



CITY OF
West Linn
 PLANNING AND DEVELOPMENT

STAFF REPORT

PLANNING DIRECTOR DECISION

DATE: June 4, 2012

FILE NO.: DR-12-12

REQUEST: Class I Design Review for the proposed reconfiguration of parking lots and their access points at West Linn High School, 5290/5464/5515/5527/5599/5701 West A Street

PLANNER: Tom Soppe, Associate Planner

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SPECIFIC DATA

**APPLICANT/
OWNER:** West Linn-Wilsonville School District, 22210 SW Stafford Rd.,
Tualatin, OR 97062, c/o Tim Woodley, Director of Operations

CONSULTANTS: Keith Liden, Parsons Brinckerhoff, 400 SW 6th Ave., Ste. 802,
Portland, OR 97204

Tony Vandenberg, West Linn-Wilsonville School District, 2755 SW
Borland Road, Tualatin, OR 97062

SITE LOCATION: 5290/5464/5515/5527/5599/5701 West A Street

SITE SIZE: Approximately 43 acres

**LEGAL
DESCRIPTION:** Assessor's Maps 2 2E 30 Tax Lot 800, 2 2E 30CD tax lots 4500-02,
and 2 2E 30CA tax lots 10100, 10200, and 10300

**COMP PLAN
DESIGNATION:** Low-Density Residential, Medium-Density Residential, and
Commercial

ZONING: R-10, Single-Family Residential Detached; R-5, Single-Family
Residential Detached and Attached/Duplex; and OBC, Office and
Business Center

**APPROVAL
CRITERIA:** Community Development Code (CDC) Chapter 55 Design Review
and Chapter 11, Single-Family Residential R-10 (no changes
proposed in OBC-zoned or R-5 zoned areas)

120-DAY RULE: The application became complete on May 11, 2012. The 120-day
period therefore ends on September 8, 2012.

PUBLIC NOTICE: Notice was mailed to property owners within 100 feet of the subject
property and the Bolton and Sunset neighborhood associations on
May 21, 2012. The notice was also posted on the City's website.
Therefore, public notice requirements of CDC Chapter 99 have been
met.

BACKGROUND

The subject property is outlined in green on the following map. The site is home to West Linn High School, the City's only public high school, and its associated parking lots, athletic fields, bleachers, driveways, sidewalks, landscaping, and natural areas. It is a conforming, grandfathered-in Conditional Use that has existed at this location since before Conditional Use established by the CDC. Several Conditional Use and Design Review approvals have allowed additions, remodels, and other modifications since then.



Vicinity Map

Site Conditions. The 42 acre site contains two high school buildings along West A Street, flanked by two parking lots to the north across Skyline Drive which are the subject of the application, a parking lot to the south, and parking to the east in front of the front entrance and across West A Street. The athletic field area of the site is located west of the main buildings. This area includes both a football and baseball field as well as tracks, tennis courts, a stadium, other bleachers, and outbuildings that accommodate athletic field and stadium needs. There is a service driveway off of Skyline Drive behind the larger of the two main buildings that serves the athletic fields. Another service drive lies between the two main buildings, intersecting with West A Street.

Most of the site extends up the steep wooded hillside to the west. The site also extends down a steep hillside south of the south parking lot, in an area of the site that borders the I-205 right-of-way (ROW) to the south. (There is a tree easement on site, covering the wooded areas uphill from the developed areas, which has been proposed in the past and which is shown on City GIS. This easement however has never been recorded with Clackamas County). There are multiple trees in the parking lot areas north of Skyline Drive also.

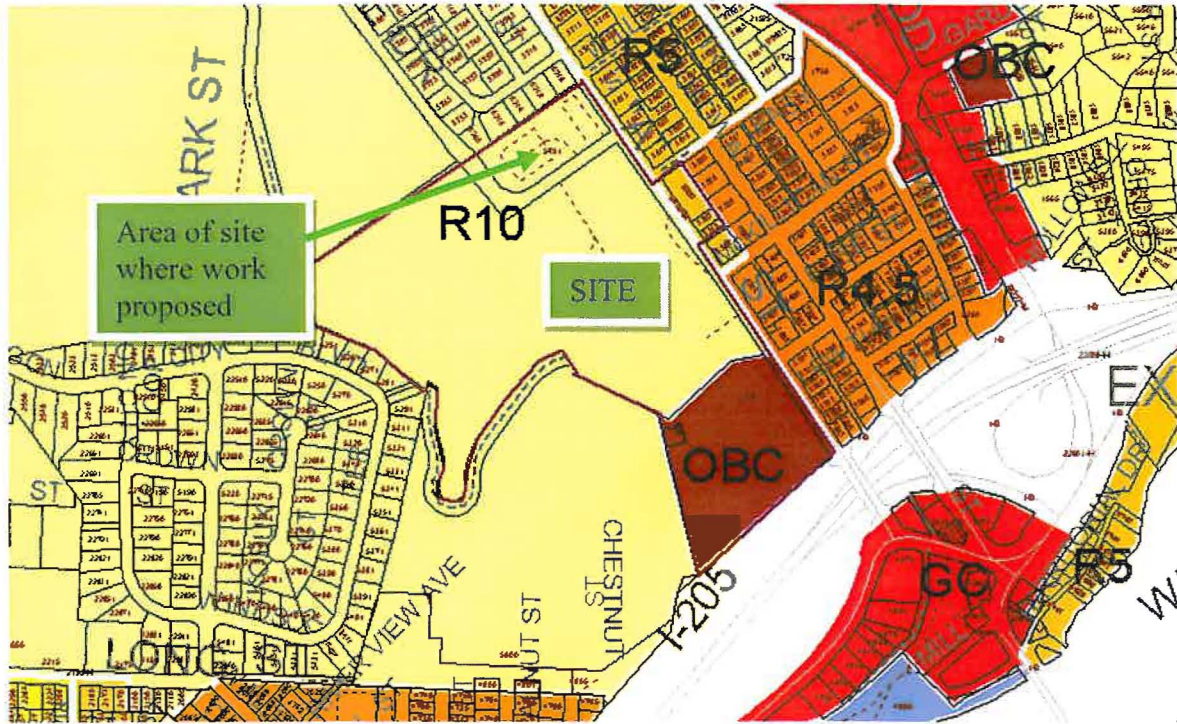
Over the years the site has been improved to serve a growing student population and to provide modern and user-friendly facilities. The proposed improvements will take place only in and around the parking lots on the north side of Skyline Drive.

Much of the site is level, but the site generally slopes or terraces downhill towards West A Street, where the front of the school faces the lowest area of the site. The parking lots proposed for reconfiguration reflect this general pattern on site; both are quite level but the lower one along West A Street is down a steep, narrow wooded slope from the other lot. A driveway slopes diagonally up this hill; this driveway is currently the only vehicle access for the west lot. Currently the southwest corner of the west lot is within the public right-of-way for Skyline Drive.



View of east parking lot (right bottom corner), existing driveway to west parking lot (above this), and west parking lot (cars in center of photo) from Skyline Drive

Project Description. The proposal would reconfigure and redesign the two parking lots on the north side of Skyline Drive, in the northeast corner of the property. This includes replacing the lighting, adding a total of 10 spaces (going from 199 total in these lots to 209), including 4 new ADA spaces. The driveway for the western lot is proposed to be moved to a different location on Skyline Drive, and the eastern lot's vehicle accesses to Skyline Drive will be eliminated leaving only the West A Street ingress/egress (see Exhibit PD-6, Site Plan, Sheet C-4). The project also involves installing landscape islands and stormwater treatment facilities in the lots, and a retaining wall along the west side of the western lot's driveway. Also proposed are improvements to the crosswalk and extensions of the curb and sidewalk along Skyline Drive. As part of the reconfiguration the applicant plans to remove 12 trees and plant 48. While the southwest corner of the west parking lot would remain within the public right-of-way of Skyline Drive, less of it would be within the right-of-way than under the existing configuration.



Vicinity/Zoning Map (Site outlined in purple)

Surrounding Land Use. As can be seen on the Vicinity/Zoning Map above, there are multiple zones and uses nearby to the east, north, and south, and mostly natural areas and single-family housing to the west.

Table 1 Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Single-family residential, LDS student center immediately north of east lot.	R-5, R-10
East	Single-family residential, church, West Linn Central Village commercial area.	R-10, OBC, R-4.5, R-5, GC
South	Single-family residential, Cammassia Natural Area. Across I-205 there is industrial, multi-family, single-family, police station, and a variety of commercial uses.	R-10, R-5, R-4.5, GC, GI
West	Wilderness Park, Cammassia Natural Area, Single-family residential.	R-10

Source: West Linn GIS, 2012

Approval Criteria and Analysis. CDC Section 55.020 requires Class I Design Review for several aspects of this proposal; Section 55.020(A) requires this for new sidewalks; Section 55.020(C) requires it for new walls; Section 55.020(H) requires it for new parking

stalls; Section 55.020(I) requires it for revised parking alignment; Section 55.020(J) requires it for revised site circulation; Section 55.020(K) requires it for revised points of ingress and egress; and Section 55.020(M) requires it for storm facility modifications. Class I Design Review criteria are in Section 55.090. The areas of the site affected by the project are in the R-10 zone, so Chapter 11 criteria also apply.

The southwest corner of the existing west lot extends into the Skyline Drive right-of-way, significantly downhill from the street pavement itself, which is to the south and west. Under the reconfiguration, there will still be some area of the parking lot that extends into this right-of-way. Currently there is not a Public Right-of-Way Use Permit in effect to have this use in the undeveloped right-of-way. It is acceptable under the proposed reconfiguration to continue to use this undeveloped part of the right-of-way, provided the applicant obtains a Public Right-of-Way Use Permit. This is required by proposed Condition of Approval 4.

Staff finds that the application meets the provisions of Chapter 11, R-10 Single-Family Detached Residential, and Chapter 55, Design Review, upon the implementation of the 6 proposed conditions of approval below. Proposed Condition of Approval 2(a) requires the proposed landscape plantings respect the clear vision triangles required by Chapter 42. Proposed Condition of Approval 2(b) requires an irrigation system appropriate to the site and proposed landscaping plants. Proposed Condition of Approval 2(c) requires the applicant submit a new planting plan that complies with the related conditions.

Proposed Condition of Approval 3 requires that the on-site sidewalks alongside parking lot driveways and/or spaces be a minimum of 8 feet wide as required by the access provisions of Chapter 48. In addition to requiring the necessary Public Right-of-Way Use Permit for the southwest area of the west parking lot, Condition of Approval 4 requires that the permit cover an extra 10-foot-wide area required for landscaping between the parking lot pavement and other areas of the right-of-way, fulfilling the Chapter 54 requirements for landscaped strips between parking lots and streets. Proposed Condition of Approval 5 addresses the requirement in Subsection 55.100(B)(4) that structures not be built in areas subject to slumping and sliding by ensuring that any proposed retaining wall large enough to be considered a structure be addressed with a geotechnical study. Finally, proposed Condition of Approval 6 fulfills Chapter 46 disabled parking signage requirements regarding the van-accessible spaces, and “wheelchair use only” signage.

PUBLIC COMMENTS

No public comments have been received as of the publishing of this staff report.

RECOMMENDATION

Based on findings contained in the applicant’s submittal in the City record and the staff findings, there are sufficient grounds to **approve** this application (DR-12-12) subject to the following conditions of approval:

1. Tentative Plan. The improvements shall conform to Sheet C4, Site Plan, on Page 56 of Exhibit PD-6, dated May 8, 2012, except as modified by these conditions of approval.
2. Landscaping.
 - a. Planting in Clear Vision Areas. Within the clear vision triangles required by Section 42.040 for the intersections of the right-of-ways, and for the intersection of the driveways with the right -of -ways, the proposed street tree and shrubbery planting locations shall be planted only with street trees and shrubs that will not have branching, leaves, or flowers between 3 feet and 8 feet off the ground. The number of proposed street trees shall not change. The proposed shrubbery shall still screen the off-site areas they are currently proposed to screen, except in the general area 3-8 feet off the ground within the clear vision triangles. The species of trees and shrubs used to meet this condition shall be approved by the City Arborist.
 - b. Irrigation System for Proposed Plantings. The applicant shall install an irrigation system, to the satisfaction of the City Arborist, that is appropriate for the long-term maintenance of the proposed plant species.
 - c. New Planting Plan. The applicant shall submit to staff a new planting plan complying with conditions 2a and 2b.
3. Sidewalk width. The proposed sidewalks extending between the streets and the parking lots shall be 8 feet wide along the segments where they abut driveways and/or parking spaces. The proposed retaining wall along the west parking lot's sidewalk shall be moved 2 feet to the west to accommodate this widening.
4. Public Right of Way Use Permit. The applicant shall obtain a Public Right-of-Way Use Permit from the City Public Works Department for the portion of the Skyline Drive right-of-way that will continue to be used for the west parking lot. The permit shall include any right-of -way areas within 10 feet of proposed lot pavement as well as the 10-foot wide landscaping buffer between parking lots and publicly used right-of-ways required by Subsection 54.020(E)(3)(d).
5. Retaining Walls in Landslide Hazard Area. If any proposed retaining walls of 4 feet tall or higher are proposed within areas of 25% and greater slopes, prior to issuance of a building permit, a geotechnical study of such walls shall be submitted to staff. The walls shall only be built and the project allowed to move forward without appropriate modification if the study finds that there is no risk of slumping and sliding.

6. Disabled Parking Spaces Signage. All proposed disabled spaces shall have signage stating they are van-accessible, and the two disabled spaces proposed in the west lot shall have signage limiting them to wheelchair use only.

I declare to have no interest in the outcome of this decision due to some past or present involvement with the applicant, the subject property, or surrounding properties, and therefore, can render an impartial decision. The provisions of the Community Development Code Chapter 99 have been met.

John Sonnen
JOHN SONNEN, Planning Director

June 13, 2012
DATE

Appeals to this decision must be filed with the West Linn Planning Department within 14 days of mailing date. Cost is \$400. The appeal must be filed by an individual who has established standing by submitting comments prior to or on June 4, 2012.

Mailed this 14th day of June, 2012.

Therefore, the 14-day appeal period ends at 5 p.m., on

June 28, 2012.

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ADDENDUM

APPROVAL CRITERIA AND FINDINGS

DR-12-12

Staff recommends adoption of the findings for approval contained within the applicant's submittal, with the following exceptions and additions:

Chapter 11 SINGLE-FAMILY RESIDENTIAL DETACHED, R-10

11.060 CONDITIONAL USES

The following are conditional uses which may be allowed in this zoning district subject to the provisions of Chapter 60 CDC, Conditional Uses.

7. Schools.

FINDING NO. 1:

The site includes parcels in both the R-10, R-5, and OBC zones, but staff findings address only the R-10 zone as no changes are proposed in the other zones.

The site has been a high school for many decades, since before the current Community Development Code existed. Therefore it is grandfathered in as an existing conforming conditional use, which is re-established as a conditional use every time it obtains a Conditional Use approval for major modifications. The last Conditional Use approval for the site was for a building addition, file CUP-03-03/DR-03-36/VAR-03-05/MISC-04-02. The current application is part of the established Conditional Use of the school, and does not increase the size of the building, the number of students or staff, and does not greatly intensify or change the use of the areas it effects. Therefore it is allowed as a Class I Design Review application without a concurrent Conditional Use application. The criterion is met.

11.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES PERMITTED UNDER PRESCRIBED CONDITIONS

11.080 DIMENSIONAL REQUIREMENTS, CONDITIONAL USES

Except as may otherwise be established by this code, the appropriate lot size for a conditional use shall be determined by the approval authority at the time of consideration of the application based upon the criteria set forth in CDC 60.070(A) and (B).

FINDING NO. 2:

The large site continues to be appropriate for a school of this size, including upon the redesign of the north parking lots. The criterion is met.

CHAPTER 55

DESIGN REVIEW

55.090 APPROVAL STANDARDS – CLASS I DESIGN REVIEW

The Planning Director shall make a finding with respect to the following criteria when approving, approving with conditions, or denying a Class I design review application:

A. The provisions of the following sections shall be met:

1. CDC 55.100(B)(1) through (4), Relationship to the natural and physical environment, shall apply except in those cases where the proposed development site is substantially developed and built out with no remaining natural physical features that would be impacted.

2. CDC 55.100(B)(5) and (6), architecture, et al., shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

3. Pursuant to CDC 55.085, the Director may require additional information and responses to additional sections of the approval criteria of this section depending upon the type of application.

B. An application may be approved only if adequate public facilities will be available to provide service to the property at the time of occupancy.

C. The Planning Director shall determine the applicability of the approval criteria in subsection A of this section.

FINDING NO. 3:

The subsections of 55.100(B)(5-6) listed above do not apply as architectural work is not proposed. The subsections of 55.100(B)(2-4) do apply as the proposal does affect trees, does reconfigure some of what is currently undeveloped vegetated area around and between the parking lots, and may involve structures depending on the ultimate size of the proposed retaining walls. Subsection 55.100(B)(1) does not apply as it only addresses heritage trees, of which there are none on site. Staff has determined that several other criteria of 55.100 are applicable to the project per Subsection (3) above. These are addressed in findings 4-25 and 28-33 below and in pages 49-49 and 51-52 of Exhibit PD-6 in the applicant's submittal.

Public facilities will be adequate to serve the project.

55.100 APPROVAL STANDARDS – CLASS II DESIGN REVIEW

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application.

A. The provisions of the following chapters shall be met:

- 1. Chapter 33 CDC, Stormwater Quality and Detention.*

FINDING NO. 4:

Staff adopts the applicant's findings on pages 45-46 of Exhibit PD-6 to find that the application meets the criteria of Chapter 33. There is currently no stormwater quality treatment at these parking lots, so the redesign and reconfiguration that includes the bioswales and other stormwater quality infrastructure represents an improvement over existing conditions.

- 7. Chapter 46 CDC, Off-Street Parking, Loading and Reservoir Areas.*

Excerpt of Chapter 46:

46.070 MAXIMUM DISTANCE ALLOWED BETWEEN PARKING AREA AND USE

B. Off-street parking spaces for uses not listed in subsection A of this section shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building, with the following exceptions:

- 5. All disabled parking shall be placed closest to building entrances than all other parking. Appropriate ADA curb cuts and ramps to go from the parking lot to the ADA-accessible entrance shall be provided unless exempted by ADA code. (Ord. 1547, 2007)*

46.090 MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS

B. Public and semi-public buildings/uses.

- 7. Senior high, college, or commercial trade school, or equivalent private or parochial school. 0.2 spaces per staff and student.*

D. Commercial recreation.

- 1. Auditorium, stadium, gymnasium. One space for each 4 seats, or 8 feet of bench length, or 1 space for each 40 square feet of floor area.*

F. Maximum parking. While it is important to establish minimum standards to ensure that adequate parking is available, it is equally important to establish maximum parking standards to reduce paved impermeable areas, to reduce visual impact of parking lots, and to encourage alternate modes of transportation. For these reasons, parking spaces (except for single-family and two-family residential uses) shall not exceed the minimum by more than 10 percent except by variance.

FINDING NO. 5:

The September 2011 enrollment of the school was 1,506 students. As of May 14, 2012, the school district website listed 101 faculty and staff members at West Linn High School at the page http://www.wlhs.wl.wv.k12.or.us/WLHS_staff.html. Combining the two numbers there are 1,607 individuals who work at or attend the school. With 0.2 spaces required per each staff member and per each student, 321.4 parking spaces are required, rounding up to 322, if the parking standard for high schools in Subsection 46.090(B)(7) is used. Ten percent more than 322 would be 354.2 maximum parking spaces, rounding up to 355.

However the high school site also contains the stadium, which has athletic events usually related to the school use but that generate their own traffic. The stadium standard in Subsection 46.090(D)(1) is therefore also appropriate to use as a parking standard for this site, as stadium event parking uses the same facilities for parking and the same nearby streets as overflow parking and may at times generate more parking demand than the staff, student, and visitor parking during a typical school day. According to the applicant's submittal for file CUP-99-11/DR-99-01/VAR-99-01/MISC-99-01/MISC-99-06, there are 1,692 seats in the stadium. One way to calculate required parking for a stadium facility per Subsection 46.090(D)(1) is to require one space per every four seats. Therefore with 1,692 seats, 423 seats are required. As the stadium's required parking per the CDC is higher than the school's required parking, the stadium parking should be the required parking standard for the site.

Also, Finding No. 1 in file CUP-99-11 et al. acknowledges that 423 parking spaces is the requirement for the school, so there is precedence for this existing conditional use site being assigned that parking standard by the City. In file CUP-99-11, the parking space requirement was calculated based on a provision existing then in Section 46.090. The provision allowed a high school to calculate its required parking via one of several ways, one of them being the standard of one space per every four stadium seats.

There are 199 total spaces in the two north lots now, with 209 proposed total resulting from the reconfiguration of these lots. Additionally the south lot has 165 spaces. Between the building and West A Street are 5 disabled spaces. In the parking lot across West A Street from the building, there are 41 spaces. Therefore there are 410 spaces on site now, and there would be 420 if the proposal was approved and implemented. The site is therefore non-conforming in terms of parking, but would be only three spaces short instead of 13 spaces short upon the implementation of the proposal. The proposal brings the site closer to conformance by reconfiguring the existing north lots to have as many spaces as possible while still meeting the

access, storm, and spacing standards and other standards of the CDC. Therefore the proposal is acceptable under the above criteria.

46.120 DRIVEWAYS REQUIRED ON SITE

Any school or other meeting place which is designed to accommodate more than 25 people at one time shall provide a 15-foot-wide driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers. Depending on functional requirements, the width may be increased with Planning Director approval.

FINDING NO. 6:

This is already provided on the West A Street frontage of the building, further south, so it does not need to be provided as part of this parking lot redesign.

46.150 DESIGN AND STANDARDS

The following standards apply to the design and improvement of areas used for vehicle parking, storage, loading, and circulation:

A. Design standards.

1. "One standard parking space" means a minimum for a parking stall of eight feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a minimum dimension of nine feet in width and 18 feet in length (nine feet by 18 feet). When multi-family parking stalls back onto a main driveway, the stalls shall be nine feet by 20 feet.

FINDING NO. 7:

All non-ADA parking spaces proposed meet one of the two sets of dimensions delineated in this subsection. Over 50% meet the larger set of dimensions. The criterion is met.

2. Disabled parking and maneuvering spaces shall be consistent with current federal dimensional standards and subsection B of this section and placed nearest to accessible building entryways and ramps.

FINDING NO. 8:

The proposed disabled parking spaces are proposed to meet the dimensions of the CDC, which meet federal standards. These spaces are on the south end of each lot, closest to the school building and close to the walkways from the lot to Skyline Drive.

4. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

5. Each parking and/or loading space shall have clear access, whereby the relocation of other vehicles to utilize the parking space is not required.

