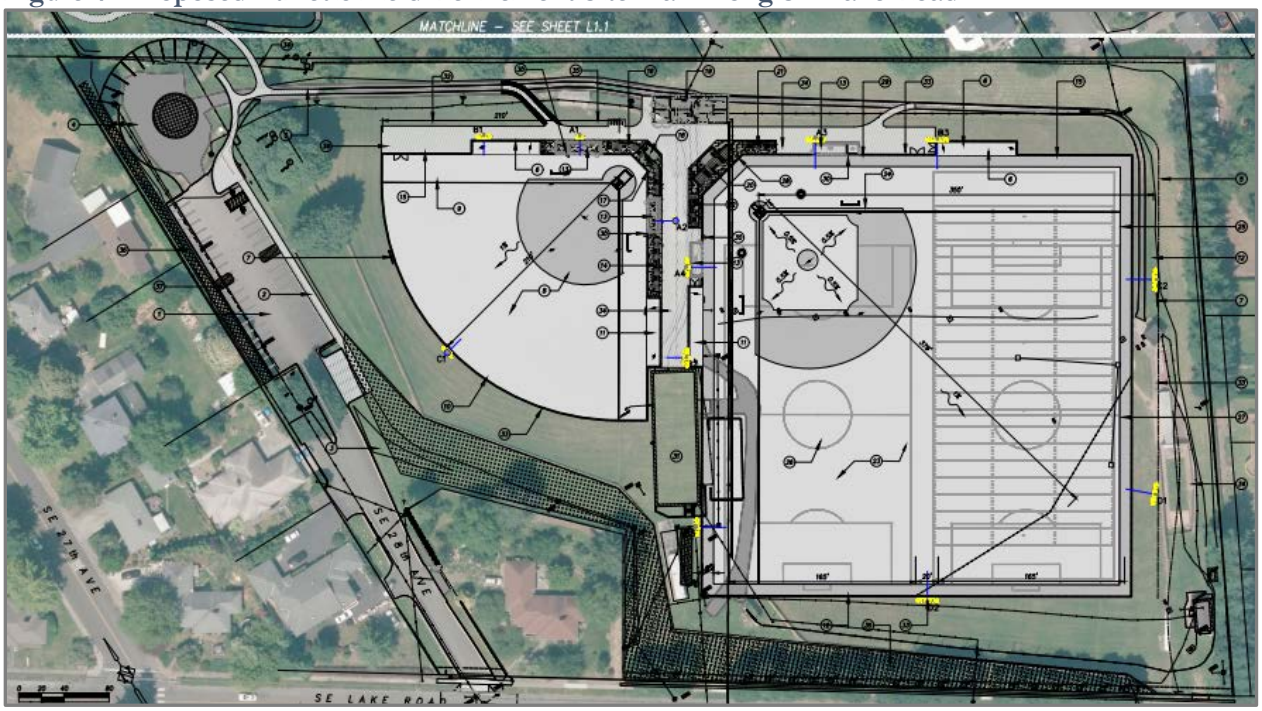


Figure 4 - Proposed Athletic Field Refinement Site Plan Along SE Lake Road



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 23rd Avenue
SE 27th 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 road[1]. 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.

[1]https://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 Milwaukie 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 Website[3])*

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

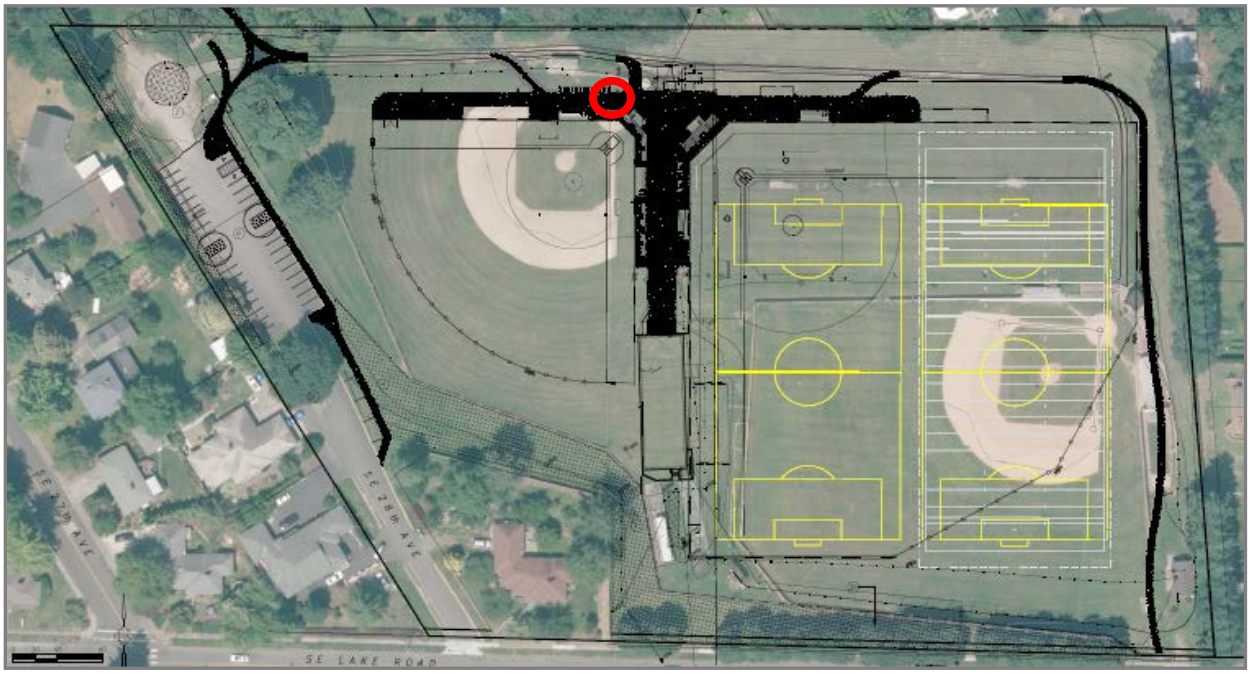
Per the notes on the Master Plan, the parking lot that serves the athletic fields will remain as is, with the addition of sidewalks, curbs, and a turnaround area sized to accommodate a school bus turning radius. There are currently 38 marked parking spaces. The proposed project includes the addition 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

12/7/2017

Prepared For:

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

EXPIRES: 12/31/

Preliminary

12/11/2017 8:49:18 AM

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.

HHPR

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

PROPOSED ASPHALT

PROPOSED STORMWATER PLANTER A 1134 SF

EXISTING CATCH BASIN

EXISTING STORMWATER COLLECTION SYSTEM

PROPOSED BUILDINGS

EXISTING HITTING FACILITY

PROPOSED STORM PIPE (TYP)

EXISTING STORMWATER PLANTER

PROPOSED STORMWATER PLANTER B 343 SF

EXISTING CATCH BASIN

EXISTING STORMWATER COLLECTION SYSTEM

LAKE ROAD

LEGEND

PROPOSED IMPERVIOUS AREA

PROPOSED PERVIOUS ASPAHLT

PROPOSED STORMWATER PLANTER

0 50 100 200

SCALE: 1" = 100'

DATE	NO.	DESCRIPTION

REVISIONS

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

Harper Houf Peterson Righellis Inc.
ENGINEERS•PLANNERS
LANDSCAPE ARCHITECTS•SURVEYORS
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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 HHPR	Report Generated 12/5/17 2:02 PM

Project Summary

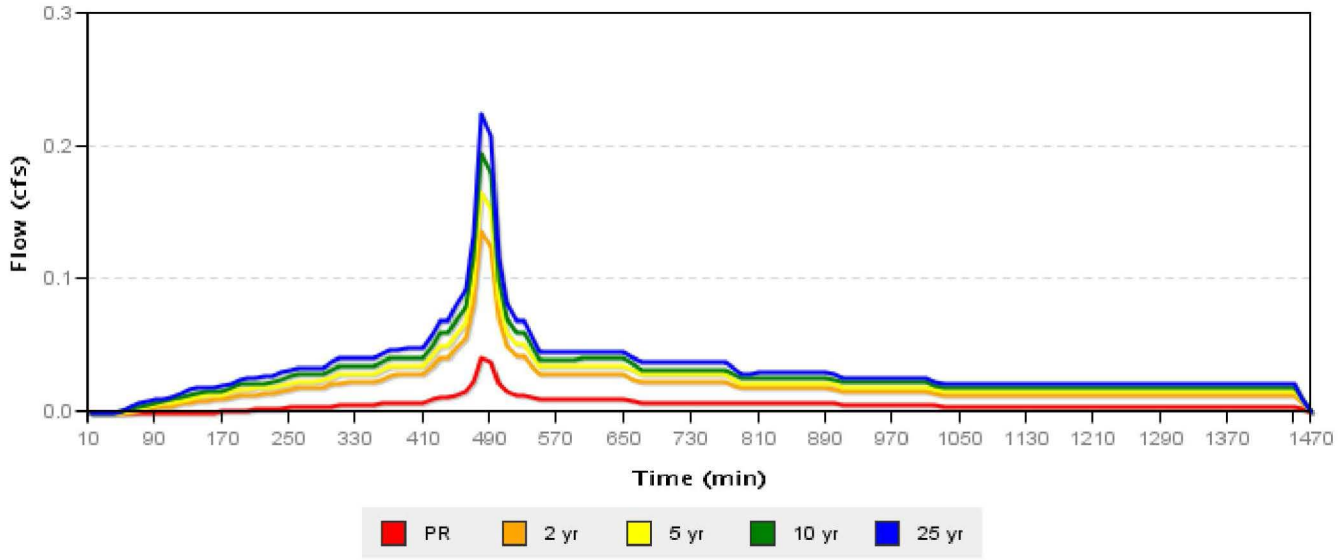
Field Improvements.

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 system**
	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 (Tc)	**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

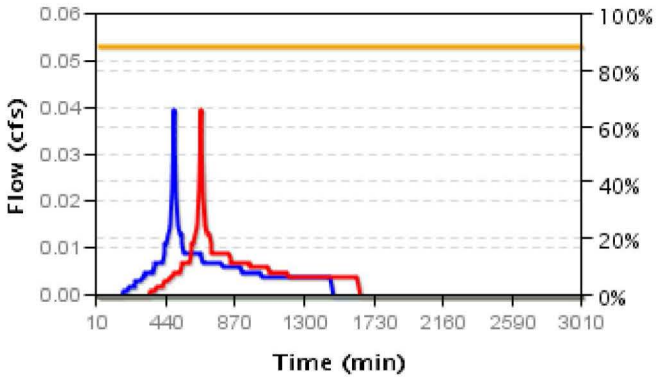
Facility A

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**

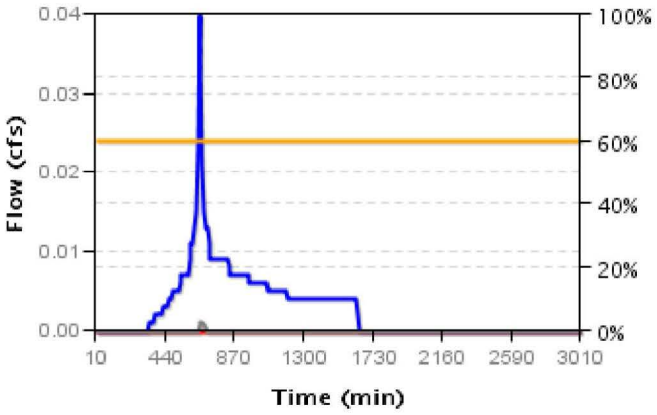
25 year	0.029	≤	0.066	**Pass**

Pollution Reduction Event Surface Facility Modeling



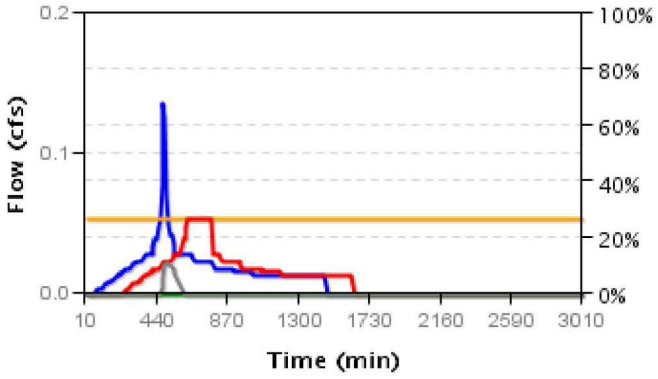
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

Pollution Reduction Event Below Grade Modeling



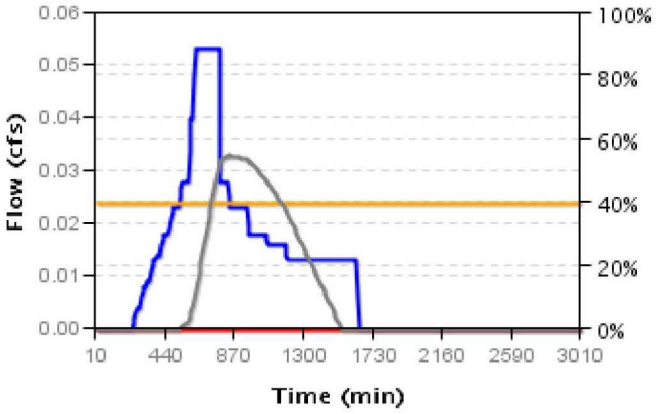
Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

2 Year Event Surface Facility Modeling

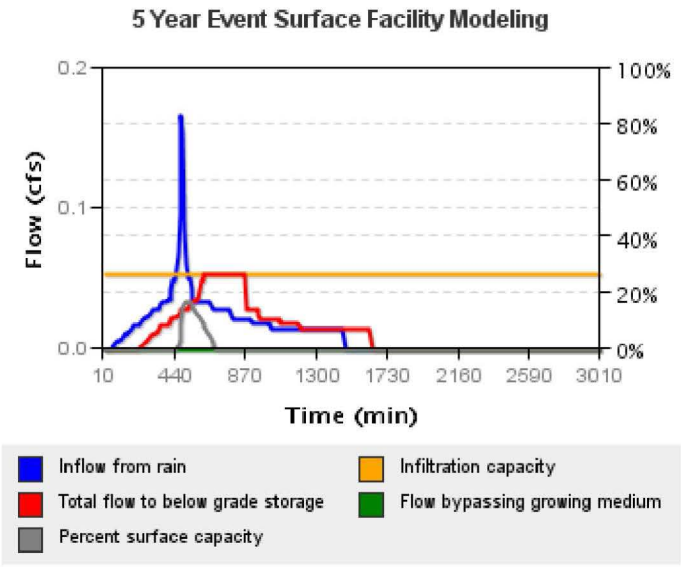


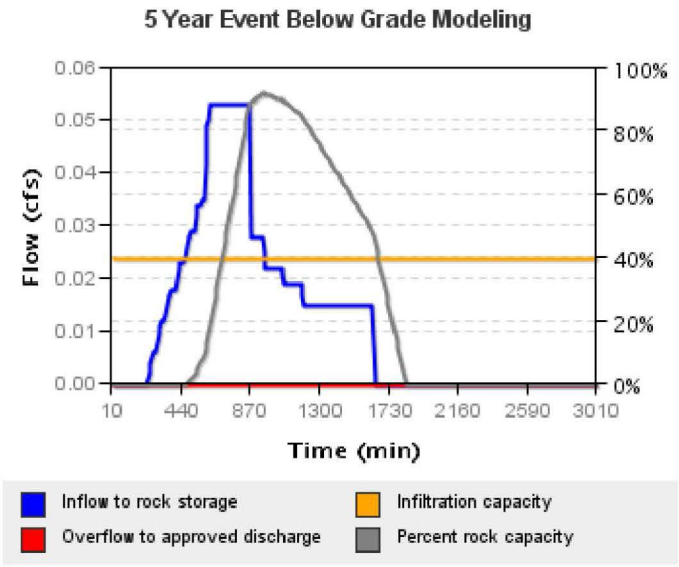
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

2 Year Event Below Grade Modeling

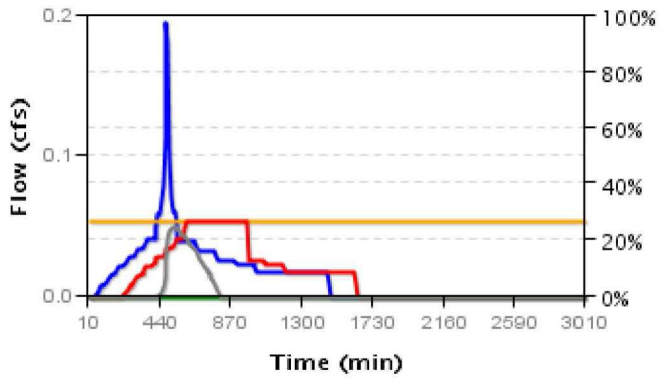


Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity


5 Year Event Surface Facility Modeling
Flow (cfs)
0.2
0.1
0.0
100%
80%
60%
40%
20%
0%
10
440
870
1300
1730
2160
2590
3010
Time (min)
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

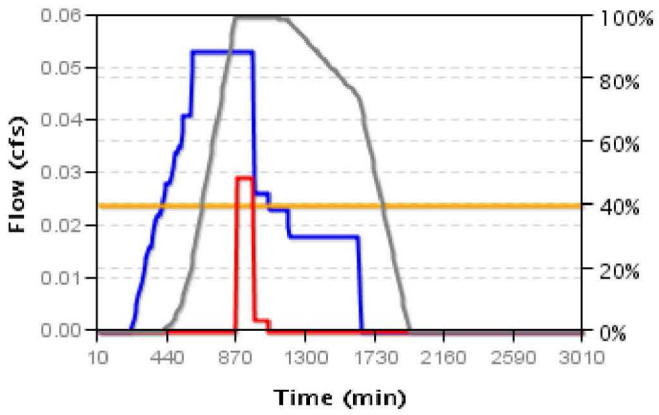

5 Year Event Below Grade Modeling
Flow (cfs)
0.06
0.05
0.04
0.03
0.02
0.01
0.00
100%
80%
60%
40%
20%
0%
10
440
870
1300
1730
2160
2590
3010
Time (min)
Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

10 Year Event Surface Facility Modeling



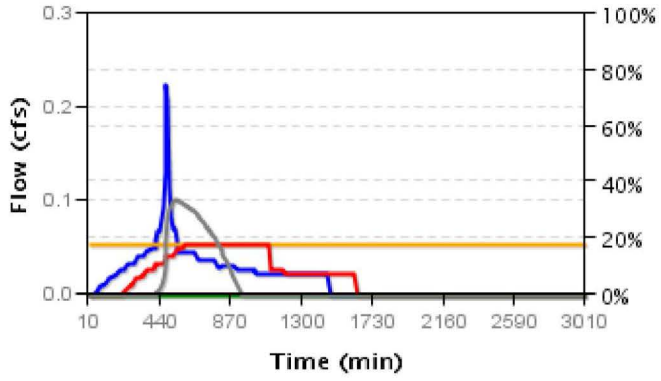
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

10 Year Event Below Grade Modeling



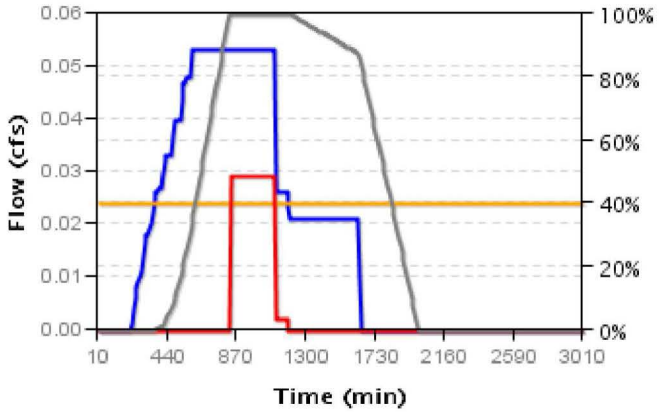
Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

25 Year Event Surface Facility Modeling



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

25 Year Event Below Grade Modeling

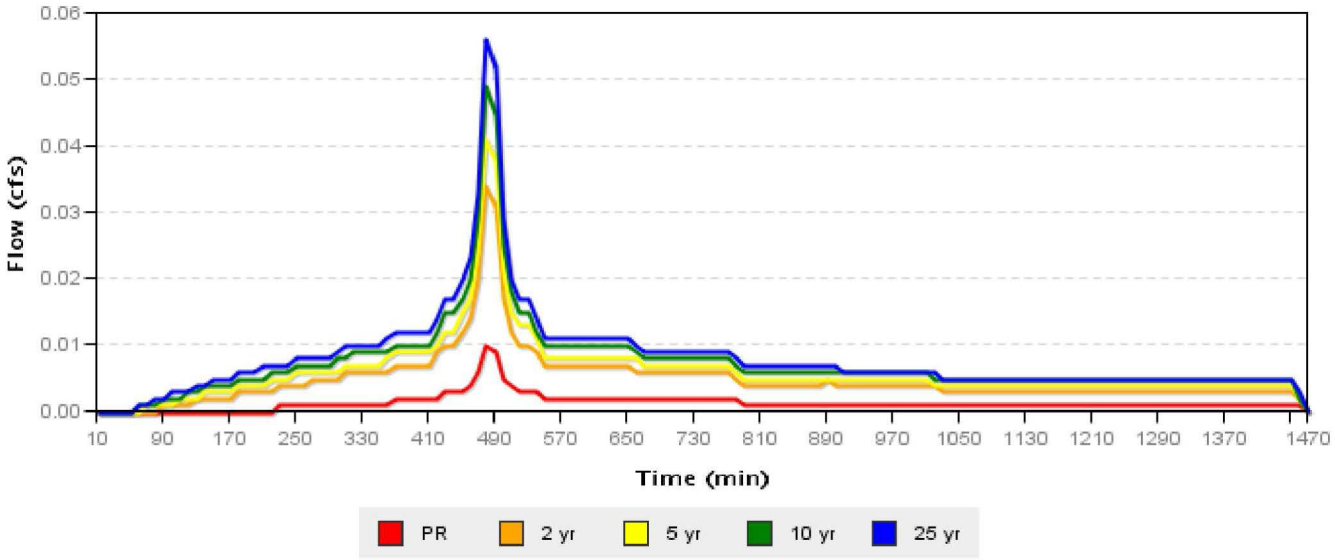


Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

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 system**
	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 (Tc)	**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

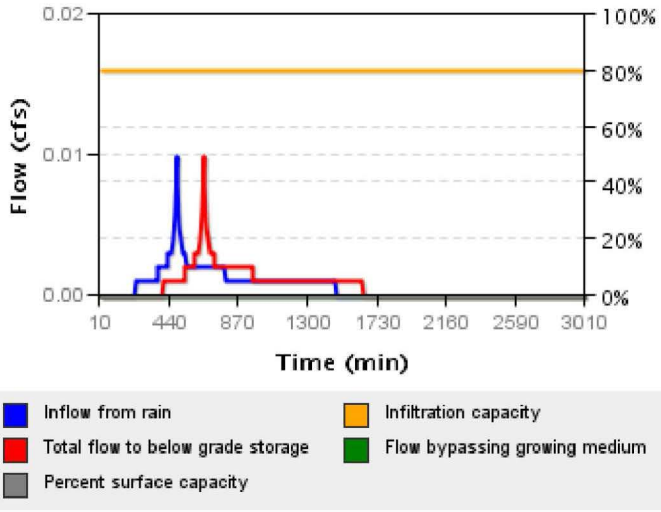
Facility B

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%**

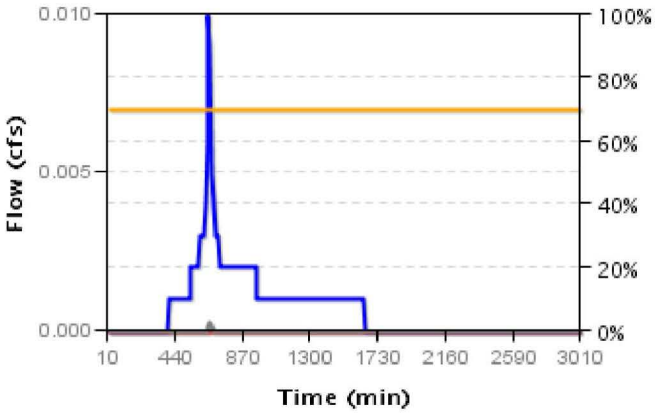
	Post-development outflow (cfs)		Pre-development inflow (cfs)	
2 year	0	≤ ½ of	0.003	**Pass**
5 year	0.001	≤	0.007	**Pass**
10 year	0.009	≤	0.011	**Pass**

