

STAFF REPORT
SOUTH LANE SCHOOL DISTRICT ELEMENTARY SCHOOL
CONDITIONAL USE PERMIT CUP 6-16
JANUARY 18, 2017

PROPOSAL DESCRIPTION

Date application filed: November 7, 2016

Date application complete: November 18, 2016

Owner: Krista Parent, Superintendent
South Lane School District
455 Adams Avenue
Cottage Grove, OR 97424

Location: 1000 Taylor Avenue
Map 20-03-33-31 TL 100

Present Conditions: Al Kennedy Alternative High School, play fields

Comp Plan Designation: L Low Density Residential

Zoning: R-1 Single Family Residential

Proposal: The applicant has submitted this conditional use permit to build a new 650-student elementary school and 100-student early learning center on property owned by South Lane School District at 1000 Taylor Avenue (Map 20-03-33-31 TL 100). The property has the location of the old Cottage Grove High School, which was demolished in the early 2000's and is the current location of the Al Kennedy Alternative High School, the Warren B. Daugherty Aquatic Center and several South Lane School District play fields.

The 18.8 acre property is zoned R-1 Single Family Residential. It runs approximately 1400' along the southern side of Taylor Avenue, a commercial collector street, and 575' along S. 8th Street, a residential collector, to the west and the right-of-way of I-5, a state highway, to the east. The City owns a small parcel to the northeast of the school along the I-5 right-of-way where we are currently installing a utility pump station. The properties to the south of TL 100 are occupied with single family residential dwellings, which are zoned R-1 to the southwest or RA (Lane Code Chapter 10 Low Density Residential) to the southeast. These homes back up to the School property, with access from Cooper Avenue.

The new elementary school will be located on what is now a soccer field along the Taylor Avenue frontage. The existing athletic field with track at the rear/southern side of the property is being retained, as is the pool (in the southeast corner along 8th Street) and the softball field on the eastern side of the property. The two story concrete block structure at the corner of 8th and Taylor that was at one point the High School's wood shop and is currently in use by the

Alternative School is to be retained and remodeled into an early learning center. The current trailers and other temporary structures used by Al Kennedy Alternative High School and the maintenance structures against to the track are being removed (6 in total).

The new school has a total building area of 86,899 square feet. As depicted on the submitted materials, the height at the classroom education wing is 38'-6", the height at the gym/cafeteria is 33'-0", the entry living room is 38'-6", and an enclosed mechanical equipment area sits atop the educational wing that is at a height of 44'-6". It is designed to house 650 students and teachers/staff. The main entrance to the school will be on the right/east side of the building, facing a hardscaped courtyard and the newly designed public parking lot. A ramp and stairs will lead up from Taylor Avenue to a concrete walk and portico along the front of this front façade.

There are four parking areas proposed, 2 of which that are accessed via Taylor Avenue, and 2 of which are accessed via S. 8th Street. Total parking surface area covers 2.43 acres. The Taylor Avenue parking areas have split entrances, so that the public/parents use the front lot for pick up/drop off as well as visitation, and the staff and buses use the back lot, for a total of 184 parking spaces.

The front lot has 72 parking spaces, 16 of which are compact, and 5 of which are ADA accessible. This lot is divided into two bays with a one-way circulation lane surrounding them. Ten cars can que in wait from the front door before traffic backs up onto Taylor. The bus/staff parking lot has 8 diagonal bus spaces and 18 pull through spaces, as well as 12 regular and 10 compact parking spaces. Raised concrete walkways are proposed on the east side of the public drive and on the west side of the public parking lot and connected between the two parking lots to create a continuous loop with the public sidewalk along Taylor and the front façade of the building. A new ADA compliant ramp and sidewalk is proposed from the bus/staff parking lot to the athletic field. The cross sidewalk leading to the front façade between the two parking lots dead ends at a new stair case to the softball field on the east.

The parking lots on S. 8th Street are accessed via the existing entrance to the pool. Opposite the pool, there are 27 spaces, 2 of which are ADA accessible, on either side of the 2-way aisle. Past this parking area, the drive aisle turns to the north to lead to a parking area for the early learning center, which is divided into two bays by a landscaping island. The northern bay has a loading area for the school on the north side. This parking area includes 37 spaces, 2 of which are van accessible. A new concrete ramp is proposed to the southwest of the pool to lead from S. 8th Street to a new concrete patio in front of the pool, and from there around the right side of the driveway to the front of the play areas and early learning center. This sidewalk circles the early learning center's parking lot to reconnect with the pool parking lot. A new gravel walkway is proposed to the athletic field to the right of the pool. There are existing bus pull-off spaces along S. 8th street adjacent to the existing Al Kennedy School that are proposed for use for drop-off for the early learning center.