6. *Except for single- and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety. Permeable parking surface spaces may have an alternative delineation for parking spaces.*

7. *Except for residential parking, and parking for public parks and trailheads, at least 50 percent of all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of City streets. The remainder of the areas used for parking may use a permeable paving surface designed to reduce surface runoff. Parking for public parks or trailheads may use a permeable paving surface designed to reduce surface runoff for all parking areas. Where a parking lot contains both paved and unpaved areas, the paved areas shall be located closest to the use which they serve.*

FINDING NO. 9:

The parking lots will be paved. All spaces will be marked with permanent paint and will have clear access from other spaces. The driveways are all 24-feet wide, the minimum for two-way service driveways per Subsection 48.040(A)(1). The driveways are laid out for safe access and egress and convenient navigation throughout the lots under the proposed reconfiguration.

9. *Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site. The number of access drives shall be limited to the minimum that will allow the property to accommodate and service the anticipated traffic. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives.*

10. *Access drives shall have a minimum vision clearance as provided in Chapter 42 CDC, Clear Vision Areas.*

11. *Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located two feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.*

FINDING NO. 10:

The applicant proposes to still have access driveway into each lot. The access driveway into the west lot is proposed to be moved further west. The access driveways to Skyline Drive are proposed to be eliminated for the east lot, so this lot will only access from West A Street at the

lot's northeast corner. Therefore both remaining access driveways, one for each lot, are proposed to be over 150 feet from the intersection of the Skyline Drive and West A Street right-of-ways. This makes the proposal compliant with Subsection 48.060(C)(1), while existing conditions are not compliant with this subsection. Condition of Approval 2(a) ensures that the planting plan will meet the Clear Vision Area requirements of Chapter 42. Wheel stops will be provided to meet Subsection (11).

12. Off-street parking and loading areas shall be drained in accordance with plans and specifications approved by the City Engineer. Storm drainage at commercial sites may also have to be collected to treat oils and other residue.

13. Artificial lighting on all off-street parking facilities shall be designed to deflect all light downward away from surrounding residences and so as not to create a hazard to the public use of any road or street.

14. Directional arrows and traffic control devices which are placed on parking lots shall be identified and installed.

16. Visitor or guest parking must be identified by painted "GUEST" or "VISITOR."

17. The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.

FINDING NO. 11:

There is currently no stormwater quality treatment at these parking lots, so the redesign and reconfiguration that includes the bioswales and other stormwater quality infrastructure represents an improvement over existing conditions. Engineering staff has expressed their support for the reconfiguration that proposes the new stormwater quality infrastructure, and will have to approve the final construction plans for it in order for it to be built. See Finding 4. Proposed light fixtures that direct light downward are proposed to replace the current lighting in and around the two lots. Directional arrows and "guest" and "visitor" labels on spaces will be installed when implemented per the applicant's findings on Page 47 of Exhibit PD-6. The parking areas will have less than a 5% grade.

18. Commercial, office, industrial, and public parking lots may not occupy more than 50 percent of the main lot frontage of a development site. The remaining frontage shall comprise buildings or landscaping. If over 50 percent of the lineal frontage comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet wide and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. The defensible space of the parking lot should not be compromised.

19. Areas of the parking lot improved with asphalt or concrete surfaces shall be designed into areas of 12 or less spaces through the use of defined landscaped area. Groups of 12 or less spaces are defined as:

- a. *Twelve spaces in a row, provided there are no abutting parking spaces, as in the case when the spaces are abutting the perimeter of the lot; or*
- b. *Twelve spaces in a group with six spaces abutting together; or*
- c. *Two groups of twelve spaces abutting each other, but separated by a 15-foot wide landscape area including a six-foot-wide walkway.*

FINDING NO. 12:

The building occupies more than 50% of the street frontage, and this will not change upon implementation of the proposed project. All parking spaces proposed are in groups that comply with either (a), (b), or (c) above as seen in the Site Plan, Sheet C4, Page 56 of Exhibit PD-6.

20. Pedestrian walkways shall be provided in parking areas having 20 or more spaces. Walkways or sidewalks shall be constructed between major buildings/activity areas (an example in multi-family housing: between recreation center, swimming pool, manager's office, park or open space areas, parking lots, etc.) within a development, between adjacent developments and the new development, as feasible, and between major buildings/activity areas within the development and adjacent streets and all adjacent transit stops. Internal parking lot circulation and design should maintain ease of access for pedestrians from streets and transit stops. Walkways shall be constructed using a material that visually contrasts with the parking lot and driveway surface. Walkways shall be further identifiable to pedestrians and motorists by grade separation, walls, curbs, surface texture (surface texture shall not interfere with safe use of wheelchairs, baby carriages, shopping carts, etc.), and/or landscaping. Walkways shall be six feet wide. The arrangement and layout of the paths shall depend on functional requirements.

FINDING NO. 13:

Pedestrian walkways are provided between the parking lots and the streets. While these are proposed to be 6 feet wide, Condition of Approval 3 requires the sections directly abutting travel lanes or parking spaces to be 8 feet wide, per Subsection 55.100(B)(7)(b). Therefore all walkways will meet or exceed the standards of the above Subsection 20.

21. The parking and circulation patterns are easily comprehended and defined. The patterns shall be clear to minimize traffic hazards and congestion and to facilitate emergency vehicles.

22. The parking spaces shall be close to the related use.

FINDING NO. 14:

The circulation patterns in both lots are basic and easy to comprehend. The parking spaces will remain close to the school as the two reconfigured lots are proposed on the site of the existing lots.

B. Accessible parking standards for persons with disabilities. If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever are more stringent:

1. Minimum number of accessible parking space requirements (see following table):

MINIMUM REQUIRED NUMBER OF TOTAL PARKING SPACES	TOTAL NUMBER OF ACCESSIBLE SPACES	NUMBER OF VAN-ACCESSIBLE SPACES REQUIRED, OF TOTAL	SPACES SIGNED "WHEELCHAIR USE ONLY"
401 -500	9	-	2

2. Location of parking spaces. Parking spaces for the individual with a disability that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance to a building. In separate parking structures or lots that do not serve a particular building, parking spaces for the persons with disabilities shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.

3. Accessible parking space and aisle shall meet ADA vertical and horizontal slope standards.

4. Where any differences exist between this section and current federal standards, those standards shall prevail over this code section.

5. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide.

6. Van-accessible parking spaces shall have an additional sign marked "Van Accessible" mounted below the accessible parking sign. A van-accessible parking space reserved for wheelchair users shall have a sign that includes the words "Wheelchair Use Only." Van-accessible parking shall have an adjacent eight-foot-wide aisle. All other accessible stalls shall have a six-foot-wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.

C. Landscaping in parking areas. Reference Chapter 54 CDC, Landscaping.

FINDING NO. 15:

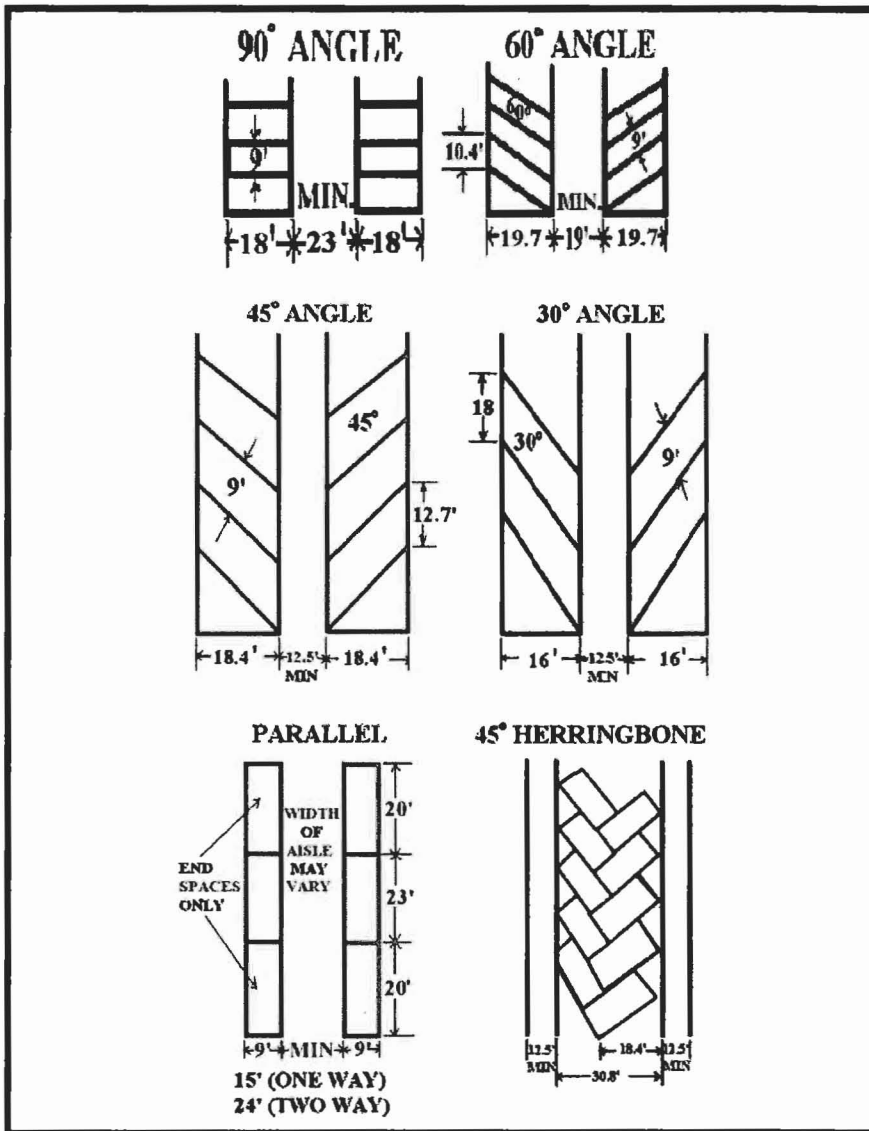
There are 5 disabled spaces in front of the school in the small parking area west of West A Street, and there are 5 in the south lot, for a total of 10 existing disabled spaces. The reconfiguration proposes 4 more, as there are none in the north lots. Nine spaces are required for a site that requires 423 total spaces per the table above, so there are already enough, and more will be added, for a total of 14. All proposed spaces meet the above slope standards.

Only one of the existing spaces is van-accessible and labeled as such, in the area in front of the school. All proposed spaces are served by an access aisle 96 inches wide, and will therefore be van-accessible and wheelchair-accessible. The requirements in the table above are for a site with 423 required spaces to have 2 spaces that are van-accessible and to have these be marked "wheelchair use only". Additional van-accessible spaces do not need to be labeled "wheelchair use only" but do need to be labeled "van-accessible". The criteria above are therefore met as long as the signage requirements of Subsection 6 above are met. Condition of Approval 6 therefore requires that each proposed disabled space be signed "van-accessible" and that the two proposed in the west lot (adjacent to the proposed new ADA route) be signed "wheelchair use only". See Sheet C4 Site Plan on Page 56 of Exhibit PD-6 for the location of the proposed disabled spaces and the proposed ADA route.

See findings 18-25 for compliance with Chapter 54.

F. (See Figures 1 and 2 below.)

Figure 1. MINIMUM STANDARDS FOR PARKING LOT LAYOUT



FINDING NO. 16:

All parking spaces are proposed at a 90 degree angle, and all have a 24-foot-wide aisle. Figure 2 is not included as it only provides for diagonal parking dimensions, and the applicant does not proposed diagonal parking. The criterion is met.

(End of excerpt of Chapter 46)

8. Chapter 48 CDC, Access, Egress and Circulation.

Excerpt of Chapter 48:

48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES

Access, egress, and circulation system for all non-residential uses shall not be less than the following:

A. Service drives for non-residential uses shall be fully improved with hard surface pavement:

- 1. With a minimum of 24-foot width when accommodating two-way traffic;*
- 3. Meet the requirements of CDC 48.030(E)(3) through (6).*

B. All non-residential uses shall be served by one or more service drives as determined necessary to provide convenient and safe access to the property and designed according to CDC 48.030(A). In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.

C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

- 1. On an arterial when intersected by another arterial, 150 feet.*

FINDING NO. 17:

The driveways will be 24 feet wide, as will be all parking aisles, which are looped in each lot. Therefore emergency vehicles will have enough room to access all areas, and will not have to turn around. The new curb cuts will be between 16 and 36 feet in width. Both proposed driveways will be over 150 feet from the intersection of arterials West A Street and Skyline Drive. The driveways that do not meet this standard are proposed for removal. This is not a new development, so Section 48.025 does not apply. The criteria of Chapter 48 are met.

(End of excerpt of Chapter 48)

10. Chapter 54 CDC, Landscaping.

Excerpt from Chapter 54:

54.020 APPROVAL CRITERIA

A. Every development proposal requires inventorying existing site conditions which include trees and landscaping. In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan. Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. The rationale is that saving a 30-foot-tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three two-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.

FINDING NO. 18:

Several trees are proposed for removal as seen on Sheet C3 Demolition Plan on Page 55 of Exhibit PD-6. None are significant per the City Arborist. The slight expansion of the lots that would result in the trees' removal helps the school increase the parking spaces in the lots by 10, from 410 to 420 total on site, getting the site closer to its 423 space requirement (see Finding 5). Multiple new trees and shrubs will be incorporated around the lots for screening and landscaping as seen on Sheet L1 Planting Plan on Page 63 of Exhibit PD-6. Multiple existing trees on site will remain as well.

E. Landscaping – By type, location and amount.

2. Non-residential uses. A minimum of 20 percent of the gross site area shall be landscaped. Parking lot landscaping may be counted in the percentage.

FINDING NO. 19:

Over 20% of the total high school site will remain landscaped.

3. All uses (residential uses (non-single-family) and non-residential uses):

a. The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. Parking lots with over 20 spaces shall have a minimum 10 percent of the interior of the parking lot devoted to landscaping. Pedestrian walkways in the landscaped areas are not to be counted in the percentage. The perimeter landscaping, explained in subsection (E)(3)(d) of this section, shall not be included in the 10 percent figure. Parking lots with 10 to 20 spaces shall have a minimum five percent of the interior of the parking lot devoted to

landscaping. The perimeter landscaping, as explained above, shall not be included in the five percent. Parking lots with fewer than 10 spaces shall have the standard perimeter landscaping and at least two shade trees. Non-residential parking areas paved with a permeable parking surface may reduce the required minimum interior landscaping by one-third for the area with the permeable parking surface only.

b. The landscaped areas shall not have a width of less than five feet.

FINDING NO. 20:

With 209 spaces in the lots, 8 shade trees are required. Multiple existing trees will remain west and south of the west parking lot and between the two lots. Also, 48 new trees will be planted, distributed around and through both lots, per Sheet L1 Planting Plan, on Page 63 Exhibit PD-6. The parking lots are proposed to be impervious. Per staff calculations using the dimensions on Sheet C4 Site Plan on Page 56 Exhibit PD-6, each proposed parking lot has proposed landscaping covering at least 10 percent of the area inside the greater lot perimeter. All proposed landscaped strips are at least 5 feet wide.

c. The soils, site, proposed soil amendments, and proposed irrigation system shall be appropriate for the healthy and long-term maintenance of the proposed plant species.

FINDING NO. 21:

Staff does not find in the applicant's submittal a proposed irrigation system for the proposed plans proposed. Therefore to ensure this is implemented properly per the above subsection, Condition of Approval 2b is recommended.

d. A parking, loading, or service area which abuts a street shall be set back from the right-of-way line by perimeter landscaping in the form of a landscaped strip at least 10 feet in width. When a parking, loading, or service area or driveway is contiguous to an adjoining parcel, there shall be an intervening five-foot-wide landscape strip. The landscaped area shall contain:

- 1) Street trees spaced as appropriate to the species, not to exceed 50 feet apart on the average;*
- 2) Shrubs, not to reach a height greater than three feet, six inches, spaced no more than five feet apart on the average; or*
- 3) Vegetative ground cover such as grass, wildflowers, or other landscape material to cover 100 percent of the exposed ground within two growing seasons. No bark mulch shall be allowed except under the canopy of low level shrubs.*

FINDING NO. 22:

The parking lots border public streets to the east (West A Street), and to the west and south (Skyline Drive). Along West A Street and along most of the south side of the lots, there is a proposed landscape strip at least 10 feet wide. Along much of the west side of the west lot, an already vegetated, wooded area along a steep slope separates the lot from the Skyline Drive right of way, and is well over 10 feet wide. In the southwest corner of the west lot however, there is an area where the lot straddles the right of way line, with parts of 5 proposed spaces within the right of way. This is an area where the existing parking lot currently encroaches on more of the right of way than the proposed reconfiguration. However, the above criterion must still be met.

The actual pavement of Skyline Drive is uphill from this corner of the lot and in no practicable way would ever be able to be developed on what is proposed as parking lot. Landscaping and trees meeting the above subsections are proposed for this area, and there is consistently over 25 feet between the proposed reconfigured lot and the street pavement in this area. For the lot to continue to encroach into the right-of-way, Condition of Approval 4 requires the applicant to obtain a Public Right-of -Way Use Permit through the Public Works Department. The above criterion can be met if this permit includes an extra 10 feet of area south and west of the proposed parking lot pavement in the right-of-way, where this 10-foot area would also encroach on the right-of-way. That way the above criterion can be met via permanently ensuring that the required 10-foot landscaped strip and the parking spaces in the right-of -way are never developed as public street infrastructure.

e. If over 50 percent of the lineal frontage of the main street or arterial adjacent to the development site comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet in width and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. This extra requirement only applies to one street frontage.

f. A parking, loading, or service area which abuts a property line shall be separated from the property line by a landscaped area at least five feet in width and which shall act as a screen and noise buffer, and the adequacy of the screen and buffer shall be determined by the criteria set forth in CDC 55.100(C) and (D), except where shared parking is approved under CDC 46.050.

g. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

FINDING NO. 23:

The main arterial street serving the site, in terms of the street with the longest building frontage and the front of the building, is West A Street. Far less than 50% of the west West A Street frontage of the site abuts parking lots, even if the parking lot across West A is counted separately and added to the total. All parking lot areas not used for vehicles or

sidewalks are proposed to be landscaped. Landscape strips over 5 feet wide are proposed for the north side of the lots, which directly abut other properties. The criteria are met.

h. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation.

j. Crime prevention shall be considered and plant materials shall not be located in a manner which prohibits surveillance of public and semi-public areas (shared or common areas).

k. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

FINDING NO. 24:

Condition of Approval 2a requires that plantings not interfere with required clear vision areas. See Finding 10. Condition of Approval 2b requires that the irrigation system meet the approval of City Arborist. See Finding 21.

l. For commercial, office, multi-family, and other sites, the developer shall select trees that possess the following characteristics:

1) Provide generous "spreading" canopy for shade.

2) Roots do not break up adjacent paving.

3) Tree canopy spread starts at least six feet up from grade in, or adjacent to, parking lots, roads, or sidewalks unless the tree is columnar in nature.

4) No sticky leaves or sap-dripping trees (no honey-dew excretion).

5) No seed pods or fruit-bearing trees (flowering trees are acceptable).

6) Disease-resistant.

7) Compatible with planter size.

8) Drought-tolerant unless irrigation is provided.

9) Attractive foliage or form all seasons.

m. Plant materials (shrubs, ground cover, etc.) shall be selected for their appropriateness to the site, drought tolerance, year-round

greenery and coverage, staggered flowering periods, and avoidance of nuisance plants (Scotch broom, etc.).

FINDING NO. 25:

Native species are proposed. Western Serviceberry is proposed on the Planting Plan under “trees” but the City Arborist considers it to be a shrub and does not consider it to be fruit bearing, so the trees proposed meet the criteria above.

(Excerpts ended, back to Section 55.100 criteria below)

B. Relationship to the natural and physical environment.

2. All heritage trees, as defined in the municipal code, all trees and clusters of trees (“cluster” is defined as three or more trees with overlapping driplines; however, native oaks need not have an overlapping dripline) that are considered significant by the City Arborist, either individually or in consultation with certified arborists or similarly qualified professionals, based on accepted arboricultural standards including consideration of their size, type, location, health, long term survivability, and/or numbers, shall be protected pursuant to the criteria of subsections (B)(2)(a) through (f) of this section. In cases where there is a difference of opinion on the significance of a tree or tree cluster, the City Arborist’s findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.

a. Non-residential and residential projects on Type I and II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout of streets, driveways, building pads, lots, and utilities to avoid heritage trees and significant trees and tree clusters, and other natural resources pursuant to this code. The method for delineating the protected trees or tree clusters (“dripline + 10 feet”) is explained in subsection (B)(2)(b) of this section. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply.

b. Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees. Therefore, in the event that the City Arborist determines that a significant tree cluster exists at a development site, then up to 20 percent of the non-Type I and II lands shall be devoted to the protection of those trees, either by dedication or easement. The exact percentage is determined by establishing the driplines of the trees or tree clusters that are to be protected. In order to protect the roots which typically extend further, an additional 10-foot measurement beyond the dripline shall be added. The square footage of the area inside this “dripline plus 10 feet” measurement shall be the basis for calculating the percentage (see figure below). The City Arborist will identify which tree(s) are to be protected.

Development of non-Type I and II lands shall also require the careful layout of streets, driveways, building pads, lots, and utilities to avoid significant trees, tree clusters, heritage trees, and other natural resources pursuant to this code. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply. Please note that in the event that more than 20 percent of the non-Type I and II lands comprise significant trees or tree clusters, the developer shall not be required to save the excess trees, but is encouraged to do so.

FINDING NO. 26:

None of the trees proposed for removal are significant per the City Arborist. Because of the uphill, wooded areas of the site west of Skyline Drive and the athletic fields, there will continue to be over 20% of the site used for significant tree cluster preservation. The criteria are met.

3. The topography and natural drainage shall be preserved to the greatest degree possible.

4. The structures shall not be located in areas subject to slumping and sliding. The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.

FINDING NO. 27:

The north parking lots area consists of a modified topography in that what was once a gradual hillside was once made into the two existing lots. The reconfiguration will result in slight changes to the topography compared to now, but keeps the same basic configuration of the hillside as originally modified for the existing lots. Upon implementation of the proposal, natural drainage will continue to flow generally east but will be treated by the proposed bioswales before entering the stormwater system. Retaining walls are proposed, and these would only be considered "structures" when 4 feet tall or over. If any are, they will be reviewed as such as part of the building permit process. Map 17 Landslide Vulnerability Analysis in the City's Natural Hazards Mitigation Plan categorizes the 25%-and-greater grade areas here to be "landslide hazard areas". Condition of Approval 5 requires a geotechnical report during the building permit stage for any retaining wall over 4 feet tall that overlaps with these areas on the Site Plan, to ensure that no risk of slumping or sliding is found.