25 year	0.009	≤	0.016	**Pass**

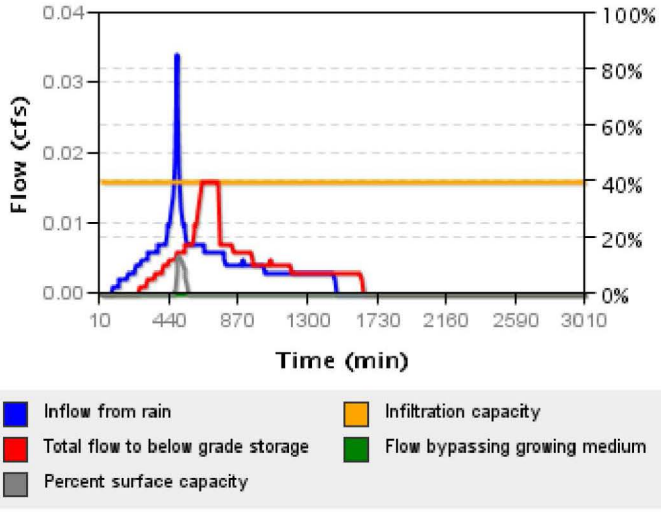
Pollution Reduction Event Surface Facility Modeling



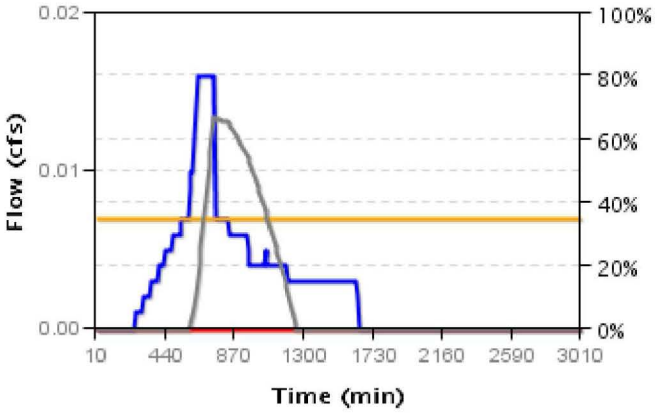
Pollution Reduction Event Below Grade Modeling

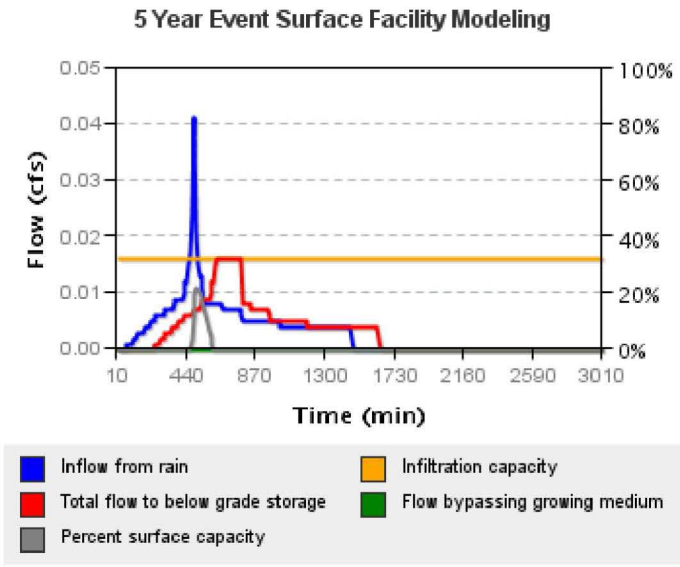


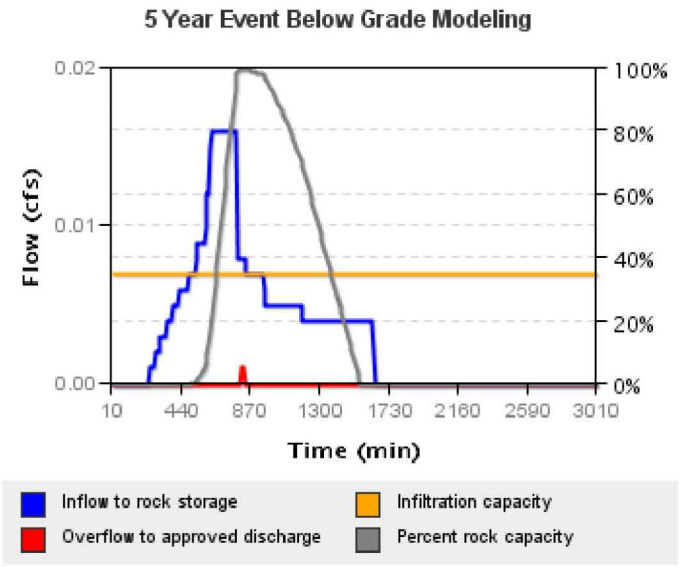
2 Year Event Surface Facility Modeling



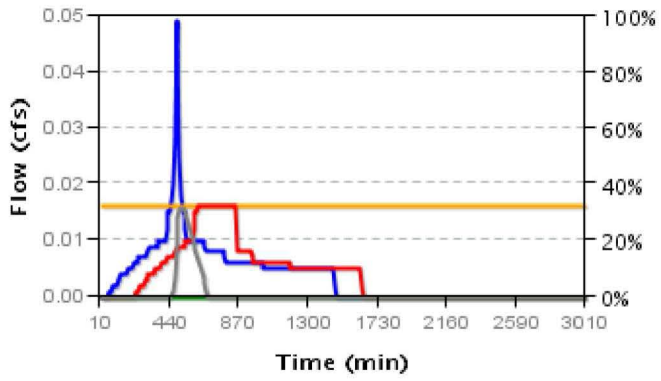
2 Year Event Below Grade Modeling




5 Year Event Surface Facility Modeling
Flow (cfs)
0.05
0.04
0.03
0.02
0.01
0.00
100%
80%
60%
40%
20%
0%
10
440
870
1300
1730
2160
2590
3010
Time (min)
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

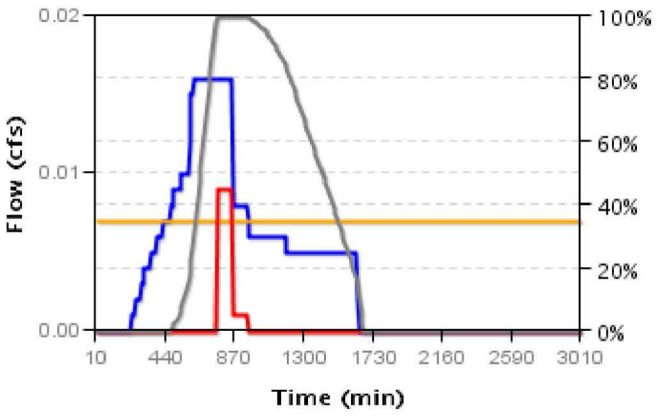

5 Year Event Below Grade Modeling
Flow (cfs)
0.02
0.01
0.00
100%
80%
60%
40%
20%
0%
10
440
870
1300
1730
2160
2590
3010
Time (min)
Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

10 Year Event Surface Facility Modeling



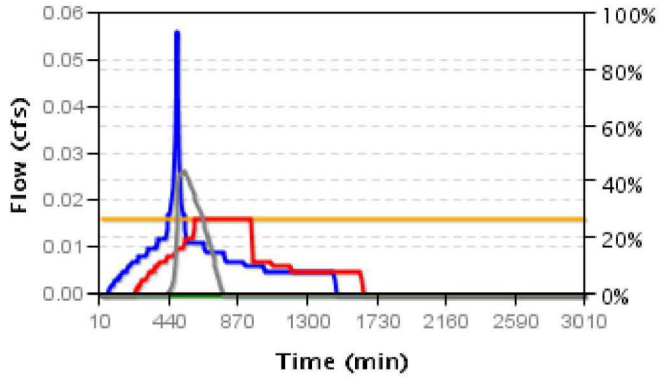
Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

10 Year Event Below Grade Modeling



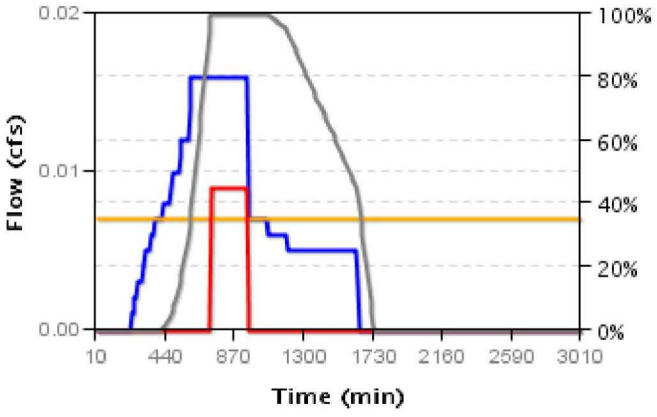
Inflow to rock storage
Infiltration capacity
Overflow to approved discharge
Percent rock capacity

25 Year Event Surface Facility Modeling

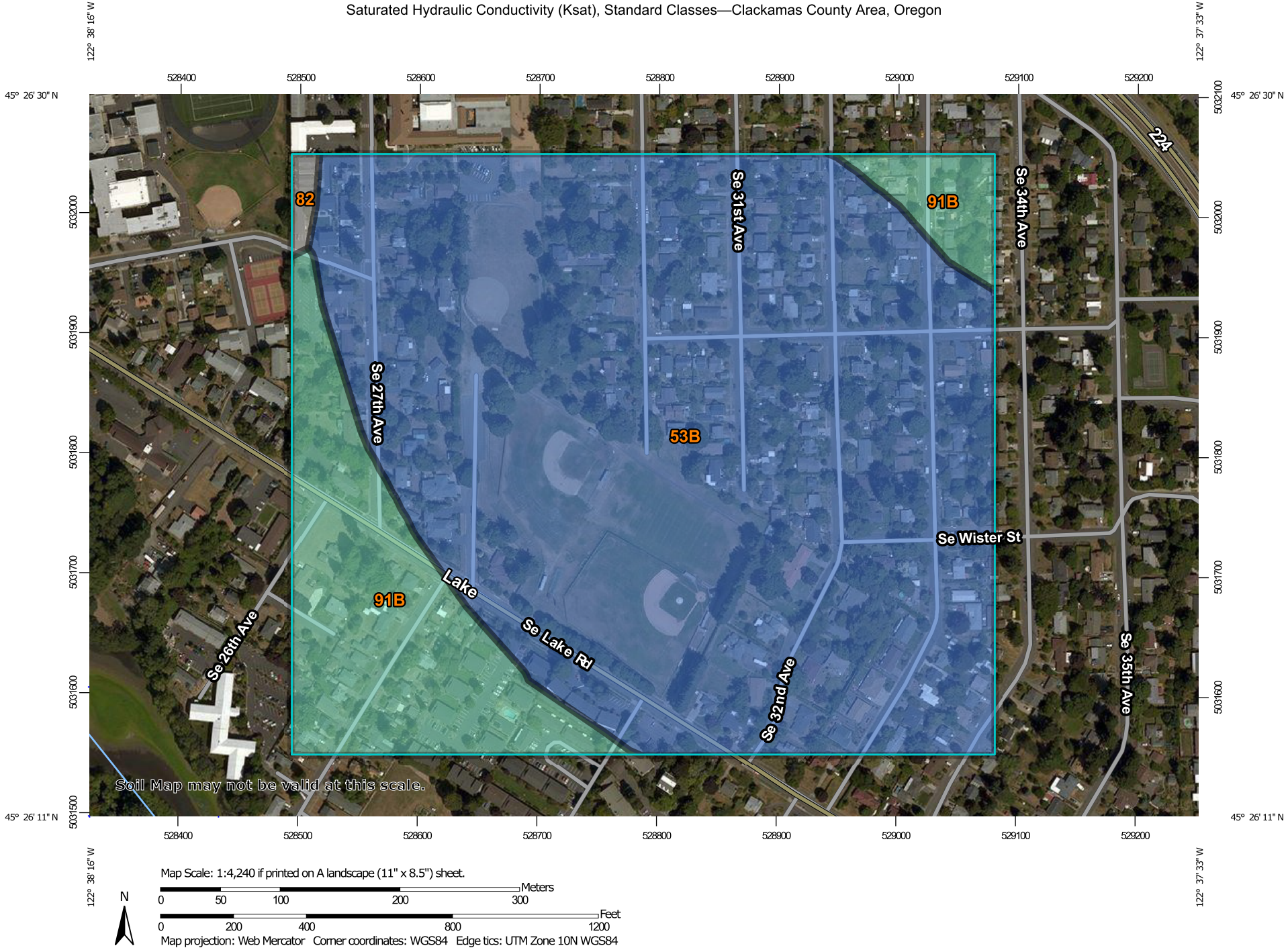


Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

25 Year Event Below Grade Modeling



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


122° 38' 16" W
122° 37' 33" W
45° 26' 30" N
45° 26' 11" N
528400
528500
528600
528700
528800
528900
529000
529100
529200
5032100
5032000
5031900
5031800
5031700
5031600
5031500
82
91B
53B
91B
224
Se 31st Ave
Se 34th Ave
Se 27th Ave
Se Wister St
Lake
Se Lake Rd
Se 26th Ave
Se 32nd Ave
Se 35th Ave
Soil Map may not be valid at this scale.
Map Scale: 1:4,240 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0 50 100 200 300
Feet
0 200 400 800 1200
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

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

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

DATE	NO.	DESCRIPTION

REVISIONS

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

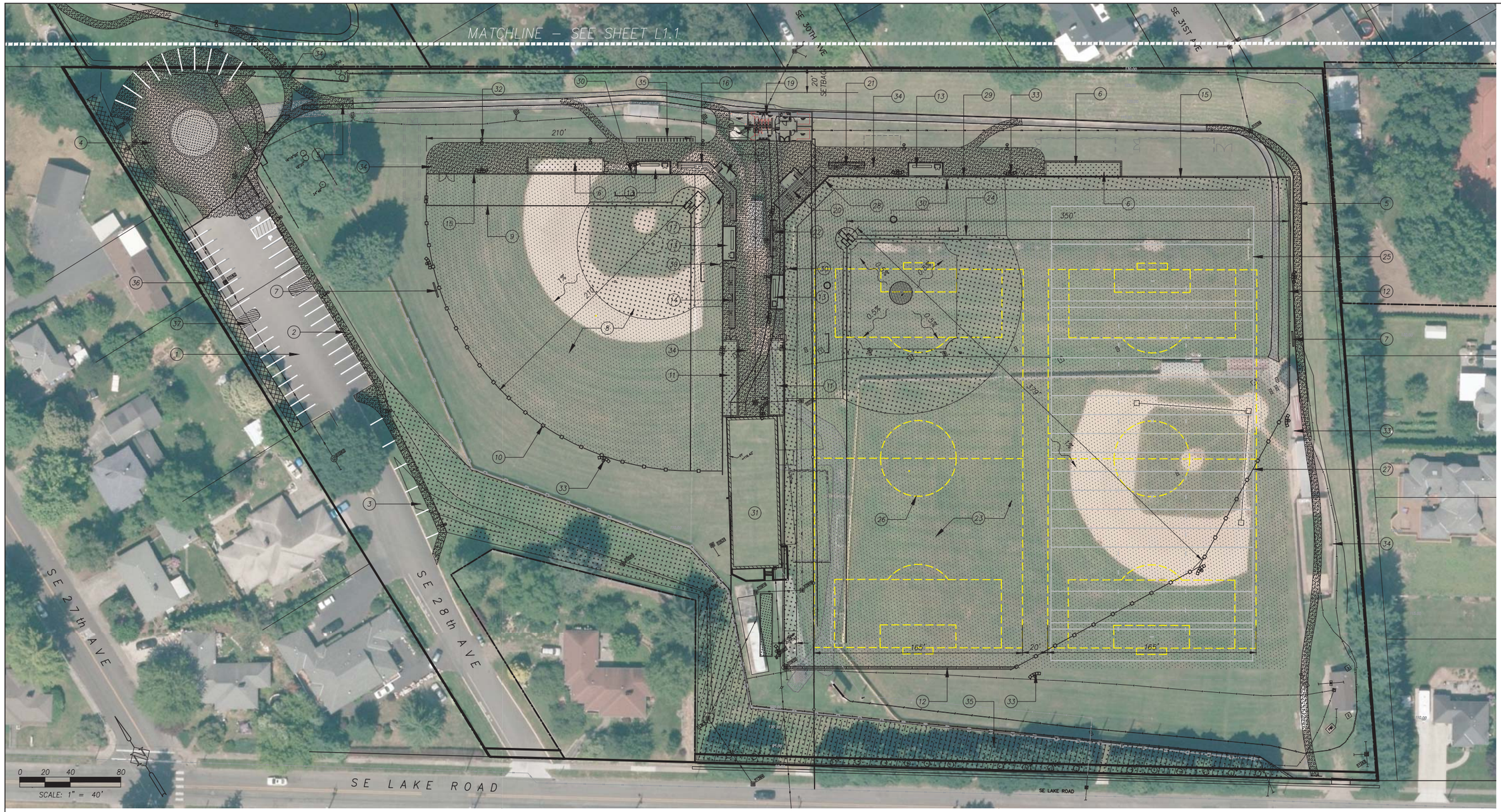
REGISTERED LANDSCAPE ARCHITECT
OREGON
788
Daniel Kohn
12/31/2017
PRELIMINARY

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

EXISTING CONDITIONS

MILWAUKIE HS FIELD IMPROVEMENTS

LAKE ROAD FACILITY



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.
35. ON–SITE BIKE PARKING
36. LANDSCAPE BUFFER, 8' WIDTH
37. 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
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED
788
PRELIMINARY
Daniel K Chin
OREGON
12/08/13
LANDSCAPE ARCHITECT

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

REVISIONS

NO.	DESCRIPTION	DATE:

SHEET NO.

L1.0

JOB NO. NCS-30

SCALE: 1" = 40'
0 20 40 80

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

JOB NO. NCS-30

SHEET NO. L1.1

DATE	NO.	DESCRIPTION

REVISIONS

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

PRELIMINARY
NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
OREGON
788
Daniel K. Cohn

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

SITE PLAN

MILWAUKIE HS FIELD IMPROVEMENTS

Milwaukie Elementary School

LEGEND

OVERFLOW PARKING

PROPOSED PEDESTRIAN CONNECTIONS

EXISTING PEDESTRIAN CONNECTIONS

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

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ENGINEERS★PLANNERS
LANDSCAPE ARCHITECTS★SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED
788
PRELIMINARY
Daniel K.Chin
OREGON
02/08/13
LANDSCAPE ARCHITECT

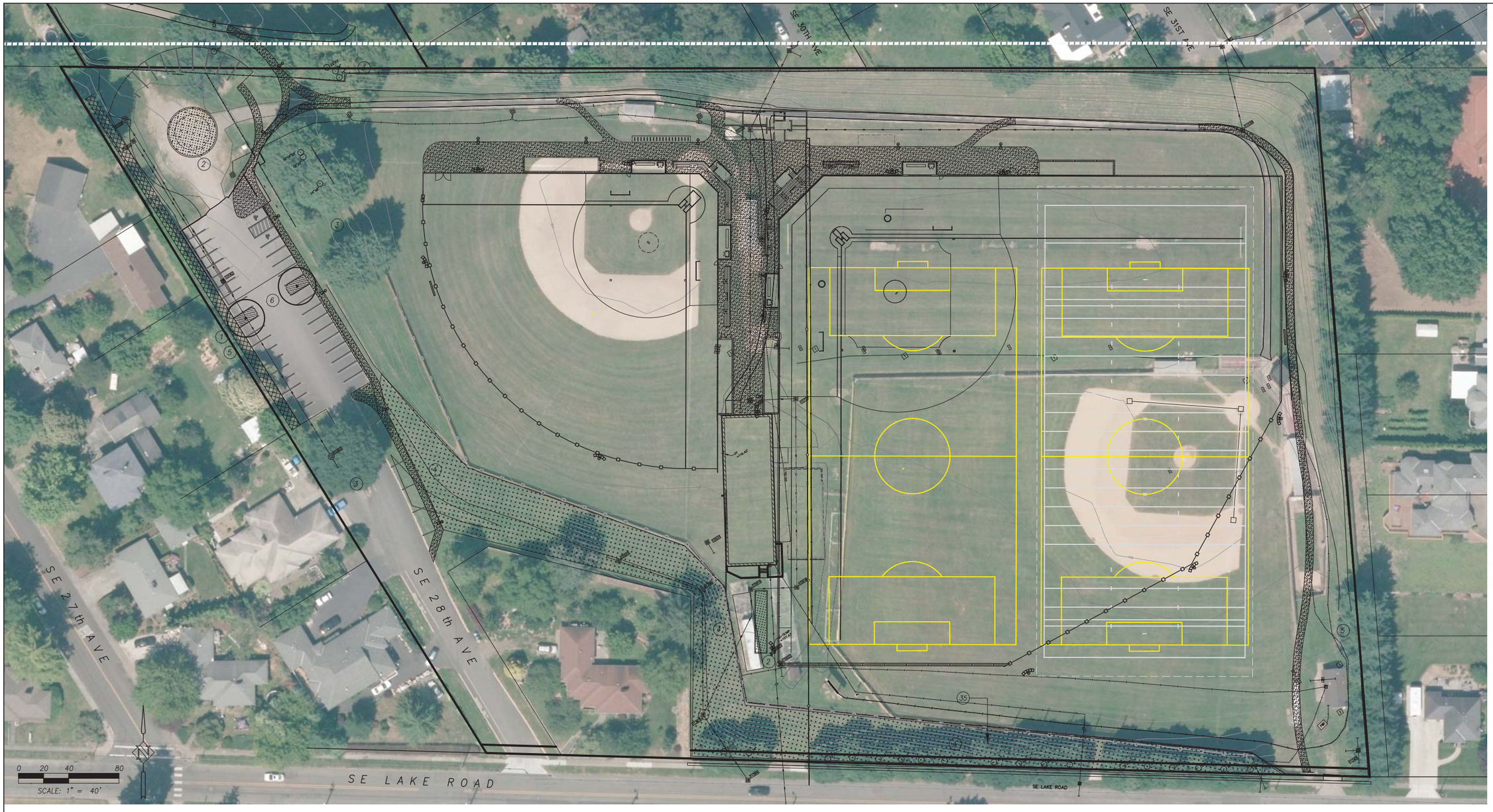
DESIGNED:	DKC
DRAWN:	DKC
CHECKED:	DSH
DATE:	12.15.2017

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
L1.2

JOB NO.
NCS-30



LEGEND – PROPOSED LANDSCAPING

28,427 SF

REPLACE EXISTING LAWN WITH GROUNDCOVER PLANTINGS
POTENTIAL PLANTING PALETTE (4" POTS):
- CAREX TUMULICOLA
- GAULTHERIA SHALLON
- HELICTOTRICHON SEMPERVIVENS
- CEANOTHUS GRISEUM V. HORIZONTALIS
- COTONEASTER DAMMERI 'CORAL BEAUTY'

2,488 SF

8' WIDE PARKING LOT SCREENING – L2 (LOW SCREEN)
POTENTIAL PLANTING PALETTE:
- TREES (2" CAL.) / 30 LF
  - FRAXINUS OXYCARPA 'RAYWOOD'
  - GINKO BILOBA
- SHRUBS (1 GAL.)
  - BERBERIS THUNBERGII
  - MAHONIA AQUIFOLIUM
  - CORNUS SERICEA
  - VIBURNUM DAVIDII
- GROUNDCOVER (4" POTS)
  - ARCTOSTAPHYLOS UVA URSI

320 SF

INTERIOR PARKING LOT LANDSCAPING – 1 TREE PER ISLAND (MIN.)
- TREES (2" CAL.)
  - QUERCUS GARRYANA
- SHRUBS (3 GAL.)
  - VIBURNUM DAVIDII
- GROUNDCOVER (4" POTS)
  - CAREX TUMULICOLA

1,576 SF

STORMWATER LANDSCAPE AREA
SIDE SLOPES (ZONE B) – 519 SF
- 25% SHRUBS (1 GAL. – 36" OC)
- 75% GROUNDCOVER (4" POTS – 24" OC)

BOTTOM OF SWALE (ZONE A) – 1,057 SF
- PLUGS (10" – 12" OC)

PRELIMINARY LANDSCAPE NOTES

1. ENHANCE EXISTING 8' WIDE PLANTING BUFFER AT PARKING LOT. REPLACE SLATS AT CHAIN LINK FENCE.
2. STORMWATER PLANTINGS AT TURNAROUND AND PLANTER
3. EXISTING TREES TO BE PRESERVED
4. REPLACE LAWN WITH DROUGHT TOLERANT GROUNDCOVER PLANTINGS
5. EXISTING LANDSCAPE BUFFER TO REMAIN
6. ADD PLANTING ISLANDS AT EXISTING PARKING LOT

LANDSCAPE 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
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED
788
PRELIMINARY
Daniel K.Chin
OREGON
02/08/13
LANDSCAPE ARCHITECT

