



City of Portland, Oregon - Portland Permitting & Development

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STAFF REPORT AND RECOMMENDATION TO THE HEARINGS OFFICER

CASE FILE: LU 26-026160 CU AD
(Pre-Application Conference # 25-066275 PC)
REVIEW BY: Hearings Officer (Hearings Office Case # 4260008)
WHEN: July 22, 2026, at 1:30 PM

This land use hearing will take place online using the Zoom platform. See the instructions on how to participate remotely (online or by phone) at this link: <https://www.portland.gov/ppd/zoning-land-use/documents/notice-land-use-hearing-lu-26-026160-cu-ad/download> or contact the Hearings Office at HearingsOfficeClerks@portlandoregon.gov or 503-823-7307. Additional Hearings Office information is available at www.portland.gov/omf/hearings/land-use.

PORTLAND PERMITTING & DEVELOPMENT STAFF:
ANDREW GULIZIA / ANDREW.GULIZIA@PORTLANDOREGON.GOV

GENERAL INFORMATION

Primary Contact: Becca Cavell
Bora Architecture & Interiors
1705 SE 3rd Ave.
Portland, OR 97214

Applicant: Gabe Asch
Portland Public Schools
501 N Dixon St.
Portland, OR 97227

Property Owner: School District No 1
PO Box 3107
Portland, OR 97208-3107

Site Address: 1151 SW Vermont St.

Legal Description: TL 3800 4.50 ACRES, SECTION 16 1S 1E; TL 3900 4.10 ACRES, SECTION 16 1S 1E; TL 2500 12.63 ACRES, SECTION 16 1S 1E; TL 3700 14.15 ACRES, SECTION 16 1S 1E

Tax Account No.: R991160240, R991160250, R991161220, R991161290

State ID No.: 1S1E16CD 03800, 1S1E16CD 03900, 1S1E16CD 02500, 1S1E16DC 03700

Quarter Section: 3627 & 3628

Neighborhood: Hillsdale, contact at hillsdalepdxna@gmail.com

Business District: None

District Coalition: District 4, contact at info@d4cpdx.org

Plan District: Hillsdale

Zoning: IRd – Institutional Residential with Design overlay
OS – Open Space
R7 – Single-Dwelling Residential 7,000

Case Type: CM2dm – Commercial/Mixed Use 2 with Design and Centers Main Street overlays
Procedure: CU AD – Conditional Use Review and Adjustment Review
 Type III, with a public hearing before the Hearings Officer. The decision of the Hearings Officer can be appealed to City Council.

Proposal: Portland Public Schools plans to replace the existing Ida B. Wells High School building with a new 289,500-square-foot building along SW Vermont Street. The existing high school building will remain in use during construction. The project also includes new synthetic turf athletic fields with lighting, spectator seating, and voice amplification systems, new accessory structures, reconfigured parking and circulation, and a new health clinic within the new school building. An existing outdoor public swimming pool and Rieke Elementary School will remain on the site. The proposal requires Type III Conditional Use Review per Zoning Code Sections 33.150.100.B.11.c, 33.100.100.C, 33.110.100.C, 33.279.035.B, and 33.815.040.B.2.b.

The applicant requests the following Zoning Code Adjustment with this review:

- Increase the maximum structure height for new athletic field light poles in the OS and R7 zones from 50 feet to 60 feet for 4 field light poles and from 50 feet to 70 feet for 4 field light poles (Zoning Code Sections 33.100.200.B.1 and 33.110.270.C.1, Zoning Code Table 110-9).

The applicant also requests eight Sign Code Adjustments with this review for two proposed scoreboards within the OS-zoned portion of the site. The standards of the RX zone apply to signs on this school site per Sign Code Section 32.32.010, Table 1.