7. Transportation Planning Rule (TPR) compliance. The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:

d. Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined footpaths at least six feet wide. Paths shall be eight feet wide when abutting parking areas or travel lanes. Paths shall be separated from parking or travel lanes by either landscaping, planters, curbs, bollards, or raised

surfaces. Sidewalks in front of storefronts on the arterials and main store entrances on the arterials identified in CDC 85.200(A)(3) shall be 12 feet wide to accommodate pedestrians, sidewalk sales, sidewalk cafes, etc. Sidewalks in front of storefronts and main store entrances in commercial/OBC zone development on local streets and collectors shall be eight feet wide.

FINDING NO. 28:

The applicant proposes new sidewalks connecting Skyline Drive to both parking lots, and connecting West A Street to the adjoining east parking lot. These are proposed to be 6 feet wide. This width meets the above criteria in areas where the sidewalks do not directly abut a driveway or parking space. However much of the sidewalk to the west parking lot abuts a space and/or the driveway, and part of the sidewalk to the east lot from West A Street abuts a space. The sidewalks should be 8 feet wide to meet the above criteria along these spaces and driveway. This should be easily achieved for the latter where there are no topographic issues. For the former, there is a retaining wall proposed alongside the sidewalk where it is alongside the driveway. However, there is space between this and the parking space to the west, so the wall can be proposed 2 feet further back. Condition of Approval 3 requires these sidewalk segments to be 8 feet wide in these areas, and requires this configuration for the proposed adjacent wall. This will also ensure the wall meets the clear vision area requirement of Section 42.040.

C. Compatibility between adjoining uses, buffering, and screening.

1. In addition to the compatibility requirements contained in Chapter 24 CDC, buffering shall be provided between different types of land uses; for example, buffering between single-family homes and apartment blocks. However, no buffering is required between single-family homes and duplexes or single-family attached units. The following factors shall be considered in determining the adequacy of the type and extent of the buffer:

a. The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier.

b. The size of the buffer required to achieve the purpose in terms of width and height.

c. The direction(s) from which buffering is needed.

d. The required density of the buffering.

e. Whether the viewer is stationary or mobile.

2. On-site screening from view from adjoining properties of such things as service areas, storage areas, and parking lots shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening:

- a. *What needs to be screened?*
- b. *The direction from which it is needed.*
- c. *How dense the screen needs to be.*
- d. *Whether the viewer is stationary or mobile.*
- e. *Whether the screening needs to be year-round.*

FINDING NO. 29:

To the south across Skyline Drive is the existing school building. West across Skyline Drive are undeveloped woodlands that are within the school property. North and east of the site are single-family houses. The west parking lot would get several feet closer to the adjacent properties to the north under the site plan, and several existing trees along this side of the west parking lot would be removed. See the Demolition Plan, Sheet C3, on Page 55 of Exhibit PD-6, compared to the Site Plan, Sheet C4, on Page 56 of Exhibit PD-6. The east parking lot's proximity to houses across West A Street or to the north along Terrace Drive would not be worsened under the proposal, but the redevelopment and re-landscaping of the lots provides a chance for screening here that did not exist before. The applicant has responded to this opportunity by proposing the screening shrubbery shown on the Planting Plan, Sheet L1, on Page 63 of Exhibit PD-6. This screening shrubbery consists of wild mock orange along the north side and Otto Luyken cherry laurel along the east side. This will help screen the nearby West A Street and Terrace Drive residences from views of parking lots and cars, glare reflecting off of cars, and beams from car lights.

At the northeast corner, the applicant proposes 24 shrubs of the species little princess spirea. The Planting Plan notes that these have branching that begins 8 feet above the ground, which is appropriate as some of these are the planted in the required clear vision triangles of Chapter 42. The applicant used the clear vision triangle provided by Section 42.050 for the Planting Plan rather than that provided by Section 42.040. The triangle dimensions provided by Section 42.040 is required for intersections with driveways of 24 feet in width, such as these. Also, the triangle provided by 42.040 is required at the intersection of the two street right-of-ways. This required triangle is measured 30 feet back from the edge of each right-of-way at the intersection of West A Street and Skyline Drive. For the intersection of the streets with the proposed parking lot driveways, it is measured 30 feet back from the street right-of-way line and 30 feet back from the edge of each proposed driveway.

A total of two street trees, and several of the laurel and mock orange, are proposed within these triangles. Condition of Approval 2(a) requires only species of trees and shrubs that will not have branches, leaves, and flowers between 3 and 8 feet above the ground be planted here, in order to meet the provisions of Chapter 42 Clear Vision Areas.

D. Privacy and noise.

3. *Structures or on-site activity areas which generate noise, lights, or glare shall be buffered from adjoining residential uses in accordance with the standards in subsection C of this section where applicable. Businesses or activities that can reasonably be expected to generate noise shall undertake and submit appropriate noise studies and mitigate as necessary. (See CDC 55.110(B)(11) and 55.120(M).)*

4. *Businesses or activities that can reasonably be expected to generate noise in excess of the noise standards contained in West Linn Municipal Code Section 5.487 shall undertake and submit appropriate noise studies and mitigate as necessary to comply with the code. (See CDC 55.110(B)(11) and 55.120(M).)*

FINDING NO. 30:

The project itself is not trip-generating as it does not add students or staff to the high school, and is limited to the reconfiguration two existing parking lots while adding 10 spaces to them to accommodate existing parking demand. The shrubbery proposed on Sheet L1, Planting Plan on Page 63 of Exhibit PD-6 will buffer existing houses from parking lot vehicle noise better than they are currently buffered. As discussed in Finding 29 they will also buffer these properties from the vehicles' glare.

I. Public facilities. *An application may only be approved if adequate public facilities will be available to provide service to the property prior to occupancy.*

2. Drainage. *A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine off-site impacts from a 25-year storm. The City Engineer shall adjust storm drainage facilities for applications which contain permeable parking surfaces based upon a quantitative analysis of the increased water retention and water quality characteristics of the permeable parking surface.*

Catch basins shall be installed and connected to pipelines leading to storm sewers or drainageways.

All plans will then be reviewed by the City Engineer.

FINDING NO. 31:

Staff adopts the applicant's finding on Page 51 of Exhibit PD-6 to find that the project meets the above criterion. Engineering staff will review the construction plans to see that they meet City standards. The proposed stormwater infrastructure, including bioswales for water treatment, represent an improvement over the existing untreated lots.

J. Crime prevention and safety/defensible space.

5. *Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes.*

6. *Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person. All commercial, industrial, residential, and public facility projects undergoing design review shall use low or high pressure sodium bulbs and be able to demonstrate effective shielding so that the light is directed downwards rather than omni-directional. Omni-directional lights of an ornamental nature may be used in general commercial districts only.*

FINDING NO. 32:

New lighting will be provided of a type that is better directed within the site. See the applicant's Lighting and Power Plan, Sheet E2.0, on Page 61 of Exhibit PD-6. The plan shows that lighting will not affect structures on adjoining properties. Effects of individual lights will overlap within the parking lots, as shown on the plan. The criteria are met.

K. Provisions for persons with disabilities.

1. *The needs of a person with a disability shall be provided for. Accessible routes shall be provided between all buildings and accessible site facilities. The accessible route shall be the most practical direct route between accessible building entries, accessible site facilities, and the accessible entry to the site. An accessible route shall connect to the public right-of-way and to at least one on-site or adjacent transit stop (if the area is served by transit). All facilities shall conform to, or exceed, the Americans with Disabilities Act (ADA) standards, including those included in the Uniform Building Code.*

FINDING NO. 33:

As discussed above in Finding 15 the proposal results in the school having adequate disabled parking, and the proposed disabled parking is adjacent to direct and accessible pedestrian routes to the streets and school building, including the new proposed ADA route to the west lot. There is no adjacent transit.

EXHIBITS

PD-1	AFFADAVIT OF NOTICE	30
PD-2	NOTICE MAILING PACKET.....	31-34
PD-3	COMPLETENESS LETTER.....	35
PD-4	CORRESPONDENCE RE: WLHS STAFF & STUDENT NUMBERS.....	36-37
PD-5	CITY ARBORIST EMAIL REGARDING TREE SIGNIFICANCE.....	38
PD-6	APPLICANT'S SUBMITTAL.....	39-67

AFFIDAVIT OF NOTICE

We, the undersigned do hereby certify that, in the interest of the party (parties) initiating a proposed land use, the following took place on the dates indicated below:

GENERAL

File No. DR-12-12 Applicant's Name TIM WOODLEY - WLWV SCHOOL DIST.
Development Name WL HIGH SCHOOL
Scheduled Meeting/Decision Date JUNE 3, 2012

NOTICE: Notices were sent at least 20 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. (check below)

TYPE A

- A. The applicant (date) _____ (signed) _____
- B. Affected property owners (date) _____ (signed) _____
- C. School District/Board (date) _____ (signed) _____
- D. Other affected gov't. agencies (date) _____ (signed) _____
- E. Affected neighborhood assns. (date) _____ (signed) _____
- F. All parties to an appeal or review (date) _____ (signed) _____

At least 10 days prior to the scheduled hearing or meeting, notice was published/posted:

Tidings (published date) _____ (signed) _____
City's website (posted date) _____ (signed) _____

SIGN

At least 10 days prior to the scheduled hearing, meeting or decision date, a sign was posted on the property per Section 99.080 of the Community Development Code.

(date) _____ (signed) _____

NOTICE: Notices were sent at least 14 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. (check below)

TYPE B

- A. The applicant (date) 5-21-12 (signed) S. Skoyev
- B. Affected property owners (date) 5-21-12 (signed) S. Skoyev
- C. School District/Board (date) 5-21-12 (signed) S. Skoyev
- D. Other affected gov't. agencies (date) _____ (signed) _____
- E. Affected neighborhood assns. (date) 5-21-12 (signed) S. Skoyev
(ALL)

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.

Date: 5-21-12 (signed) S. Skoyev

STAFF REPORT mailed to applicant, City Council/Planning Commission and any other applicable parties 10 days prior to the scheduled hearing.

(date) _____ (signed) _____

FINAL DECISION notice mailed to applicant, all other parties with standing, and, if zone change, the County surveyor's office.

(date) 6-14-12 (signed) S. Skoyev

**CITY OF WEST LINN
PLANNING DIRECTOR DECISION**

FILE NO. DR-12-12

The West Linn Planning Director is considering a request for Class I Design Review approval for parking lot reconstruction and reconfiguration at West Linn High School at 5290/5464/5515/5527/5599/5701 West A Street. This proposal is specifically for the reconstruction and reconfiguration of the north parking lots, across Skyline Drive from the high school building. While the lots will be in roughly the same space as the lots they replace, 10 more spaces total are proposed to be added. Per Community Development Code (CDC) Section 55.020, Class I Design Review is necessary for revised on-site circulation, revised parking alignment, addition of new parking stalls, revised points of ingress/egress, new sidewalks, new walls, and modifications to storm facilities. The proposed project includes all of these modifications. The decision will be based on the approval criteria in Chapter 55 of the CDC. The approval criteria from the CDC are available for review at City Hall, at the City Library, and at <http://www.westlinnoregon.gov.cdc>.

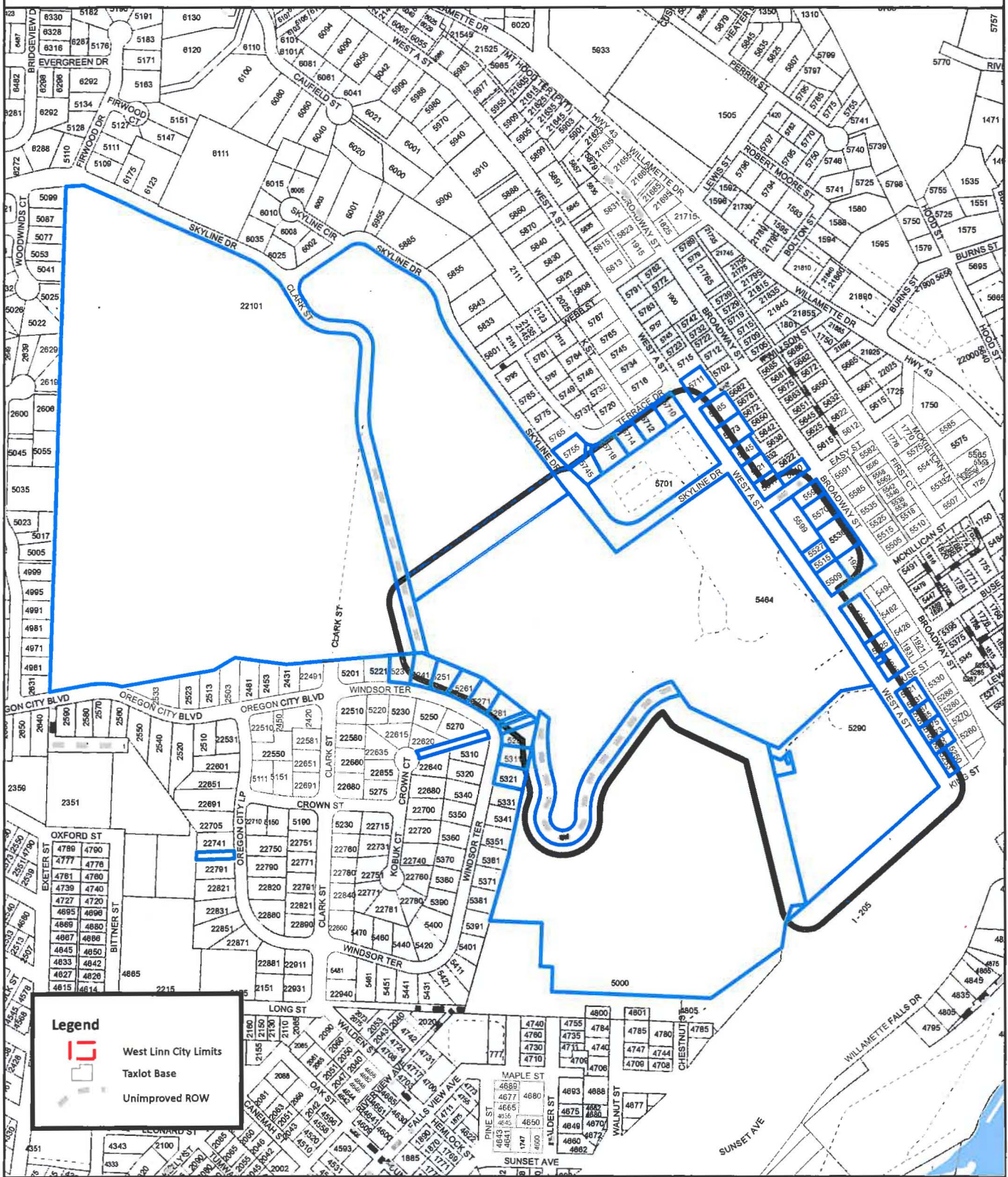
The property is located at Tax Lot 800 of Clackamas County Assessor's Map 2-2E-30; tax lots 4500, 4501, and 4502 of Clackamas County Assessor's Map 2-2E30CD, and; tax lots 10100, 10200, and 10300 of Clackamas County Assessor's Map 2-2E30CA. You have received this notice because you own property within 100 feet of this property or as otherwise required by the CDC.

All relevant materials in the above noted file are available for inspection at no cost at City Hall, and on the city web site at <http://westlinnoregon.gov/planning/5464-west-street-west-linn-high-school-design-review-renovation-north-parking-lots> or copies may be obtained for a minimal charge per page. Although there is no public hearing, your comments and ideas are invited and can definitely influence the final decision of the Planning Director. Planning staff looks forward to discussing the application with you. **The final decision is expected to be made on, and no earlier than, June 4, 2012**, so please get in touch with us prior to this date. For further information, please contact Tom Soppe, Associate Planner, City Hall, 22500 Salamo Rd., West Linn, OR 97068, (503) 742-8660, tsoppe@westlinnoregon.gov

Any appeals to this decision must be filed within 14 days of the final decision date with the Planning Department. Failure to raise an issue in person or by letter, or failure to provide sufficient specificity to afford the decision-maker an opportunity to respond to the issue, precludes the raising of the issue at a subsequent time on appeal or before the Land Use Board of Appeals.

SHAUNA SHROYER
Planning Administrative Assistant

West Linn High School North Parking Lot Reconstruction 100' Buffer



This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Taxlot Base Source: Clackamas County GIS

NOT TO SCALE



SNAPNOTIFY.MXD / AHA APP 3-24-2011

User Name:
Map Creation Date: May 15, 2012

BANK OF AMERICA OR
CORP REAL EST DEPT #2814
PO BOX 6400
PORTLAND, OR 97228

BERNAL MARK W & STACEY L
5311 WINDSOR TER
WEST LINN, OR 97068

CAMPBELL N ARLENE
5718 TERRACE DR
WEST LINN, OR 97068

CHILDS BRIAN M & ALISON S
5536 BROADWAY ST
WEST LINN, OR 97068

COLLINS TIM B & KATHRYN A
5251 WINDSOR TER
WEST LINN, OR 97068

CORP PRES BSHP CH JESUS CHRIST LDS
LDS CHURCH-TAX ADMIN
50 E NORTH TEMPLE ST 22 FLR
SALT LAKE CITY, UT 84150

DEMARIA JOHN E
5745 SKYLINE DR
WEST LINN, OR 97068

EISSLER ANNIE A
5271 WINDSOR TER
WEST LINN, OR 97068

FAUL DAVID E
5263 WEST A ST
WEST LINN, OR 97068

FOWSER FLORENCE M
16091 SW GAGE LN
BEAVERTON, OR 97006

FRYE PETER W & CLAIRE L
5261 WINDSOR TER
WEST LINN, OR 97068

GIBBS JOSEPH H & JANA H
5291 WINDSOR TER
WEST LINN, OR 97068

HASHIMOTO CRAIG S
5253 WEST A ST
WEST LINN, OR 97068

JOHNSTON DOUGLAS S
5711 WEST A ST
WEST LINN, OR 97068

JORGENSEN ROGER H & SHARON K
BROTHERS
5281 WINDSOR TER
WEST LINN, OR 97068

KINDLEY RAYMOND S & SANDRA L
5241 WINDSOR TER
WEST LINN, OR 97068

MCCUTCHEON CAROL F TRUSTEE
50 PUU ANOANO ST APT 2303
LAHAINA, HI 96761

MCINTYRE HERBERT O & GLENA MARIE
5645 WEST A ST
WEST LINN, OR 97068

MEYER & WEIL LLC
PO BOX 515
DUNDEE, OR 97115

MOCAN VIOREL & MARIOARA
5712 TERRACE DR
WEST LINN, OR 97068

MORTON DAVID & BRENDA
5231 WINDSOR TER
WEST LINN, OR 97068

MYERS DONALD H & JOYCE
5673 WEST A ST
WEST LINN, OR 97068

MYERS GREGORY A & LEANN G
5570 BROADWAY ST
WEST LINN, OR 97068

NEW LIFE CHURCH
PO BOX 5
WEST LINN, OR 97068

ROMINE GUY
5285 WEST A ST
WEST LINN, OR 97068

SEELY DENNIS W TRUSTEE
16165 NW BLUERIDGE DR
BEAVERTON, OR 97006

SHORT MICHAEL W CO-TRUSTEE
5321 WINDSOR TER
WEST LINN, OR 97068

SILVER DEBRA
5621 WEST A ST
WEST LINN, OR 97068

THE NATURE CONSERVANCY OREGON
FIELD OFF-CAMASSIA
821 SE 14TH AVE
PORTLAND, OR 97214

WEST LINN-WILS SCH DIST #3J
22210 SW STAFFORD RD
TUALATIN, OR 97062

WHITFIELD GAIL E
16649 SW 89TH PL
TIGARD, OR 97224

WILLIAMS ELLEN MARIE
5714 TERRACE DR
WEST LINN, OR 97068

WOOD JUDSON
5426 BROADWAY ST
WEST LINN, OR 97068

TIM WOODLEY, DIR. OR OPERATIONS
WLWV SCHOOL DISTRICT 3JT
2755 SW BORLAND RD
TUALATIN, OR 97062

TONY VANDENBERG
WLWV SCHOOL DISTRICT 3JT
2755 SW BORLAND RD
TUALATIN, OR 97062

KEITH LIDEN, AICP
PARSONS BRINCKERHOFF
400 SW 6TH AVE, STE 802
PORTLAND, OR 97204

STEVE GARNER
BHT NA PRESIDENT
3525 RIVERKNOLL WAY
WEST LINN OR 97068

SALLY MCLARTY
BOLTON NA PRESIDENT
19575 RIVER RD # 64
GLADSTONE OR 97027

ALEX KACHIRISKY
HIDDEN SPRINGS NA PRESIDENT
6469 PALOMINO WAY
WEST LINN OR 97068

JEF TREECE
MARYLHURST NA PRESIDENT
1880 HILLCREST DR
WEST LINN OR 97068

BILL RELYEA
PARKER CREST NA PRESIDENT
3016 SABO LN
WEST LINN OR 97068

ANTHONY BRACCO
ROBINWOOD NA PRESIDENT
2716 ROBINWOOD WAY
WEST LINN OR 97068

~~DEAN SUHR
ROSEMONT SUMMIT NA PRESIDENT
21345 MILES DR
WEST LINN OR 97068~~

DAVE RITTENHOUSE
SAVANNA OAKS NA PRESIDENT
2101 GREENE ST
WEST LINN OR 97068

KRISTIN CAMPBELL
SKYLINE RIDGE NA PRESIDENT
1391 SKYE PARKWAY
WEST LINN OR 97068

TROY BOWERS
SUNSET NA PRESIDENT
2790 LANCASTER ST
WEST LINN OR 97068

BETH SMOLENS
WILLAMETTE NA PRESIDENT
1852 4TH AVE
WEST LINN OR 97068

ALMA COSTON
BOLTON NA DESIGNEE
PO BOX 387
WEST LINN OR 97068

SUSAN VAN DE WATER
HIDDEN SPRINGS NA DESIGNEE
6433 PALOMINO WAY
WEST LINN OR 97068

KEVIN BRYCK
ROBINWOOD NA DESIGNEE
18840 NIXON AVE
WEST LINN OR 97068

DOREEN VOKES
SUNSET NA SEC/TREAS
4972 PROSPECT ST
WEST LINN OR 97068

POPPLETON LANDON E
5590 BROADWAY ST
WEST LINN, OR 97068

VANDERHOUT MICHAEL J
25 SE 66TH AVE
PORTLAND, OR 97215

DR-12-12
MAILING LABELS

MAILED
5/21/12 SS



CITY OF
West Linn

May 14, 2012

Tim Woodley
Director of Operations
West Linn-Wilsonville School District
2755 SW Borland Rd.
Tualatin, OR 97062

SUBJECT: DR-12-12 West Linn High School Parking Lot Reconfiguration at 5464/5701 West A Street

Dear Mr. Woodley:

You submitted this application on April 13, 2012. The Planning Department finds that this application is **complete** as of your resubmittal on May 11, 2012. The City now has 120 days (until September 8, 2012) to exhaust all local review per state statute. The application will shortly be scheduled for a Planning Director decision. At least 14 days before the scheduled decision date you will be sent a copy of the decision notice.