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

REVISIONS

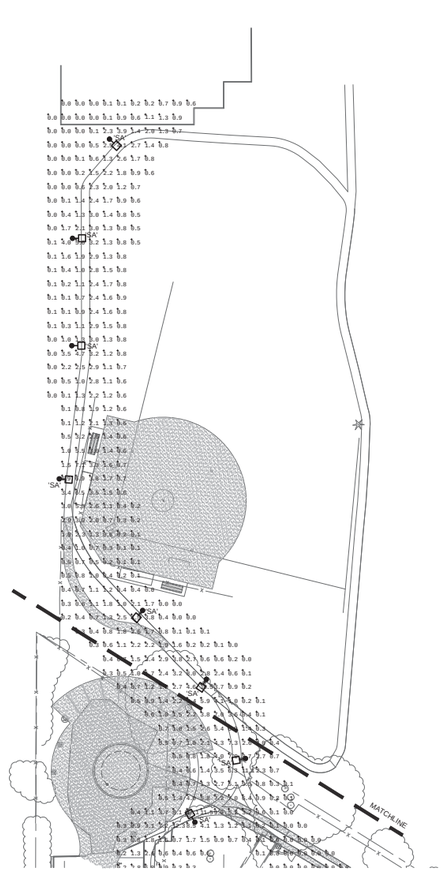
NO.	DATE	DESCRIPTION

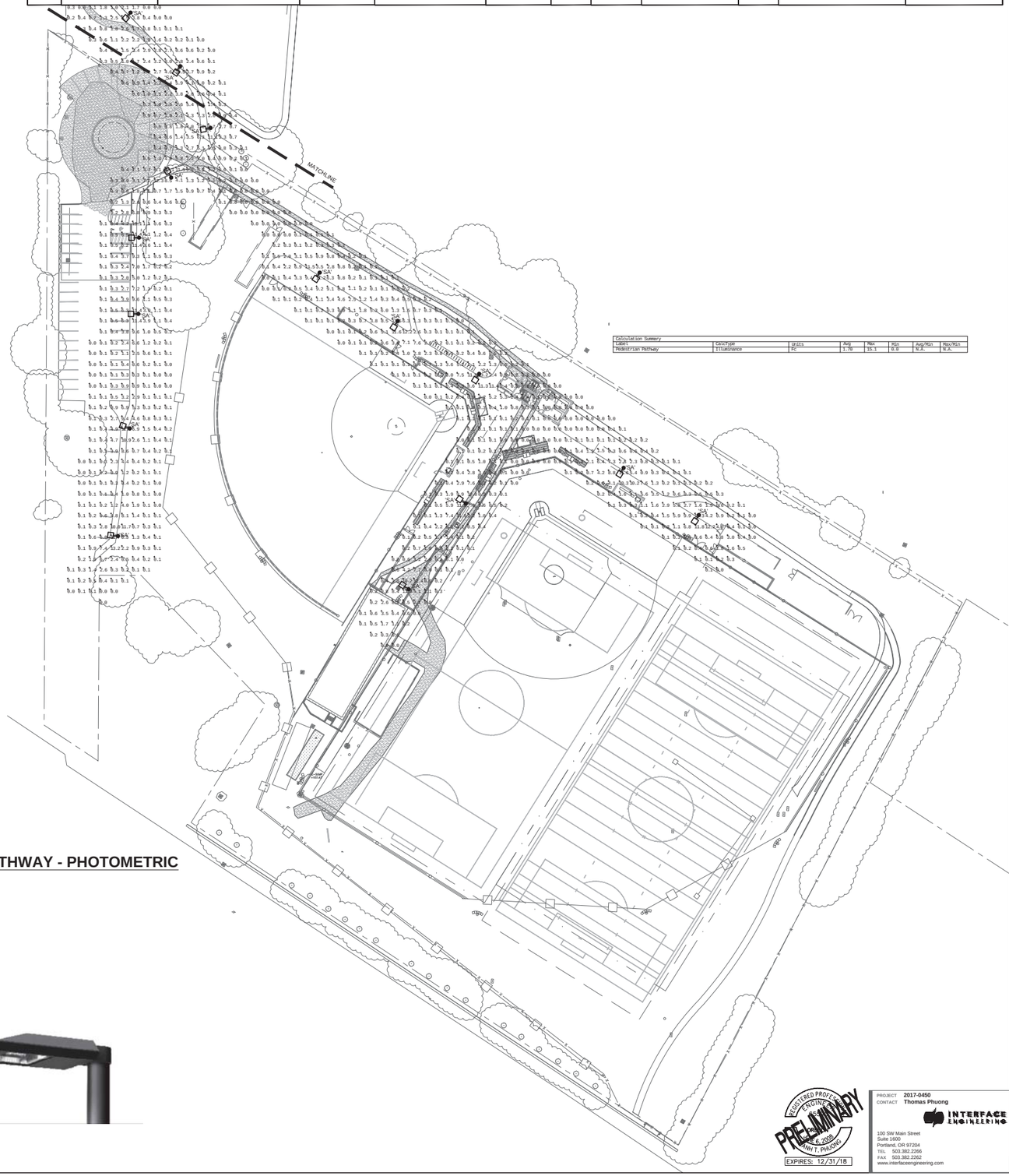
SHEET NO.
L1.3

JOB NO.
NCS-30

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	HOUSING	SHIELDING	MOUNTING	FINISH	UL/IP RATING	DRIVER	LAMP(S)	INPUT WATTS	MFG/CATALOG #	NOTES
SA	PEDESTRIAN STYLE LED LUMINAIRE	NOMINAL 15.75-INCH WIDE BY 10-INCH LONG BY 5-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	GALLEON PEDETRIAN GPC-AF-SD LED SERIES OR APPROVED	INTEGRAL PHOTOCELL/OCCUPANCY SENSOR TO DIM DOWN TO 50% WHEN NO OCCUPANT IS DETECTED.





1 SITE PLAN PEDETRIAN PATHWAY - PHOTOMETRIC

0 40' 80'

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
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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	
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phase	LAND USE
date	12.15.2017
project	17012

SITE PLAN
PEDESTRIAN PATH
PHOTOMETRICS

E1

REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 6, 2008
QUINN T. PHUONG
PRELIMINARY
EXPIRES: 12/31/18

PROJECT 2017-0450
CONTACT Thomas Phuong

INTERFACE ENGINEERING
100 SW Main Street
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Portland, OR 97204
TEL 503.382.2266
FAX 503.382.2262
www.interfaceengineering.com

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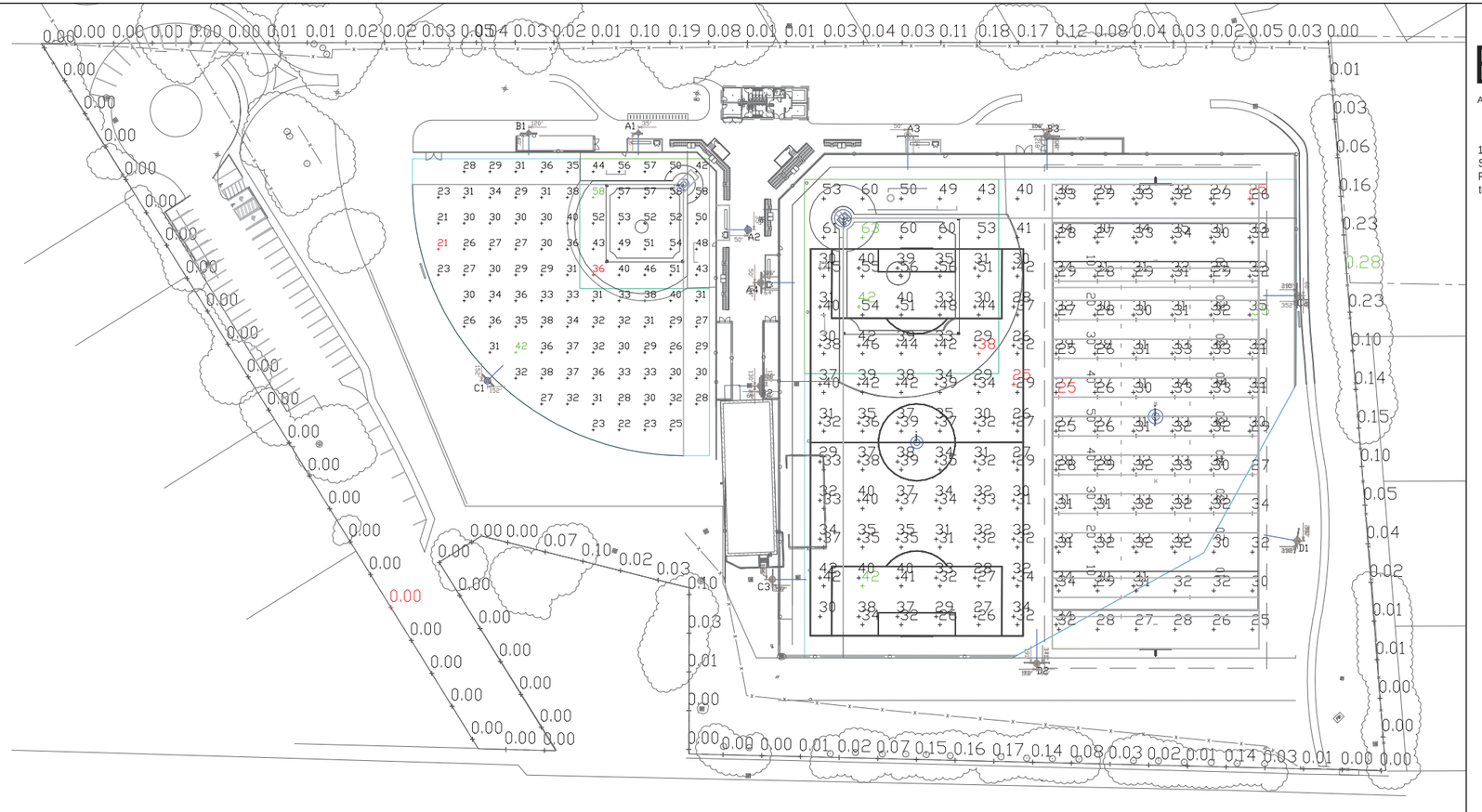

TOTAL OF 12 POLES AND 77 LUMINAIRE HEADS USED. LUMINAIRE HEAD SHOWN BELOW.

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

0 40' 80'
SCALE: 1"=40'-0"

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

Lumen Maintenance

Luminaire Type	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

Lumen Maintenance

Luminaire Type	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.

PRELIMINARY
REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 6, 2008
THOMAS H. T. PHUONG
EXPIRES: 12/31/18

PROJECT 2017-0450
CONTACT Thomas Phuong
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MILWAUKIE HS - LAKE ROAD ATHLETIC FIELDS

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

key plan

revisions	
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phase	LAND USE
date	12.15.2017
project	17012

SITE PLAN
SPORTS FIELD LIGHTING
PHOTOMETRICS

E2

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MILWAUKIE HS FIELD IMPROVEMENTS

GRADING PLAN

MILWAUKIE, OREGON

MAP: 1S1E36BD TAX LOT: 6500

MAP: 1S1E36BD TAX LOT: 6600

MAP: 1S1E36BD TAX LOT: 6700

MAP: 1S1E36BD TAX LOT: 6800

MAP: 1S1E36CA TAX LOT: 600

MAP: 1S1E36BD TAX LOT: 1000

MAP: 1S1E36DB TAX LOT: 6100

MAP: 1S1E36BD TAX LOT: 4800

MAP: 1S1E36BD TAX LOT: 4600

MAP: 1S1E36CA TAX LOT: 1900

MAP: 1S1E36CA TAX LOT: 1800

MAP: 1S1E36CA TAX LOT: 1500

MAP: 1S1E36CA TAX LOT: 1400

MAP: 1S1E36DB TAX LOT: 14100

MAP: 1S1E36DB TAX LOT: 14101

SE 30TH AVENUE

SE 31ST AVENUE

SE LAKE ROAD

EXISTING ACCESS

PROPOSED CONCESSIONS (118.82 FFE)

EXISTING HITTING FACILITY (116.42 FFE)

EXISTING ASPHALT PAVEMENT

PROPOSED WATER QUALITY FACILITY

PROPOSED WATER QUALITY FACILITY

PROPOSED PERVIOUS AC PAVEMENT

PROPOSED PERVIOUS AC PAVEMENT PATH

PROPOSED LIGHT POLE

PROPOSED WALL

116.00 FG MATCH EX

114.70 FG MATCH EX

118.31 FG MATCH EX

118.62 FG MATCH EX

119.28 FG MATCH EX

119.98 FG MATCH EX

118.84 FG MATCH EX

108.15 FG

107.61 FG

108.24 FG MATCH EX

108.80 FG MATCH EX

119.60 FG

107.73 FG MATCH EX

0 20 40 80

SCALE: 1" = 40'

Harper Houf Peterson Righellis Inc.

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LANDSCAPE ARCHITECTS • SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 17, 1982
DANIEL S. HOUF
16.283
EXPIRES: 6/30/19

PRELIMINARY

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C1.0

JOB NO.

NCS-30

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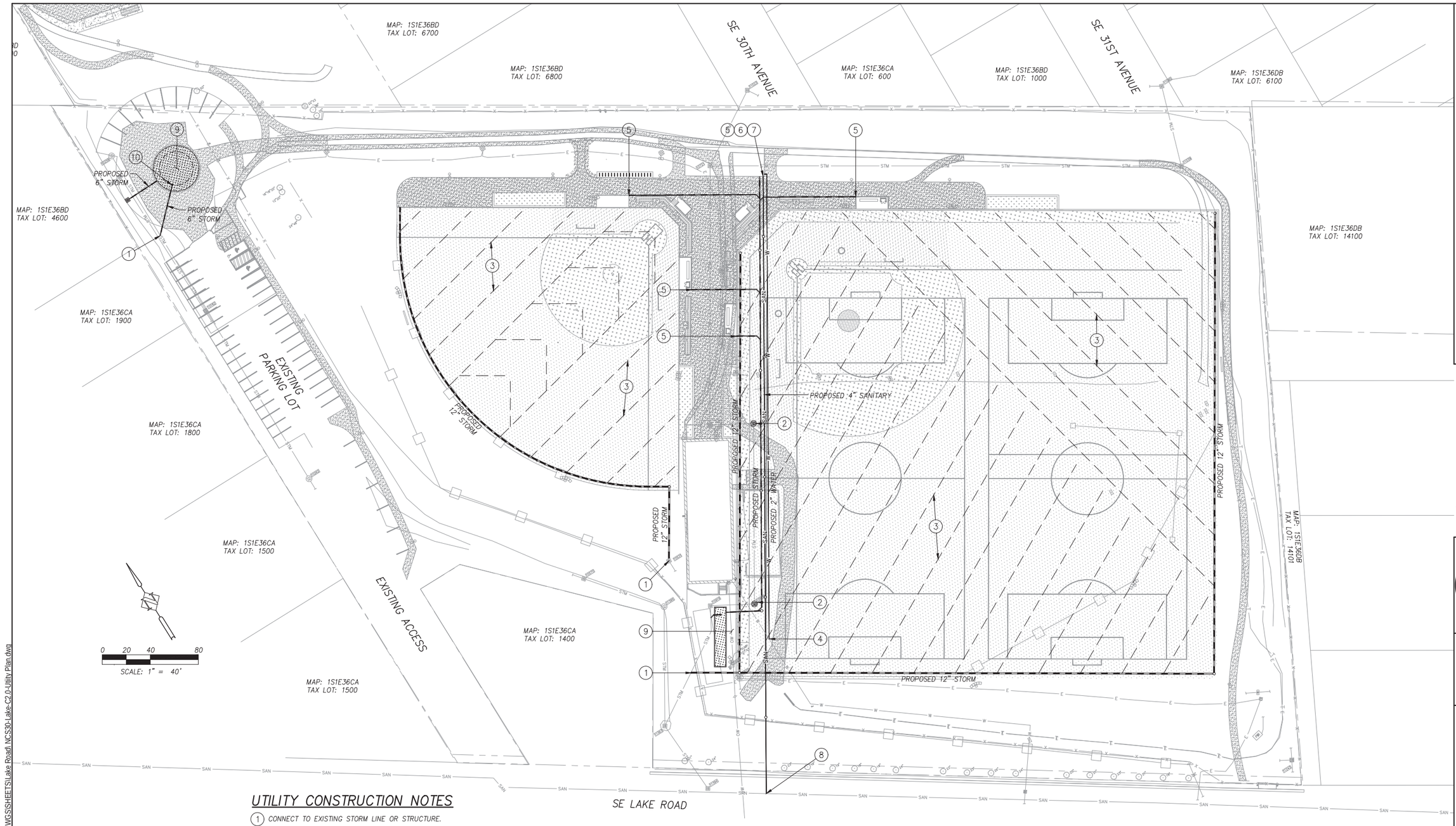

UTILITY CONSTRUCTION NOTES

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

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REGISTERED PROFESSIONAL ENGINEER OREGON DEC. 1, 1982 DANIEL S. KOHF
PRELIMINARY
EXPIRES: 6/30/19

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.0

JOB NO.
NCS-30

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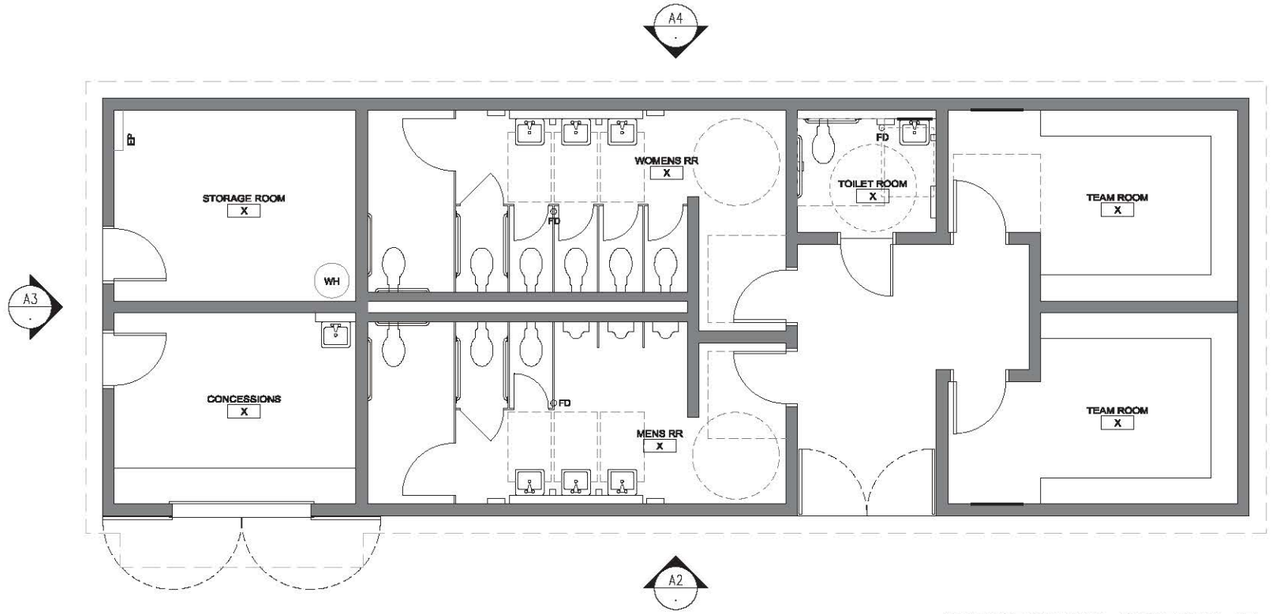

SUPPORT BUILDING - FLOOR PLAN A1
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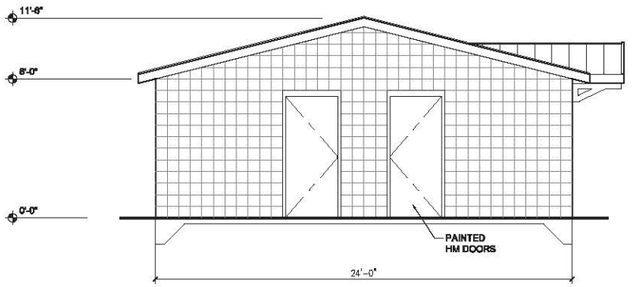

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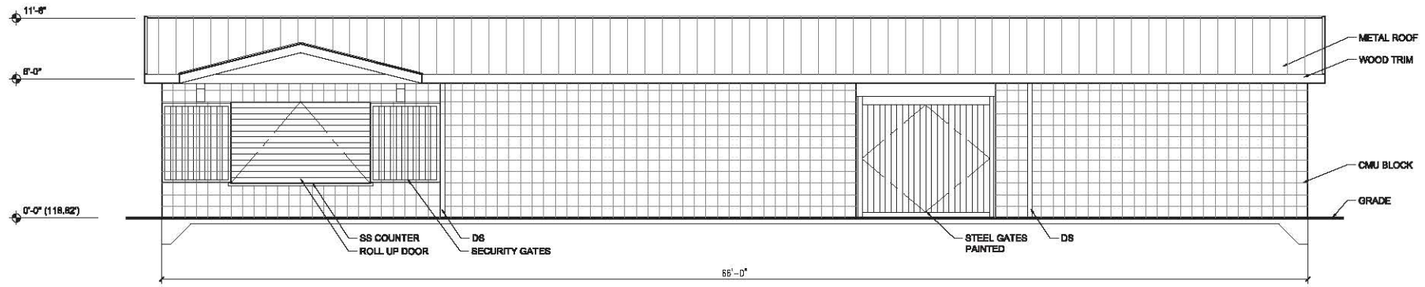

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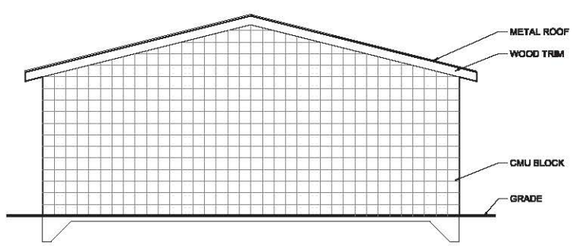

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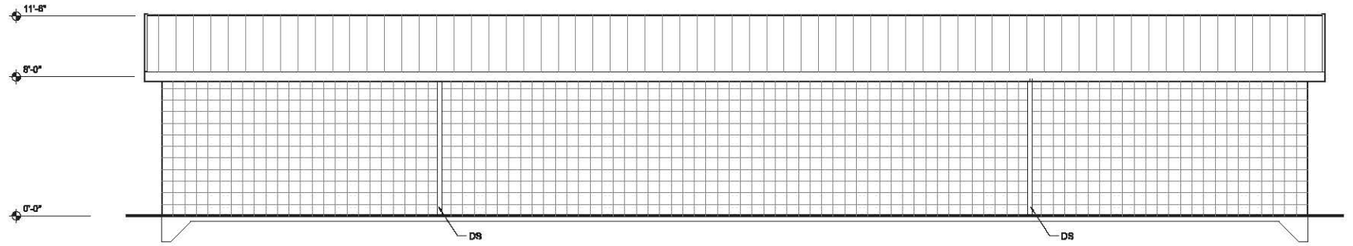

NORTH ELEVATION A4
SCALE: 1/4"=1'-0"

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MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS

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

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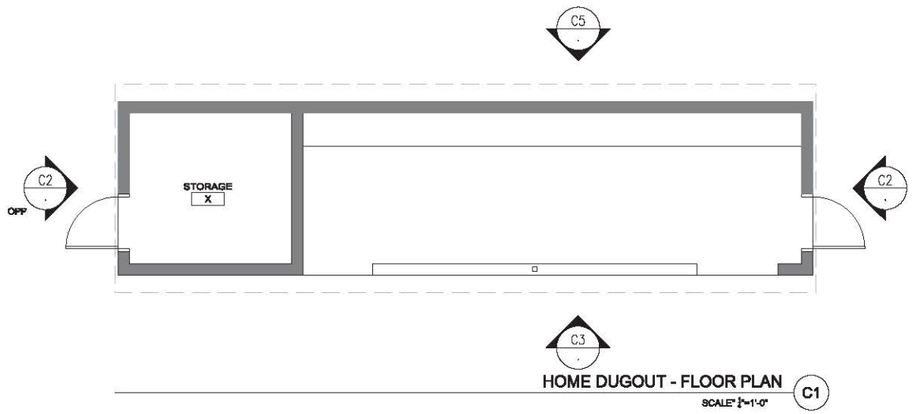
phase	LAND USE
date	12.15.2017
project	17012