There are play areas located in several locations on the site, between the early learning center and behind the school between the school and the track. These play areas include covered spaces (next to the early learning center and next to the track), hard surfaced areas with various games demarcated on the surface (including tracks, tetherball pole and courts, wallboard courts,

foursquare courts, hopscotch, chessboard, and other types of game courts, and 2 soft-surfaced play areas proposed for play structures, swing sets, and climbing apparatus. Total proposed play areas cover approximately 40,000 square feet, not including the existing track and field.

New landscaping is proposed within and around each of the parking lots. These landscaping areas will incorporate storm water retention and treatment facilities per the applicant's storm water management plan, as well as Red Leaf Maples in each island and banks of rhododendron and dogwoods to provide buffering and screening. Street trees (white alder) are proposed within maintained lawns along the Taylor Avenue and S. 8th Street frontages. Big Leaf Maple are proposed along the eastern edge of the parking/loading area. Existing trees will be retained wherever possible. Other features include a 17 bed garden, Little Free Library, timber and rock sculpture garden at the front entrance, a flag pole, and new fencing around the proposed play areas. Parking lot lighting is proposed for all lots. The existing track and associated landscaping will be restored prior to completion of work.

COMMENTS RECEIVED

None.

Per Chapter 4.1.800 of the Code, the applicant held a neighborhood meeting on August 25, 2016.

APPROVAL CRITERIA; CUP 6-16

Chapter 4.4.400 Conditional Use Permits - Criteria, Standards and Conditions of Approval.

The City shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the standards and criteria below:

A. Use Criteria.

- 1. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic conditions;*

Staff response and findings of fact:

The site size, dimensions, location, and topography are adequate for the needs of the proposed use.

The property has previously held a large school and currently hosts play fields for South Lane School District and South Valley Athletics as well as the small Al Kennedy Alternative High School and the Warren Daugherty Aquatic Center (pool). The rehabilitation of the site for use by an elementary school and early learning center is well within the types of uses previously and presently seen on the property. The largest change will be in the age of children (high school to preschool/elementary) and their mobility patterns (parent drop-off/pick-up rather than driving themselves, more pedestrian traffic, differences in play needs), and changes in the type of

architecture used for schools. The proposed school has one primary entrance for each side, rather than multiple entrances, and a circulation system designed to bring all car and pedestrian traffic to those entrances. The play areas are captured between the elementary school and the early learning center in fenced areas to provide more security.

The 18 acre site is adequate to meet the needs of the school uses as well as provide adequate parking, access, play areas, and athletic fields. Neighboring properties to the south will experience no change as the existing track and athletic field and the pool remain unchanged with this proposal. Neighbors to the west and north are divided from the site by public streets.

The surrounding street system, with proposed modifications, is adequate to meet the proposed need as shown in the applicant's Traffic Impact Analysis (Branch Engineering, October 21, 2016) and the associated drawings submitted November 18, 2016 (see Exhibits). The school district proposes to improve the street frontage on Taylor with improved sidewalks, bump-outs at the intersection of Taylor and 10th, and street trees. The existing parking lot will be rehabilitated, modifying the entrances to provide 2 entrances and one exit from the parking lots onto Taylor. No street parking is proposed between these 3 curb cuts to limit site obstructions. On-street parking remains available for residences on the north side of Taylor between 10th and 13th and on both sides of Taylor between 8th and 10th.

The Cottage Grove Transportation System Plan shows this road as a commercial collector, and indicates that Taylor is the best location for bike lanes connecting the existing bike lanes on Gateway to the existing bike lanes on S. 6th Street. Consequently, staff is recommending that the street cross section along the Taylor Avenue frontage as proposed be altered to meet the following standards:

- South 8th Street west to South 10th Street continuing west to approximately first driveway approach.
 - 2 – five foot bike lanes one on each side
 - 2 – seven foot parking strips on each side
 - 2 – nine foot travel lanes.
 - A seven (7) foot bulb out is allow at the South 10th intersection provided that turning movements for new aerial fire truck or delivery truck are not impeded. Provide documentation of vehicle wheel tracking with building permit plans.
- Approximately first driveway approach from South 10th Street west approximately 200 feet
 - 2 – five foot bike lanes one on each side
 - 1 – eight foot parking strip on north side
 - 2 – ten foot travel lanes.
 - Provide documentation of vehicle wheel tracking that turning movements of aerial fire truck, buses and delivery truck can operate properly with this configuration.
- East property line east approximately 125 feet

- 2 – six foot bike lanes one on each side
- No parking both sides
- 2 – ten foot travel lanes.