Please contact me at 503-742-8660, or by email at tsoppe@westlinnoregon.gov if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Soppe", written over a light blue horizontal line.

Tom Soppe
Associate Planner

c: Keith Liden, AICP, Parsons Brinckerhoff, 400 SW 6th Avenue, Ste. 802, Portland, OR 97204

c: Tony Vandenberg, West Linn-Wilsonville School District 2755 SW Borland Rd., Tualatin, OR 97062

P: development review\projects folder\projects 2012\DR-12-12 WLHS parking lot renovation\compl-DR-12-12



Soppe, Tom

From: Soppe, Tom
Sent: Monday, May 14, 2012 3:56 PM
To: 'Cindy Hepting'
Cc: 'Liden, Keith S.'
Subject: RE: Number of students and staff at WLHS

Thanks
Tom



From: Cindy Hepting [<mailto:heptingc@wlwv.k12.or.us>]
Sent: Monday, May 14, 2012 3:19 PM
To: Soppe, Tom
Subject: RE: Number of students and staff at WLHS

It looks like a full list to me.

Cindy

>>> "Soppe, Tom" 05/14/12 3:04 PM >>>
Cindy or Keith,

http://www.wlhs.wlwv.k12.or.us/WLHS_staff.html

I may have answered the question I asked earlier. I found this page on the district website. Just to be clear, I assume this is a full and current list of the faculty and staff at WLHS?

Thanks
Tom

Tom Soppe
tsoppe@westlinnoregon.gov
Associate Planner
22500 Salamo Rd
West Linn, OR 97068
P: (503) 742-8660
F: (503) 656-4106
Web: westlinnoregon.gov

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Liden, Keith S. [<mailto:Liden@pbworld.com>]
Sent: Thursday, May 03, 2012 3:06 PM
To: Soppe, Tom
Cc: Cindy Hepting
Subject: RE: Number of students and staff at WLHS

Tom,

Soppe, Tom

From: Soppe, Tom
Sent: Thursday, May 03, 2012 3:09 PM
To: 'Liden, Keith S.'
Subject: RE: Number of students and staff at WLHS

Thanks

From: Liden, Keith S. [<mailto:Liden@pbworld.com>]
Sent: Thursday, May 03, 2012 3:06 PM
To: Soppe, Tom
Cc: Cindy Hepting
Subject: RE: Number of students and staff at WLHS

Tom,

The Sept. 2011 enrollment was 1,506.

Cindy, can you help us with the number of staff for WLHS?

Keith S. Liden, AICP
Lead Planner, PlaceMaking

Parsons Brinckerhoff
400 SW 6th Avenue, Suite 802, Portland, OR 97204
Direct: 503.478.2348/ Office: 503.274.8772
www.pbworld.com/pbplacemaking



From: Soppe, Tom [<mailto:tsoppe@westlinnoregon.gov>]
Sent: Thursday, May 03, 2012 3:00 PM
To: Liden, Keith S.
Subject: Number of students and staff at WLHS

Keith,

Does someone know the current number of students and staff at WLHS? I should know the number so I can calculate what the real required off-street parking minimum and maximum are, and compare them to what would be added by the proposal.

Thanks
Tom

CITY OF
West Linn
Tom Soppe
tsoppe@westlinnoregon.gov
Associate Planner
22500 Salamo Rd
West Linn, OR 97068
P: (503) 742-8660
F: (503) 656-4106
Web: westlinnoregon.gov

Soppe, Tom

From: Soppe, Tom
Sent: Monday, May 14, 2012 8:10 AM
To: Perkins, Michael
Subject: RE: West Linn High School Parking

Thanks

From: Perkins, Michael
Sent: Friday, May 11, 2012 4:17 PM
To: 'Tony Vandenberg'
Cc: Soppe, Tom
Subject: RE: West Linn High School Parking

It looks like all of the significant trees are being retained. There is a small oak that we may want to try to keep with some adjustments in the field.

Michael Perkins, City Arborist/Park Development Coordinator
Parks and Recreation, #1554

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Tony Vandenberg [<mailto:VandenbT@wlwv.k12.or.us>]
Sent: Wednesday, May 09, 2012 1:14 PM
To: Perkins, Michael
Subject: West Linn High School Parking

Mike,

Please find the attached.

-Tony

Anthony Vandenberg
Project Manager

503-673-7990 Office
503-956-6406 Cell
503-638-9143 Fax

West Linn Wilsonville School District 3JT
2755 SW Borland Road
Tualatin, Oregon 97062

***** This message scanned by GWAVA Anti-Spam and AntiVirus System. *****



FILE NO.: DR-12-12

REQUEST: CLASS I DESIGN REVIEW FOR RECONFIGURATION OF
THE TWO NORTH PARKING LOTS AT WEST LINN HIGH
SCHOOL, 5464 ET AL. WEST A STREET

APPLICANTS SUBMITTAL

**PARSONS
BRINCKERHOFF**

400 SW Sixth Avenue Suite 802
Portland, OR 97204

Transmittal

Tel: (503) 274-8772
Fax: (503) 274-1412

to: Tom Soppe **from:** Keith Liden
City of West Linn Planning Department **date:** 5.11.12
22500 Salamo Road **project:** West Linn High School DR I
West Linn, OR 97068 **file number:** DR-12-12

via: **for your:** **the following:**
 mail Information/use shop drawings change order specifications
 messenger approval copy of letter plans CD
 fed-ex review/comment prints samples application packages

Application packet including:	3	5.11.12
1. Amended narrative		
2. Amended plan sheets (full size): C1 – C6		
3. Amended plan sheets (11x17 reductions)		
CD of all application materials (original/amended)	1	-

Comments:

Let me know if you need anything further.

Thanks

Keith Liden, 503.224.4066 / liden@pbworld.com

copy to:



May 11, 2012

Tom Soppe, Associate Planner
West Linn Planning Department
22500 Salamo Road
West Linn, OR 97068

RE: DR-12-12 West Linn High School

Dear Tom,

In response to your April 23rd letter indicating the Design Review application was incomplete, we made the requested changes. Attached are three sets of the narrative, amended plan sheets, reduced 11X17-inch versions of the plan sheets, and a CD of all the materials.

The information related to the Community Development Code sections in your letter have been provided in the following manner:

- 55.120(A) & (G)(1) - building outline information is shown on Sheets C1 and C2.
- 55.120 (E) - The plan sheets have the lineal scale shown.
- 55.120(F)(1) - The easement is shown on Sheet C2.
- 55.120(H)(6) - Utility lines are shown on Sheet C6.
- 55.120(K) - Window locations are shown on Sheet C4.
- 55.100(B)(2) - Additional information and findings relating to tree removal has been added to the narrative.

Please contact me if you need anything further.

Sincerely,



Keith S. Liden, AICP

cc: Tony Vandenberg
Seth Stevens, GHD

WEST LINN HIGH SCHOOL
Class I Design Review
May 11, 2012

APPLICATION SUMMARY

For Class I Design Review approval to renovate the parking lots on the northern portion of the West Linn High School site.

GENERAL INFORMATION

Location

5464 West "A" Street (2S 2E Section 30, Tax Lot 800 and Section 30CD Tax Lots 4500, 4501, 4502, and 4502E1). Its location is shown in Figure 1.

Comprehensive Plan and Zoning Designations

The Comprehensive Plan designations are Low Density for the northern portion of the property and Commercial for the southern section.

Consistent with the Comprehensive Plan, the property is zoned Single Family Residential Detached (R10) and Office Business Center (OBC).

Applicant and Owner

Tim Woodley, Director of Operations
West Linn-Wilsonville School District
2755 SW Borland Road
Tualatin, OR 97062
Phone: 503-673-7976
Fax: 503-638-9360
E-mail: woodleyt@wlwv.k12.or.us

Applicant's Representatives

Keith Liden, AICP
Parsons Brinckerhoff
400 S. W. 6th Avenue, Suite 802
Portland, OR 97204
Phone: 503-478-2348
Fax: 503-274-1412
E-mail: liden@pbworld.com

Tony Vandenberg
West Linn-Wilsonville School District
2755 SW Borland Road
Tualatin, OR 97062
Phone: 503-673-7976
Fax: 503-638-9360
E-mail: vandenbt@wlwv.k12.or.us

Attachments and Plan Sheets

- C1 Cover Sheet
- C2 Overall Plan
- C3 Demolition Plan
- C4 Site Plan
- C5 Grading Plan
- C6 Utility Plan
- E0.1 Legend
- E1.0 Demo Plan
- E2.0 Lighting and Power Plan
- E5.0 Details
- L1 Planting Plan
- Attachment A Lighting Fixture Cut Sheet

Figure 1: Aerial Photo



Source: Google

BACKGROUND INFORMATION

Site Description

The West Linn High School site is fully developed, including the school buildings, driveways, parking, and athletic fields as shown in Figure 1. The entire site is approximately 42 acres, including the wooded portion of the property, which is west of the school. A football stadium, baseball field, and tennis courts are located on the southwest side of the property. There are no known historic or archaeological resources on the property.

The majority of the on-site parking for the high school is located on the northern portion of the site on the northwest corner of West A Street and Skyline Boulevard.

Surrounding Area Description

The zoning designations and current land use of the surrounding area are summarized in Table 1.

**Table 1
Land Use Summary**

<i>Properties in the Vicinity</i>	<i>Zone Designation</i>	<i>Land Use</i>
<u>Subject Property</u>		
2S 2E 30, TL 800 and 30CD, TL 4500, 4501 4502 and 4502E1(42 acre school site owned by school district	R10 and OBC (southern parking lot)	High School building, ancillary facilities, and parking
<u>Surrounding Properties</u>		
Northwest	R10	Single family residences and Wilderness Park
East/Northeast	R5 and R4.5	Single family residences
South	R10	Camassia Natural Area and I-205
West	R10	Single family residences and Wilderness Park

Primary access to the school is provided by West “A” Street, which runs along the eastern side of the site. The northern portion of the site contains two parking lots separated by landscaped slope. The upper, western lot has 105 spaces and an elevation that is approximately 30 feet higher than the lower, eastern lot. The western lot has a driveway, which traverses across the slope between the parking lots, to a driveway on Skyline Boulevard. The eastern lot has 94

spaces and a driveway connection to the western parking lot driveway, as well as another driveway located in the northeast corner on West "A" Street.

PARKING LOT IMPROVEMENTS

The improvements to the parking lots include:

- Removing the existing parking lot and driveway pavement and site lighting.
- Removing 12 trees, of which 6 are located within two tree clusters located on the east and west sides of the western parking lot.
- Realigning an existing public storm line under the northeast corner of the eastern parking lot to be located within the right-of-way.
- Re-constructing the two existing parking lots to increase the total number of parking spaces from 199 to 224. Of the 224 spaces, 98 are proposed to be compact spaces.
- Providing 4 new ADA spaces and ADA accessible sidewalks to Skyline Boulevard and to the high school.
- Constructing a new driveway for the western lot to Skyline Boulevard and retaining the West "A" Street driveway location for the eastern lot.
- Installing landscaped islands and buffer areas along the street frontages, and storm water treatment facilities consistent with city requirements.
- Providing new on-site lighting that will allow enhanced security on the site and be more compatible with surrounding residences.
- Extending the public sidewalk and curb along the north side of Skyline Boulevard to the west beyond the proposed driveway for the western parking lot.
- Creating an improved crosswalk between the western parking lot and the school.

DESIGN REVIEW CRITERIA

Section 55.090(A) refers to specific portions of Section 55.100 that apply to Class I Design Review applications. Sections (A)(1) and (2), which refer to Sections 55.100 (B)(1) through (6) are addressed below under Section 55.100. Regarding Section 55.090 (A)(3), the additional information and findings requested in the preapplication notes are addressed as noted below.

Section 55.090(B) states that adequate public facilities must be available. This criterion is satisfied because the school is currently served by a full range of public utilities and streets.

Section 55.100 contains the applicable approval standards that may apply to a Class I Design Review. At the conclusion of the preapplication conference, the planning staff determined that the application must meet the following criteria in Chapter 55:

- 55.100(A)(1) Storm water quality and detention
- 55.100(A)(7) Off-street parking
- 55.100(A)(8) Access, egress, and circulation
- 55.100 (A)(10) Landscaping
- 55.100(B)(1-4) Relationship to the Natural Physical Environment
- 55.100 (B)(7)(d) Pedestrian circulation in parking areas
- 55.100(C) Compatibility, buffering, and screening
- 55.100 (J)(5-6) Lighting in parking areas
- 55.100(K) Provisions for the disabled

These criteria, plus some additional criteria that appear relevant, are addressed below.

55.100 A. (1) Chapter 33, Storm Water Quality and Detention:

Because a minor modification is proposed for an existing storm drainage line, Chapter 33 applies. The approval criteria are found in Section 33.040.

1. Chapter 33 - Storm Water Quality and Detention

The approval criteria in Section 33.040 identify a number of things that must be accomplished according to city requirements during construction. These requirements will be met in coordination with the district, Planning Director, and City Engineer.

Section 33.040 Approval Criteria

- A. *Stormwater quality facilities shall meet non-point source pollution control standards.*

The proposed storm drainage system work only involves replacing a small portion of an existing underground pipe. The proposed storm drainage system improvement is designed using the City of Portland Storm Water Management Manual. Bioswales and planters have been designed to collect and treat storm water. This greatly improves the existing parking lot, which has no storm water treatment.

- B. *Design of stormwater detention and pollution reduction facilities and related detention and water quality calculations shall meet Public Works Design Standards and shall be prepared by a professional engineer licensed to practice in the state of Oregon.*

The existing facilities and the proposed storm line improvement have all been designed by a licensed engineer. The proposed storm drainage system is designed using the City of Portland Storm Water Management Manual. Bioswales and planters are proposed to achieve pollution reduction and flow control requirements (per Chapter 2.2).

- C. *Soil stabilization techniques, erosion control, and adequate improvements to accommodate the intended drainage through the drainage basin shall be used. Storm drainage shall not be diverted from its natural watercourse unless no feasible alternatives exist. Interbasin transfers of storm drainage will not be permitted.*

The project will involve only a minimal amount of disturbance beyond the reconstruction of the parking lots. This project will not alter a water course location or involve an inter-basin water transfer.

- D. *Stormwater detention and treatment facilities shall encroach no further than 25 feet into the outside boundary of a water quality resource area. The area of encroachment must be replaced by adding an equal area to the water quality resource area on the subject property.*

This is not applicable because the proposed work is not within the 25-foot setback of a water quality resource area.

- E. *Stormwater detention and treatment facilities shall be vegetated with plants from the Metro's native plant list as described in Section 33.070.*

The storm water facilities are planted per the requirements of the City of Portland Storm Water Management Manual as shown in the landscape plan.

- F. *Projects must either stockpile existing topsoil for re-use on the site or import topsoil, rather than amend subsoils.*

This is not applicable because the disturbed construction area will primarily involve existing paved surfaces, which are of no environmental value, and they will be resurfaced with new storm water improvements, an overall reduction of impervious surface, and landscaping.

- G. *Interim erosion control measures, such as mulching, shall be placed immediately upon completion of grading of the facilities.*

Erosion control measures proposed will be consistent with City of West Linn design standards and DEQ 1200-C permit requirements.

7. Chapter 46, Off-Street Parking and Loading

Section 46.070 requires the first 40 parking spaces to be no farther than 200 feet from building entrances. The existing parking location will not be changed by this application, and the access across Skyline Boulevard will be improved to provide enhanced accessibility and safety.

Section 46.090 B. 6. contains parking requirements for a high school. The number of parking spaces will be increased by 25 spaces. These two lots represent the majority of the on-site parking for the school modest increase will not cause the high school to exceed the allowable maximum of 110% (Subsection F).

Section 46.150 A. contains the design standards for parking areas. The site plan complies with all of the relevant standards as shown on the site plan.

1. With 98 of the total 224 parking spaces proposed to be compact, the 50% minimum requirement for standard spaces will be satisfied.
2. Four new disabled spaces are proposed with improved access between the parking lot and the building.
3. Parking spaces will not require public right-of-way for maneuvering.

4. The proposed driveways for the parking lots will not affect existing service drives for the school.
5. Clear access continues to be provided for every parking space within these two northern lots as shown on the site plan.
6. All standard, compact, and handicapped spaces will continue to be marked as required.
7. The parking lots are proposed to be paved.
8. With 98 of the total parking spaces proposed to be compact, the 50% minimum requirement for standard spaces will be satisfied.
9. The number of access drives will remain at two. The new driveway location for the western lot will provide an improved location farther from the Skyline Boulevard/West A Street intersection.
10. The terrain and landscaping plan will comply with the city's vision clearance criteria. The site triangles are shown on the landscaping plan.
11. Wheel stops have been incorporated into the design, meeting the dimensional requirements of this section.
12. As shown on the site and landscaping plans, storm drainage will be properly captured and treated on site to ensure appropriate water quality and runoff rates. This will represent a significant improvement compared to the existing lots.
13. The existing lighting fixtures will be replaced with fixtures that will deflect light away from adjoining residences.
14. Directional arrows shall be installed in the driveways.
15. This driveway grade standard does not apply because it relates only to residential development.
16. Visitor/guest parking will be labeled as appropriate at the completion of the project.
17. The grade on the lots will be less than the maximum 5% grade. The western lot will be approximately 4.7% on, and the eastern lot will be virtually flat.
18. The school frontage is on West A Street. The entire school frontage, from the southern property boundary to the property line on the north side of the parking lots, is over 1,100 feet. With a West A Street frontage of approximately 260 feet, the parking lot frontage is significantly less than 50%.
19. A maximum of 12 parking spaces are allowed in one row. As shown in the site plan the maximum grouping of parking spaces is 11.

20. Pedestrian walkways are provided between the parking lots and the building as prescribed by this section.
21. The parking circulation for both lots is extremely simple and basic consisting of one or two loops.
22. As noted above, the parking spaces shall remain close to the school entrances with improved access routes.
23. Not applicable because permeable parking spaces are not proposed.

Section 46.150 B. contains standards for handicapped parking. The proposal meets these requirements as noted in the site plan and below:

1. Existing spaces will be retained on the remainder of the site and four new handicapped parking spaces will be added to the reconstructed parking lots.
2. The new spaces will be located as close to school entrances as possible.
3. The spaces and access routes will satisfy ADA standards.
4. Not applicable because no differences are identified between the code and federal standards.
5. The aisles for the spaces will be 9 feet wide, exceeding the minimum necessary 6-foot standard.

Section 46.150 C. refers to the landscaping standards in Chapter 54, which are addressed below.

Section 46.150 D. contains bicycle standards, which are not relevant because no bicycle parking is proposed. The school already provides bicycle parking in other locations on the site.

Section 46.150 E. refers to employment uses and is not applicable.

Section 46.150 F. contains the dimensional standards for parking spaces. The standard and compact spaces meet the dimensional requirements for 90° angle parking.

8. Chapter 48, Access

Section 48.025 B. 6. requires driveways to meet access spacing requirements in Chapter 8 of the Transportation System Plan (TSP). The driveway on West "A" Street will remain in the same location, and the new driveway for the western lot will provide a greater distance from the Skyline Boulevard/West "A" Street intersection to better comply with the TSP.

Section 48.025 B. 7. requires access points for institutional uses to be minimized. This element of the site improvements will not create a new driveway.

Section 48.040 requires that service drives have a minimum width of 24 feet. The driveways will continue to have a minimum width of 24 feet.

Section 48.060 requires that the minimum/maximum curb cut should be 16-36 feet. The new/renovated driveways will be less than 36 feet.

10. Chapter 54, Landscaping

The landscaping plan complies with the city's landscaping requirements. The approval criteria are satisfied as noted below:

Sections 54.020 A, B, and C encourage preservation of existing trees. The proposed site and landscaping plans will accomplish this. However, 12 trees must be removed between the two parking lots. They will be replaced with 48 trees as illustrated in the landscaping plan. With the removal of the existing driveway for the western lot, the amount of landscaped area will increase.

Section 54.020 D. does not apply because there are no heritage trees on the site.

Section 54.020 E. is satisfied because well over 20% of the site will be landscaped; dimensional requirements for landscaped areas are met. Vegetation is located as specified as required by this section.

B. Relationship to the Natural and Physical Environment

Section 55.100 B. 1. is not relevant because there are no heritage trees on the site.

Section 55.100 B. 2. is satisfied because 6 of the 12 trees to be removed are within tree clusters, which do not appear to be significant. In addition, the removal is necessary to accommodate modest parking lot modifications to improve the overall appearance and compliance with water quality and landscaping requirements. The proposed tree removal will retain the integrity of the two tree clusters. Figure 2 shows the existing clusters and tree drip lines. Figure 3 shows how the clusters will remain intact following tree removal by retaining over 80% of the tree canopy within the clusters (23,280 sf reduced to 18,985 sf). All trees proposed for removal are shown on Sheet C3 – Demolition Plan. The city arborist has been contacted, but has not visited the site at the time of this application.

Figure 2 – Existing Tree Clusters

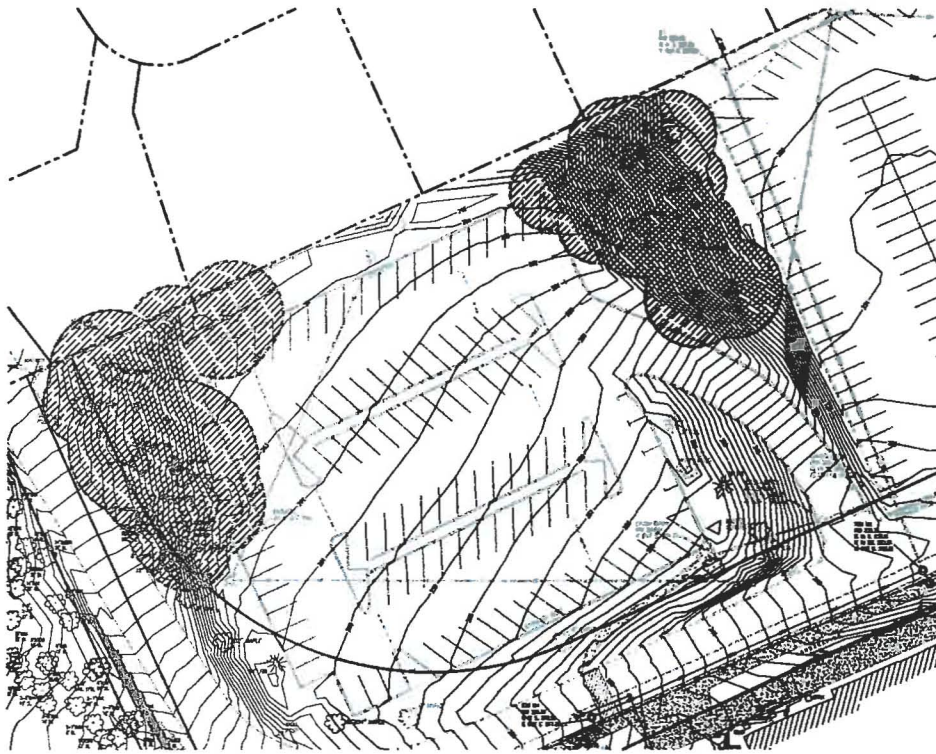


Figure 3 – Proposed Tree Clusters



Section 55.100 B. 3. is satisfied because grading will only involve the storm water improvements, and the natural drainage pattern will not be altered.