SUPPORT BLDG
A2.00



HOME DUGOUT - FLOOR PLAN C1
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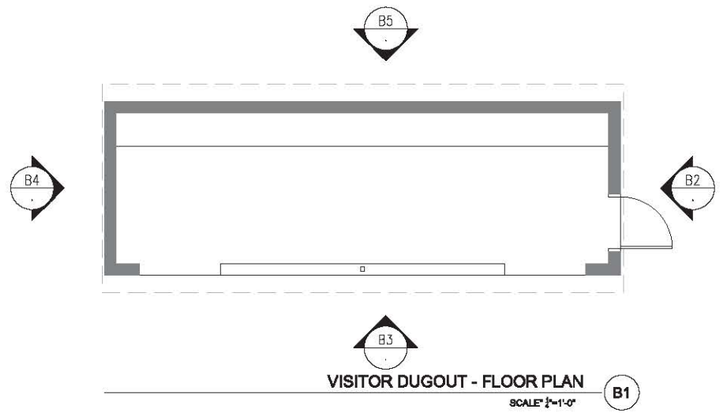

VISITOR DUGOUT - FLOOR PLAN B1
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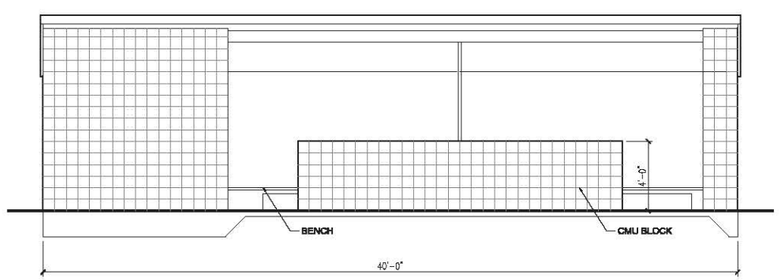

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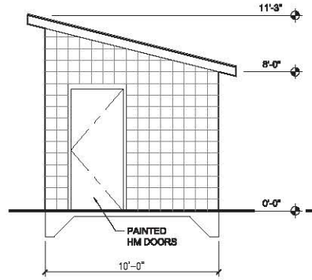

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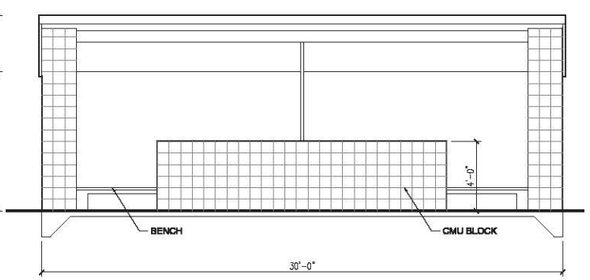

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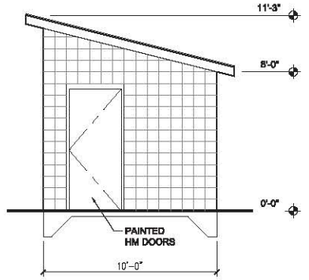

END ELEVATION B2
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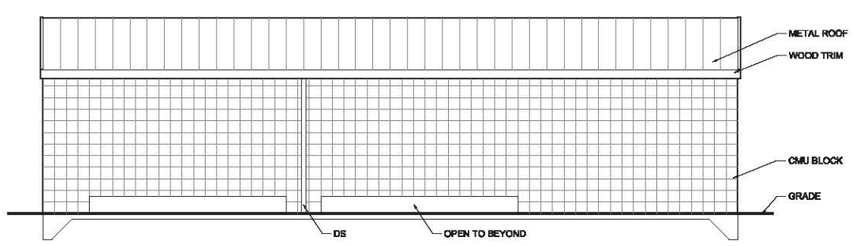

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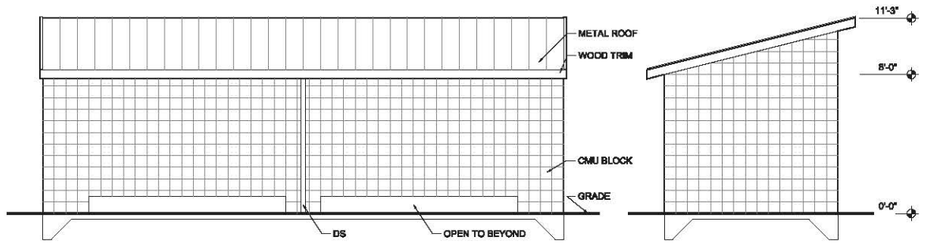

REAR ELEVATION B5
SCALE: 1/4"=1'-0"

END ELEVATION B4
SCALE: 1/4"=1'-0"

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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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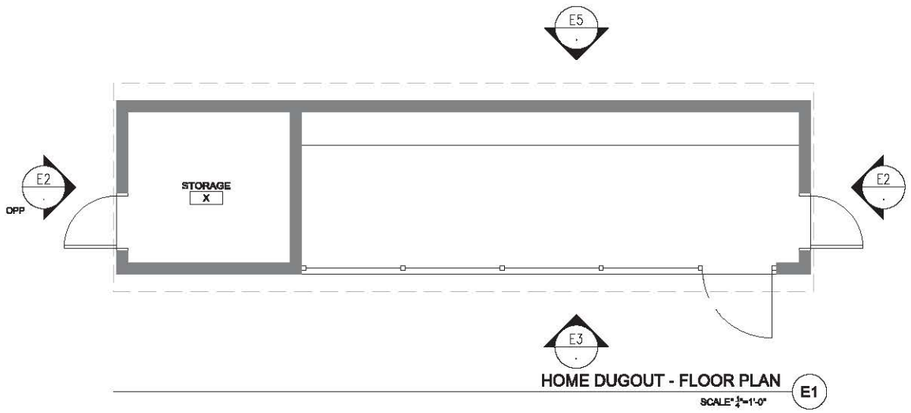
phase	LAND USE
date	12.15.2017
project	17012

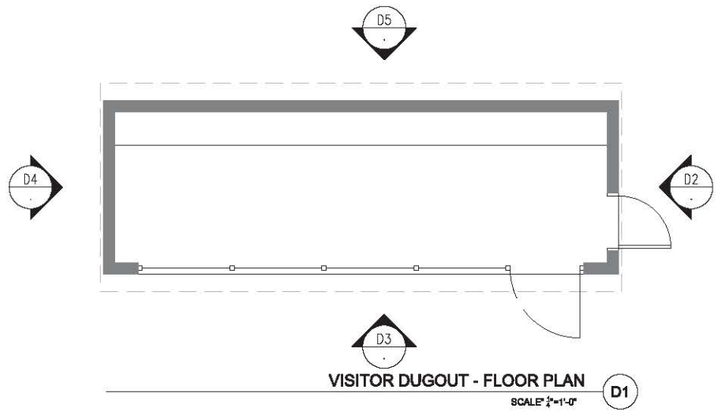
DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION

A2.01



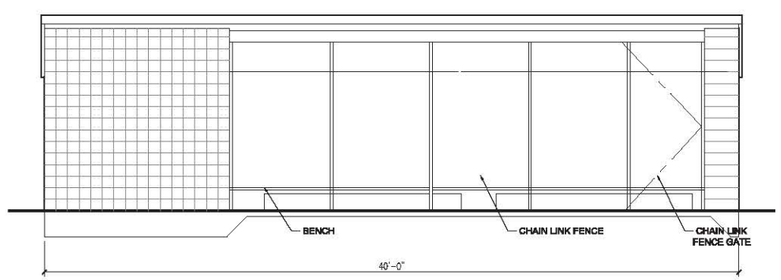
HOME DUGOUT - FLOOR PLAN E1

SCALE: 1/4"=1'-0"



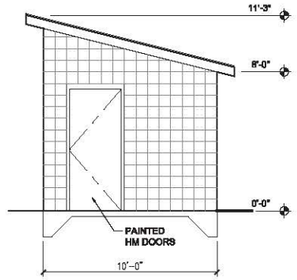
VISITOR DUGOUT - FLOOR PLAN D1

SCALE: 1/4"=1'-0"



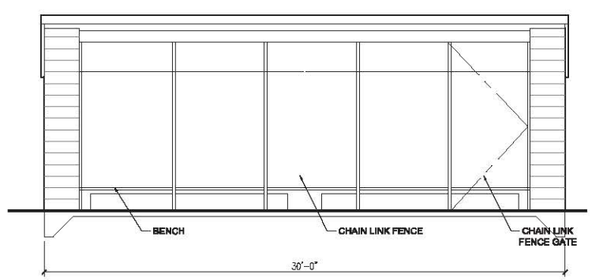
FRONT ELEVATION E3

SCALE: 1/4"=1'-0"



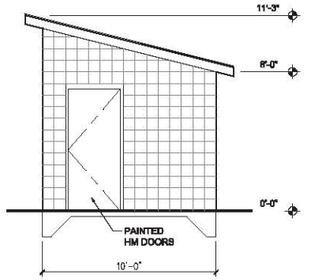
END ELEVATION E2

SCALE: 1/4"=1'-0"



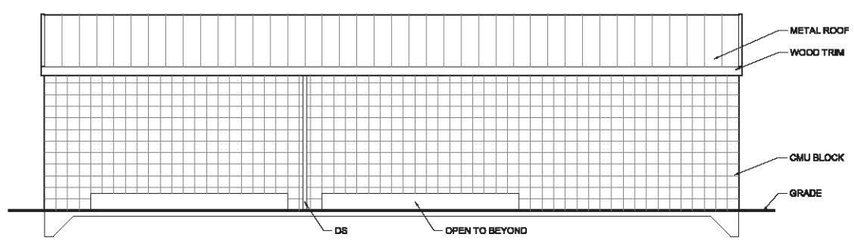
FRONT ELEVATION D3

SCALE: 1/4"=1'-0"



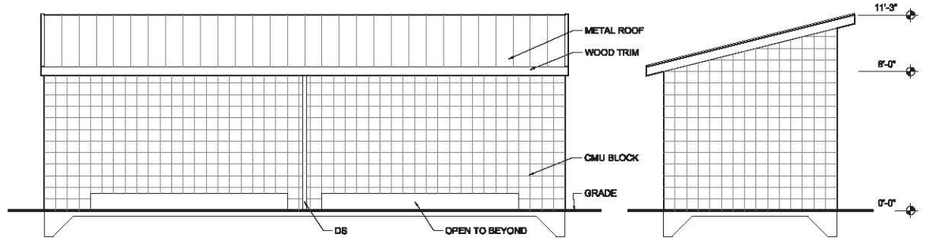
END ELEVATION D2

SCALE: 1/4"=1'-0"



REAR ELEVATION E5

SCALE: 1/4"=1'-0"



REAR ELEVATION D5

SCALE: 1/4"=1'-0"

END ELEVATION D4

SCALE: 1/4"=1'-0"

BRIC
ARCHITECTURE, INC.

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

MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS

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

key plan

revisions	
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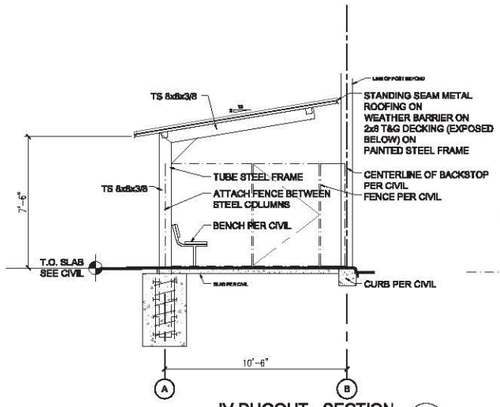
phase	LAND USE
date	12.15.2017
project	17012

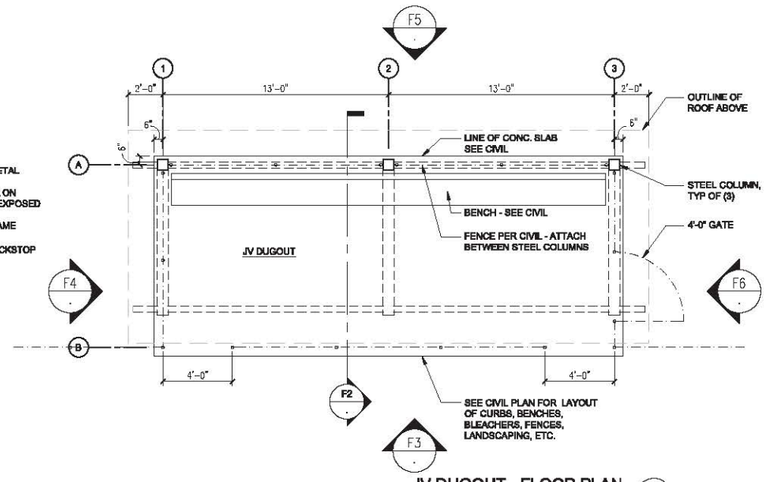
DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION

A2.02



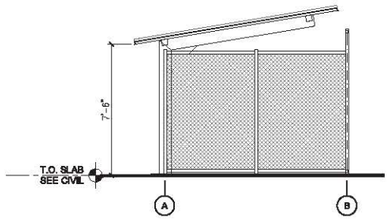
JV DUGOUT - SECTION F2

SCALE: 3/4"=1'-0"



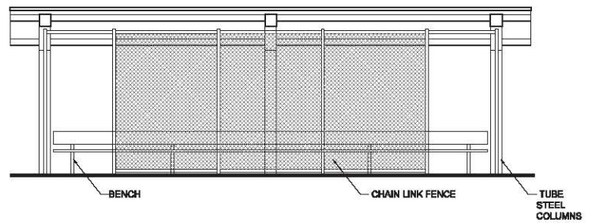
JV DUGOUT - FLOOR PLAN F1

SCALE: 3/4"=1'-0"



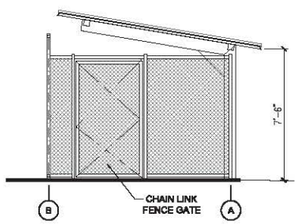
JV DUGOUT - END ELEVATION F4

SCALE: 3/4"=1'-0"



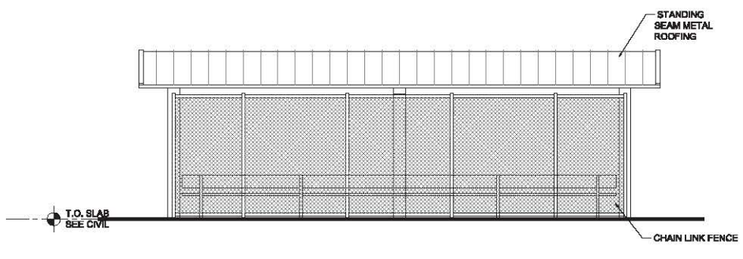
JV DUGOUT - FRONT ELEVATION F3

SCALE: 3/4"=1'-0"



JV DUGOUT - END ELEVATION F6

SCALE: 3/4"=1'-0"



JV DUGOUT - REAR ELEVATION F5

SCALE: 3/4"=1'-0"

BRIC
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MILWAUKIE HIGH SCHOOL
LAKE ROAD FACILITIES
ATHLETIC FIELD IMPROVEMENTS

NORTH CLACKAMAS SCHOOL DISTRICT
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key plan

revisions	
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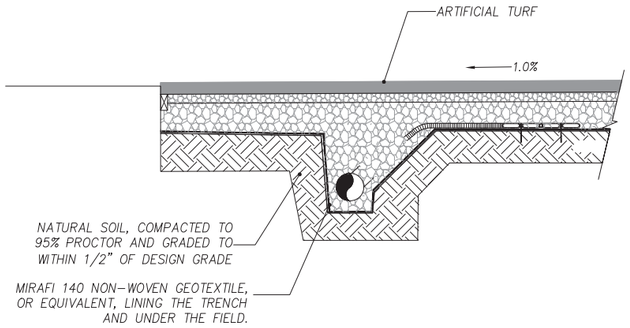
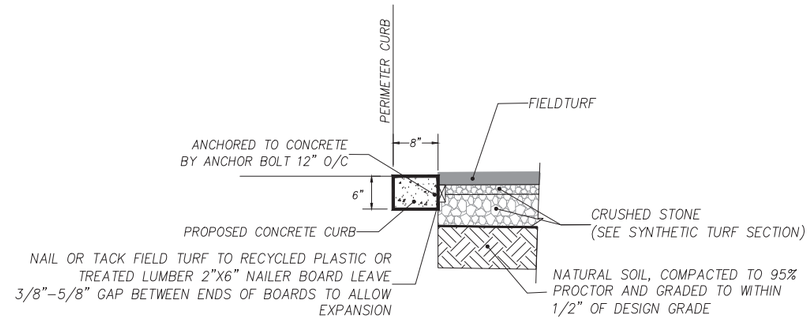
phase	LAND USE
date	12.15.2017
project	17012

DUGOUTS - FLOOR PLANS
ELEVATIONS / SECTION

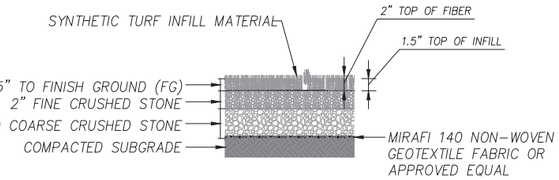
A2.03



EDGE DETAIL
N.T.S.

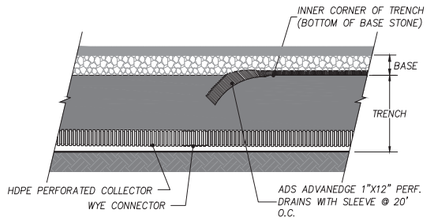


EDGE DETAIL – OPTION 3
N.T.S.

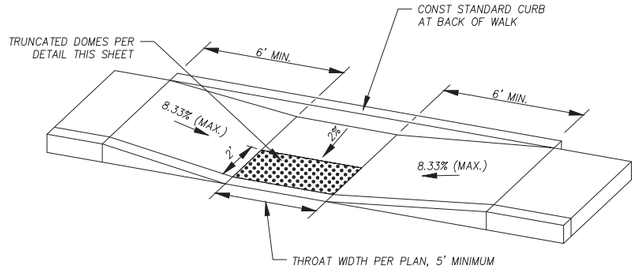


NOTE: SYNTHETIC TURF TYPE TO BE INSTALLED PER MANUFACTURERS SPECIFICATIONS. OWNER TO SPECIFY MANUFACTURER. FIELD SECTION AND SHOP DRAWINGS FOR FIELD STRIPING TO BE COORDINATED WITH AND APPROVED BY OWNER PRIOR TO CONSTRUCTION.

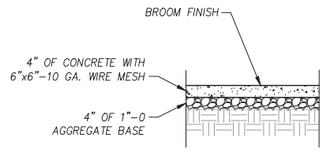
SYNTHETIC TURF SECTION
N.T.S.



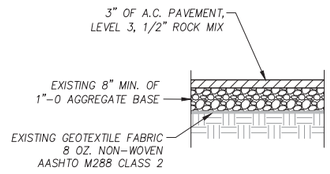
CONNECTION BETWEEN ADS ADVANEDGE FLAT DRAIN AND PERIMETER DRAIN
N.T.S.



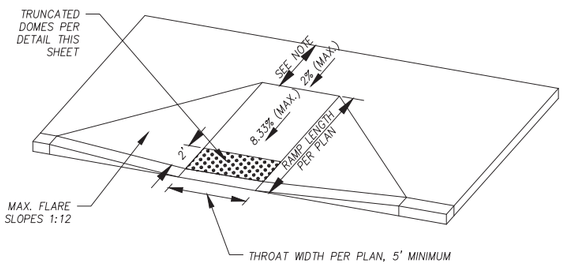
PARALLEL SIDEWALK RAMP DETAIL
N.T.S.



PAVEMENT SECTION FOR DUGOUTS
N.T.S.

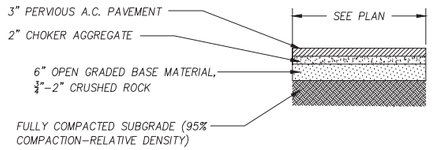


A.C. PAVEMENT SECTION FOR PARKING LOTS
N.T.S.

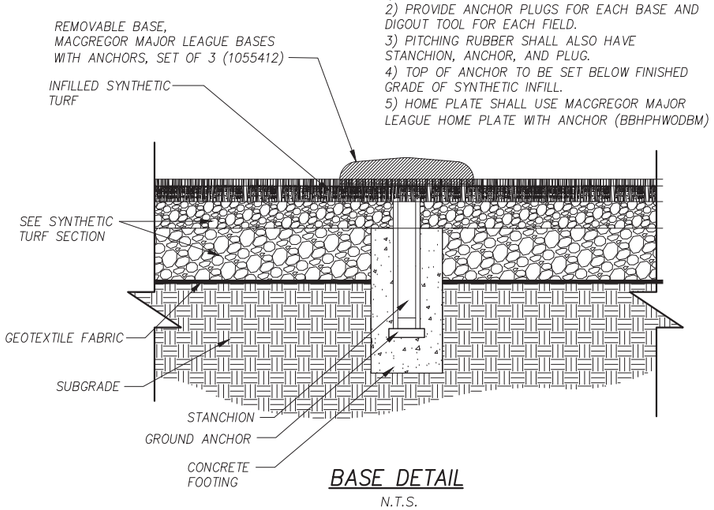


NOTE: PROVIDE MINIMUM 4' LANDING WITH MAXIMUM GRADING OF 2" IN ANY DIRECTION

PERPENDICULAR SIDEWALK RAMP DETAIL
N.T.S.

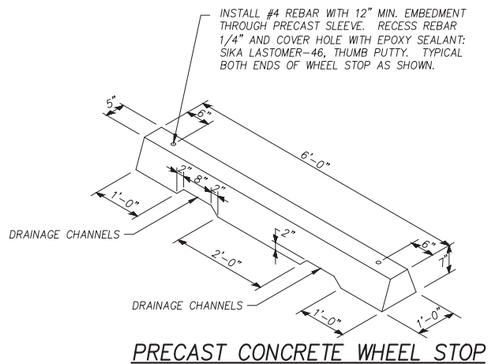


PERVIOUS A.C. PAVEMENT PATH/PLAZA SECTION
N.T.S.

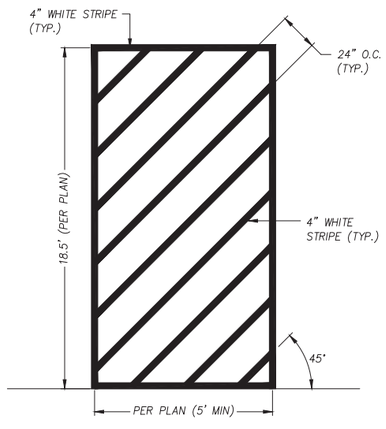


NOTES:
1) BASES SHALL COMPRESS UPON IMPACT.
2) PROVIDE ANCHOR PLUGS FOR EACH BASE AND DIGOUT TOOL FOR EACH FIELD.
3) PITCHING RUBBER SHALL ALSO HAVE STANCHION, ANCHOR, AND PLUG.
4) TOP OF ANCHOR TO BE SET BELOW FINISHED GRADE OF SYNTHETIC INFILL.
5) HOME PLATE SHALL USE MACGREGOR MAJOR LEAGUE HOME PLATE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

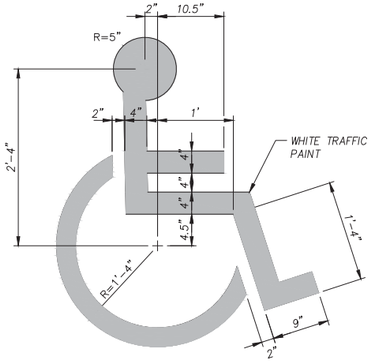
BASE DETAIL
N.T.S.



PRECAST CONCRETE WHEEL STOP
N.T.S.



ACCESSIBLE STALL STRIPING
N.T.S.



NOTES:
1. SYMBOL AND PAINT SHALL MEET CURRENT A.D.A. ACCESSIBILITY GUIDELINE REQUIREMENTS.
2. SYMBOL SHALL HAVE A BLUE BACKGROUND MEETING CURRENT A.D.A. ACCESSIBILITY GUIDELINE REQUIREMENTS.

ACCESSIBLE PARKING SYMBOL
N.T.S.