This will provide adequate on-street parking where existing homes front onto Taylor, as well as 9-10' travel lanes along the length of this commercial collector and 5'-6' bike lanes (the preferred width being 6', but 5' being the minimum allowed under the TSP) along the full length of Taylor. It is the City's intent to partner with School District contractor to pay for the last street section and sidewalk mentioned above to be extended across the City's property which contains the new water pump station.

The applicant is proposing a 4 way stop to replace the current 3-way stop at 10th and Taylor. This will greatly improve pedestrian safety and reduce confusion at this intersection. Making the intersection of South 10th and Taylor Avenue an all stop intersection will require City Council action because the municipal code states installation of stop signs is City Council authority. Approval by the City Council of no-parking areas and the new stop sign will be required and will be initiated by the City Engineer.

The applicant is only proposing one crosswalk across Taylor at the 10th and Taylor intersection, on the eastern side, to direct all pedestrian traffic onto one crosswalk and make it easier for the school crossing guards to direct traffic. Pedestrians are still able to cross on the western side of this intersection, however, with or without a crosswalk. City staff recommends crosswalks on all legs at the intersection of the intersection of South 10th Street and Taylor Avenue, which will ensure adequate circulation and also serve to ensure that residents remember the new stop sign.

The school district will be responsible for installing ADA ramps along their frontage (one at the intersection of South 8th and Taylor and two at the intersection of South 10th and Taylor). Handicap ramps shall meet current ADA standards. The City will be responsible for replacing the remaining handicap ramps at the two intersections.

Improvements on S. 8th Street are limited to a new apron at the driveway entrance, new sidewalk, and a new ramp to the front of the pool. 6' wide sidewalks will be required along the frontage of 8th Street as well as Taylor Avenue. Sidewalks and handicap facilities must meet the current American Disabilities Act (ADA) Standards. For example, a minimum of 4-feet of the sidewalk must be free of obstructions to accommodate wheel chair clearance. Contact Engineering Department for details.

All driveways (3 on Taylor Avenue and 1 on South 8th) shall comply with Section 3.1.200 L (4) Driveway slopes. Maximum grade for commercial/industrial shall be 7% as well as meet the transitions standards.

The TIA raises issues with gaps in the sidewalk system leading up to the school along Taylor Avenue and S. 8th Street. These gaps are outside of the boundaries of the project and are not the responsibility of the school district. However, the City will investigate and propose to Council to direct the filling of these gaps as necessary to create a safe route to the school.

The elementary school and the early learning center are positioned on a terrace above the right-of-way of Taylor and 8th Street, with the school proposed at 15' above the adjoining sidewalk. The existing play fields (softball field and track) are elevated even higher on separate terraces to the south and southeast of the elementary school site. The slope changes complicate pedestrian circulation, requiring ramps and stair cases from the public sidewalk to the front of the elementary school and to the pool and early learning center, and to from the proposed new parking lots to the pre-existing softball field to the southeast and to the pre-existing athletic field to the south. The applicant's solutions to access at the elementary school are adequate to address multi-modal concerns, including a new ramp and staircase directly to the front walkway and a long, gradually-sloping raised sidewalk along the right edge of the exit drive from the public parking lot, and a new ramp to the pool leading to an internal circulation system to the front and around the early learning center's parking lot. The early learning center already has an existing set of stairs leading from S. 8th Street. They are also proposing a new ramp and stairs to the track from the proposed playground, and a new set of stairs to the softball field. There is a proposed gravel path from the pool parking lot to the track. This gravel path will be required to be paved or developed as a staircase as a condition of approval. This circulation system is adequate to meet the needs of the site and users. ADA access to the softball field will also be required to be addressed as a condition of approval.

174 parking spaces are proposed, divided between four parking lots. This is adequate to meet the expected needs of the staff members and visiting parents as well as users of the pool during the day, and adequate to meet athletic field needs in the evenings/summer. City Council will have to approve No-Parking areas within the public right-of-way.

The City is planning for the extension of Gateway Boulevard and has acquired right of way for it as properties are developed at a fair market value. The City needs to have this discussion with South Lane School District. This shall be addressed in the Site Design Review application.