- Increase the maximum sign area of the football field scoreboard within the OS zone from 50 square feet to 311 square feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum height of the football field scoreboard from 15 feet to 29 feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum changing image sign area of the football field scoreboard from 10 square feet to 90 square feet (Sign Code Section 32.32.030.D.1).
- Allow the football field scoreboard not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).
- Increase the maximum sign area of the softball field scoreboard from 50 square feet to 98 square feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum height of the softball field scoreboard from 15 feet to 19 feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum changing image sign area of the softball field scoreboard from 10 square feet to 15 square feet (Sign Code Section 32.32.030.D.1).
- Allow the softball field scoreboard not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).

Per Zoning Code Section 33.720.020.C, Adjustments and Modifications to standards applicable within the eastern part of the site zoned IRd (Institutional Residential with Design overlay) were processed with the Type III Design Review application for this project (case file # LU 26-026161 DZM AD, Exhibit G-4).

Relevant Approval Criteria: To be approved, this proposal must comply with the approval criteria of Title 33, the Portland Zoning Code, and Title 32, the Portland Sign Code. The applicable approval criteria are:

- Zoning Code Section 33.815.100.A-D, Uses in the Open Space Zone
- Zoning Code Section 33.815.105.A-E, Institutional and Other Uses in Residential and Campus Institutional Zones
- Zoning Code Section 33.805.040.A-F, Adjustments
- Sign Code Section 32.38.030.C, Adjustments

The Portland Zoning Code is available online at <https://www.portland.gov/code/33>. The Portland Sign Code is available online at <https://www.portland.gov/code/32>.

ANALYSIS

Site and Vicinity: The subject site is a Portland Public Schools property in the Hillsdale area of Southwest Portland. The site is approximately 35 acres in area and contains Ida B Wells High School, Rieke Elementary School, parking areas, sports fields, and a swimming pool. The site fronts on SW Vermont Street to the south, SW Bertha Boulevard and SW Bertha Court to the west, and SW Burlingame Avenue to the north. Most neighboring properties are developed with houses and multi-dwelling residential buildings. Commercial development in the Hillsdale Town Center is just north of the site along SW Capitol Highway.

Zoning: The zoning designations for the subject site are shown in Exhibit B.

The eastern part of the site is in the Institutional Residential (IR) base zone. The IR zone is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. The new high school building would be constructed within the IR-zoned portion of the site.

Most of the western part of the site is in the Open Space (OS) base zone. The OS zone is intended to preserve open areas for outdoor recreation and scenic quality, to preserve the capacity and water quality of the stormwater drainage system, to protect sensitive or fragile environmental areas, to provide pedestrian and bicycle transportation connections, and to protect trees and the urban forest. School sites may be allowed in the OS zone through Conditional Use Review.

Part of the site is in the Single-Dwelling Residential 7,000 (R7) base zone. The R7 zone is intended to preserve land for housing and to promote housing opportunities. School sites may be allowed in the R7 zone through Conditional Use Review.

A small part of the site is in the Commercial/Mixed Use 2 (CM2) base zone. The CM2 zone is a medium-scale, commercial/mixed-use zone intended for sites in a variety of centers, along corridors, and in other mixed-use areas that have frequent transit service. No development is proposed in the CM2-zoned portion of the site.

The IR-zoned and CM2-zoned parts of the site are within the Design (“d”) overlay zone. The “d” overlay zone is intended to promote the conservation, enhancement, and continued vitality of areas of the city with special scenic, architectural, or cultural values.

The CM2-zoned part of the site is also within the Centers Main Street (“m”) overlay zone. The “m” overlay zone promotes mixed-use, pedestrian-friendly development on key main streets to create active, transit-supportive community hubs while minimizing conflicts between vehicles and pedestrians.

The entire site is within the Hillsdale Plan District. This district promotes compatibility between existing and new residential and commercial development and supports the Hillsdale Town Center.