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.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1982
DANIEL S. HOUF
PRELIMINARY
EXPIRES: 6/30/19

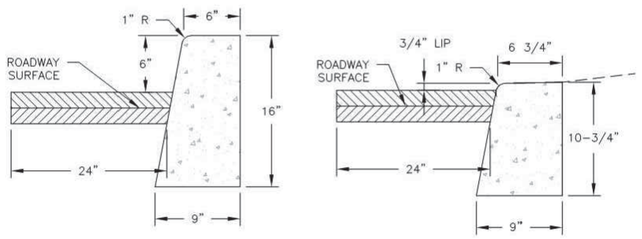
DESIGNED:	HHPR TEAM	CHECKED:	DSH
DRAWN:	HHPR TEAM	DATE:	2-16-18

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.
C3.0

JOB NO.
NCS-30

P:\NCS (NorthClackamasSD)\NCS-30 (Alder Ck Middle)\DWGS\SHEETS\Lake Road Archive\ NCS30-Lake-C3-Details.dwg



TYPE C CURB　　CURB AT DRIVEWAY

NOTES:

1. CONCRETE SHALL HAVE BREAKING STRENGTH OF 3300 PSI AFTER 28 DAYS.
2. NO EXPANSION MATERIAL SHALL BE USED.
3. TRANSVERSE CONTRACTION JOINTS REQUIRED AT EACH POINT OF TANGENCY AND EVERY 15 FEET. THE DEPTH OF JOINT SHALL BE MIN. OF 1/3 CONCRETE THICKNESS.
4. DRAINAGE BLOCK – 3" DIA. ABS PIPE. TROWEL JOINT OVER PIPE AREA IN DIRECTION OF PIPE.
5. BASE ROCK – 3/4" MINUS OR 1" MINUS COMPACTED TO 95%. MIN. DEPTH OF 4" OR TO STREET SUBGRADE, WHICHEVER IS GREATER.
6. COMMERCIAL AND HEAVY RESIDENTIAL DRIVEWAY CURB MAY REQUIRE 2–#4 REBARS.
7. EXISTING ASPHALT CONCRETE IN FRONT OF CURB INSTALLATION SHALL BE SAW CUT ALONG A LINE PARALLEL TO THE CURB AT A MINIMUM DISTANCE OF 24" AWAY FROM THE FACE OF THE CURB AND REPLACED WITH HOT MIX ASPHALT CONCRETE WITH MINIMUM THICKNESS OF 4" OR MATCH EXISTING, WHICHEVER IS GREATER.

ATTENTION: ALL CONCRETE WORK WITHIN THE PUBLIC RIGHT–OF–WAY REQUIRES A RIGHT–OF–WAY PERMIT IN ADDITION TO SUB–GRADE, BASE ROCK, AND CONCRETE FORM INSPECTION AND APPROVAL BY THE CITY INSPECTOR PRIOR TO POURING CONCRETE. CALL 503–786–7575, 24 HOURS IN ADVANCE OF WORK TO SCHEDULE AN INSPECTION.

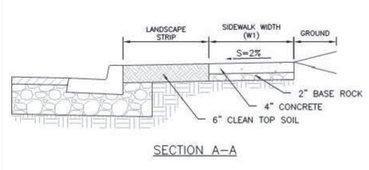
CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

Standard Type C Curb

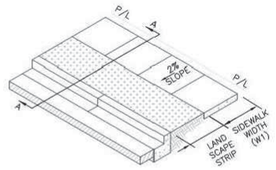
DRAWING NO. 501

APPROVED JASON RICE 12/14
CITY ENGINEER　DATE

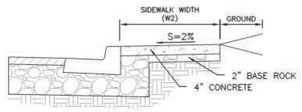
NO.	REVISIONS	DATE	BY
1	SCALED DRAWING AND TEXT	12/10	MCP
2	CHANGED CURB HEIGHT AT DRIVEWAY	12/12	MTC
3	ADDED ASPHALT CUT NOTE	1/15	AJR



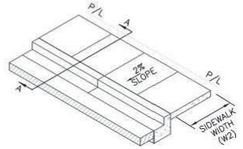
SECTION A–A



SET BACK SIDEWALK



SECTION A–A



CURB TIGHT SIDEWALK

NOTES:

1. CONTRACTION JOINTS SHALL BE 1/8" TO 1/4" WIDE WITH A MAXIMUM SPACING OF EVERY 15 FEET. DEPTH OF THE JOINT SHALL BE A MINIMUM OF 1/3 THE THICKNESS OF THE CONCRETE.
2. ALL SURFACES SHALL BE LIGHTLY BROOMED. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED 3" AFTER BROOMING.
3. SAW CUT EXISTING SIDEWALK THAT IS TO BE REMOVED TO THE NEAREST JOINT.
4. CONCRETE SHALL BE 3300 PSI AT 28 DAYS WITH A SLUMP RANGE OF 2" TO 4".
5. PERVIOUS CONCRETE SIDEWALK MAY BE USED AS SPECIFIED IN SPECIAL PROVISIONS OR AS APPROVED BY THE CITY ENGINEER.
6. SIDEWALK PANELS SHOULD BE SQUARE (4'X4', 5'X5', ETC.). IN NO CASE SHALL THE LENGTH OF A SIDEWALK PANEL BE GREATER THAN 1.5 TIMES THE WIDTH AND VICE VERSA.
7. BASE ROCK SHALL BE 3/4"–0 OR 1"–0 CRUSHED AGGREGATE ROCK COMPACTED TO 95% MAXIMUM DENSITY OF AASHTO T–180.
8. CURB JOINT FOR CURB TIGHT SIDEWALK SHALL BE A TROWLED JOINT WITH A 1/2" RADIUS ALONG THE BACK OF CURB.

TABLE 1 – SIDEWALK WIDTH		
CLASSIFICATION	W1	W2
LOCAL STREET	5.0'	6.0'
NEIGHBORHOOD ROUTE	5.0'	6.0'
COLLECTOR ROAD	6.0'	8.0'
ARTERIAL ROUTE	6.0'	10.0'

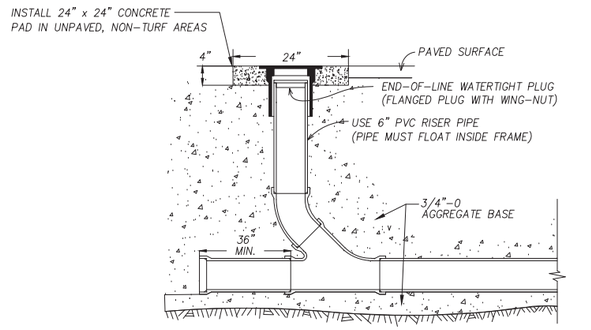
CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

Sidewalk

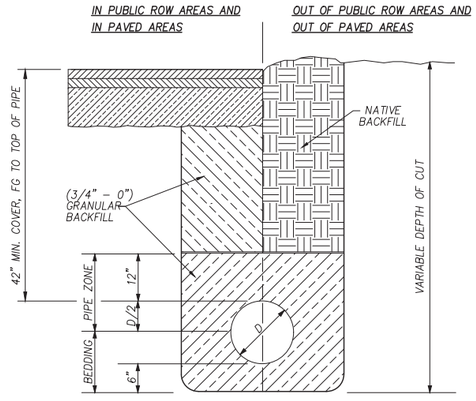
DRAWING NO. 504

APPROVED JASON RICE 12/14
CITY ENGINEER　DATE

NO.	REVISIONS	DATE	BY
1	DRAWING REVISED	10/09	ZJW
2	DRAWING NUMBER CHANGED	12/10	MCP
3	ADDED PERVIOUS CONCRETE NOTE	12/11	MCP



CLEANOUT
N.T.S.



PIPE BEDDING AND BACKFILL DETAIL
N.T.S.

DETAILS

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
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER OREGON DEC. 1, 1982 DANIEL S. HOUF
PRELIMINARY
EXPIRES: 6/30/19

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

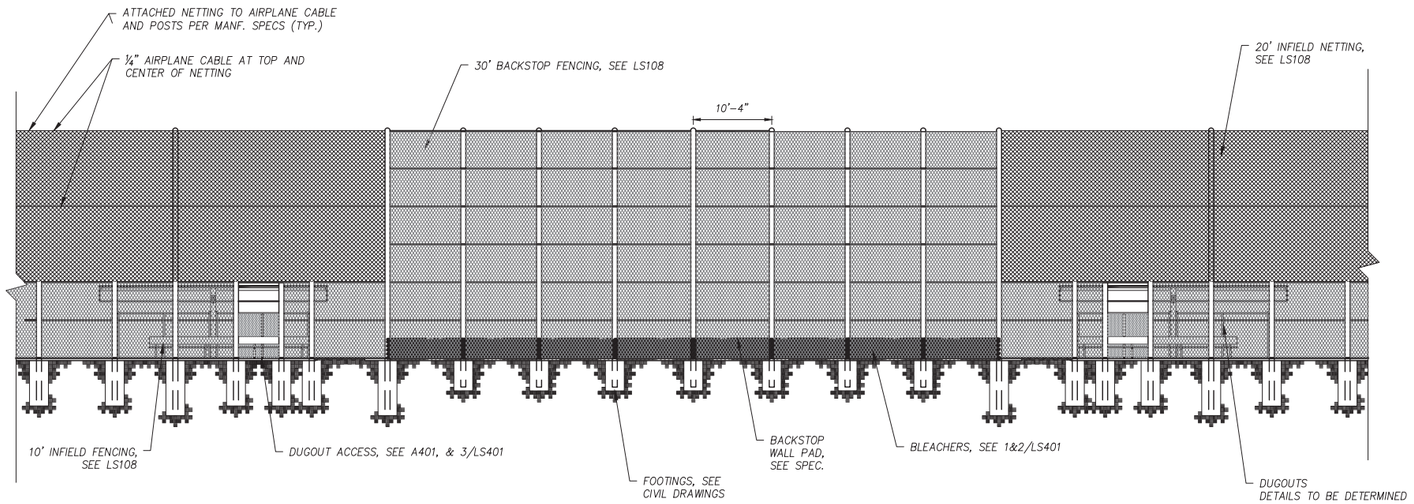
REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C3.1

JOB NO.
NCS-30

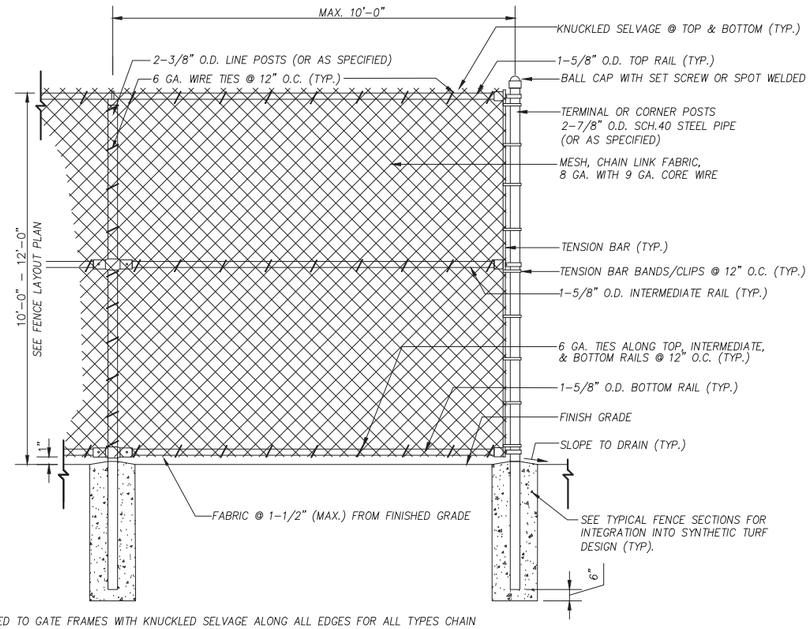
P:\NCS (NorthClackamasSD)\NCS-30 (Alder Ck Middle)\DWGS\SHEETS\Lake Road\ NCS30-Lake-C3.0-Details.dwg



NOTES:
SEE SITE PLAN & FENCE LAYOUT SHEETS FOR POST LOCATIONS & LAYOUT
CROSS BRACING AS REQUIRED PER MANUFACTURER'S SPECS.
STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

1 BACKSTOP ELEVATION – CONCEPT
Elevation

0 2.5 5 10'



NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. TOP RAIL ON OUTFIELD FENCE 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.
4. INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
5. STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

1 TYPICAL 10'-12' FENCE
ELEVATION

0 3 6 12'

ALL FENCE MATERIAL SHALL BE VINYL COATED BLACK.

DETAILS
MILWAUKIE HS FIELD IMPROVEMENTS
MILWAUKIE, OREGON

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205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 11, 1998
DANIEL S. HOUF
16,263
PRELIMINARY
EXPIRES: 6/30/19

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C3.2

JOB NO.
NCS-30

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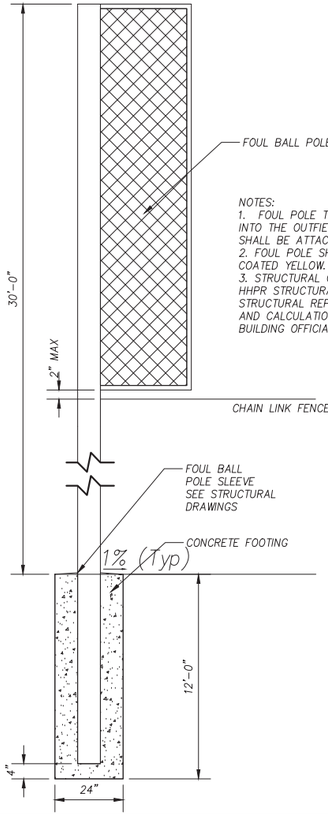
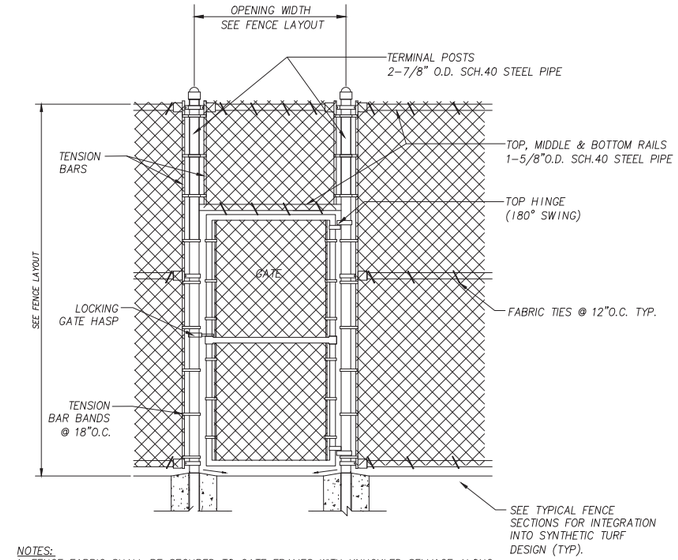


6 FOUL POLE DETAIL
Section

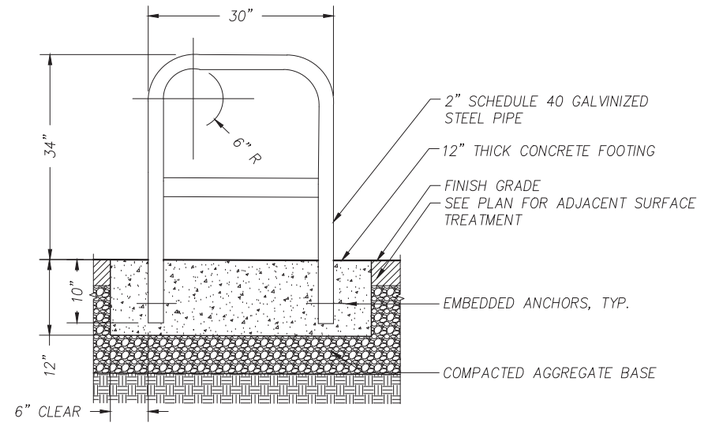
NTS



NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4. STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

1 BULLPEN GATE DETAIL
ELEVATION

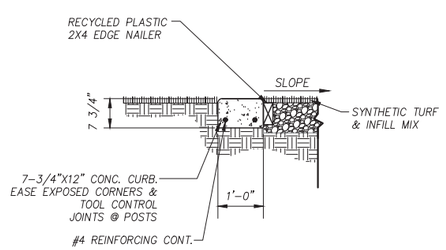
NTS



STAPLE BIKE RACK
Section

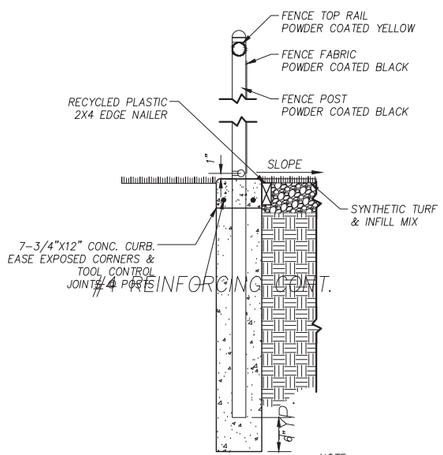
0 6" 1'

SCALE: 3/4"=1'-0"



ALL STRUCTURAL BY STRUCTURAL ENGINEER.

7 12" PERIMETER CONCRETE CURB
Section



NOTE:
BASEBALL FENCES OVER 6'-0" TO HAVE MID HEIGHT RAIL

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4.STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

FENCE HEIGHT	FOOTING DEPTH
4'-0"	2'-0"
6'-0"	2'-6"
10'-0"	18" DIAM x 3'-0"
12'-0"	18" DIAM X 3'-0"

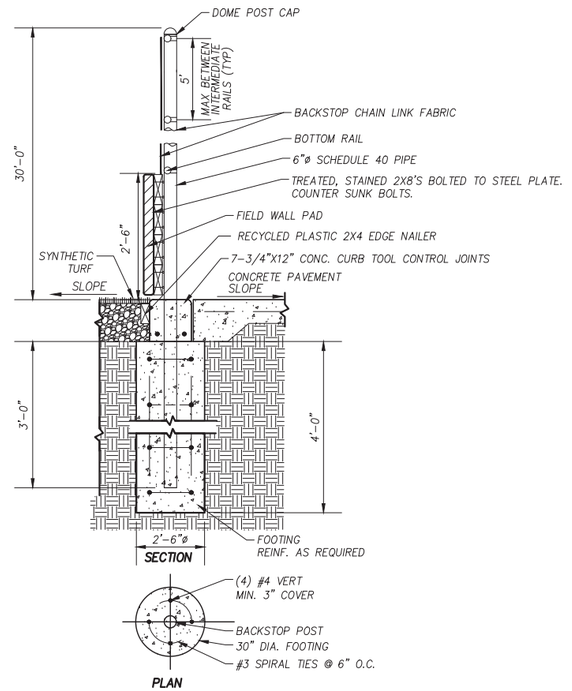
UNLESS NOTED OTHERWISE IN CHART

5 TYPICAL FIELD FENCE SECTION
Section

0 3 6 12"

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4. INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
5. STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.
6. SEE WALL LAYOUT PLAN AND GRADING PLAN.

ALL FENCE MATERIAL SHALL BE VINYL COATED BLACK.



4 BACK STOP DETAIL
Section

NTS

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.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 10, 2012
DANIEL B. HOUF
PRELIMINARY
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM	DRAWN:	HHPR TEAM	CHECKED:	DSH	DATE:	2-16-18

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.
C3.3

JOB NO.
NCS-30

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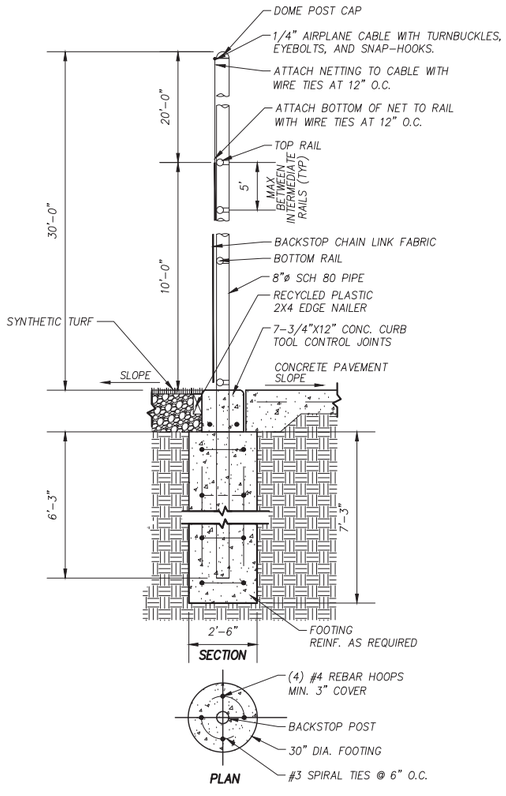
ALL FENCE MATERIAL SHALL BE VINYL COATED BLACK.

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4. INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
5. 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)
Section
0 3 6 12"

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
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4. INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
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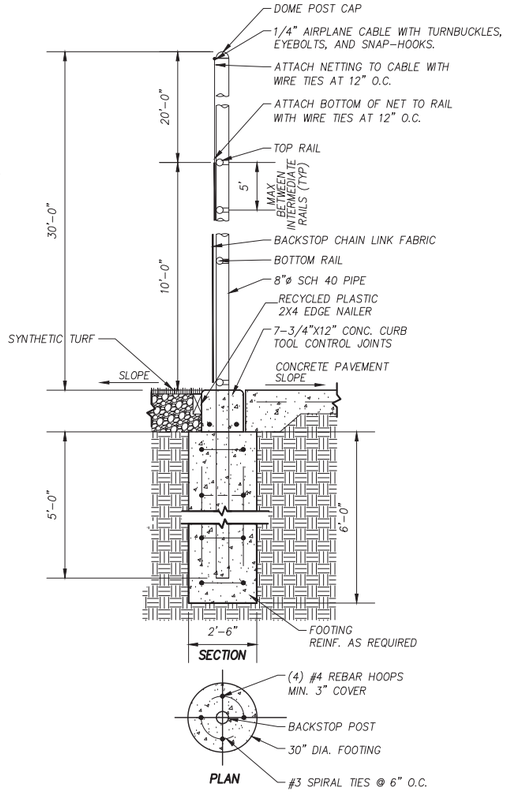

2 10' CHAIN LINK FENCE WITH 20' OF NETTING (INTERMEDIATE POSTS)
Section
0 3 6 12"

DETAILS

MILWAUKIE HS FIELD IMPROVEMENTS

MILWAUKIE, OREGON

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

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1994
DANIEL S. HOUF
12,263
PRELIMINARY
EXPIRES: 6/30/19

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C3.4

JOB NO.
NCS-30

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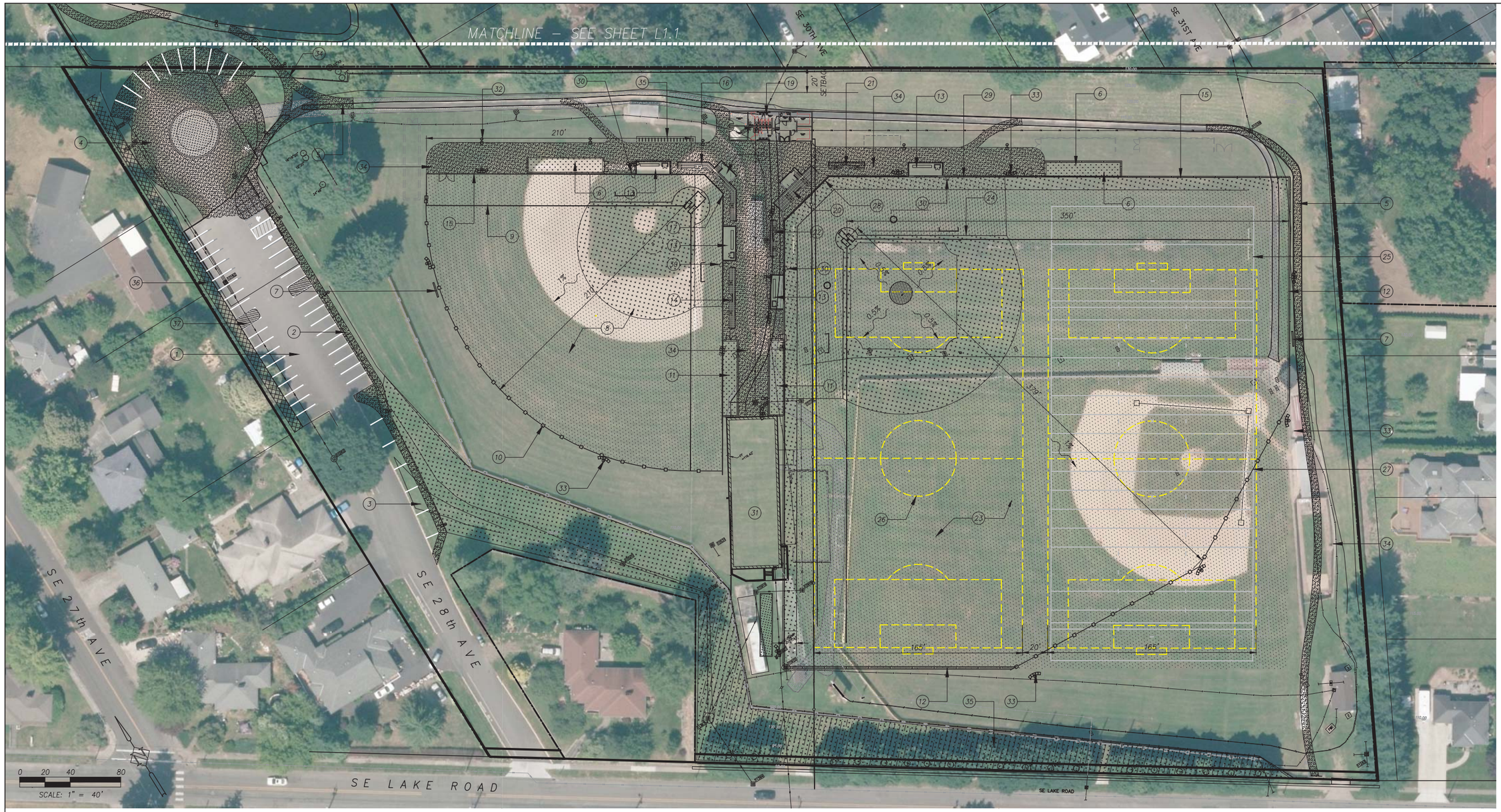


SCHEMATIC DESIGN NOTES

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.
35. ON–SITE BIKE PARKING
36. LANDSCAPE BUFFER, 8' WIDTH
37. 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
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGISTERED
788
PRELIMINARY
Daniel K Chin
OREGON
12/08/13
LANDSCAPE ARCHITECT

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

REVISIONS

NO.	DESCRIPTION	DATE:

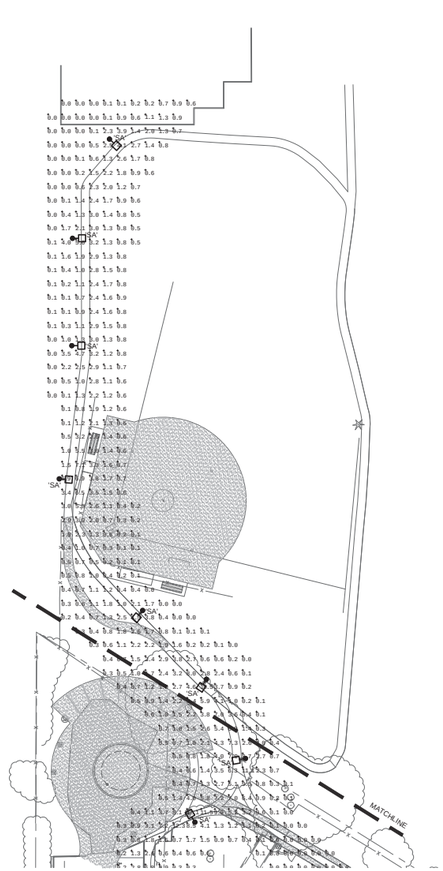
SHEET NO.