Section 55.100 B. 4. is satisfied because the property is geologically stable. Furthermore, the existing school building will not be modified.

Sections 55.100 B. 5. through 6. are not relevant because the site improvements will not involve any modifications to the school building.

Section 55.100 B. 7. includes criteria pertaining to pedestrian access in parking lots (Subsection d). As illustrated on the site plan, the sidewalks within the parking lots and adjacent to the driveways will be a different paving material, and landscaping will provide the appropriate separation.

C. Compatibility Between Adjoining Uses, Buffering and Screening

The school has operated in the neighborhood for a sustained period, and it has proven to be a good neighbor. The modification of the parking lots, storm water system and landscaping will be environmentally beneficial, and they will not change the current school operation in any way.

D. Privacy and Noise

This section requires that activities, which potentially will generate noise, feature exterior lighting, or glare, shall be buffered from adjoining residential uses according to 55.100 C. above.

This section is satisfied because the new lights for the parking lots are designed to virtually eliminate any glare extending past the school property. The surrounding homes will also have enhanced landscaped buffering to further minimize any potential adverse impacts.

I. Public Facilities - Drainage

The plans were created by a registered civil engineer, and the storm water detention and treatment facilities have been designed to prevent any inappropriate volumes of storm water to flow downstream. Also, this project actually reduces the amount of impervious surface.

J. Crime Prevention and Safety/Defensible Space

This section requires the provision of safe areas that can be easily observed and illuminated at night. New lighting will be installed, to provide suitable site lighting as specified in Subsections J. 4–6, while providing appropriate shielding for adjoining residents.

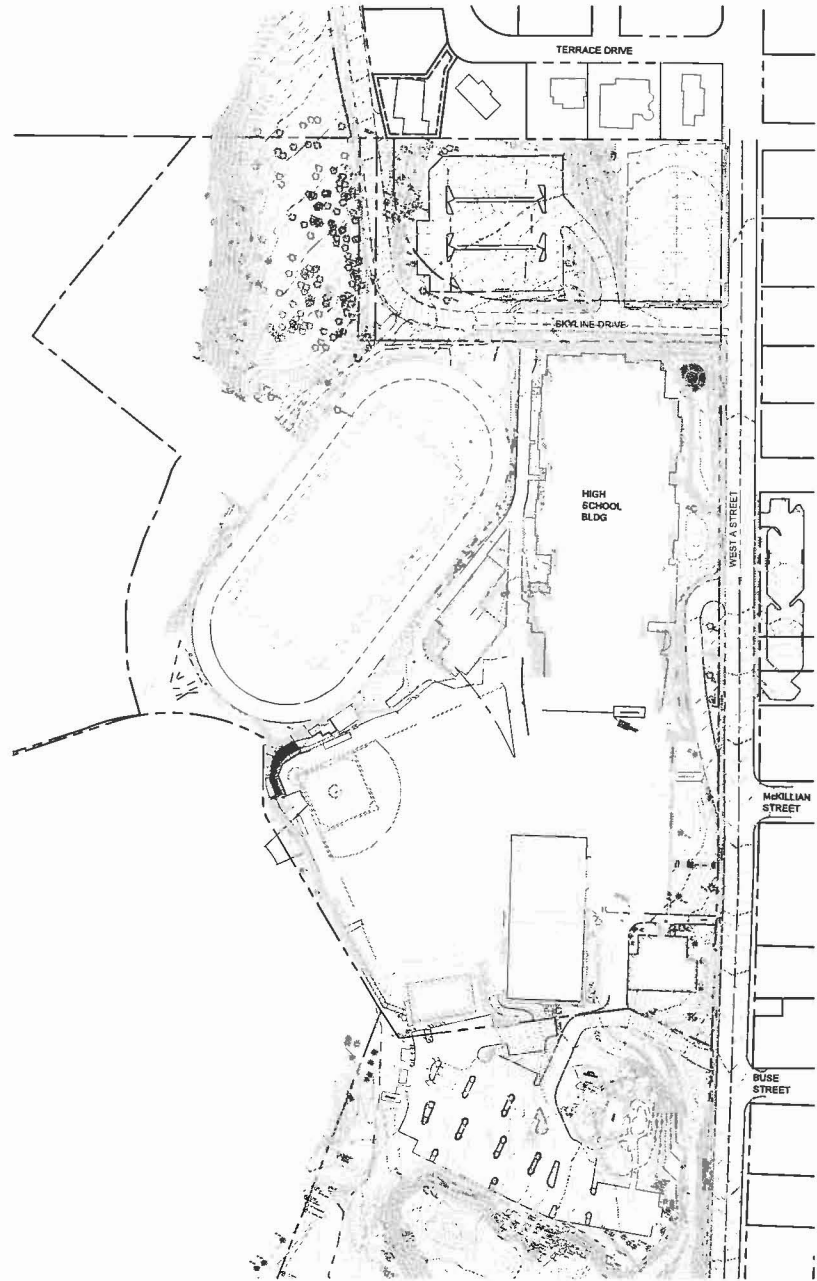
K. Provisions for Persons with Disabilities

As noted above, the new parking lots will provide ADA spaces that are not available today. The parking spaces and access routes to and from the building will be constructed to meet all applicable ADA standards.

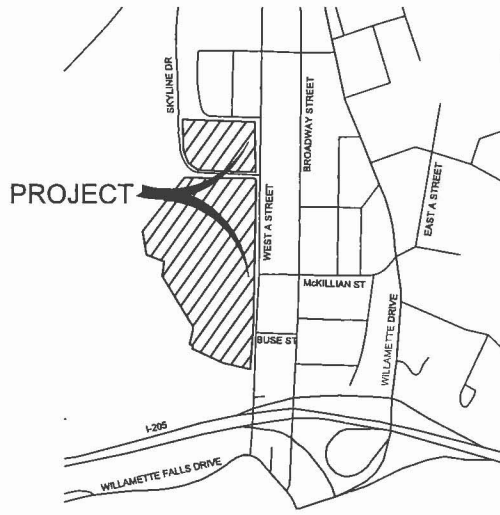
CONCLUSION

The proposed parking lot improvements satisfy all of the relevant criteria as demonstrated above.

STUDENT PARKING LOT IMPROVEMENT PLANS FOR WEST LINN HIGH SCHOOL CITY OF WEST LINN, OREGON DESIGN REVIEW DRAWINGS



1 SITE MAP
SCALE: 1"=100'-0"
N



VICINITY MAP
N

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OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 852-001-0010 THROUGH OAR 852-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1887. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS BEFORE COMMENCING ANY EXCAVATION. CALL 503-246-6895.

OWNER

WEST LINN-WILSONVILLE SCHOOL DISTRICT
2755 SW BURLAND ROAD
TUALATIN, OR 97062
(503) 873-7976

CIVIL ENGINEER

GHD INC.
15575 SW SEQUOIA PARKWAY, SUITE 140
PORTLAND, OR 97224
(503) 228-3921

LANDSCAPE ARCHITECT

WALKERJACOBY
111 SW DAK STREET, SUITE 200
PORTLAND, OR 97204
(503) 228-3122

ELECTRICAL ENGINEER

PAE CONSULTING ENGINEERS, INC.
808 SW 3RD STREET, SUITE 300
PORTLAND, OR 97204
(503) 228-2921

SHEET INDEX

- C1 COVER SHEET
- C2 GENERAL ARRANGEMENT
- C3 DEMOLITION PLAN
- C4 SITE PLAN
- C5 GRADING PLAN
- C6 UTILITY PLAN
- L1 PLANTING PLAN
- E0.1 ELECTRICAL LEGEND
- E1.0 ELECTRICAL DEMO PLAN
- E2.0 ELECTRICAL LIGHTING AND POWER PLAN
- E3.0 ELECTRICAL DETAILS

CIVIL ABBREVIATIONS

- AC ASPHALT CONCRETE
- EG EXISTING GROUND
- CL CENTER LINE
- FG FINISHED GROUND
- FL FLOW LINE
- FS FINISHED SURFACE
- G GUTTER / GAS
- IE INVERT ELEVATION
- L LENGTH
- LF LINEAL FEET
- NTS NOT TO SCALE
- S SLOPE
- SD STORM DRAIN
- SDCB STORM DRAIN CATCH BASIN
- SDMH STORM DRAIN MANHOLE
- TC TOP OF CURB
- TP TOP OF PIPE
- TYP TYPICAL
- W WATER

GRADING NOTES

- SURVEY OF EXISTING CONDITIONS PREPARED BY COMPASS ENGINEERING. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF ALL SURVEY DATA. CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING RIGHT-OF-WAY LINES, SLOPE EASEMENTS, AND ALL HORIZONTAL AND VERTICAL CONTROL PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION STAKING AND SHALL ARRANGE FOR STAKING WITH A LICENSED SURVEYOR. STAKING WILL BE REVIEWED BY OWNER FOR CONFIRMATION TO DESIGN PRIOR TO CONSTRUCTION.
- ALL GRADES BETWEEN SPOT ELEVATIONS SHALL HAVE UNIFORM SLOPE UNLESS OTHERWISE INDICATED. MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING WALLS AND DOORS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL CONSTRUCTION. ADEQUATE SHORING BRACING, TIES, AND SUPPORTS SHALL BE USED TO PROVIDE PROPER TEMPORARY INTEGRITY DURING ALL PHASES OF CONSTRUCTION.
- ALL EXISTING LANDSCAPED AND UNPAVED AREAS WHICH ARE DISTURBED BY CONSTRUCTION OR EARTHWORK OPERATIONS SHALL BE HAND RAISED SMOOTH AND RETURNED TO ORIGINAL EXISTING CONDITIONS. DISTURBED LANDSCAPED AREAS SHALL RECEIVE BARK DUST AND REPLACEMENT PLANTINGS. DISTURBED NATURAL AREAS SHALL BE HYDROSEDED TO REPLACE NATIVE COVER. DISTURBED GRAVEL AREAS SHALL RECEIVE REPLACEMENT GRAVEL OR CRUSHED ROCK SURFACING.
- ALL DITCHES, SWALES, GUTTERS, ETC. SHOULD BE CONSIDERED ACTIVE STORM CONVEYANCES UNLESS OTHERWISE INDICATED. CONTRACTOR IS RESPONSIBLE FOR ADDRESSING STORM WATER DRAINAGE AND DEWATERING OF WORK AREAS DURING CONSTRUCTION.
- DURING WET WEATHER PERIODS, CONTRACTOR IS RESPONSIBLE FOR SCHEDULING CONSTRUCTION IN A MANNER TO MINIMIZE IMPACT ON OPEN EARTHWORK AND COMPACTION OPERATIONS.
- ALL EXISTING MONUMENTS SHALL BE PROTECTED DURING CONSTRUCTION. IF ANY MONUMENTS ARE DISTURBED OR DESTROYED DURING CONSTRUCTION, CONTRACTOR SHALL RETAIN THE SERVICES OF A REGISTERED LAND SURVEYOR TO RESTORE THE MONUMENT TO ITS ORIGINAL CONDITION AND FILE THE NECESSARY SURVEYS AS REQUIRED BY STATE LAW.
- COMPLETELY COVER ANY SOIL STOCKPILES WITH 6 MIL BLACK PLASTIC AND PROVIDE RESTRAINTS TO HOLD PLASTIC IN PLACE. MONITOR PLASTIC COVER AS PART OF CONTINUOUS EROSION CONTROL PLAN. PLACE SILT FENCE COMPLETELY AROUND STOCKPILE.
- A GRADING PERMIT MUST BE OBTAINED PRIOR TO ANY GRADING ACTIVITIES TAKING PLACE.

GENERAL EROSION CONTROL NOTES

- THE PROPOSED EROSION CONTROL MEASURES ARE A MINIMUM BEST MANAGEMENT PRACTICE. THE CONTRACTOR MAY BE REQUIRED TO TAKE ADDITIONAL EROSION CONTROL MEASURES TO ENSURE THAT NO SEDIMENT LOADED WATER EXISTS THE SITE OR ENTERS THE EXISTING STORMWATER SYSTEMS. THE CONTRACTOR MAY ALSO BE DIRECTED BY THE CITY ENGINEER, CITY INSPECTOR, OR PROJECT ENGINEER TO CONTROL DUST AND AIRBORNE EROSION.
- PRIOR TO COMMENCEMENT OF GRADING ACTIVITY AND AFTER INSTALLATION OF EROSION CONTROL MEASURES, CONTRACTOR IS TO CONTACT THE CITY OF WEST LINN FOR THEIR SITE REVIEW AND APPROVAL.
- ALL EROSION CONTROL PERMITS MUST BE OBTAINED PRIOR TO ANY GRADING ACTIVITIES TAKING PLACE.

DEMOLITION NOTES

- DEMOLITION REQUIREMENTS SHOWN ON THESE DRAWINGS ARE INTENDED TO ILLUSTRATE THE GENERAL SCOPE OF DEMOLITION AND ARE GENERALLY DIAGRAMMATIC. THEY DO NOT IDENTIFY EVERY ELEMENT TO BE REVISED. CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A DETAILED SCOPE OF DEMOLITION FROM OWNER AND FROM EXAMINATION OF EXISTING SITE CONDITIONS.
- CONTRACTOR SHALL SUBMIT A DEMOLITION PLAN, PRIOR TO CONSTRUCTION, OUTLINING ALL ITEMS TO BE REMOVED.
- DEMOLISHED ITEMS SHALL BE REMOVED FROM THE SITE EXCEPT THOSE ITEMS IDENTIFIED AS "TO REMAIN", "SAVE AND PROTECT", OR "SALVAGE FOR OWNER".
- ALL LINES THAT ARE CUT AT THE LIMITS OF DEMOLITION OR POINT OF DISCONNECTION WITHIN THE WORK AREA SHALL BE CAPPED OR PLUGGED WATER TIGHT TO CITY'S OR OWNER'S APPROVAL.
- DEMOLITION PERMIT MUST BE OBTAINED AND APPROPRIATE EROSION CONTROL MEASURES IN PLACE PRIOR TO ANY DEMOLITION ACTIVITIES TAKING PLACE.

GENERAL SITE NOTES

- CONTRACTOR IS RESPONSIBLE FOR VISITING THE SITE AND BECOMING FAMILIAR WITH THE SITE CONDITIONS PRIOR TO BIDDING. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SITE CONDITIONS PRIOR TO THE COMMENCEMENT OF WORK AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE.
- CONTRACTOR IS RESPONSIBLE FOR CONFIRMING THAT NEW FEATURES TIE INTO EXISTING SITE DEVELOPMENT. PAVEMENT JOINTS MATCH CORRECTLY, AND THAT GENERAL DESIGN ELEVATIONS FOR NEW CONSTRUCTION PROVIDE PROPER PAVEMENT AND DRAINAGE SLOPES FROM EXISTING TIE-IN POINTS. REPORT DISCREPANCIES TO OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
- IN AREAS WHERE ASPHALT PAVING IS BEING REWORKED, PROVIDE NEW PAINT STRIPING FOR ALL REVISED PAVING WORK AND PARKING STALLS. EXISTING STRIPING TO BE BLACKENED OUT IN RECONFIGURED AREAS AS REQUIRED.
- ALL CONSTRUCTION ACTIVITIES SHALL BE COORDINATED WITH CITY INSPECTOR(S). CONTRACTOR SHALL NOTIFY CITY INSPECTOR(S) 48 HOURS PRIOR TO START OF CONSTRUCTION.
- DURING CONSTRUCTION, THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL HAVE A MINIMUM OF ONE (1) SET OF PERMIT APPROVED PLANS AND SPECIFICATIONS ON THE JOB SITE AT ALL TIMES.
- UPON COMPLETION OF THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIAL. ALL DAMAGE CAUSED BY THE CONTRACTOR SHALL BE RESTORED TO AN "AS GOOD OR BETTER" CONDITION.
- ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO CITY OF WEST LINN STANDARDS AND SPECIFICATIONS.

UTILITY NOTES

- LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE PLOTTED FROM RECORD DRAWINGS AND INTERPOLATION OF PHYSICAL EVIDENCE ON THE SITE AND ARE SUBJECT TO FIELD VERIFICATION BY THE CONTRACTOR.
- ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION UNDER THIS SECTION OR ANY OTHER SECTION.
- THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, OR FITTING REQUIRED TO COMPLETE THE PROJECT. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A COMPLETE AND WORKING SYSTEM.
- CONTRACTOR SHALL COORDINATE A UTILITY LOCATE 48 HOURS PRIOR TO BEGINNING ANY UTILITY CONSTRUCTION FOR LOCATION MARK-UP OF ALL EXISTING UTILITIES BOTH IN THE RIGHT-OF-WAY AND ON PRIVATE PROPERTY. CONTRACTOR SHALL COORDINATE THE UTILITY LOCATE WITH MUNICIPALITY HAVING JURISDICTION FOR ALL UTILITY WORK WITHIN A PUBLIC RIGHT-OF-WAY. INFORM ENGINEER IMMEDIATELY IF LOCATE INDICATES THAT EXISTING UTILITIES ARE DIFFERENT THAN SHOWN ON DRAWINGS. PRE-SURVEY LOCATING REQUESTS SHALL BE 14 DAYS IN ADVANCE.
- CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES, FEATURES, AND STRUCTURES LOCATED ON THE SITE. LOCATE, PROTECT, AND AVOID DISRUPTION OF ALL ABOVE AND BELOW GRADE UTILITIES DURING CONSTRUCTION.
- ALL UTILITY CONSTRUCTION ON PRIVATE PROPERTY SHALL CONFORM TO THE LATEST EDITION OF THE OREGON PLUMBING SPECIALTY CODE. ALL UTILITY CONSTRUCTION WITHIN THE RIGHT-OF-WAY SHALL CONFORM TO THE STANDARD REQUIREMENTS OF THE MUNICIPALITY HAVING JURISDICTION.
- ALL BURIED LINES TO HAVE 2 FEET MINIMUM COVER, UNLESS NOTED OTHERWISE.
- DOMAINS/POINT AND BUILDING UTILITY CONNECTIONS TO BE SHOWN ON BUILDING PLUMBING DRAWINGS. REFER TO PLUMBING DRAWINGS FOR CONTINUATION OF UTILITY LINES INTO BUILDING.
- THRUST RESTRAINTS IS REQUIRED ON ALL PRESSURE LINE BENDS AND FITTINGS.
- SEE LANDSCAPE DRAWINGS FOR IRRIGATION LINES.
- ALL EXISTING UTILITIES AND TIE-IN POINTS SHOULD BE CONSIDERED ACTIVE UTILITIES UNLESS OTHERWISE INDICATED.
- CONFIRM FIRE HYDRANT TYPE, NOZZLE SIZES, AND THREAD CONFIGURATIONS WITH LOCAL MUNICIPALITY HAVING JURISDICTION PRIOR TO CONSTRUCTION.
- CONFIRM ALL UTILITY VALVE VAULTS, VALVES, METERS, BACKFLOW PREVENTION ASSEMBLIES, AND OTHER PUBLIC UTILITY APPURTENANCES IN THE RIGHT-OF-WAY WITH THE MUNICIPALITY HAVING JURISDICTION.



GHD Inc.
15575 SW Sequoia Parkway Suite 140 Portland Oregon 97224 USA
T 503 228 3921 F 503 228 3928
W www.ghd.com

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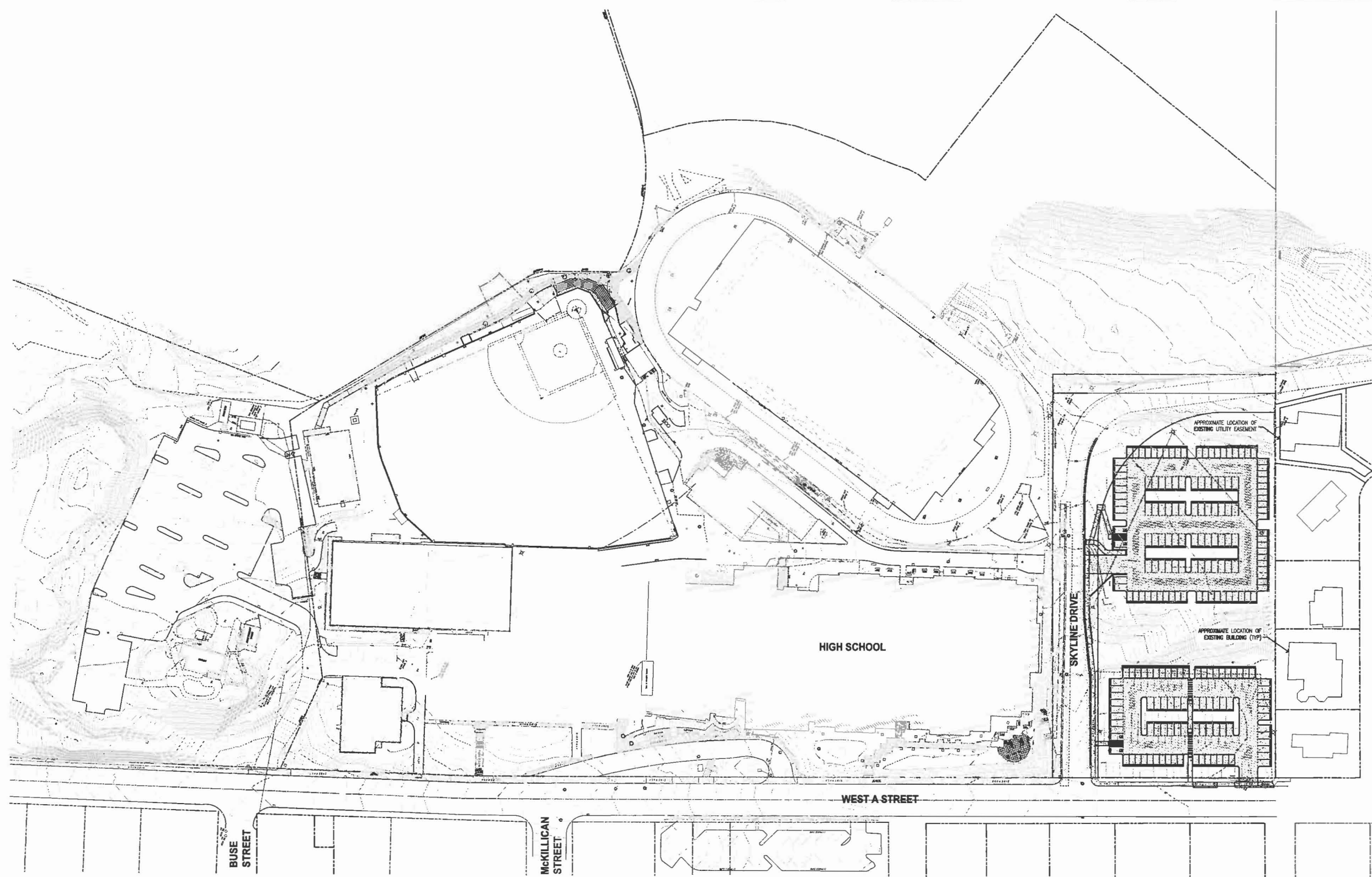
MARK	DATE	DESCRIPTION	ISSUE
	5/8/12	DESIGN REVIEW SUBMITTAL	

WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING LOT IMPROVEMENTS
COVER SHEET

PROJ NO: 11456-11008
DRWN: PRK CHKD: STS

C1

SHEET OF



COMPASS ENGINEERING
 ENGINEERING SURVEYING PLANNING
 634 N.E. LAKE ROAD
 WILSONVILLE, OREGON 97142
 (503) 433-8883 PHONE
 (503) 433-8825 FAX

SURVEY NOTES

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3. THE STORM SEWER FEATURES (MANHOLES, CATCH BASINS AND DRAINS) WERE FIELD TIED. THE UNDERGROUND PIPELINES CONNECTING THESE FEATURES WERE DRAWN USING FIELD DATA.
4. THE LOCATION OF BUILDINGS SHOWN ON THIS SURVEY ARE BASED UPON FIELD MEASUREMENTS TAKEN AT THE BUILDING FACE.
5. CONTOUR INTERVALS ARE 1 FOOT.
6. BOUNDARY IS PER P.S. 17363 AND P.S. 17653, CLATSOP COUNTY SURVEY RECORDS. BASIS OF BEARINGS FOR THIS PROJECT ARE ASSUMED "NORTH" FROM POINT NUMBER 4 TO POINT NUMBER 1.