The zoning map also shows a recreational trail designation through the site (Exhibit B). Zoning Code regulations for recreational trail designations are in Chapter 33.272. An administrative rule established per Zoning Code Section 33.272.020.A considers the increase in building floor area on a school site to determine when the regulations in Chapter 33.272 are applied. Since the existing high school building is similar in size to the proposed high school building, and the existing high school building would be demolished, the applicant's proposal does not trigger Chapter 33.272 regulations. However, as discussed later in this report, public trail access for pedestrians and cyclists would still be maintained along the approximate alignment shown in Exhibit B through application of the Conditional Use Review approval criteria.

Land Use Review History: City records include the following prior land use reviews for this site:

- LU 16-191377 AD: 2016 Adjustment Review approval for a scoreboard.
- LU 14-173012 ZE: 2014 Zoning Map Error Correction approval.
- LU 10-115344 CU: 2010 Conditional Use Review approval for a building addition and to increase enrollment at Rieke Elementary School.
- LU 09-111701 CU: 2009 Conditional Use Review approval for a portable classroom building and to increase enrollment at Rieke Elementary School.
- LU 07-119231 CU AD: 2007 Conditional Use Review and Adjustment Review approval for a portable classroom building at Rieke Elementary School.
- LUR 96-00933 CU: 1997 Conditional Use Review approval for expansion of the swimming pool and for a new concession stand.
- LUR 92-00168 CU: 1992 Conditional Use Review approval for a concessions building and a batting cage.
- CU 111-86: 1986 Conditional Use Review approval for filming booths at the high school stadium.
- CU 074-86: 1986 Conditional Use Review approval for storage and an announcing booth at the high school stadium.
- CU 049-85: 1985 Conditional Use Review approval for a sign.

Agency Review: A "Request for Response" was sent to City agencies May 27, 2026 (Exhibit D-1). The following City reviewers responded:

- PP&D Environmental Services responded with information on sanitary sewer and stormwater management requirements and no objections to approval of this land use review. (Exhibit E-1)
- PP&D Transportation evaluated transportation-related aspects of the approval criteria. Their comments are referenced in the approval criteria findings below. (Exhibits E-2 and E-3)
- PP&D Water responded with no objections to approval of this land use review. (Exhibit E-4)
- The Fire Bureau responded with no concerns. (Exhibit E-5)

- The Police Bureau responded that police can adequately serve the site. (Exhibit E-6)
- PP&D Site Development responded with no concerns. (Exhibit E-7)
- PP&D Life Safety responded with information on building permit requirements and no objections to approval of this land use review. (Exhibit E-8)

Neighborhood Review: The applicant posted signs notifying neighbors of the public hearing on June 19, 2026 (Exhibit D-3) and a “Notice of Public Hearing” was mailed to neighboring property owners on June 24, 2026 (Exhibits D-4 and D-5).

As of the date of this report, four public comments were submitted from two neighbors to staff for the record (Exhibits F-1 through F-4). Another public comment from another neighbor was submitted to the Hearings Office directly (Hearings Office Exhibit #5).

One public comment raised concerns about traffic congestion and requested studies be done on noise impacts from PA systems and glare impacts from lights. These studies are included in the record as Exhibit A-25 (for noise) and Exhibits A-16 and A-29 (for glare). Noise and glare impacts are discussed below on pages 7-8.

The other public comments also raised concerns about transportation-related impacts from the school and suggested the applicant’s transportation study (Exhibit A-23) did not fully account for these impacts. Concerns raised included heavy student parking off campus on residential streets, unsafe driver behavior, and poor vision clearance. Two neighbors commented that the current proposal does not improve these issues, and that neighbors would continue bearing these burdens while losing some of their access to the campus because of planned security fencing.

One public comment requested a public access easement for unrestricted pedestrian and bicycle use of both the driveway and the walkway running north-south through the center of the site, and for shared lane markings for cyclists (“sharrows”) to be painted on that driveway to emphasize the right for cyclists to ride on it.