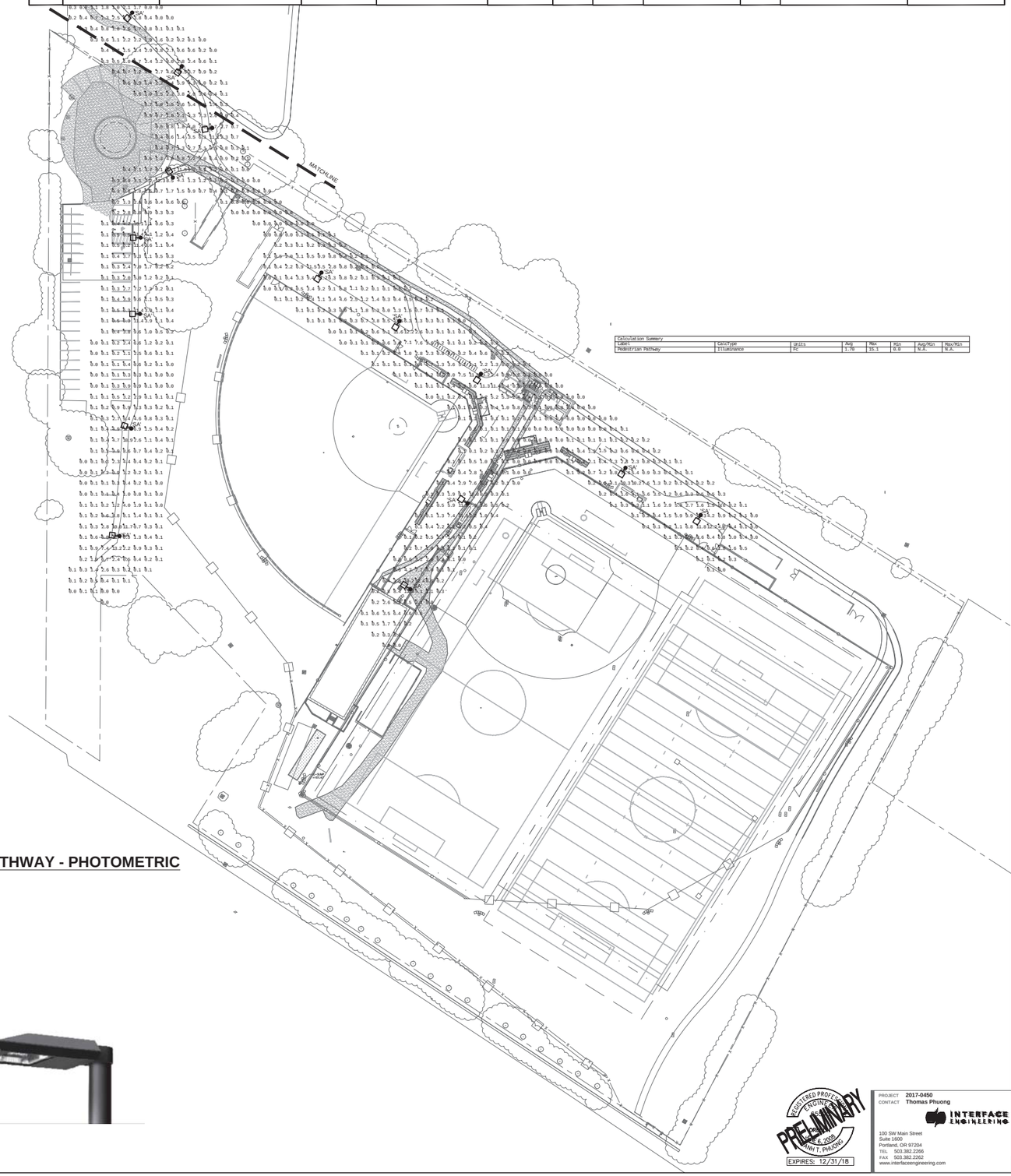
L1.0

JOB NO. NCS-30

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	HOUSING	SHIELDING	MOUNTING	FINISH	UL/IP RATING	DRIVER	LAMP(S)	INPUT WATTS	MFG/CATALOG #	NOTES
SA	PEDESTRIAN STYLE LED LUMINAIRE	NOMINAL 15.75-INCH WIDE BY 10-INCH LONG BY 5-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	GALLEON PEDETRIAN GPC-AF-SD LED SERIES OR APPROVED	INTEGRAL PHOTOCELL/OCCUPANCY SENSOR TO DIM DOWN TO 50% WHEN NO OCCUPANT IS DETECTED.





1 SITE PLAN PEDETRIAN PATHWAY - PHOTOMETRIC

0 40' 80'

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	LAND USE
date	12.15.2017
project	17012

SITE PLAN
PEDESTRIAN PATH
PHOTOMETRICS

E1

REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 6, 2008
QUINN T. PHUONG
PRELIMINARY
EXPIRES: 12/31/18

PROJECT 2017-0450
CONTACT Thomas Phuong

INTERFACE ENGINEERING
100 SW Main Street
Suite 1600
Portland, OR 97204
TEL 503.382.2266
FAX 503.382.2262
www.interfaceengineering.com

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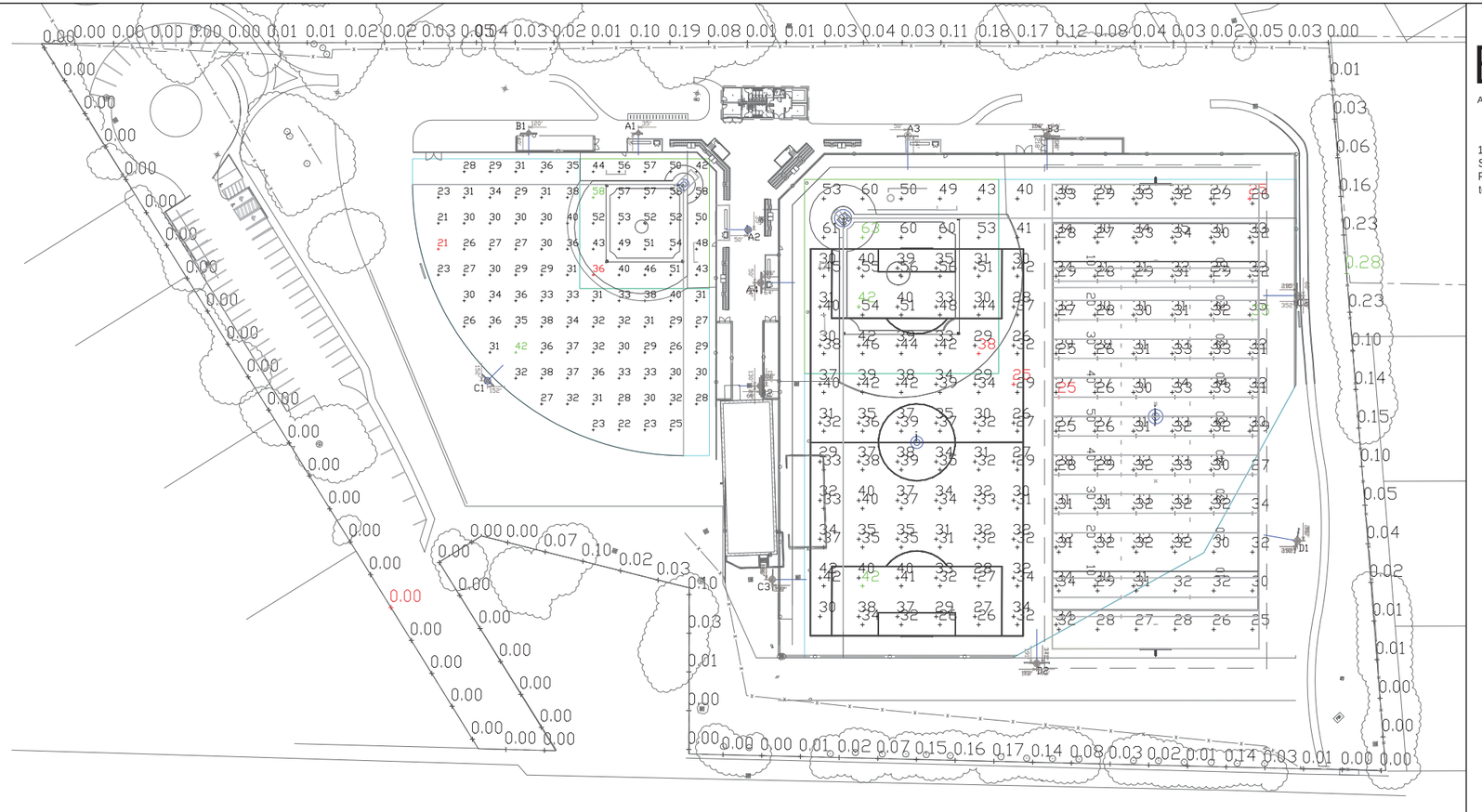

TOTAL OF 12 POLES AND 77 LUMINAIRE HEADS USED. LUMINAIRE HEAD SHOWN BELOW.

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

0 40' 80'
SCALE: 1"=40'-0"

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

Lumen Maintenance

Luminaire Type	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

Lumen Maintenance

Luminaire Type	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.

PRELIMINARY
REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 6, 2008
THOMAS H. T. PHUONG
EXPIRES: 12/31/18

PROJECT 2017-0450
CONTACT Thomas Phuong
INTERFACE ENGINEERING
100 SW Main Street
Suite 1600
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MILWAUKIE HS - LAKE ROAD ATHLETIC FIELDS

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

key plan

revisions	
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phase	LAND USE
date	12.15.2017
project	17012

SITE PLAN
SPORTS FIELD LIGHTING
PHOTOMETRICS

E2

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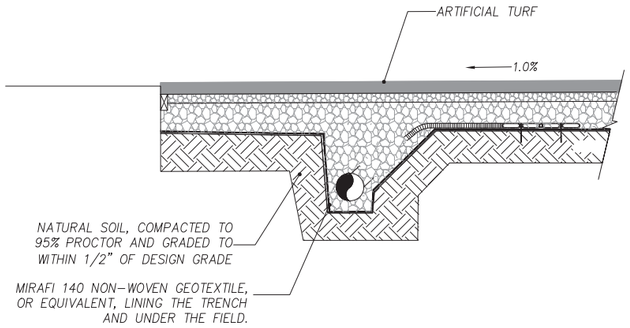
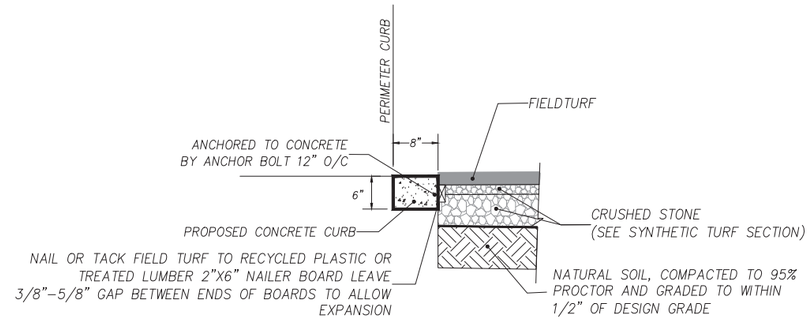
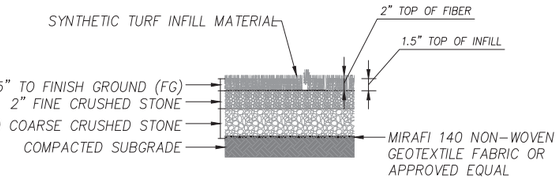


EDGE DETAIL
N.T.S.

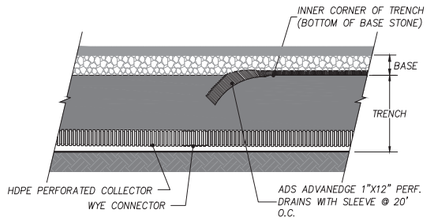


EDGE DETAIL – OPTION 3
N.T.S.

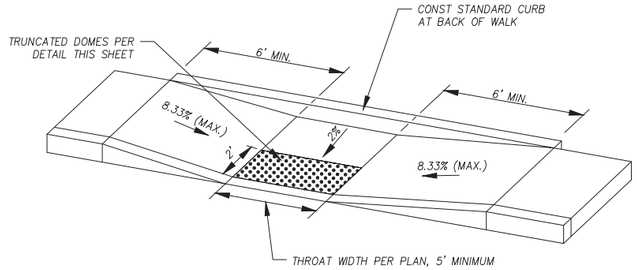


NOTE: SYNTHETIC TURF TYPE TO BE INSTALLED PER MANUFACTURERS SPECIFICATIONS. OWNER TO SPECIFY MANUFACTURER. FIELD SECTION AND SHOP DRAWINGS FOR FIELD STRIPING TO BE COORDINATED WITH AND APPROVED BY OWNER PRIOR TO CONSTRUCTION.

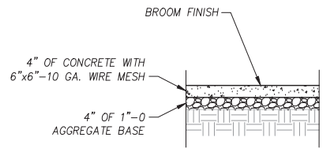
SYNTHETIC TURF SECTION
N.T.S.



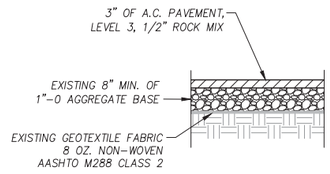
CONNECTION BETWEEN ADS ADVANEDGE FLAT DRAIN AND PERIMETER DRAIN
N.T.S.



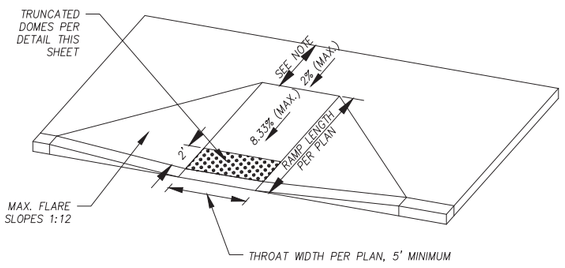
PARALLEL SIDEWALK RAMP DETAIL
N.T.S.



PAVEMENT SECTION FOR DUGOUTS
N.T.S.

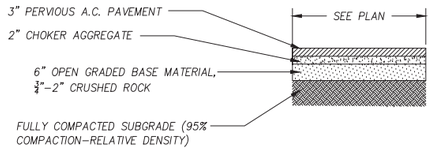


A.C. PAVEMENT SECTION FOR PARKING LOTS
N.T.S.

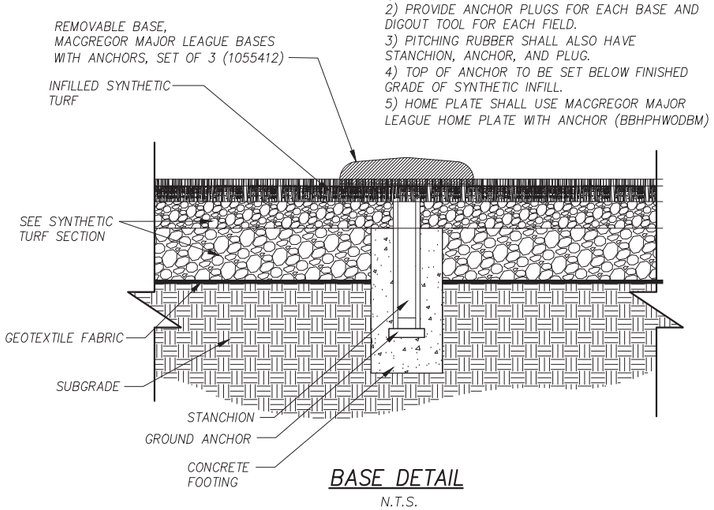


NOTE: PROVIDE MINIMUM 4' LANDING WITH MAXIMUM GRADING OF 2" IN ANY DIRECTION

PERPENDICULAR SIDEWALK RAMP DETAIL
N.T.S.

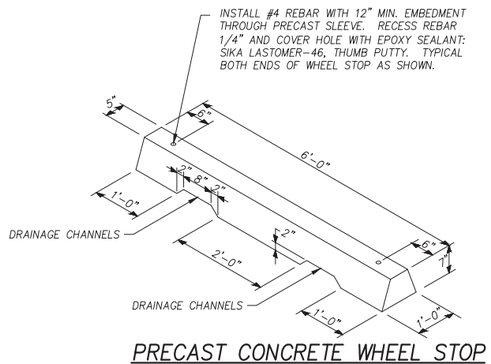


PERVIOUS A.C. PAVEMENT PATH/PLAZA SECTION
N.T.S.

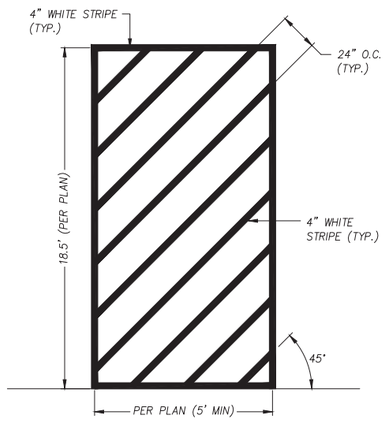


NOTES:
1) BASES SHALL COMPRESS UPON IMPACT.
2) PROVIDE ANCHOR PLUGS FOR EACH BASE AND DIGOUT TOOL FOR EACH FIELD.
3) PITCHING RUBBER SHALL ALSO HAVE STANCHION, ANCHOR, AND PLUG.
4) TOP OF ANCHOR TO BE SET BELOW FINISHED GRADE OF SYNTHETIC INFILL.
5) HOME PLATE SHALL USE MACGREGOR MAJOR LEAGUE HOME PLATE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

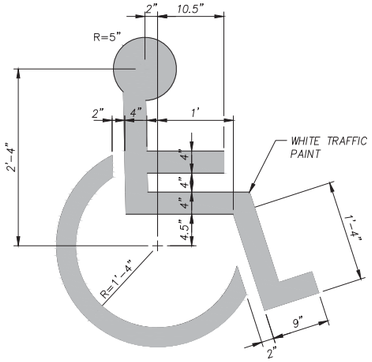
BASE DETAIL
N.T.S.



PRECAST CONCRETE WHEEL STOP
N.T.S.



ACCESSIBLE STALL STRIPING
N.T.S.



NOTES:
1. SYMBOL AND PAINT SHALL MEET CURRENT A.D.A. ACCESSIBILITY GUIDELINE REQUIREMENTS.
2. SYMBOL SHALL HAVE A BLUE BACKGROUND MEETING CURRENT A.D.A. ACCESSIBILITY GUIDELINE REQUIREMENTS.

ACCESSIBLE PARKING SYMBOL
N.T.S.

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.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1982
DANIEL S. HOUF
PRELIMINARY
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM	CHECKED:	DSH
DRAWN:	HHPR TEAM	DATE:	2-16-18

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.
C3.0

JOB NO.
NCS-30

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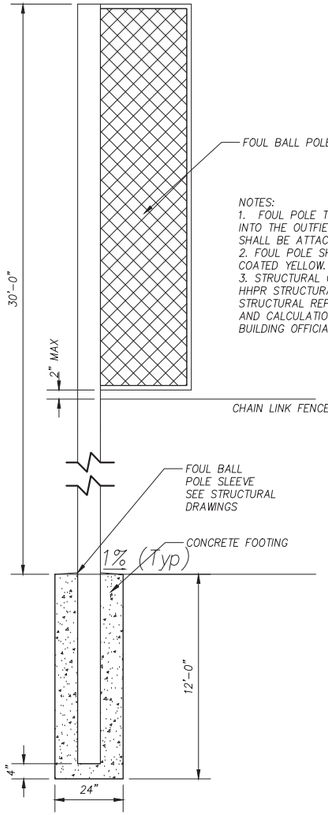
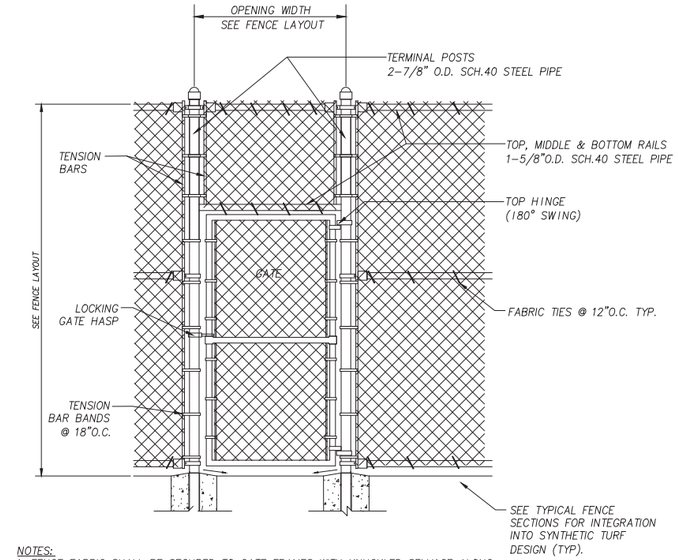


6 FOUL POLE DETAIL
Section

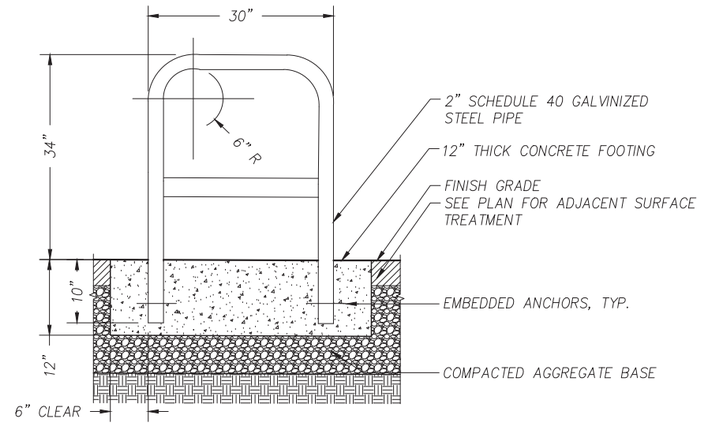
NTS



NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4. STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

1 BULLPEN GATE DETAIL
ELEVATION

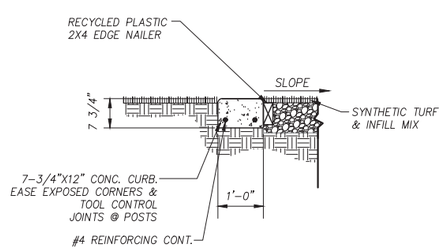
NTS



STAPLE BIKE RACK
Section

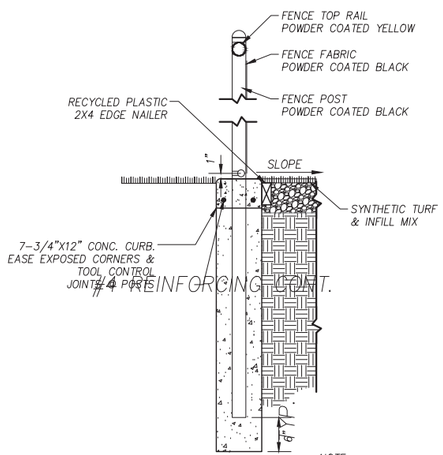
0 6" 1'

SCALE: 3/4"=1'-0"



ALL STRUCTURAL BY STRUCTURAL ENGINEER.