The City of Cottage Grove recently constructed a pump station to the immediate east of the subject parcel. Frontage improvements, including curb cut, sidewalk and curb/gutter, were deferred at that time awaiting the final alignment of Taylor for the proposed school. It is the City's intent to partner with School District contractor to pay for the last street section and sidewalk mentioned above to be extended across the City's property which contains the new water pump station. The City proposes to have the School District construct these improvements during their right-of-way work, with reimbursement provided by the City. The Engineering Department will work with the applicant to develop the specifications for this project. This will be a condition of approval.

South Lane Fire and Rescue have a new fire apparatus. This apparatus will be used in fighting a fire at this location. This apparatus requires a minimum radius of 36 feet, and will require both access to the front of the building along Taylor and the rear of the building. Therefore the southwest parking lot and bus parking area driveway approaches will need to accommodate this vehicle, and a fire lane will need to be created around the south side of the building. Interior parking circulation system shall be reviewed and approved by the Fire Marshal for compliance with Fire Code prior to issuance of building permits. Fire Lanes shall be demarcated with "No Parking-Fire Lane" signs and curbs shall be painted red as required.

At this time, information has not been provided regarding directional signage within the site. As several of the corridors are designed for one-way traffic, this signage will be important to ensure safe and convenient traffic flow within the site. An interior signage plan for parking lot circulation shall be included in the final plan set for building permit approval for review by Planning Department staff.

Storm drainage from the site must not negatively impact adjacent properties. The applicant submitted a stormwater management plan as part of their application. This plan provides specifications for on-site treatment of stormwater, including rain gardens, swales, etc., but provides an alternative if this path is not chosen of piping the stormwater to the City's system and subsequently upgrading a large portion of the City's existing system in S. 8th Street to accommodate the increased flow. Site Design Review conditions will ensure this system is adequate to meet proposed needs.

No additional lighting in the athletic fields is proposed. Parking lot lighting is required, but will be contained on the site as a condition of approval. Street lights will be required at all intersections.

Bicycle parking is provided at the front of the new elementary school. 26 racks are proposed. 12 spaces are required (at a ratio of 1 per classroom) in the code (Table 3.3.400). The number of bike parking spaces exceeds that required for short term use. Long-term bike parking must also be provided for staff in both buildings.

As depicted on the submitted materials, the height at the classroom education wing is 38'-6", the height at the gym/cafeteria is 33'-0", the entry living room is 38'-6", and an enclosed mechanical equipment area sits atop the educational wing that is at a height of 44'-6". 2.2.120 limits buildings in the R-1 district to a maximum building height of 28'. "Building height is the vertical distance above the grade plane measured to the midpoint of the ridgeline or highest gable of a pitched or hipped roof. The height of a stepped or terraced building is the maximum height of any segment of the building" (1.3 Definitions). The proposed building height requires a Type III Variance. The applicant has submitted this Variance (V 3-16). No further changes would be necessary to the building height if the Variance is approved.

Staff finds that this criterion has been met, presuming conditions of approval can be met and V 3-16 is approved.

2. *The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other Code standards, or other reasonable conditions of approval;*

Staff response and findings of fact: The principal areas of conflict will be traffic during loading and picking up of students, pedestrian movement both on adjacent streets and on-site, and light and/or noise from the athletic fields.

The applicant submitted a Transportation Impact Analysis (Branch Engineering) that concludes that there will be no impact upon the transportation system through the addition of this school at this site, in large part because Harrison Elementary, currently located four blocks away on S. 10th Street, is being closed upon the opening of this new elementary school. The traffic that currently uses S. 10th Street to access Harrison will for the most part just continue down S. 10th Street to the new site. The recommendations of the TIA focus upon improving traffic flow on Taylor (4 way stop, no parking near drive entrances) and pedestrian improvements (ADA ramp at 8th and Taylor, new sidewalks, bump-out at 10th and Taylor intersection to reduce crossing distances).

Presuming Council approves the additional stop sign and the reduction in on-street parking, the proposed changes to the public right-of-way and the internal circulation system designed to ensure adequate cueing within the site for parent drop offs and a separate bus travel path should address immediate pedestrian and vehicular safety concerns and alleviate negative impacts of the proposed use.