PP&D Transportation submitted a memo into the record in response to public comments (Exhibit E-3). As discussed in this memo and below on page 16, PP&D Transportation agreed that both cyclists and pedestrians should have a north-south connection through the site between the elementary school and the high school, and they recommended a condition of approval to require that. However, PP&D Transportation found the approval criteria are met if access for mounted cyclists is provided on either the driveway or the adjacent pathway, but not necessarily both. PP&D Transportation also noted that current City policy is tolerant of on-street parking impacts in neighborhoods, as off-street parking is no longer required for most development. Also, the current proposal does not increase the number of students compared to the existing condition and it does not reduce the existing number of off-street parking spaces on the campus. With regards to vision clearance, PP&D Transportation found the applicant does not need to address vision clearance issues in surrounding neighborhoods for the approval criteria for this review to be met.

ZONING CODE (TITLE 33) APPROVAL CRITERIA

Conditional Use Review for IR-Zoned and R7-Zoned Portion of Site

33.815.105 Institutional and Other Uses in Residential and Campus Institutional Zones

These approval criteria apply to all conditional uses in R and campus institutional zones except those specifically listed in sections below. The approval criteria allow institutions and other non-Household Living uses in residential and campus institutional zones that maintain or do not significantly conflict with the appearance and function of residential or campus areas. Criteria A through E apply to institutions and other non-Household Living uses in residential zones. Criteria

B through E apply to all other conditional uses in campus institutional zones. The approval criteria are:

A. Proportion of Household Living uses. The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on:

1. The number, size, and location of other uses not in the Household Living category in the residential area; and
2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.

Findings: This criterion applies because part of the site is in the R7 residential zone. The IR zone is a campus institutional zone which is exempt from this criterion per the opening paragraph of Zoning Code Section 33.815.105, above, and Conditional Use Review criteria applicable in the OS zone are discussed separately, below.

For purposes of this approval criterion, staff considers the “residential area” to be residentially zoned lots within a 400-foot radius of the subject site. This corresponds with the 400-foot public notice radius required for Type III land use reviews (Zoning Code Section 33.730.030.E.1). All residentially-zoned lots within 400 feet of this site are developed with Household Living (residential) uses except for the subject site. The subject site has been a school campus since the 1950s, and this proposal does not increase the size of the campus. Therefore, a large majority of residentially-zoned lots in the area will remain in residential use, and this proposal will not change the existing proportion of non-residential uses in the area.

The intensity and scale of the school use would also remain the same with this proposal. A new high school building would be constructed in the eastern part of the site, but the existing high school building would then be demolished when construction is complete. The number of high school students on the site (approximately 1,700) would not change (Exhibit A-21, pages 4 and 34). No change is proposed to the existing Rieke Elementary School building in the western part of the site.

For these reasons, staff finds the proposal would not significantly lessen the overall residential appearance and function of the neighborhood, and that criterion A is therefore met.

B. Physical compatibility.

1. The proposal will preserve any City-designated scenic resources; and

Findings: There are no City-designated scenic resources on or near the site, so criterion B.1 is not applicable.

2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, tree preservation, and landscaping; or
3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, tree preservation, and other design features.

Findings: The subject site is larger than nearby residential lots and the school buildings on the site are larger than nearby homes. However, the existing site area would not change, and the new high school building would have a similar size and scale as the existing high school

building it would replace (Exhibit A-21, page 35). The new high school building would be approximately 160 feet from the nearest residential lot, and new and existing landscaping along the perimeter of the site would buffer the school use from neighboring uses. A majority of the existing trees on the site would be preserved (Exhibit A-8), and more than 200 new trees would be planted on the site (Exhibit A-22, page 38).

The new high school building would also have an attractive design that was unanimously approved by the Portland Design Commission in the separate Design Review for this project (LU 26-026161 DZM AD, Exhibit G-4).



For these reasons, staff finds the proposal effectively mitigates differences in appearance and scale with neighboring residential development. Therefore, staff finds approval criterion B.3 is met. (Since B.3 is found to be met, B.2 does not need to be addressed.)