7 12" PERIMETER CONCRETE CURB
Section



NOTE:
BASEBALL FENCES OVER 6'-0" TO HAVE MID HEIGHT RAIL

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4.STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.

FENCE HEIGHT	FOOTING DEPTH
4'-0"	2'-0"
6'-0"	2'-6"
10'-0"	18" DIAM x 3'-0"
12'-0"	18" DIAM X 3'-0"

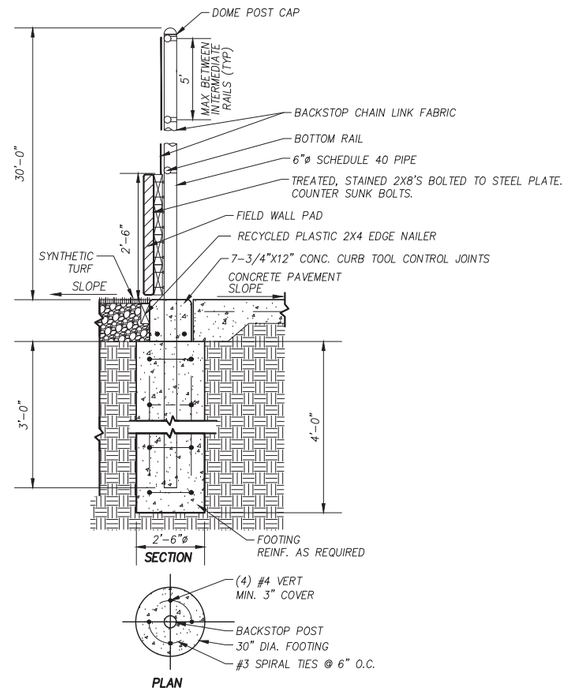
UNLESS NOTED OTHERWISE IN CHART

5 TYPICAL FIELD FENCE SECTION
Section

0 3 6 12"

NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG ALL EDGES FOR ALL TYPES CHAIN LINK FENCE INSTALLATIONS.
2. ALL CONCRETE FOOTINGS AROUND POSTS AT GROUND LINE SHALL BE MOUNDED & SLOPED FOR POSITIVE DRAINAGE.
3. 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.
4. INSTALL CONCRETE CURB AROUND PERIMETER OF FIELD. SEE OUTFIELD CURB SECTION.
5. STRUCTURAL CALCULATIONS BY HHPR STRUCTURAL ENGINEER. STRUCTURAL REPORT AND CALCULATIONS SUBMITTED TO BUILDING OFFICIAL.
6. SEE WALL LAYOUT PLAN AND GRADING PLAN.

ALL FENCE MATERIAL SHALL BE VINYL COATED BLACK.



4 BACK STOP DETAIL
Section

NTS

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.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 10, 2012
DANIEL B. HOUF
PRELIMINARY
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM	DRAWN:	HHPR TEAM	CHECKED:	DSH	DATE:	2-16-18

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.
C3.3

JOB NO.
NCS-30

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Brett Kelver

From: Andrew Tull <andrew.tull@3j-consulting.com>
Sent: Tuesday, April 03, 2018 5:11 PM
To: Brett Kelver
Cc: Dennis Egner; Liden; Alex Roller
Subject: RE: completeness letter for Lake Rd fields project (CSU-2018-001)
Attachments: 2-0.pdf; 5-5.pdf

Hi Brett,

So sorry for the tardy response. I've extracted the comments from the approvability items and provided responses below:

1. Parking Determination
a.
The narrative's note that the Lake Rd fields site is a nonconforming use is inaccurate, as the use has been approved as a Community Service Use (CSU). It is more accurate
to suggest that the site may be nonconforming with respect to the off-
street parking standard, and the point of the proposed parking determination is to establish a
required range of parking quantity. One result of the determination could be that the
proposed number of parking spaces is the number determined to be necessary.

We acknowledge this point.

b.
The revised narrative still offers only a limited comparison of situations (i.e., Happy Valley and Hillsboro) as the basis of t he proposed parking determination. The
discussion would benefit from more comparative examples, as well as from a comparison of the current parking and fiel d usage with the proposed parking and
field usage. For example, do buses currently access the site to pick up and drop off students? If so, do buses remain on t he site until time to transport again? Will the
proposed development result in a similar or different situation?

We've not been able to pull together any subsequent examples but we may be able to provide something if this is an issue at the hearings.

As with the existing condition, busses are not permitted to park at the Lake Road Facility. Busses will make drop-offs and pick-ups but will be instructed to park off-site until pick up times.

c.
Although a formal shared parking agreement is not needed for the overall site (since the School District is the owner of b oth lots), the standards of MMC Subsections
19.605.4.B.1 and B.2 still apply. The revised narrative still does not address the issue of potential competition for use of t he parking spaces at Milwaukie Elementary
School by school activities and athletic activities (both school- and community-
related). Nor does it note how far the spaces on the Milwaukie Elementary School site
are from the Lake Rd fields site and vice versa, with respect to the 1,000-
ft maximum distance allowed for shared parking. Also, note that the existing spaces at the main

campus, which are mentioned in the narrative, could not be counted as shared parking unless a variance was granted for them to exceed the 1,000-ft standard.

The parking lots at the elementary school are located approximately 300 feet from the Lake Road Complex. Most, if not all athletic events at the Lake Road Sports Fields will be scheduled for the afternoons and early evenings. The district does not anticipate any consistent or regular competition for parking spaces at MES for evening activities as the elementary students and faculty will likely be departing prior to the start of afternoon practices and/or games.

While the District does anticipate that students will walk from the High School to the Lake Road Complex, this distance is more than 1,000 feet and a variance has not been pursued in order to enable these spaces to be considered to be counted towards the total number of available spaces.

d.
The revised narrative suggests that only 3 athletic fields would be in use at any given time (JV softball, varsity softball, an d varsity baseball), although it seems reasonable
to expect that there could be 4 fields in simultaneous use (JV softball, varsity softball, and the 2 practice fields). Using th e applicant's suggested average of 32.33 spaces
needed per athletic field, the total demand for 4 fields would be 129 instead of 97 spaces. Please consider addressing thi s point.

The district maintains that it is highly unlikely that more than three fields could be in use at the same time because of the different seasons in which these sports are scheduled. What is more likely is that the District may have JV Softball, Varsity Softball, and Baseball playing at the same time.

2.
Parking Lot Landscaping – Although the code requires perimeter landscaping buffers only between parking areas and ab utting properties or public rights-of-way (and not between
parking areas and interior portions of the site), staff suggests that the applicant consider planting 1 tree every 40 lineal f eet along the eastern perimeter of the parking area. This
would provide additional screening of ambient light created by the proposed new field lights and would also reduce the urban heat island effect on the site, which serves the
purpose of parking lot landscaping as established in MMC Subsection 19.606.2.A. Regardless, note that at least 1 tree wi ll be required at the southeast end of the new parallel
parking spaces, where the site is adjacent to a residential property.

The requirements are noted. The applicant will be ready to consider additional vegetation along the eastern boundary if this becomes a contentious issue at the hearing.

3. On-
Site Walkways – Note that the design standards of MMC Subsection 19.504.9.E apply to all walkways on the site, includi ng in off-street parking areas. Note that the requirement
that all walkways shall be permeable for stormwater includes the proposed new 6-
ft sidewalk along the eastern edge of the parking area, and that wheelstops will be required
in the adjacent stalls to ensure that the minimum 5-ft walking surface is maintained.

The requirements are noted.

4.
Carpool/Vanpool Parking – The requirements of MMC Section 19.610 are in fact applicable to the proposed developmen t. Note that a condition will be established to require a
minimum number of carpool spaces, equal to 10% of the minimum number of vehicle spaces required as per the propos ed parking determination. The applicant might consider

expanding the narrative for the proposed parking determination to assert a low demand for carpool parking.

The requirements are noted.

5.
CSU Impacts – Staff anticipates that the hours and levels of operation of the field site will change as a result of the propo sed development. The new artificial turf surface will allow
field usage even in wet conditions and the new lights will allow longer hours of use. In addition, the relocation of varsity softball to the site, as well as the reconfiguration of the
varsity baseball field to serve as 2 practice fields when not in use for baseball, will change the nature and intensity of use of the site. The applicant may consider providing additional
analysis and discussion of the potential impacts to neighboring properties in advance of the public hearing.

Onsite lighting will be scheduled to be automatically shut off at 10pm. With multiple new parking options, the District does not anticipate much of an impact to the existing neighborhood. The site's proposed lighting provides for spectacular levels of light-spill control. We think that the video we plan to show at the public hearing help to make this point clear.

6.
Accessory Structures – Regarding the requirements for accessory structures and a general consideration of the impacts o f the proposed development, it would be helpful to see
elevations of the proposed bleachers.

Elevations are attached – Plan 5-5.

7.
Landscaping – Note that on Sheet L1.0 it is difficult to distinguish between the areas where artificial turf is proposed and where natural grass will remain. This relates to the
calculation of minimum vegetation for the site.

The attached plan should help clarify – Plan 2-0.

Andrew Tull
PH: (503) 545-1907
andrew.tull@3j-consulting.com

From: Brett Kelver [mailto:KelverB@milwaukieoregon.gov]
Sent: Tuesday, March 20, 2018 3:22 PM
To: Andrew Tull <andrew.tull@3j-consulting.com>
Cc: David Hobbs (hobbsd@nclack.k12.or.us) <hobbsd@nclack.k12.or.us>; Steve Nicholas <nicholasst@nclack.k12.or.us>; Dennis Egner <EgnerD@milwaukieoregon.gov>; Liden <Keith.liden@gmail.com>; Alex Roller <RollerA@milwaukieoregon.gov>
Subject: completeness letter for Lake Rd fields project (CSU-2018-001)

Andrew,

Attached is the completeness letter for the Lake Rd fields project. It includes Approvability and Informational items for you to consider in advance of the public hearing scheduled with the Planning Commission for April 24. If possible, we would love to get any new information from you by next Monday (March 26)—however, I recognize that is not much time. In reality, we can probably work with new info from you if we receive by April 2. Let me know if you think you'll want to submit any supplemental information.

I'll put a hard copy of the letter in the mail to you this afternoon as well.

BRETT KELVER
Associate Planner
City of Milwaukie
o: 503.786.7657 f: 503.774.8236
6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

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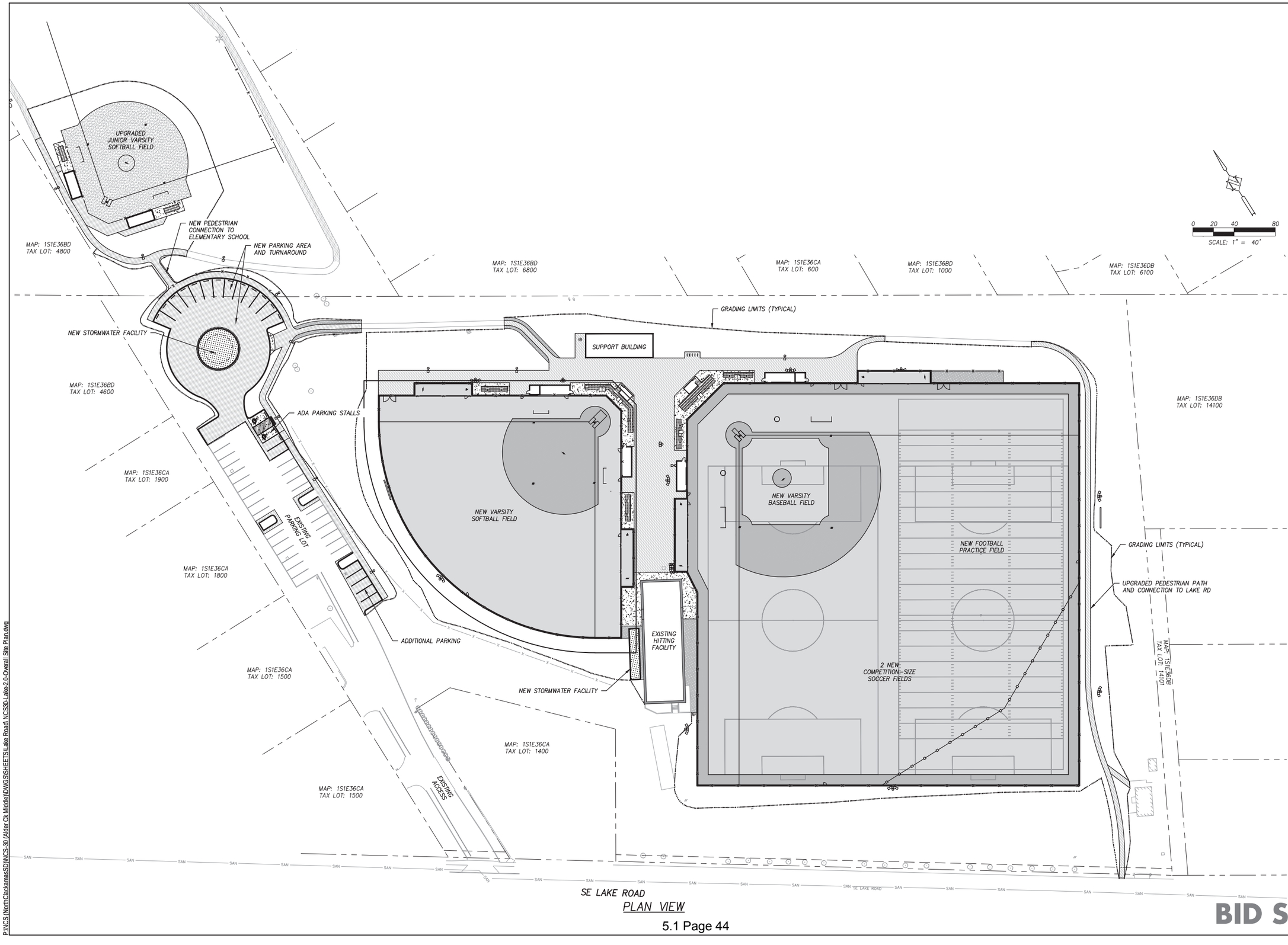

PLAN VIEW

OVERALL SITE PLAN
MILWAUKIE HS LAKE RD FIELD IMPROVEMENTS
MILWAUKIE, OREGON

Harper Houf Peterson Righellis Inc.
ENGINEERS ◆ PLANNERS
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REGISTERED LANDSCAPE ARCHITECT
OREGON
Daniel K.Chin
02/08/13
788

DESIGNED:	HHPR TEAM	CHECKED:	DSH
DRAWN:	HHPR TEAM	DATE:	3/2/2018

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
2.0

JOB NO.
NCS-30

BID SET

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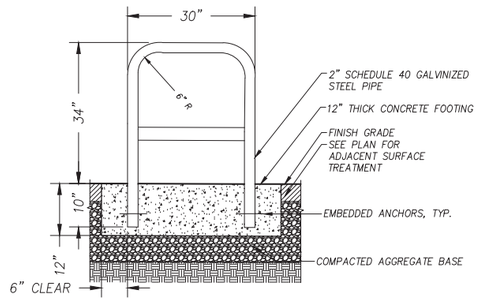
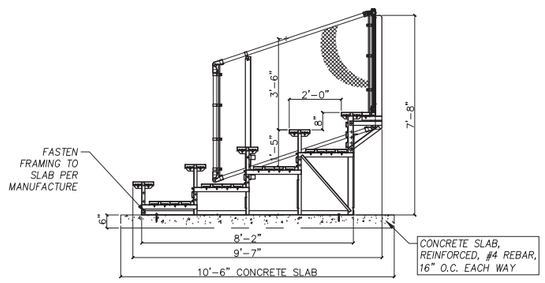


STAPLE BIKE RACK
N.T.S.

NOTES:

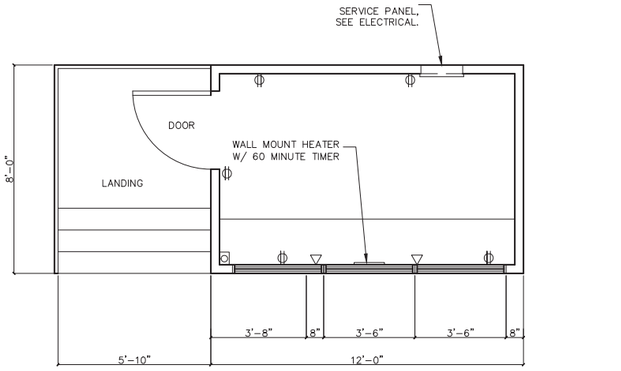
1. ANCHOR EACH FRAME TO SLAB WITH (2) SA3/BX3 SCREW ANCHORS ALL OTHER HOLES ARE TO REMAIN EMPTY.



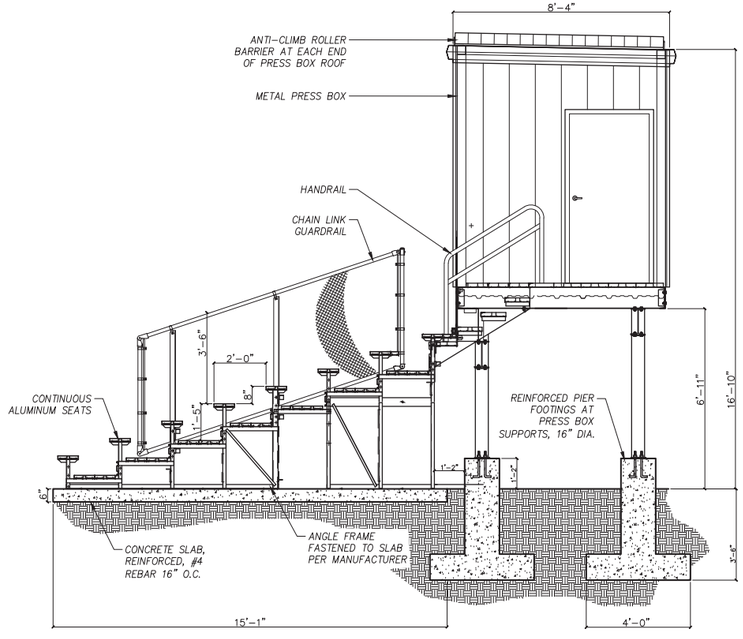
ANGLE FRAME CROSS SECTION – NON –ELEVATED BLEACHERS
NTS

NOTES:

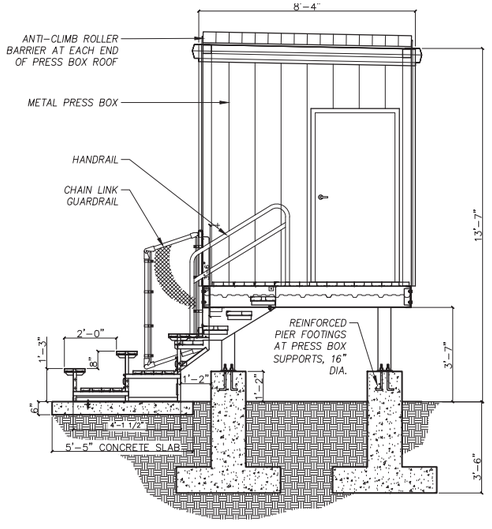
1. PREFABRICATED PRESS BOX INTEGRAL TO BLEACHER STRUCTURE.
2. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL.
3. INSTALLATION OF PA SYSTEM TO BE COORDINATED WITH OWNER.



METAL PRESS BOX – PLAN
NTS



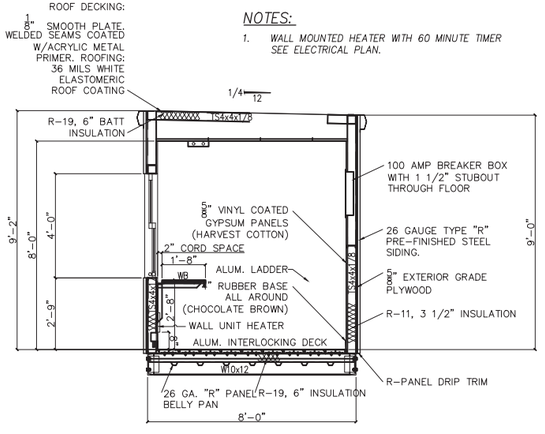
ANGLE FRAME SECTION WITH PRESS BOX – BASEBALL BLEACHERS
NTS



ANGLE FRAME SECTION WITH PRESS BOX – SOFTBALL BLEACHERS
NTS

NOTES:

1. WALL MOUNTED HEATER WITH 60 MINUTE TIMER SEE ELECTRICAL PLAN.



METAL PRESS BOX – SECTION
NTS

BID SET

DETAIL SHEET
MILWAUKIE HS LAKE RD FIELD IMPROVEMENTS
MILWAUKIE, OREGON

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REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 17, 2007 DANIEL B. HOUF 69880PE
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM
DRAWN:	HHPR TEAM
CHECKED:	DSH
DATE:	3/2/2018

NO.	DATE	DESCRIPTION
		REVISIONS

SHEET NO.
5.5

JOB NO.
NCS-30

P:\NCS (NorthClackamasSD)\NCS-30 (Alder Ck Middle)\DWGS\SHEETS\Lake Road\ NCS30-Lake-5.5-Bleacher-Press Details.dwg

FENCE NOTES:

1. INSTALL NEW 30' TALL CHAINLINK BACKSTOP. SEE DETAIL, SHEET 5.3.
2. INSTALL NEW 8' TALL CHAINLINK FENCE. SEE DETAIL, SHEETS 5.4.
3. INSTALL 3' WIDE PEDESTRIAN GATE. SEE DETAIL, SHEET 5.4.
4. INSTALL 12' WIDE DOUBLE MAINTENANCE ACCESS GATE.
5. PROTECT EXISTING FENCE.
6. INSTALL TEMPORARY FENCE. SEE SPECIFICATIONS.
7. INSTALL 20' TALL CHAINLINK BACKSTOP. SEE DETAILL, SHEET 5.3.
8. INSTALL DUGOUT FENCE. SEE ARCHITECTURAL PLANS FOR DETAILS.
9. INSTALL DUGOUT GATE. SEE ARCHITECTURAL PLANS FOR DETAILS.
10. INSTALL 6' TALL CHAINLINK FENCE. SEE DETAIL, SHEETS 5.4.
11. INSTALL BLACK VINYL SLATS IN FENCING ALONG THE SIDES AND BACK OF DUGOUT.

0 20 40 80
SCALE: 1" = 40'

UPGRADED JUNIOR VARSITY SOFTBALL FIELD
NEW VARSITY SOFTBALL FIELD
NEW VARSITY BASEBALL FIELD
2 NEW COMPETITION–SIZE SOCCER FIELDS
SUPPORT BUILDING
EXISTING HITTING FACILITY
EXISTING PARKING LOT
EXISTING ACCESS
PROPOSED STORAGE FOR TEMPORARY FENCE

MAP: 1S1E36BD TAX LOT: 4800
MAP: 1S1E36BD TAX LOT: 6800
MAP: 1S1E36CA TAX LOT: 600
MAP: 1S1E36BD TAX LOT: 1000
MAP: 1S1E36DB TAX LOT: 6100
MAP: 1S1E36BD TAX LOT: 4600
MAP: 1S1E36DB TAX LOT: 14100
MAP: 1S1E36CA TAX LOT: 1900
MAP: 1S1E36CA TAX LOT: 1800
MAP: 1S1E36CA TAX LOT: 1500
MAP: 1S1E36CA TAX LOT: 1400
MAP: 1S1E36CA TAX LOT: 1500
MAP: 1S1E36DB TAX LOT: 14101

SE LAKE ROAD

OVERALL FENCE PLAN
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.hhpr.com fax: 503.221.1171

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1980
DANIEL S. HOUF
EXPIRES: 6/30/19

DESIGNED:	HHPR TEAM
DRAWN:	HHPR TEAM
CHECKED:	DSH
DATE:	3/2/2018

REVISIONS

NO.	DESCRIPTION	DATE
1	SHEET UPDATED PER ARCHITECTURAL REVIEW COMMENTS	3/22/2018

SHEET NO.
2.6

JOB NO.
NCS-30

PERMIT SET

P:\NCS (NorthClackamasSD)\NCS-30 (Alder Ck Middle)\DWGS\SHEETS\Lake Road\ NCS30-Lake-2.6-Overall Fence Plan.dwg

Brett Kelver

From: Sarah Roller <lander_007@hotmail.com>
Sent: Thursday, December 21, 2017 2:54 PM
To: Brett Kelver; Alex Roller; scott2@americanjrclassics.com
Subject: MHS improvements comment/concern

Mr. Brett Kelver,

I am not sure if now is the right time to comment on the improvements planned for MHS that include the practice fields on Lake Rd, but I would like to offer mine.