Taylor Avenue is a commercial collector per the 2015 Transportation System Plan, and part of the proposed bike path system. Staff recommends that proposed improvements in Taylor Avenue be modified to comply with the TSP, which would require the widening of the proposed street cross section to include bike lanes. The resultant cross section would be 42' between 8th and 10th (matching existing), 38' between 10th and approximately 13th Street, and 32' between 13th and Gateway (where no on-street parking is necessary). This would provide adequate travel lanes for through traffic, bike lanes in both directions connecting the existing bike lanes on Gateway to S. 6th Street and S. 4th Street, and on-street parking adjacent to all existing residential users. This alteration to the proposed plan does not negatively impact the findings of the TIA, and would bring the project into compliance with our TSP. This shall be a condition of approval.

The TIA also raised concerns over multiple gaps within the public sidewalk system along the Safe Route to the new elementary school. City Council action will be required to pursue the infill of these sidewalk sections. The applicant is only required to make such improvements as are necessary to improve pedestrian circulation within the public right-of-way adjacent to their property. The applicant will be requested to complete the portion of the sidewalk/Taylor Avenue frontage in front of the City's property to the east of the school site as part of their development; however, the City will compensate them for this work.

No additional lighting is proposed for the current athletic fields. Parking lot lighting, playground lighting and security lighting shall be shielded and contained onto the property to ensure that adjacent property owners are not negatively impacted. Street lighting will be required at each of the street intersections on Taylor (8th and 10th). This shall be a condition of approval.

Mechanical noise appears to be limited to that which might be associated with the existing Public Address system at the track, and the proposed emergency generator. The generator is located in the center of the lot as far as possible from adjacent residences, and is enclosed within a fenced compound. This fenced compound shall be visibly screened (with slats or a solid fence) as a condition of approval. Garbage units and recycling shall also be contained within enclosed areas (solid fences or walls). No barbed wire is approved.

Staff finds that this criterion has been met.

3. All required public facilities have adequate capacity to serve the proposal;

Staff response and findings of fact: All required public facilities have adequate capacity to serve the proposed 650 student school, and the early learning center, provided utilities are improved as proposed.

An FDC is proposed to be located adjacent to the existing fire hydrant at 10th and Taylor. Another hydrant exists at the north end of Taylor along the property's frontage. The applicants propose a third "public use" hydrant adjacent to the ½ basketball court below the existing athletic field to meet fire-fighting requirements. The building is proposed to be fully sprinklered, and shall have fire alarm systems as required by the Fire Code and approved by the Fire Marshall.

Two new fire hydrants will be required on site, as will an FDC. Location of fire-service improvements shall be approved by the SLCF&R Fire Marshal.

South Lane Fire and Rescue have a new fire apparatus. This apparatus will be used in fighting a fire at this location. This apparatus requires a minimum radius of 36 feet. Therefore southwest parking lot and bus parking area driveway approaches will need to accommodate this, and the gated walkway into the play area behind the early learning center will have to be widened to 26' (concrete or asphalt). Additionally aerial access will be needed to the front façade of the elementary school on Taylor Avenue. Overhead clearance is an issue on Taylor, as the overhead power lines will block the fire truck arm. These overhead utilities will have to be placed underground to provide aerial access.

Water and sewer are already provided to the site. The applicant will be required to upgrade existing delivery systems as necessary to ensure adequate services to the two buildings.

Two alternatives are presented to deal with stormwater leaving the site from the applicant's Stormwater Management Plan and Drainage Study – onsite retention and treatment, and off-site improvements to the carrying capacity of the City's system in S. 8th Street if on-site treatment is not an option. Engineering comments in the Site Design Review application address some concerns regarding existing clay soil pockets in the area and their potential impacts upon on-site retention. However, on-site treatment shall be explored to the greatest extent possible as a condition of approval.

Taylor Avenue is a commercial collector, but is not fully developed on the eastern half of its frontage along the school site. Improvements to Taylor Avenue shall comply with the City's Transportation System Plan adopted in 2016, including bike lanes, on-street parking adjacent to residential homes, and proper curb, gutter, and 6' sidewalks as a condition of approval. The City Council shall be required to give approval for the 4th stop sign at 10th & Taylor. As this stop sign is instrumental in ensuring the safety to pedestrians and for the function of the road, if City Council does not approve it, the applicant shall be required to submit an amended Transportation Impact Analysis reviewing the function of the road without that stop sign.

4. *Willamette River Greenway criteria in Section 3.7.400 have been met, as applicable”*

Staff response and findings of fact: The site is not adjacent to or within the Willamette River Greenway. Therefore, this criterion is not applicable.