GENERAL ARRANGEMENT
 SCALE: 1"=50'-0"

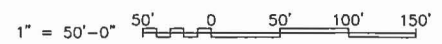
SURVEY LEGEND

- CATCH BASIN
- CLEANOUT
- △ FIRE HYDRANT
- ⊗ LIGHT POLE
- ⊕ POWER POLE
- STM MH
- ⊕ WATER METER
- WATER VALVE
- SPRINKLER
- CURB
- OVERHEAD POWER
- - - EDGE OF PAVEMENT
- · - · - FENCE, CHAIN LINK UNLESS NOTED OTHERWISE
- · - · - EDGE OF GRAVEL
- STORM LINE
- GAS LINE
- SANITARY SEWER LINE
- UNDERGROUND POWER

CIVIL ABBREVIATIONS

- A.C. ASPHALT CONCRETE
- E INVERT ELEVATION
- FS FRESH SURFACE
- G GUTTER
- N/S NOT TO SCALE
- ROW RIGHT-OF-WAY
- SOOB STORM DRAIN CATCH BASIN
- TC TOP OF CURB

GENERAL NOTE
 ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF WEST LINN PUBLIC WORKS STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS.



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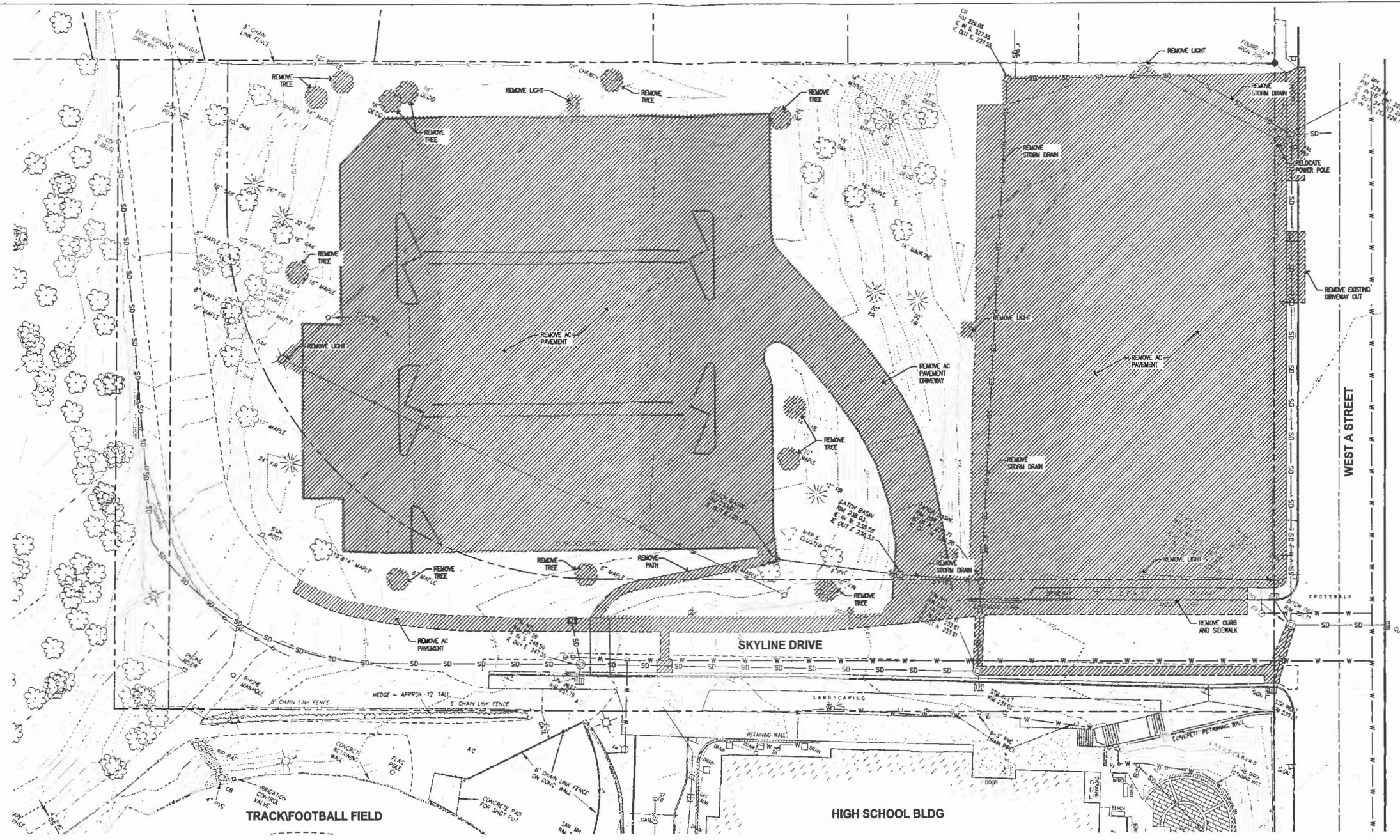
**WEST LINN WILSONVILLE SCHOOL DISTRICT
 WEST LINN HIGH SCHOOL
 STUDENT PARKING LOT IMPROVEMENTS
 GENERAL ARRANGEMENT
 OVERALL PLAN**

PROJ NO: 11456-11009
 DRAWN: CHKD:

C2

SHEET OF

GHD
 GHD Inc.
 16716 SW Sequoia Parkway Suite 140 Portland Oregon 97224 USA
 T 1 503 230 3021 F 1 503 230 3028
 W www.ghd.com



1 DEMOLITION PLAN
 SCALE: 1"=20'-0"



GHD Inc.
 15775 SW Regatta Parkway Suite 140 Portland Oregon 97224 USA
 T: 503 228 3521 F: 503 228 3528
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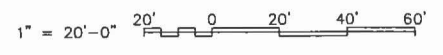
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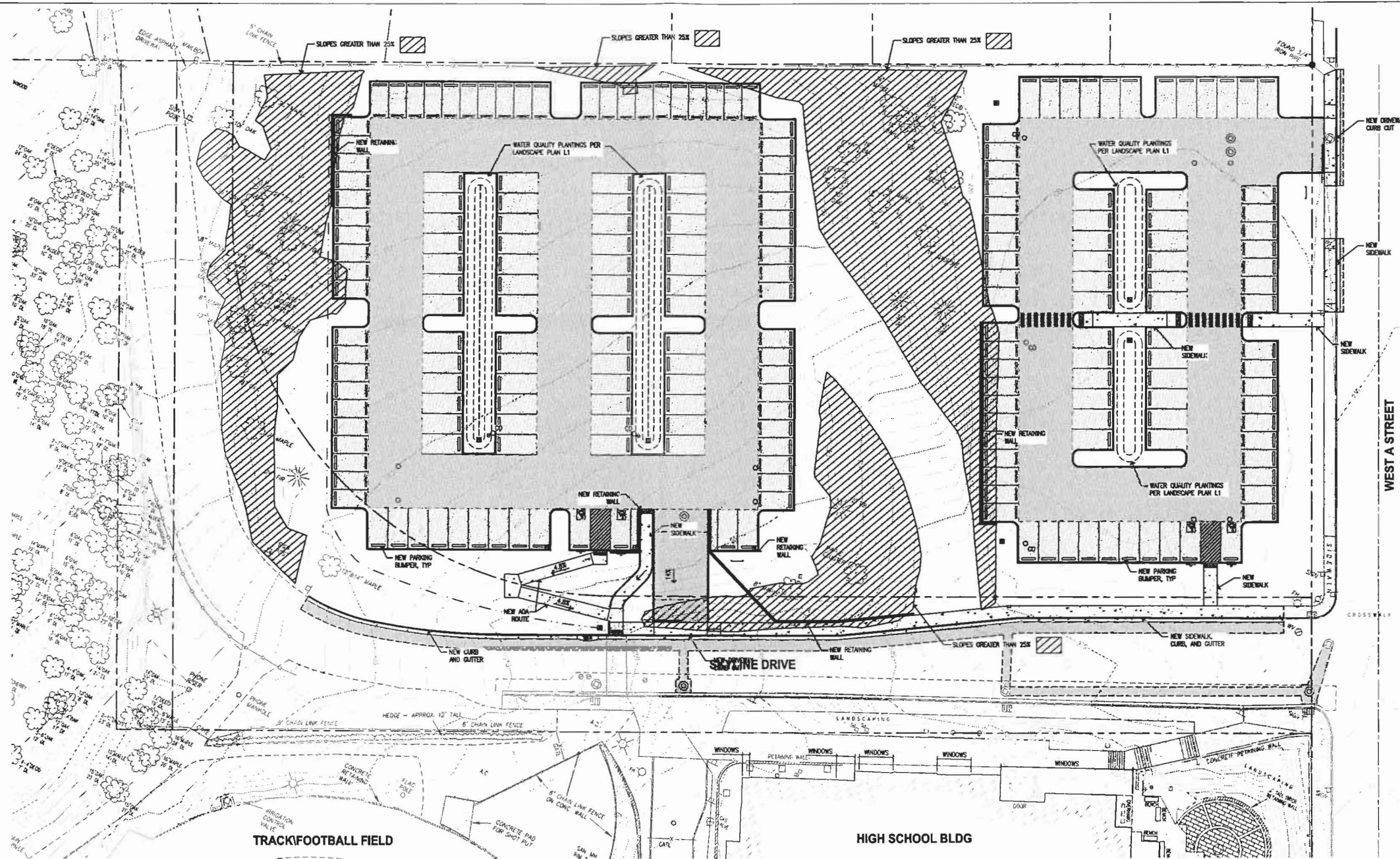
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5/8/12		DESIGN REVIEW SUBMITTAL	

WEST LINN WILSONVILLE SCHOOL DISTRICT
 WEST LINN HIGH SCHOOL
 STUDENT PARKING LOT IMPROVEMENTS
 DEMOLITION PLAN

PROJ NO: 11456-11008
 DRWN: CHKD:

C3
 SHEET OF





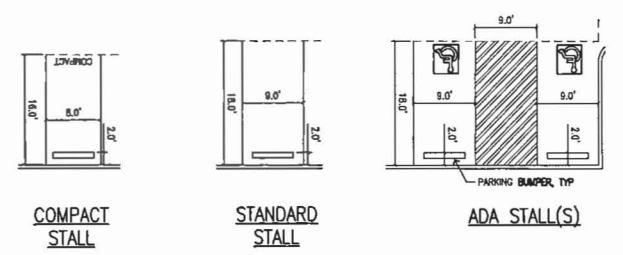
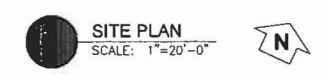
PARKING COUNT SUMMARY

EXISTING CONDITION – 207 TOTAL SPACES

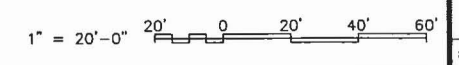
- LOWER LOT: 96 TOTAL SPACES
- UPPER LOT: 111 TOTAL SPACES

PROPOSED CONDITION – 209 TOTAL SPACES

- LOWER LOT: 84 TOTAL SPACES
 - COMPACT: 38 SPACES
 - STANDARD: 44 SPACES
 - ADA: 2 SPACES
- UPPER LOT: 125 TOTAL SPACES
 - COMPACT: 60 SPACES
 - STANDARD: 63 SPACES
 - ADA: 2 SPACES



TYPICAL PARKING SPACE DIMENSIONS



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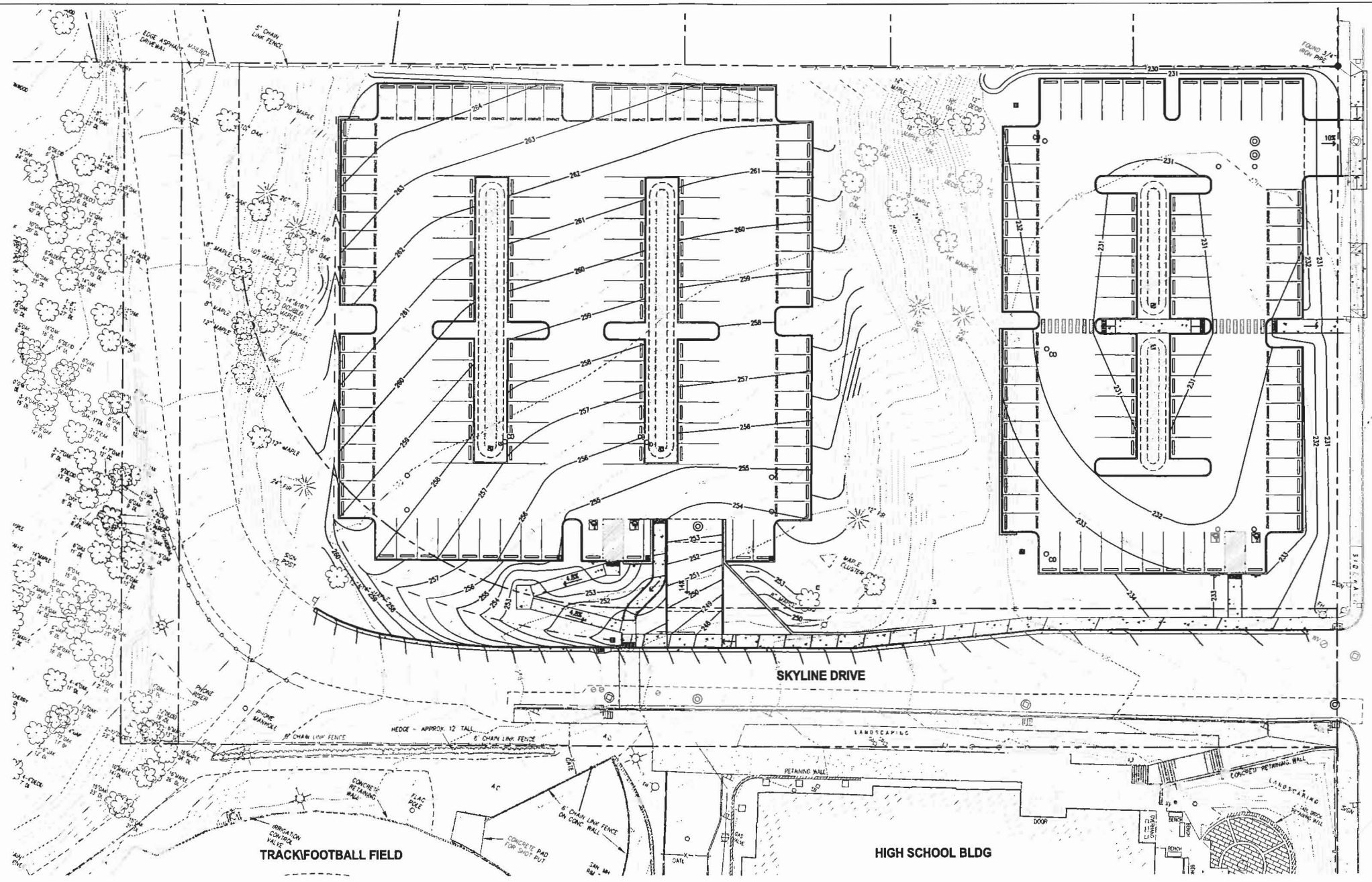
**WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING LOT IMPROVEMENTS**

SITE PLAN

PROJ NO: 11456-11009
DRWN: CHKD:

C4

SHEET OF



1 GRADING PLAN
 CS/CS SCALE: 1"=20'-0"

1" = 20'-0" 20' 0 20' 40' 60'

WEST A STREET

SKYLINE DRIVE

TRACK/FOOTBALL FIELD

HIGH SCHOOL BLDG



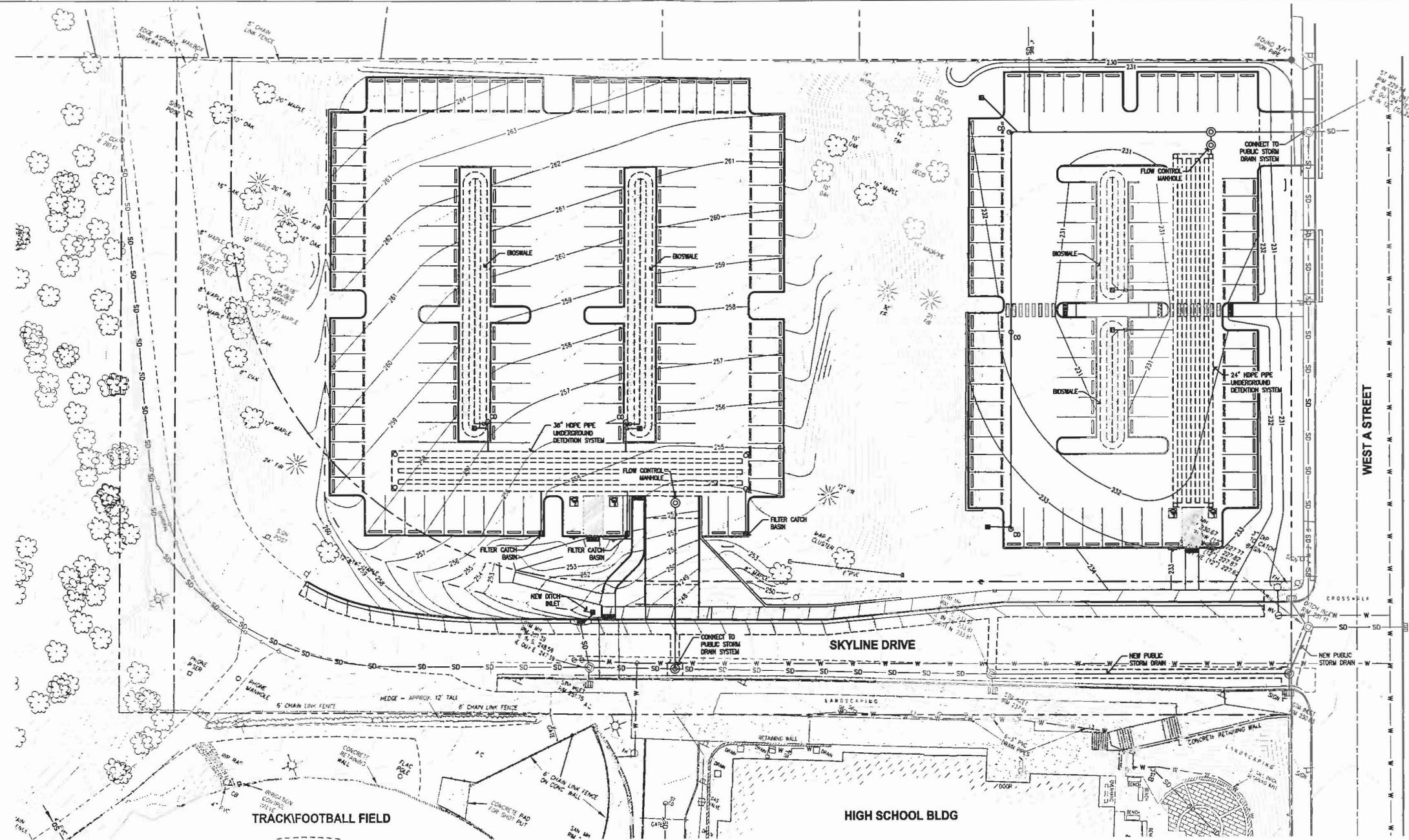
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 T 1 503 258 3521 F 1 503 258 3526
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WEST LINN WILSONVILLE SCHOOL DISTRICT
 WEST LINN HIGH SCHOOL
 STUDENT PARKING LOT IMPROVEMENTS
 GRADING PLAN

PRJ NO: 11456-11009
 DRWN: CHKD:

C5
 SHEET OF



1
C6/C6 UTILITY PLAN
SCALE: 1"=20'-0"



1" = 20'-0" 20' 0 20' 40' 60'



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WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING LOT IMPROVEMENTS
UTILITY PLAN