The parking lot for the MHS practice and Varsity fields sit above mine and my dad's property at 11630 SE 27th Ave. I estimate the parking lot sits about 2-3 ft above grade due to past improvements essentially reducing the fence between our property and the parking lot to 4 feet tall or less. Because of how high the parking lot sits the current 6 foot chain link fence does block the view of our yard or home from people in the lot nor does it block the light from headlights shining into our house and ADU or any of sound people and vehicles make throughout the year. With the proposed improvements the activities at the fields will increase as well as their impact on our property.

I would like to suggest and request that the improvements at the site mitigate the clear view into our property and slip over of light and sound into our home and ADU. I think this could be easily be mitigated with a taller fence along the property line maybe 9 feet or higher. The fence should be made to obstruct and block the view of our property by people standing in the lot or siting in their cars and block the headlights of their vehicles. A wood fence would work much better than chain-link. I also think Increasing the plantings between the cars and the fence would also help mitigate sound and light. Since the fence line is in full view of our ADU, multiple rooms (including bedrooms) in our house and 27th avenue as well it would be nice if the mitigation chosen is nice looking.

Over the years we have had several incidents where people intruded our property from the practice fields. A few times the intruders stole equipment from our shed and back patio. Students have also frequently jumped the current fence to have a short cut from the field to the high school or vice-versa.

Please let me know if further information is needed or would be useful.

Thank you,
Sarah Roller and Randal Scott Griffith
971-563-2409

Sent from Outlook

Brett Kelver

From: Sarah Roller <lander_007@hotmail.com>
Sent: Wednesday, February 14, 2018 6:26 PM
To: Brett Kelver
Cc: Alex Roller; scott2@americanjrclassics.com
Subject: #CSU-2018-001 MHS improvements comment/concern

Mr. Brett Kelver,

I would like to comment on the improvements planned for MHS that include the practice fields on Lake Rd.

The parking lot for the MHS practice and Varsity fields sit above mine and my dad's property at 11630 SE 27th Ave. I estimate the parking lot sits about 2-3 ft above grade due to past improvements essentially reducing the fence between our property and the parking lot to 4 feet tall or less. Because of how high the parking lot sits the current 6 foot chain link fence does block the view of our yard or home from people in the lot nor does it block the light from headlights shining into our house and ADU or any of sound people and vehicles make throughout the year. With the proposed improvements the activities at the fields will increase as well as their impact on our property.

I would like to suggest and request that the improvements at the site mitigate the clear view into our property and slip over of light and sound into our home and ADU. I think this could be easily be mitigated with a taller fence along the property line maybe 9 feet or higher. The fence should be made to obstruct and block the view of our property by people standing in the lot or siting in their cars and block the headlights of their vehicles. A wood fence would work much better than chain-link. I also think Increasing the plantings between the cars and the fence would also help mitigate sound and light. Since the fence line is in full view of our ADU, multiple rooms (including bedrooms) in our house and 27th avenue as well it would be nice if the mitigation chosen is nice looking.

Over the years we have had several incidents where people intruded our property from the practice fields. A few times the intruders stole equipment from our shed and back patio. Students have also frequently jumped the current fence to have a short cut from the field to the high school or vice-versa.

Please let me know if further information is needed or would be useful.

Thank you,
Sarah Roller and Randal Scott Griffith
971-563-2409

Sent from Outlook

Brett Kelver

From: Matt at Mountain Soles <mtnsoles@hotmail.com>
Sent: Monday, March 12, 2018 9:18 AM
To: Brett Kelver
Subject: Re: CSU-2018-001 Type III Land Use Application Referral

Hi Brett,

Here are my official comments for this project:

1. Adding speed bumps in the driveway and locking the gate to the parking lot are my suggestions to cut down on garbage (used condoms) in the parking lot and speeding in the driveway before and after practices/games.
2. I have some serious concerns about the toxicity of artificial turf and it's long term affects on groundwater. For a City that wants to be sustainable, shouldn't we be taking a much closer look at this issue?
3. Lighting of the fields- We are 100% opposed to lighting the fields. I know they say that there won't be any light leaking onto neighboring properties, but anyone who walks or drives near the main high school field that has lights at night can see how lighting that field affects nearby areas like houses on 27th or Washington street. Light does reflect off of surfaces and travels outside of the areas they are trying to light.

Thank you,

Matt Menely
Mountain Soles & Outdoor Threads
Repairs for life's adventures since 1979

503.236.0785

www.mountainsoles.com

Brett Kelver

From: Robert Livingston
Sent: Thursday, March 22, 2018 8:29 AM
To: Brett Kelver
Subject: RE: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Brett,

Apologies for getting back to you so late on this. During the batting cage project on this same property it was brought to my attention that stormwater from the athletic fields would enter the property at 2805 SE Lake Rd and then flow through a ditch on the east side of the property toward the street, crossing the sidewalk and either flowing down the sidewalk or entering the street. I briefly reviewed the stormwater plan for the project but didn't see anything addressing this issue. With the new development on the fields, there lies the possibility of generating more runoff towards this neighboring property.

Rob Livingston
City of Milwaukie
503-786-7691
503-572-4659

From: Brett Kelver
Sent: Thursday, March 22, 2018 6:51 AM
To: Alex Roller <RollerA@milwaukieoregon.gov>; Samantha Vandagriff <VandagriffS@milwaukieoregon.gov>; Steve Bartol <bartols@milwaukieoregon.gov>; Peter Passarelli <PassarelliP@milwaukieoregon.gov>; Amos <matt.amos@clackamasfire.com>; heavytech77@gmail.com; Ray Bryan <ray1bryan2@gmail.com>; Robert Livingston <LivingstonR@milwaukieoregon.gov>; Kent, Ken <KenKen@co.clackamas.or.us>; Mike Park <mlpark2001@gmail.com>; k1ein23 <k1ein23@comcast.net>; Tom Madden <tmadden00@gmail.com>; paul.hawkins@daimler.com; Wyffels, Michelle <WyffelsM@trimet.org>; Rebecca Hamilton <Rebecca.Hamilton@oregonmetro.gov>
Cc: Dennis Egner <EgnerD@milwaukieoregon.gov>; Liden <Keith.liden@gmail.com>; Paulette.Copperstone@oregonmetro.gov
Subject: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Hello,

Two weeks ago we provided the attached notice of a land use application for a project to renovate the Milwaukie High School's Lake Rd sports complex at 2905 SE Lake Rd, with a comment deadline of today (see attached referral doc).

If you have any comments on this application, please send them as soon as possible so that we can identify any issues that may need address as we prepare the recommended findings and conditions of approval.

Please let me know if you have any questions about the project. Thank you for your review!

BRETT KELVER
Associate Planner
City of Milwaukie
o: 503.786.7657 f: 503.774.8236
6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

Brett Kelver

From: Kent, Ken <KenKen@co.clackamas.or.us>
Sent: Thursday, March 22, 2018 9:16 AM
To: Brett Kelver
Subject: RE: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Brett,

The County has no comments for the proposed application.

Thanks,

Ken

Kenneth Kent
Senior Planner, Land Use Review Coordinator
503-742-4673

Engineering Division
Development Service Building, 150 Beavercreek Road, Oregon City, OR 97045

My Work Schedule: Monday through Thursday
Office hours: Mon-Thr 7:30am-4:30pm, Fri 8am-3pm
2nd and 3rd floor permit lobbies open Mon-Thr from 8am-4pm; Fri 8am-3pm

---

From: Brett Kelver [mailto:KelverB@milwaukieoregon.gov]
Sent: Thursday, March 22, 2018 6:51 AM
To: Alex Roller <RollerA@milwaukieoregon.gov>; Samantha Vandagriff <VandagriffS@milwaukieoregon.gov>; Bartol, Steve <bartols@milwaukieoregon.gov>; Peter Passarelli <PassarelliP@milwaukieoregon.gov>; Fire Dist #1 CLACK Matt Amos <matt.amos@clackamasfire.com>; heavytech77@gmail.com; Ray Bryan <ray1bryan2@gmail.com>; Robert Livingston <LivingstonR@milwaukieoregon.gov>; Kent, Ken <KenKen@co.clackamas.or.us>; Mike Park <mlpark2001@gmail.com>; k1ein23 <k1ein23@comcast.net>; Tom Madden <tmadden00@gmail.com>; paul.hawkins@daimler.com; Wyffels, Michelle <WyffelsM@trimet.org>; Rebecca Hamilton <Rebecca.Hamilton@oregonmetro.gov>
Cc: Dennis Egner <EgnerD@milwaukieoregon.gov>; Liden <Keith.liden@gmail.com>; Paulette.Copperstone@oregonmetro.gov
Subject: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Hello,

Two weeks ago we provided the attached notice of a land use application for a project to renovate the Milwaukie High School's Lake Rd sports complex at 2905 SE Lake Rd, with a comment deadline of today (see attached referral doc).

If you have any comments on this application, please send them as soon as possible so that we can identify any issues that may need address as we prepare the recommended findings and conditions of approval.

Please let me know if you have any questions about the project. Thank you for your review!

Brett Kelver

From: Rebecca Hamilton <Rebecca.Hamilton@oregonmetro.gov>
Sent: Thursday, March 22, 2018 11:06 AM
To: Brett Kelver
Cc: Dennis Egner; Liden; Paulette Copperstone
Subject: RE: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Hello Brett,

This land use application does not appear to impact the Milwaukie Comp Plan in any way that would create a conflict with Metro's Functional Growth Management guidance; as such, Metro has no comment at this time.

Thank you for the opportunity to comment.

Rebecca Hamilton
Regional Planner
Metro
600 NE Grand Ave., Portland, OR 97232
(503) 797-1721
rebecca.hamilton@oregonmetro.gov

Metro | Making a great place

From: Brett Kelver [mailto:KelverB@milwaukieoregon.gov]
Sent: Thursday, March 22, 2018 6:51 AM
To: Alex Roller; Samantha Vandagriff; Steve Bartol; Peter Passarelli; Amos; heavytech77@gmail.com; Ray Bryan; Robert Livingston; Kent, Ken; Mike Park; k1ein23; Tom Madden; paul.hawkins@daimler.com; Wyffels, Michelle; Rebecca Hamilton
Cc: Dennis Egner; Liden; Paulette Copperstone
Subject: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Hello,

Two weeks ago we provided the attached notice of a land use application for a project to renovate the Milwaukie High School's Lake Rd sports complex at 2905 SE Lake Rd, with a comment deadline of today (see attached referral doc).

If you have any comments on this application, please send them as soon as possible so that we can identify any issues that may need address as we prepare the recommended findings and conditions of approval.

Please let me know if you have any questions about the project. Thank you for your review!

BRETT KELVER
Associate Planner
City of Milwaukie
o: 503.786.7657 f: 503.774.8236
6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

Disclaimer

Brett Kelver

From: Ray Bryan <ray1bryan2@gmail.com>
Sent: Monday, March 26, 2018 7:19 AM
To: Brett Kelver
Cc: Mike Park; Tom Madden; k1ein23
Subject: Re: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)
Attachments: Sports Field Comments.docx

Hi Brett,
Here are my comments. Let me know what questions you may have.
Thank you,
Ray

Lake Road Sport Field Complex

Thank you for this opportunity to comment on CSU-2018-001. Below are my personal questions and comments, the Historic Milwaukie Land Use Committee has not yet met to discuss this application.

Impacts to the greater neighborhood:

What are the hours allowed for activity on the new Lake Rd Sports Complex? Including the practice fields.

Will there be an audio system? If so where will the speakers be located and what hours will they be used?

Are any partners such as the Parks District providing money or staff time help with the scheduling and maintenance of the Complex?

Are the fields available for non-school teams such as Legion Ball and other leagues? Will there be a charge?

Impacts to the immediate neighbors:

Screening for the entire cul-de-sac parking?

Where does the lighted path connecting the parking lot to Milwaukie Elementary/El Puente begin and end? How many lights? What are the hours they will be on?

On Page 85 of my copy is a soil conductivity map, with a large blue area labeled as 53B. On page 87, the soil type 53B Latourell Loam is given a conductivity rating of 13.1606 micrometers per second. According to the map legend it receives a high rating.

My personal experience is the that the JV softball field does not have good water conductivity and even a short down pour results in erosion of the field and water following off site into a neighbor's yard.

Below are pictures taken Friday morning March 23.

New back stop, dugouts, and bleachers where will this water go?

Environmental:

Would it be possible to have more native species in the landscaping plans? Plants flowering over a long period of time, benefiting pollinators, and providing food and habitat for other species of wildlife?

A good portion of the perimeter of the JV soft ball field is occupied by invasive species. Some of the smaller trees are almost covered by the vines. Can something be done about this?

Safety and Access:

ADA access from Milwaukie Elementary or the street?

On page 63 of 111, Figure 5 shows green and orange lines as existing and proposed circulation paths.

The green line (existing) includes a section where there is no path. Specifically as it nears the Milwaukie Elementary/El Puente parking lot. It also includes the south portion of 28th Ave, which apparently is not proposed to have any improvements. To my knowledge it is not shown with sidewalks, bike lanes, or lighting. With the added cars generated by additional parking spaces, I do not believe that street is safe for walking. Especially considering that with sporting events most people leave at the same time.

I am happy that the school district is supporting athletics and other activities for our students and I hope they will consider the suggestions made.

Thank you,

Ray Bryan

11416 SE 27th Ave

503-593-3336

MEMORANDUM

TO: Community Development Department

THROUGH: Charles Eaton, PE, Engineering Director

FROM: Alex Roller, Engineering Technician II

RE: CSU-2018-001 Staff Response
2905 SE Lake Road

DATE: April 2nd, 2018

Renovate and upgrade the existing field complex – install all-weather turf on existing fields, modify the parking lot, and install lights.

1. MMC Chapter 19.700 Public Facility Improvements

   MMC 19.700 is intended to ensure that development, including redevelopment, provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts.

   a. MMC Section 19.702 Applicability

      MMC 19.702 establishes the applicability of the provisions of MMC 19.700, including new construction and modification or expansion of an existing structure or a change or intensification in use that result in any projected increase in vehicle trips or any increase in gross floor area on the site.

      The applicant proposes to modify the parking lot, and add lights to the ball fields. Neither one of these will result in the projected increase in vehicle trips. Although the lighting will allow the site to be used for a longer period each day, the pm peak time (between 4 & 6 pm) will not change in usage. It is the pm peak period that a site's effect on the transportation system is calculated. The development does not trigger the requirements of MMC 19.700.

      The Planning Commission finds that the standards and requirements of MMC 19.700 are not applicable to the proposed development.

Additional Information:

Prior to final project acceptance, the following shall be required:

1. Site is currently not conforming to stormwater requirements covered under MMC 8.04.140. Code section addresses runoff that leaves a property and either runs across a public sidewalk (8.04.140.A), or onto a neighboring property (8.04.140.E). Water is currently discharged onto 11464 SE 27th Ave and 2805 SE Lake Road. Additionally, the water from the development

site's driveway discharges across the sidewalk on SE Lake Road. These violations must be remedied before final project acceptance.

Brett Kelver

From: Amos, Matt <Matt.Amos@clackamasfire.com>
Sent: Wednesday, April 04, 2018 1:53 PM
To: Brett Kelver
Subject: RE: [Spam score:9%] RE: call for comments on Milwaukie file #CSU-2018-001 (MHS Lake Rd fields)

Good afternoon Brett,

I do not see any issues with the project. Sorry for not getting back to you prior to the due date.

Thank you,

Matt Amos
Fire Inspector | Fire Prevention
direct: 503.742.2661
main: 503.742.2600

To Safely Protect & Preserve Life & Property

CLACKAMAS FIRE DISTRICT #1
www.clackamasfire.com

Brett Kelver

From: Matt at Mountain Soles <mtnsoles@hotmail.com>
Sent: Monday, April 09, 2018 6:13 PM
To: Brett Kelver
Subject: Re: CSU-2018-001 Type III Land Use Application Referral

Hello Brett,

A couple more questions/concerns regarding the proposed changes at the practice ball fields:

1. Are there any plans to add or "improve" on a Public Address/sound system as part of the changes the school district is hoping for? If so, we are opposed to any sound system addition or improvements. We can already hear the PA system from games at the high school field and that is several blocks away.
2. The no parking signs on the driveway need to be rotated so that when people are in their cars they can see them. Currently, when someone drives up and parks in the no parking zones along each side of the driveway, it is not obvious to them that they are parking in a no parking zone because you can't easily see the signs while in your car.
3. If they are asking for a variance to reduce the amount of required parking we would oppose that. They can't currently provide enough parking for the use that is taking place at the practice fields and what I've seen in the proposed plans does not address the existing need, it only paves gravel areas that are currently being parked on, not actually adding any new capacity to their parking.

That's all for now.
Thank you,

Matt Menely
Mountain Soles & Outdoor Threads
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503.236.0785
www.mountainsoles.com

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instagram facebook flickr youtube

Brett Kelver

From: Matt at Mountain Soles <mtnsoles@hotmail.com>
Sent: Wednesday, April 11, 2018 11:29 AM
To: Brett Kelver
Cc: Dennis Egner; Liden; Alex Roller
Subject: Re: CSU-2018-001 Type III Land Use Application Referral

Hi Brett,

Thank you for the response.

PA System
I had a feeling that there has been an existing PA system at the east end of the fields where there is one baseball field. We have never heard that PA system being used the entire time we've lived here which makes me wonder if they ever use it? If they are requesting to install a new/upgraded PA system closer to to the west, perhaps on a different field, that is concerning to us.

Parking Standards?
Why are there no standards in the code of parking at this kind of facility? There must have been some kind of determination for parking when N.Clackamas Parks rebuilt N. Clackamas Park a number of years back with 4 baseball fields and a large amount of parking (which also fills up to capacity on weekends when the fields are in use). Is there some previous projects that can be used as examples for creating a parking plan for this site?

With no on-street parking on Lake Rd, all overflow parking from the events at this facility bleed onto a very few dead end streets like 28th or 32nd. During afternoon practices and games there are quite a few students and coaches parking on 32nd and walking to the field at the east end of the facility. We continue to see a lot of parents/spectators parking on 28th, the driveway and in the grass near the parking lot on the east end during busy events.

Turf
In terms of the concerns about the turf and toxicity there are multiple studies happening now, as this is a pretty new concern. Penn State seems to be at the front of the reasearch-
http://plantscience.psu.edu/research/centers/ssrc/research/synthetic-turf-health

California has also been working on a long term turf study-
https://oehha.ca.gov/risk-assessment/synthetic-turf-studies

Here is a good link and excerpts from link below-
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2265067/

Turf General Chemical Concerns- what happens to these materials as they break down and enter our groundwater or waterways?

"Recycled crumb rubber contains a number of chemicals that are known or suspected to cause health effects. The most common types of synthetic rubber used in tires are composed of ethylene–propylene and styrene–

butadiene combined with vulcanizing agents, fillers, plasticizers, and antioxidants in different quantities, depending on the manufacturer. Tire rubber also contains polyaromatic hydrocarbons (PAHs), phthalates, and volatile organic compounds (VOCs).

According to the Rubber Manufacturers Association, only 8 states have no restrictions on placing tires in landfills. Most of these restrictions have to do with preventing pest problems and tire fires, which release toxicants such as arsenic, cadmium, lead, nickel, PAHs, and VOCs."

Turf Infection/Bacteria Concerns-

"Injuries lead to another concern: infection with methicillin-resistant Staphylococcus aureus (MRSA), which is thought to spread especially easily among athletes because of repeated skin-to-skin contact, frequency of cuts and abrasions, and sharing of locker room space and equipment. A study conducted by the Centers for Disease Control and Prevention and published in the 3 February 2005 issue of the New England Journal of Medicine showed that, although synthetic turf itself did not appear to harbor MRSA, the greater number of turf burns caused by the abrasive friction of this type of surface increased the probability of MRSA infection, especially among professional athletes playing on hard surfaces.

There is, however, some evidence to suggest that synthetic turf may harbor more bacteria. For example, an industry study sponsored by Sprinturf, a maker of synthetic turf, found that infill containing a sand/rubber mixture had 50,000 times higher levels of bacteria than infill made of rubber alone. To address this, the company markets synthetic turf that is "sand-free" as a safer alternative and offers sanitation for those fields already installed.

Proper maintenance of synthetic turf requires that the fields be sanitized to remove bodily fluids and animal droppings; manufacturers market sanitizing products for this purpose. According to Synthetic Turf Sports Fields: A Construction and Maintenance Manual, published in 2006 by the American Sports Builders Association, some synthetic turf owners disinfect their fields as often as twice a month, with more frequent cleanings for sideline areas, where contaminants concentrate."

Turf Climate Change Concerns-

"One drawback that both fans and critics of synthetic turf agree on is that these fields can get much hotter than natural grass. Stuart Gaffin, an associate research scientist at the Center for Climate Systems Research at Columbia University, initially became involved with the temperature issues of synthetic turf fields while conducting studies for another project on the cooling benefits of urban trees and parks. Using thermal satellite images and geographic information systems, Gaffin noticed that a number of the hottest spots in the city turned out to be synthetic turf fields.

Direct temperature measurements conducted during site visits showed that synthetic turf fields can get up to 60° hotter than grass, with surface temperatures reaching 160°F on summer days. For example, on 6 July 2007, a day in which the atmospheric temperature was 78°F in the early afternoon, the temperature on a grass field that was receiving direct sunlight was 85°F while an adjacent synthetic turf field had heated to 140°F. "Exposures of ten minutes or longer to surface temperatures above 122°F can cause skin injuries, so this is a real concern," said Joel Forman, medical director of the Pediatric Environmental Health Specialty Unit at Mount Sinai School of Medicine, speaking at a 6 December 2007 symposium on the issue."

Most artificial turf products contain ground up rubber tires and Oregon (and most other states) bans disposal of whole tires in landfills because they contain toxic materials. Why would we expose students and athletes to materials that are considered toxic by the state? And why do we want to be human guinea pigs with a product that we don't know the long term health affects of? Lastly, what do we do with the turf after it's 20 lifespan is over?

Overall Questions that need to be addressed
How will the overall project affect the livability in the neighborhood and will it reduce property values of the properties surrounding the facility because of light and noise pollution from evening use, as well as increased traffic and parking issues? Will the county decrease property taxes of properties that are negatively affected by potential decreased livability/property values? Will Milwaukie be able to enforce speeding in and out of the parking area and on Lake Rd when games or practice is over (not currently happening)? Will Milwaukie be able to maintain Lake Rd (street surface) with potential increased traffic to the site (currently in a state of disrepair)?

Thanks,

Matt Menely
Mountain Soles & Outdoor Threads
Repairs for life's adventures since 1979
503.236.0785
www.mountainsoles.com

Find us on:
instagram facebook flickr youtube

From: Brett Kelver <KelverB@milwaukieoregon.gov>
Sent: Wednesday, April 11, 2018 5:19 PM
To: Matt at Mountain Soles
Cc: Dennis Egner; Liden; Alex Roller
Subject: RE: CSU-2018-001 Type III Land Use Application Referral

Matt,

Thanks for the additional note. I will include these points as additional comments from you and will put them in the record and make them available to the Planning Commission.

One note in response is that there will continue to be a PA system at the fields complex. I'm not sure if or how much it is being improved from whatever might have already been in place, but the application materials do indicate that a PA will be in use.

Another clarification is that they are not requesting a variance for parking—there is no specific standard in the code for this type of use. We suggested/required that they include a Parking Determination as part of the application, where they would try to make the case that the number of spaces they are providing is adequate for the type and nature/scale of the facility there. That is, a "determination" of what the range of required/allowed parking should be for the site.

I know you feel like you may be in the minority in terms of perspective on this site, but I'm thinking it might be helpful and important for you to attend the hearing on April 24 and present testimony (and be available for questions) so that the Planning Commission can hear some specifics from your experience as a neighboring property owner.

Also, if you have any info you can point us toward regarding studies or other info about the field toxicity issue, that would help.

Thanks again for sending these!

BRETT KELVER
Associate Planner