B. Site Design Standards. The Site Design Review approval criteria (Section 4.2.600) shall be met.

Site Design Standards shall be reviewed and recommendations made for compliance to Section 4.2.600 through Site Design Review SDR 3-16.

Per Section 3.8.700, every public, federal or state funded school shall be allowed a maximum of 2 wall signs not to exceed a total combined area of 80 square feet and 1 free standing sign not to exceed 40 square feet. The total sign height for free standing signs shall be a maximum of 8 feet above grade. Neon signage will not be allowed. New signage will require Sign Permits and/or building permits prior to installation.

CONCLUSION

Conditional Use Permit **approval** pursuant to Section 4.4.400 Conditional Use Permits – Criteria, Standards and Conditions of Approval and subject to the recommended conditions is supported by the findings of fact that establish compliance with the applicable state and local standards.

STAFF RECOMMENDATION

That the Conditional Use Permit CUP 6-16 be **approved** for the proposed elementary school at 1000 Taylor Avenue pursuant to Section 4.4.400 Conditional Use Permits – Criteria, Standards and Conditions of Approval which are supported by findings of fact and conditions that can establish compliance with applicable state and local standards.

CONDITIONS OF APPROVAL

1. Conditional Use approval shall be effective for a period of 18 months from the date of approval. The approval shall lapse if the school has not been initiated within 18 months of approval or construction on the site is in violation of the approved plan.
2. Major modifications to these plans shall be approved by the Planning Commission.
3. Proposed parking and circulation system, landscaping, and other site work shall be constructed as proposed in the November 7th and November 18th drawings unless otherwise stipulated in these conditions. Modifications to this plan shall require prior staff and/or Planning Commission approval.
4. The gravel walk from the pool to the track shall be replaced with a concrete staircase or hard surfaced path as needed due to slope.
5. City Council approval of the 4th stop sign at Taylor and S. 10th Street is required prior to issuance of building/development permits. Engineering Department will submit this request.

6. Improvements to Taylor Avenue shall comply with the City's Transportation System Plan adopted in 2016, including bike lanes, on-street parking adjacent to residential homes, and proper curb, gutter, and 6' sidewalks. 6' sidewalks shall also be constructed along S. 8th Street.
7. It is the City's intent to partner with School District contractor to pay for the last street section and sidewalk mentioned above to be extended across the City's property which contains the new water pump station.
8. The City is planning for the extension of Gateway Boulevard and has acquired right of way for it as properties are developed at a fair market value. The City needs to have this discussion with South Lane School District. An accurate boundary map of the entire 18.8 acres is required and shall be submitted with the building permit plans.
9. Interior parking circulation system shall be reviewed and approved by the Fire Marshal for compliance with Fire Code prior to issuance of building permits. An aerial access fire lane shall be constructed around the southern side of the building. This access lane shall have 36' turning radii, 26' wide clearance, and carry 60,000lbs. Fire Lanes shall be demarcated with "No Parking-Fire Lane" signs and curbs shall be painted red as required. Aerial access will be needed to the front façade of the elementary school on Taylor Avenue. Existing overhead power lines will block the fire truck arm and will have to be placed underground to provide aerial access. Two new fire hydrants will be required on site, as will an FDC. Location of fire-service improvements shall be approved by the SLCF&R Fire Marshal.
10. An interior signage plan for parking lot circulation shall be included in the final plan set for building permit approval.
11. No additional lighting in the athletic fields is proposed. Parking lot lighting is required, but will be contained on the site. Street lights are required at each intersection.
12. The proposed building height will require approval of Type III Variance V 3-16 prior to issuance of a building permit.
13. On-site treatment of stormwater shall be explored to the greatest extent possible.
14. All mechanical equipment and all garbage and recycling units shall be visibly screened (with slats or a solid fence). No barbed wire is approved on the site.
15. Per Section 3.8.700 Schools, every public, federal or state funded school shall be allowed a maximum of 2 wall signs not to exceed a total combined area of 80 square feet and 1 free standing sign not to exceed 40 square feet. The total sign height for free standing signs shall be a maximum of 8 feet above grade. Neon signage will not be allowed. New signage will require Sign Permits and/or building permits prior to installation.
16. All Conditions of Approval of Site Design Review SDR 3-16 apply to this conditional use permit.

MATERIALS TO BE PART OF THE RECORD

- File CUP 6-16
- File SDR 3-16
- File V 3-16

EXHIBITS

- A. Site plan set
- B. Neighborhood Meeting