PROJ NO: 11456-11009
DRWN: CHR: C6

C6
SHEET OF

MARK	DATE	DESIGN REVIEW SUBMITTAL	DESCRIPTION
			ISSUE

ABBREVIATIONS			
AF	ABOVE FINISHED FLOOR	KVA	KILOVOLT AMP
A	AMPERE (AMP)	KVAR	KILOVOLT AMPS REACTIVE
AL	ALUMINUM	LA	LIGHTNING ARRESTOR
ARCH	ARCHITECT / ARCHITECTURAL	LGT	LIGHTING
ATS	AUTOMATIC TRANSFER SWITCH	LV	LOW VOLTAGE
CB	CIRCUIT BREAKER	MATV	MASTER ANTENNA TELEVISION
C	CONDUIT	MCA	MINIMUM CIRCUIT AMPS
CCTV	CLOSED CIRCUIT TELEVISION	MCB	MAIN CIRCUIT BREAKER
CKT	CIRCUIT	MCC	MOTOR CONTROL CENTER
CLG	CEILING	MDP	MAIN DISTRIBUTION PANEL
CT	CURRENT TRANSFORMER	MECH	MECHANICAL
CU	COPPER	MH	METAL HALIDE
DN	DOWN	MLO	MAIN LUGS ONLY
EMERG	EMERGENCY	MV	MERCURY VAPOR
EMT	ELECTRIC METALLIC TUBING	MTS	MANUAL TRANSFER SWITCH
EP	EXPLOSION PROOF	NIC	NOT IN CONTRACT
EPO	EMERGENCY POWER OFF	NL	NIGHT LIGHT CIRCUIT
EWG	ELECTRIC WATER COOLER	PA	PUBLIC ADDRESS
FA	FIRE ALARM	PE	PHOTO ELECTRIC CELL
FLA	FULL LOAD AMPS	PF	POWER FACTOR
FLUOR	FLUORESCENT	PNL	PANELBOARD
FOC	FURNISHED BY CONTRACTOR	PVC	POLYVINYL CHLORIDE CONDUIT
	INSTALLED BY CONTRACTOR	PWR	POWER
FOI	FURNISHED BY OWNER	SDP	SUB-DISTRIBUTION PANEL
	INSTALLED BY CONTRACTOR	STR	STARTER
FOO	FURNISHED BY OWNER	SV	SOLENOID VALVE
	INSTALLED BY OWNER	SW	SWITCH
GFP	GROUND FAULT PROTECTION	TD	TIME DELAY
GFI	GROUND FAULT INTERRUPTER	TP	TAMPERPROOF
GFCI	GROUND FAULT CIRCUIT INTERRUPTER	TTB	TELEPHONE TERMINAL BOARD
GRC	GALVANIZED RIGID CONDUIT	TTC	TELEPHONE TERMINAL CABINET
GRD	GROUND	TV	TELEVISION
HP	HORSEPOWER	TYP	TYPICAL
HPS	HIGH PRESSURE SODIUM	UG	UNDERGROUND
HV	HIGH VOLTAGE	UPS	UNINTERRUPTIBLE POWER SUPPLY
HZ	HERTZ	V	VOLTAGE
IG	ISOLATED GROUND	VA	VOLT AMPERES
INC	INCANDESCENT	VP	VAPOR PROOF
JB	JUNCTION BOX	W	WATTS
KW	KILOWATT	WP	WEATHER PROOF
KWH	KILOWATT HOUR	XFMR	TRANSFORMER
KV	KILOVOLT	XFSW	TRANSFER SWITCH

DESIGNATION SYMBOLS	
	EQUIPMENT DESIGNATOR SEE SCHEDULE.
	EXISTING TO REMAIN, EXISTING TO BE REMOVED
	EXISTING TO BE RELOCATED, FUTURE
	NEW, CONNECT TO
	NOTE

LIGHTING	
	CEILING LUMINAIRE: SURFACE, RECESSED
	CEILING LUMINAIRE: PENDANT MOUNTED
	CEILING LUMINAIRE: PENDANT LINEAR
	WALL LUMINAIRE: SURFACE, RECESSED
	WALL WASHER: SURFACE, RECESSED
	TRACK WITH HEADS LOCATED
	FLUORESCENT LUMINAIRE: SURFACE, RECESSED
	FLUORESCENT LUMINAIRE: WALL MOUNTED
	FLUORESCENT LUMINAIRE: BARE LAMP
	POLE LIGHT: LUMINAIRES AS SHOWN
	DESIGNATES LIGHT ON EMERGENCY CIRCUIT
	EXIT LIGHT: CEILING, WALL (ARROWS AS SHOWN)
	BOLLARD
	EMERGENCY BATTERY LIGHT: HEADS AS SHOWN
	WALL SWITCH: 1 POLE, 2 POLE
	WALL SWITCH: 3 WAY, 4 WAY
	WALL SWITCH: KEY LOCK, MOMENTARY
	WALL SWITCH: LOW VOLTAGE, PILOT
	WALL SWITCH: TIMER, MANUAL DIMMER
	DESIGNATES LUMINAIRE TYPE (SEE LUMINAIRE SCHEDULE)
	DESIGNATES NIGHT LIGHT CIRCUIT
	PHOTOELECTRIC CELL: WALL MOUNTED, CEILING MOUNTED
	OCCUPANCY SENSOR: CEILING OR WALL MOUNTED
	S: IN COMBINATION WITH WALL SWITCH
	U: ULTRASONIC
	I: INFRARED
	UR: DUAL TECHNOLOGY, ULTRASONIC/INFRARED

POWER	
	WALL RECEPTACLE: SINGLE, DUPLEX
	WALL RECEPTACLE: EMERGENCY, 4-PLEX
	WALL RECEPTACLE: ISOLATED GROUND
	CEILING RECEPTACLE: DUPLEX
	FIRE RATED FLOOR POKE-THRU
	CONNECTION TO EQUIPMENT PROVIDED BY OTHERS
	DENOTES RECEPTACLE ABOVE COUNTER
	SPECIAL PURPOSE OUTLET AS NOTED, EMERGENCY CLOCK HANGER RECEPTACLE
	FLUSH IN-FLOOR OUTLET: DUPLEX, COMBINATION
	PEDESTAL OUTLET: POWER, SIGNAL, COMBINATION
	SURFACE OUTLET STRIP: DIMENSION AS SHOWN
	TELEPOWER POLE, POWER, COMBINATION
	JUNCTION BOX
	DISCONNECT SWITCH: FUSED, NON-FUSED
	MOTOR STARTER: MANUAL, MAGNETIC, COMBINATION
	MOTOR CONNECTION
	CONTACTOR, RELAY, SOLENOID
	PUSH BUTTON STATION
	WIRING CONCEALED IN CEILING OR WALL
	WIRING CONCEALED IN FLOOR OR UNDERGROUND
	INDICATES INSULATED GREEN GROUND WIRE
	HOME RUN DESTINATION SHOWN
	CONDUIT: ELL, UP, DN

ONE-LINE	
	CIRCUIT BREAKER
	SWITCH, FUSED SWITCH
	BUSS
	AUTOMATIC SWITCH
	METER
	PANEL
	FEEDER CALLOUT
	FAULT CURRENT CALLOUT
	GENERATOR

EQUIPMENT	
	ELECTRICAL EQUIPMENT
	PANELBOARD: SURFACE, RECESSED
	CABINET: SURFACE, RECESSED
	TRANSFORMER
	GROUND ROD, IN TEST WELL
	GROUND PAD
	EQUIPMENT WITH DERIVED GROUND
	VOLTMETER, AMMETER
	SELECTOR SWITCH: VOLTMETER, AMMETER
	METER: KILOWATT HOUR, POWER FACTOR
	POTENTIAL TRANSFORMER
	CURRENT TRANSFORMER
	CABLE TRAY: CENTER SUPPORT, OUTER SUPPORTS

NOTE

THIS IS A STANDARD LEGEND SHEET, THEREFORE, SOME SYMBOLS MAY APPEAR ON THIS SHEET THAT DO NOT APPEAR ON THE DRAWINGS.

LUMINAIRE SCHEDULE	
S1	POLE MOUNTED ARCHITECTURAL AREA LIGHT 250 WATT HPS, TYPE 3 DISTRIBUTION
S2	POLE MOUNTED ARCHITECTURAL AREA LIGHT 250 WATT HPS, TYPE 5 DISTRIBUTION

GHD INC.
1875 SW Bequest Parkway, Suite 140 Portland Oregon 97204 USA
T: 503 236 3921 F: 503 236 3826
W: www.ghd.com

BAR IS ONE INCH ON ORIGINAL DRAWING

0 1" = 1'-0"

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MARK	DATE	DESCRIPTION
	4/13/12	DESIGN REVIEW SUBMITTAL
		ISSUE

WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING

LEGEND

PROJ NO: 11456-11009

DRWN: CHKD

E0.1

PAE CONSULTING ENGINEERS, INC.
408 SW Third Ave., Suite 320 | Portland, OR 97204 | P: 503-226-2931
435 California St., Suite 1200 | San Francisco, CA 94104 | P: 415-544-7500
Project No. 12-116 www.pae-engineers.com

PRELIMINARY - NOT FOR CONSTRUCTION






WLHS - NORTH PARKING LOT - DEMO
 SCALE: 1" = 20' - 0"

- NOTES:**
- ① REMOVE PGE POLE AND POLE MOUNTED LIGHT, COORDINATE WITH UTILITY.
 - ② REMOVE PGE OVERHEAD LIGHTING FEEDER, COORDINATE WITH UTILITY.
 - ③ REMOVE PGE LIGHT FIXTURE FROM NORTH SIDE OF POLE, POLE AND SOUTH LIGHT TO REMAIN.
 - ④ RELOCATE PGE POLE 3958 NORTH OUT OF NEW DRIVEWAY, COORDINATE WITH UTILITY.


PAE CONSULTING ENGINEERS, INC.
 838 SW Third Ave., Suite 300 | Portland, OR 97204 | P: 503-236-2921
 425 California St., Suite 1200 | San Francisco, CA 94104 | P: 415-544-7500
 Project No. 13-118 www.pae-engineers.com

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 T: 503 226 3871 F: 503 226 3928
 W: www.ghd.com

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 0 1"
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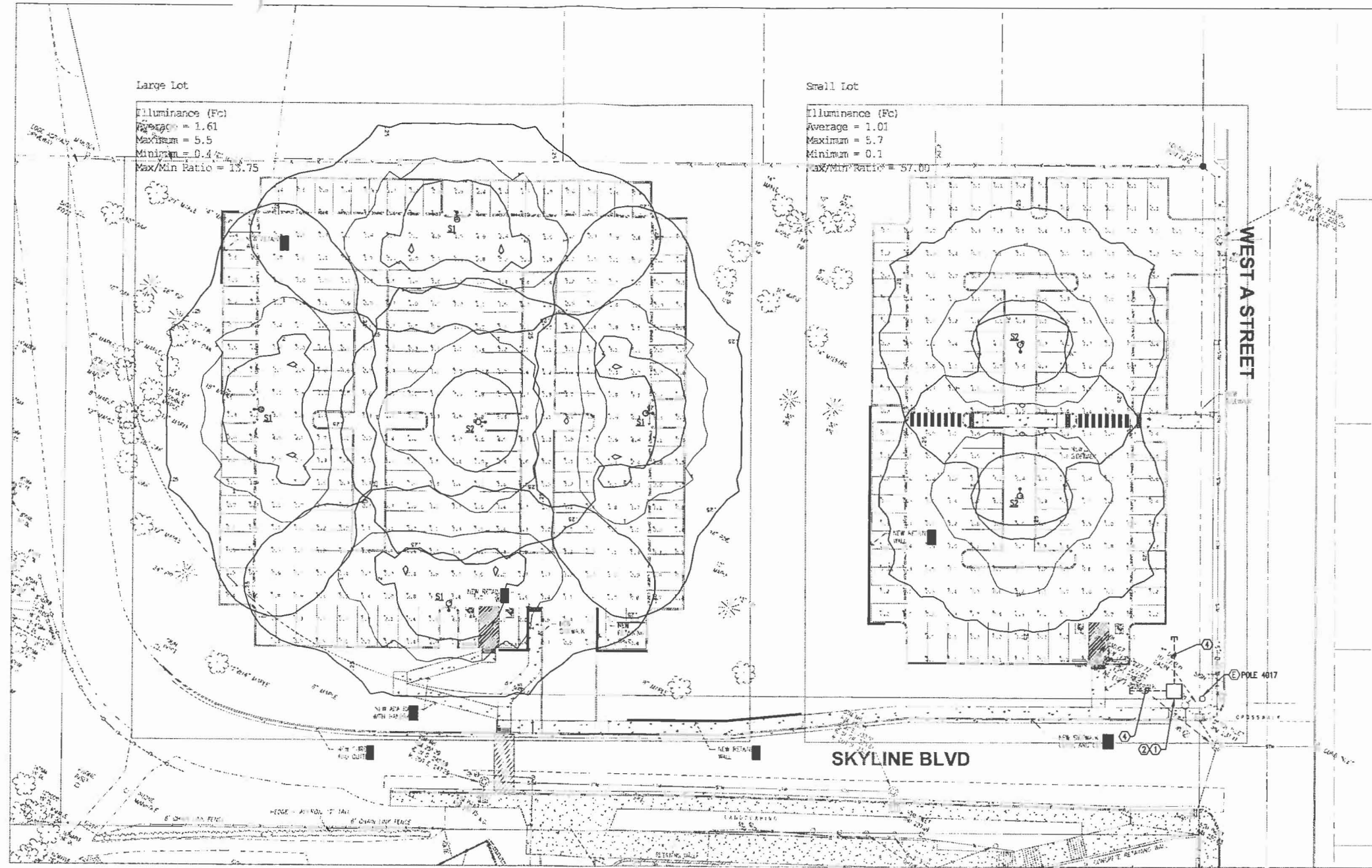
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4/10/12				

WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING
DEMO PLAN

PROJ NO: 11456-11009
 DRWN: CHD

E1.0

SHEET OF



- NOTES:**
- ① SERVICE ENCLOSURE WITH METERING MAIN AND LOAD CENTER. REFER TO DETAIL 2/ES.0
 - ② PROVIDE A CONCRETE MOUNTING PAD.
 - ③ PGE SERVICE POLE, COORDINATE WITH UTILITY FOR CONNECTION.
 - ④ PROVIDE TWO SPARE 1" UNDERGROUND CONDUITS FOR FUTURE USE. (FOUR TOTAL)



GHD Inc.
15575 SW Shiloh Parkway Suite 140 Portland Oregon 97224 USA
T 1 800 226 3821 F 1 503 226 3828
W www.ghd.com

SCALE: ONE INCH ON ORIGINAL DRAWING = 1'

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4/13/12		DESIGN REVIEW SUBMITTAL	

**WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING
LIGHTING AND POWER PLAN**

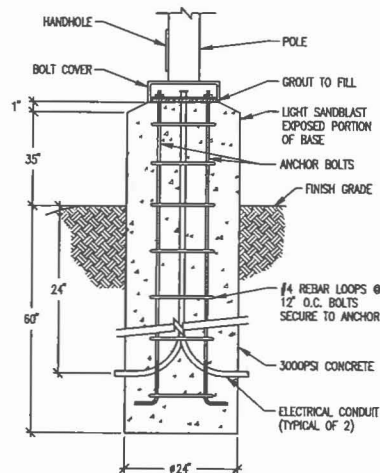
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425 California St., Suite 1200 | San Francisco, CA 94104 | P: 415-544-7500
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PROJ. NO. 11456-11009
DRAWN: CHKD

E2.0

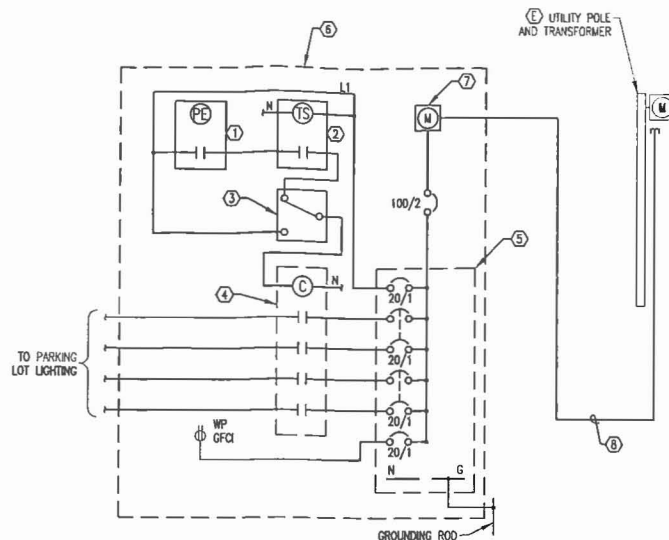
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NOTE: CONCRETE BASE / FOOTING DESIGN SHALL BE VERIFIED AND APPROVED BY A STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL POLE REQUIREMENTS WITH THE MANUFACTURER AND LOCAL AUTHORITY HAVING JURISDICTION AND SHALL MEET ALL APPLICABLE CODES.

1
E5.0 EXTERIOR LIGHTING POLE BASE DETAIL
SCALE: NONE



- NOTES:
- PHOTO ELECTRIC CELL, 120VAC, SPOT CONTACTS WITH ADJUSTABLE LIGHT SENSOR.
 - PROGRAMMABLE ELECTRONIC TIMER WITH BATTERY BACKUP, 24 HOUR FORMAT, 120VAC.
 - SELECTOR SWITCH, ON-OFF-AUTO BYPASS.
 - LIGHTING CONTACTOR, ELECTRICALLY HELD, 20 AMP CONTACTS, 120VAC COIL.
 - BUILT IN LOAD CENTER PANEL 100 AMP, 240/120VAC, 1 PHASE, 16 POLE.
 - WEATHER PROOF SERVICE ENCLOSURE WITH METERING MAIN AND LOAD CENTER, MILBANK CP38 ML SERIES, CIRCUIT AW, 42 KVIC RATED OR APPROVED.
 - METER SOCKET TO MEET UTILITY REQUIREMENTS LOCATED IN SEPARATE SEALABLE AND LOCKABLE UTILITY TERMINATION SECTION.
 - UNDERGROUND CONDUIT FROM SERVICE POLE, SIZE PER UTILITY REQUIREMENTS.

1
2 SERVICE PEDESTAL ONE-LINE
SCALE: NONE



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T 503 226 3821 F 503 226 3828
W www.ghd.com

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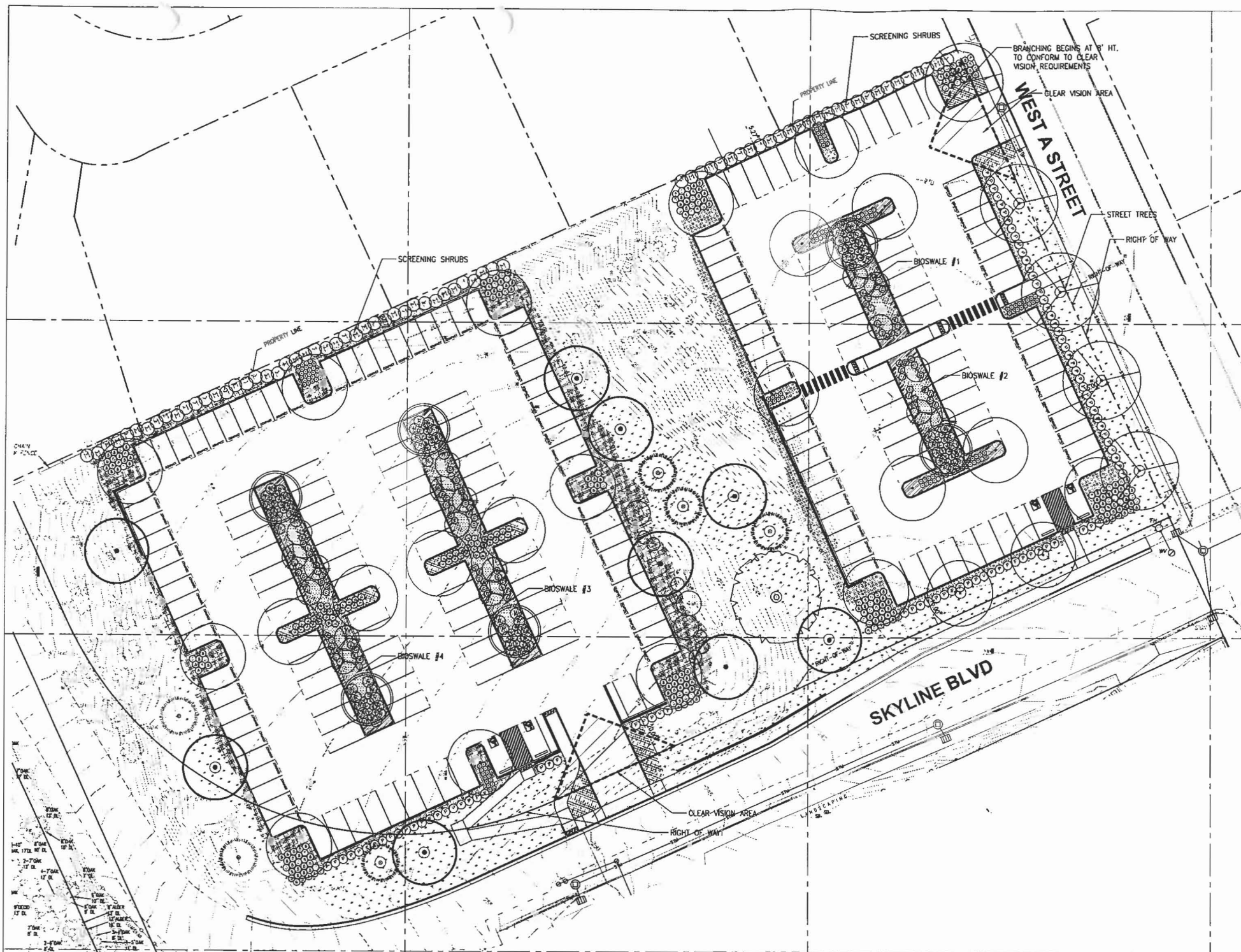
WEST LINN WILSONVILLE SCHOOL DISTRICT
WEST LINN HIGH SCHOOL
STUDENT PARKING
DETAILS

PROJ NO: 11456-11009
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608 SW Third Ave., Suite 300 | Portland, OR 97204 | P: 503-226-2921
425 California St., Suite 1200 | San Francisco, CA 94104 | P: 415-644-7929
Project No. 12-1188 www.pae-engineers.com

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PLANTING NOTES:

- CONTRACTOR TO VERIFY LOCATION OF EXISTING TREES INDICATED TO REMAIN PRIOR TO SOIL PREPARATION. PROTECT ALL TREES AND SHRUBS INDICATED TO REMAIN. COORDINATE WITH THE OWNER'S REPRESENTATIVE.
- PLANTING AREA TO BE SUFFICIENTLY CLEANED OF ALL CONSTRUCTION MATERIALS, INCLUDING IMPORTED ROCK, TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE BEFORE BEGINNING ANY LANDSCAPE WORK.
- IDENTIFY ALL PLANTING AREAS IN FIELD WITH WHITE FIELD-MARKING CHALK OR APPROVED EQUIV. PLANTING BEDS TO BE ADJUSTED AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANT LOCATION.
- FOR PLANTING OCCURRING IN MASSES OF SAME SPECIES PLANT, LABELING REFERS TO ALL ADJACENT IDENTICAL SYMBOLS. REFER TO DETAILS AND LEGEND FOR SPACING INFORMATION.
- THE OWNER'S REPRESENTATIVE WILL APPROVE INDIVIDUAL PLANT MATERIAL AND LOCATION OF PLANT MATERIAL PRIOR TO INSTALLATION. REFER TO SPECIFICATIONS FOR PROCEDURE.
- SHRUBS AND GROUND COVER TO BE PLANTED A MINIMUM OF ONE HALF THEIR CENTER SPACING AWAY FROM PAVEMENT EDGES, UNLESS OTHERWISE NOTED.
- PROVIDE ROOT BARRIER AROUND ALL TREES WITHIN 5' OF PAVING, CURBS, WALLS, BUILDINGS, UTILITY DUCTS AND OTHER APPURTENANCES.
- PLANT QUANTITIES INDICATED ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANTS IN QUANTITIES AND LOCATIONS SHOWN ON DRAWINGS.
- PROVIDE JUTE NETTING ON ALL SLOPES WITH GRADIENT OF 3:1 OR GREATER AS DIRECTED IN THE FIELD BY THE OWNER'S REPRESENTATIVE. STAPLE FABRIC TO GROUND WITH METAL STAKES AT 4' O.C.

WATER QUALITY PLANT TABLE (Per Portland Stormwater Management Manual)

- WATER QUALITY PLANTING TO CONFORM TO CITY OF PORTLAND STORMWATER MANAGEMENT MANUAL (SWMU) REQUIREMENTS FOR INFILTRATION BASIN FACILITIES. MINIMUM CONTAINER SIZE TO BE 1 GALLON AT THE FOLLOWING RATE.
 - ZONE A:** Swale Bottom Requirement: 115 herbaceous plants OR 100 herbaceous plants and 4 small shrubs per 100sf.
 - ZONE B:** Side Slope Requirements: 1 deciduous tree, AND 3 large shrubs/small trees AND 4 small shrubs AND 140 ground cover shrubs per 100sf.
 - SEE PLANTING SCHEDULE FOR SPACING AND QUANTITIES REQUIRED.
 - ZONE A:** BASIN PLANTINGS TO BE PLANTED IN DRIFTS OF SAME SPECIES PLANTS IN GROUPS OF 15, 25, AND 35 PLANTS.
 - ZONE B:** SHRUBS TO BE PLANTED IN DRIFTS OF SAME SPECIES PLANTS IN GROUPS AS SHOWN.
- BIOSWALE #1**
 ZONE A - 255sf: 255 herbaceous 1 gallon plants AND 11 shrubs required.
 ZONE B - 360sf: 4 deciduous trees, AND 11 large shrubs, AND 15 medium / small shrubs AND 504 groundcover required.
- BIOSWALE #2**
 ZONE A - 255sf: 255 herbaceous 1 gallon plants AND 11 shrubs required.
 ZONE B - 360sf: 4 deciduous trees, AND 11 large shrubs, AND 15 medium / small shrubs AND 504 groundcover required.
- BIOSWALE #3**
 ZONE A - 565sf: 565 herbaceous 1 gallon plants AND 23 shrubs required.
 ZONE B - 730sf: 8 deciduous trees, AND 22 large shrubs, AND 28 medium / small shrubs AND 1022 groundcover required.
- BIOSWALE #4**
 ZONE A - 565sf: 565 herbaceous 1 gallon plants AND 23 shrubs required.
 ZONE B - 730sf: 8 deciduous trees, AND 22 large shrubs, AND 28 medium / small shrubs AND 1022 groundcover required.

KE



GHD Inc.
 719 Third Street, Eureka, California 96001 USA
 T 1 707 443 8328 F 1 707 444 8330
 W www.ghd.com

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3/14/12		SCHEMATIC DESIGN	

**WEST LINN WILSONVILLE SCHOOL DISTRICT
 WEST LINN HIGH SCHOOL
 STUDENT PARKING
 PLANTING PLAN**

PROJ NO: 11456-11009

DRWN: CHD

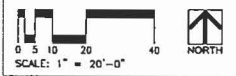
L1

SHEET OF

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE/CONDITION	SPACING	COMMENTS	DTL/SHEET
TREES							
ACMA		ACER MACROPHYLLUM	BIG LEAF MAPLE	2" CAL./B&B	AS SHOWN	MATCHED STANDARDS-6" MIN. BRANCHING HT.	X/LX.X
ZESE		ZELKOVA SERRATA 'GREEN VASE'	ZELKOVA TREE	2" CAL./B&B	AS SHOWN	MATCHED STANDARDS-6" MIN. BRANCHING HT.	X/LX.X
FRBE		FRAXINUS PENNSYLVANICA 'MARSHALL'	MARSHALL GREEN ASH	2" CAL./B&B	AS SHOWN	MATCHED STANDARDS-6" MIN. BRANCHING HT.	
QUMA		QUERCUS MACROCARPA	BUR OAK	2" CAL./B&B	AS SHOWN	MATCHED STANDARDS-6" MIN. BRANCHING HT.	
PSME		PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6"-8" HT. / B&B	AS SHOWN		
AMAL		AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	5-6" HT. /B&B	AS SHOWN	NATURAL MULTI-STEMMED	
SHRUBS							
PHLE		PHILADELPHUS LEWISII	WILD MOCK ORANGE	3 GAL. CONT.	AS SHOWN		
PRLA		PRUNUS LAUROCEASUS 'OTTO LUYKEN'	OTTO LUYKEN CHERRY LAUREL	1 GAL. CONT.	AS SHOWN		
NADO		NANDINA DOMESTICA 'WOODS DWARF'	DWARF HEAVENLY BAMBOO	1 GAL. CONT.	AS SHOWN		
SPJA		SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	1 GAL. CONT.	AS SHOWN		
GROUND COVER							
ARUV		ARCTOSTAPHYLOS UVA-URSI	KINNIKINICK	1 GAL.	18" O.C.		
FRCH		FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.	18" O.C.		
MARE		MAHONIA REPENS	CASCADE OREGON GRAPE	1 GAL.	18" O.C.		
RUCA		RUBUS CALCYNODES	CREEPING BRAMBLE	1 GAL.	18" O.C.		
LAWN							
		NON-IRRIGATED ROUGH SEED					

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE/CONDITION	SPACING	COMMENTS	DTL/SHEET
STORMWATER PLANTING SCHEDULE							
ZONE A							
25%	CAOB	CAREX OBNUPA	SLOUGH SEDGE	1 GAL.	12" O.C.		X/LX.X
50%	CAMO	SCRIPTUS MICROCARPUS	SMALL FRUITED BULRUSH	1 GAL.	12" O.C.		
25%	JUEN	JUNCUS ENSIFOLIUS	DAGGERLEAF RUSH	1 GAL.	12" O.C.		
TREES							
ARU		ALNUS RUBRA	RED ALDER	1-1/2" CAL./B&B	AS SHOWN	MATCHED STANDARDS-6" MIN. BRANCHING HT.	
AMAL		AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	5-6" HT. /B&B	AS SHOWN	NATURAL MULTI-STEMMED	
ACCI		ACER CIRCINATUM	VINE MAPLE	5-6" HT. /B&B	AS SHOWN	NATURAL MULTI-STEMMED	
LARGE SHRUBS							
PHLE		PHILADELPHUS LEWISII	WILD MOCK ORANGE	1 GAL. CONT.	AS SHOWN		
RISA		RIBES SANGUINEUM	RED FLOWERING CURRENT	1 GAL. CONT.	AS SHOWN		
MEDIUM / SMALL SHRUBS							
CLAL		CLETHRA ALMIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD SUMMERSWEET	1 GAL. CONT.	AS SHOWN		
CDKE		CORNUS SERICEA 'KELSEYI'	DWARF REDTWRIG DOGWOOD	1 GAL. CONT.	AS SHOWN		
GROUND COVER							
50%	ARUV	ARCTOSTAPHYLOS UVA-URSI	KINNIKINICK	1 GAL. CONT.	12" O.C.	PLANTED IN RANDOM DRIFTS OF 25-50	
50%	MARE	MAHONIA REPENS	CASCADE OREGON GRAPE	1 GAL. CONT.	12" O.C.		

PRELIMINARY - NOT FOR CONSTRUCTION



ATTACHMENT A
Light Fixture Cut Sheet

FEATURES & SPECIFICATIONS

INTENDED USE — Streets, walkways, parking lots and surrounding areas.

CONSTRUCTION — Rugged, die-cast, single-piece aluminum housing with nominal wall thickness of 1/8". Die-cast door frame has impact-resistant, tempered, glass lens (3/16" thick). Door frame is fully gasketed with one-piece tubular silicone. **US. Patent No. D447,590. Canada Patent No. 94324.**

Finish: Standard finish is dark bronze polyester powder finish. Additional architectural colors are available.

OPTICS — Anodized segmented reflectors for superior uniformity and control. Reflectors attach with tool-less fasteners and are rotatable and interchangeable. Five full cutoff distributions available: Type II (roadway), Type III (asymmetric), Type IV (forward throw), Type IV (wide, forward throw) and Type V (symmetric square).

ELECTRICAL — Ballast: Constant wattage autotransformer. Metal Halide: Super CWA (pulse start ballast), 88% efficient and EISA legislation compliant, is required for 175-400W (SCWA option) for US shipments only. CSA, NOM or INTL required for probe start shipments outside of the US. Pulse-start ballast (SCWA) required for 200W, 320W, or 350W. Ballast is 100% factory-tested. All ballasts are mounted on a removable power tray with tool-less latch and have positive locking disconnect plug.

Socket: Porcelain, horizontally-mounted, mogul-base socket with copper alloy, nickel-plated screw shell and center contact.

INSTALLATION — Integral arm for pole or wall mounting. Optional mountings available.

LISTINGS — UL Listed (standard). CSA Certified (see Options). UL listed for 25°C ambient and wet locations. IP65 Rated.

Note: Specifications subject to change without notice.

Catalog Number
Notes
Type

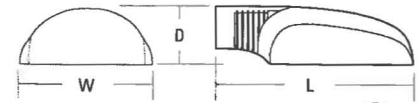
AERIS™
Architectural Area & Roadway Luminaires

AS2

METAL HALIDE: 175W-400W
HIGH PRESSURE SODIUM: 200W-400W
10' to 35' Mounting

Specifications

EPA: 1.2 ft²
Length: 28-1/2 (72.4)
Width: 17-1/8 (43.2)
Height: 8-3/8 (21.0)
*Weight: 40 lbs (18.2 kg)



All dimensions are inches (centimeters) unless otherwise indicated.

*Weight as configured in example below.



ORDERING INFORMATION For shortest lead times, configure products using standard options (shown in bold). Example: AS2 250M SR3 TB SCWA SPA LPI

AS2	Series	Wattage	Distribution	Voltage	Ballast	Mounting	Options	Finish ¹⁴	Lamp ¹⁷										
AS2	Metal halide 175M ² 200M ³ 250M ⁴ 320M ³ 350M ^{2,3,5} 400M ^{4,5} High pressure sodium ⁶ 200S 250S 400S	SR2	Segmented type II roadway	120 208 ⁷ 240 ⁷ 277 347 480 ⁷ 23050HZ ²	(blank) Magnetic ballast CWI Constant wattage isolated Pulse Start SCWA Super CWA pulse start ballast	SPA Square pole mounting RPA Round pole mounting WBA Wall bracket (up or down) ¹⁰ Shipped separately ^{11, 12} ASKMA2 Mast arm adaptor DCAS2 Decorative curved arm, square pole only DCAS2R Decorative curved arm, round pole only SPA19/AS Square pole adaptor (DM19 to SPA) RPA19/AS Round pole adaptor (DM19 to RPA)	Shipped installed in fixture SF Single fuse (120, 277, 347V) DF Double fuse (208, 240, 480V) PER NEMA twist-lock receptacle only (no photocontrol) EC Emergency circuit ¹³ QRS Quartz restrrike system ¹³ HS Houseside shield (SR2, SR3) ^{11, 14} CSA CSA certified NOM NOM certified ⁹ INTL Available for MH probe start shipping outside the U.S. REGC1 California Title 20 effective 1/1/2010 Shipped separately ¹¹ PE1 NEMA twist-lock PE (120, 208, 240V) PE3 NEMA twist-lock PE (347V) PE4 NEMA twist-lock PE (480V) PE7 NEMA twist-lock PE (277V) SC Shorting cap VG Vandal guard ¹⁵	(blank) Dark bronze DBL Black DGC Charcoal gray DMB Medium bronze DNA Natural aluminum DWH White CR Corrosion resistance	LPI Lamp included L/LP Less lamp										
										SR3	Segmented type III asymmetric	TB ⁸	Note: For shipments to U.S. territories, SCWA must be specified to comply with EISA.						
														SR45C	Segmented type IV forward throw, sharp cutoff				
																SR4W	Segmented type IV wide, forward throw		
																		SR5S	Segmented type V symmetric square

Note: Aeris™ has a unique drilling template that requires an Aeris drilling pattern to be specified when ordering poles. See example below. Example: SSA 20 4C DM19AS DDB
Aeris Drilling Pattern
DM19AS 1 at 90 degrees
DM28AS 2 at 180 degrees
DM29AS 2 at 90 degrees
DM39AS 3 at 90 degrees
DM49AS 4 at 90 degrees
DM32AS 3 at 120 degrees (round poles only)

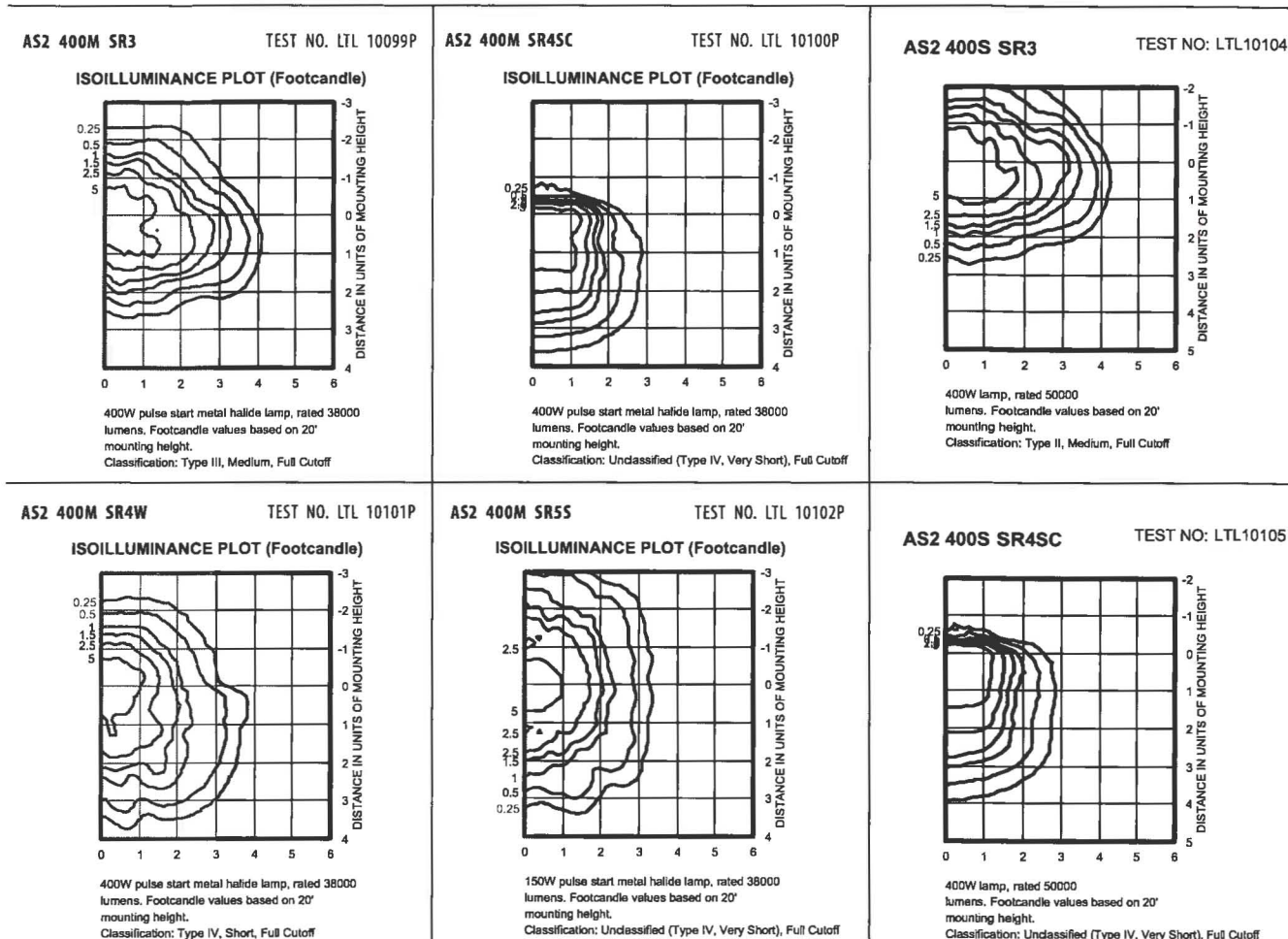
Accessories: Tenon Mounting Slipfitter						
Order as separate catalog number. Must be used with pole mounting (RPA).						
Tenon O.D.	One	Two@180°	Two@90°	Three@120°	Three@90°	Four@90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Notes
1 Lower wattages available. Consult factory.
2 These wattages do not comply with California Title 20 regulations.

- Must be ordered with SCWA.
- These wattages require the REGC1 option to be chosen for shipments into California for Title 20 compliance. 250M REGC1 is not available in 347 or 480V.
- Must use reduced jacket lamp.
- Not available with SCWA.
- Must specify CWI for use in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V) (120, 277, 347V in Canada).
- Consult factory for available wattage.
- Mounted in lens-up orientation, fixture is damp location listed.
- May be ordered as an accessory.
- Must specify finish when ordered as an accessory.
- Maximum allowance wattage lamp included.
- Order AS2SR2/3HS U or AS2SR4WHS U as an accessory.
- Order AS2VG U as an accessory.
- See www.lithonia.com/archcolors for additional color options.
- Must be specified.

AS2 Metal Halide, High Pressure Sodium Area Lighting

Coefficient of Utilization Initial Footcandles



Notes

- 1 Photometric data for other distributions can be accessed from the Lithonia Lighting web site (www.lithonia.com).
- 2 For electrical characteristics consult Outdoor technical data specification sheets on www.lithonia.com.
- 3 Tested to current IESNA and NEMA standards under stabilized laboratory conditions. Various operating factors can cause differences between laboratory and actual field measurements. Dimensions and specifications are based on the most current data and are subject to change.

Mounting Height Correction Factor

(Multiply the fc level by the correction factor)

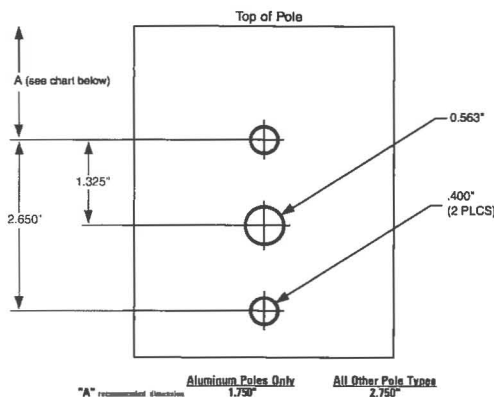
- 10 ft. = 4
- 15 ft. = 1.78
- 30 ft. = 0.44
- 40ft. = .25

$$\left(\frac{\text{Existing Mounting Height}}{\text{New Mounting Height}} \right)^2 = \text{Correction Factor}$$

DRILLING TEMPLATE # 8

AERIS™

Pole-Mounted Luminaire (not for suspend)



A recommended dimension
Aluminum Poles Only 1.750" All Other Pole Types 2.750"

Note: Dimension varies by pole type to allow clearance for pole cap. Check pole cap depth if field drilling poles.

NOTE: This drawing is NOT to scale and should be used for dimensional purposes only.

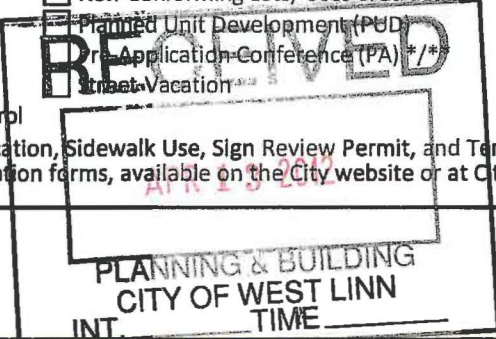
DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>Tom Soppe</i>	PROJECT NO(S). <i>DR-12-12</i>	
NON-REFUNDABLE FEE(S) <i>1050</i>	REFUNDABLE DEPOSIT(S) <i>300</i>	TOTAL <i>1350</i>

Type of Review (Please check all that apply):

- | | | |
|--|---|--|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Historic Review | <input type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal and Review (AP) * | <input type="checkbox"/> Legislative Plan or Change | <input type="checkbox"/> Temporary Uses * |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Lot Line Adjustment (LLA) */** | <input type="checkbox"/> Time Extension * |
| <input checked="" type="checkbox"/> Design Review (DR) <i>1050+300</i> | <input type="checkbox"/> Minor Partition (MIP) (Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) |
| <input type="checkbox"/> Extraterritorial Ext. of Utilities | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) |
| <input type="checkbox"/> Final Plat or Plan (FP) | <input type="checkbox"/> Pre-Application-Conference (PA) */** | <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) |
| <input type="checkbox"/> Flood Management Area | <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Hillside Protection & Erosion Control | | |

Home Occupation, Pre-Application, Sidewalk Use, Sign Review Permit, and Temporary Sign Permit applications require different or additional application forms, available on the City website or at City Hall.



Site Location/Address:
5464 WEST "A" STREET
WEST LINN, OR 97068

Assessor's Map No.: 2S 2E 30 & 30CB
Tax Lot(s): 800, 4500, 4501, 4502, 4502E1
Total Land Area: 42 acres

Brief Description of Proposal: RENOVATE THE NORTHERN PARKING LOTS ON THE WEST LINN HIGH SCHOOL SITE

Applicant Name: **TIM WOODLEY** **Phone: 503-673-7995**
(please print)
Address: 2755 SW BORLAND RD **Email: woodleyt@wlwv.k12.or.us**
City State Zip: TUALATIN, OR 97062

Owner Name (required): WEST LINN WILSONVILLE **Phone: 503-673-7995**
(please print)
Address: 22210 SW STAFFORD RD **Email: woodleyt@wlwv.k12.or.us**
City State Zip: TUALATIN, OR 97062

Consultant Name: KEITH LIDEN, PARSONS BRINCKERHOFF **Phone: 503-478-2348**
(please print)
Address: 400 SW 6TH AVE., SUITE 802 **Email: liden@pbworld.com**
City State Zip: PORTLAND OR 97204

- All application fees are non-refundable (excluding deposit). Any overruns to deposit will result in additional billing.
- The owner/applicant or their representative should be present at all public hearings.
- A denial or approval may be reversed on appeal. No permit will be in effect until the appeal period has expired.
- Three (3) complete hard-copy sets (single sided) of application materials must be submitted with this application. One (1) complete set of digital application materials must also be submitted on CD in PDF format. If large sets of plans are required in application please submit only two sets.

* No CD required / ** Only one hard-copy set needed

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Community Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

Tom K. Woodley 3.27.12 *Tom K. Woodley* 3.27.12
 Applicant's signature Date Owner's signature (required) Date