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

Findings: The components of approval criterion C are discussed individually below:

Noise

Noise from activity within the new high school building is unlikely to significantly impact neighbors because the new building would be fully enclosed and set back approximately 160 feet from the nearest residential lot. New and upgraded sports fields are also proposed, and sports fields are a typical feature of a school campus that generate some noise that can be heard by neighbors. The sports fields in this proposal create additional noise concerns because the fields would have lights for evening use and the baseball, football, and softball fields would also have public address (PA) systems. To minimize potential noise issues, staff recommends a condition of approval that use of PA systems must end by 9:30pm and field lights must be turned off by 10pm. This is consistent with the applicant's proposal (Exhibit A-

21, pages 36-37) and with conditions of approval that have been imposed on other Portland high schools. The applicant also submitted a professional noise study which details how the PA systems will comply with Portland Noise Control Code (Title 18) requirements that limit noise from amplified sources to 55 decibels (comparable to the sound level of a typical dishwasher) at the lot lines of neighboring residential properties (Exhibit A-25). Compliance with Portland Noise Control Code requirements would be a continuing obligation of the school.

Glare from lights

The applicant submitted photometric analyses (Exhibits A-16 and A-29) showing that glare from lights at the lot lines of all neighboring properties would be significantly lower than 0.5 foot candles, which is the maximum allowed by Zoning Code Section 33.262.080.A. A foot candle is the approximate brightness of one candle at a one-foot distance.

Late-night operations

No late-night operations are proposed. The applicant states that extracurricular activities would continue to take place in the evenings, but these activities end by 10pm (Exhibit A-21, page 37).

Odors

Nothing about the proposal or the use of this site is likely to generate unusual or offensive odors perceptible to neighbors.

Litter

Since the proposal does not increase the number of students served on the site, the proposal is unlikely to increase the potential for litter in the neighborhood. The applicant states that PPS custodial staff would continue to pick up litter on the site as needed (Exhibit A-21, page 38).

Privacy

The proposal would not significantly impact any neighbor's privacy. The new school building would be approximately 160 feet from the nearest neighboring lot, and trees and other landscaping at the perimeter of the site would buffer the school use from neighboring uses.

Safety

The Police and Fire Bureaus reviewed the proposal and raised no concerns about the adequacy of police and fire services or potential safety impacts (Exhibits E-6 and E-5, respectively). Also, the applicant states that PPS security practices along with new fencing would continue to protect neighbors from safety impacts (Exhibit A-21, page 38).

Summary

With the conditions of approval for use of PA systems to end by 9:30pm and for athletic field lights to be turned off by 10pm, staff finds the proposal would not have significant adverse impacts on neighboring homes due to the factors listed above. With the recommended conditions of approval, staff finds approval criterion C is met.

D. Public services.

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;

Findings: PP&D Transportation reviewed this application and submitted the following response for this criterion (Exhibit E-2):

At this location, the City's Transportation System Plan (TSP) classifies the abutting street(s) as follows:

The site IS within a Pedestrian District.

<i>Street Name</i>	<i>Pedestrian</i>	<i>Bicycle</i>	<i>Transit</i>	<i>Freight</i>	<i>Traffic</i>	<i>Design</i>
<i>SW Bertha Blvd</i>	<i>Major City Walkway</i>	<i>City Bikeway</i>	<i>Transit Access Street</i>	<i>Major Truck Street</i>	<i>District Collector</i>	<i>Neighborhood Main Street</i>
<i>SW Bertha Ct.</i>	<i>Neighborhood Walkway</i>	<i>City Bikeway</i>	<i>Transit Access Street</i>	<i>Local Service</i>	<i>Local Service</i>	<i>Local Street</i>
<i>SW Vermont St.</i>	<i>Neighborhood Walkway</i>	<i>City Bikeway</i>	<i>Local Service</i>	<i>Local Service</i>	<i>Local Service</i>	<i>Local Street</i>
<i>SW Burlingame Ave</i>	<i>Local Service</i>	<i>City Bikeway</i>	<i>Local Service</i>	<i>Local Service</i>	<i>Local Service</i>	<i>Local Street</i>

The site contains both Ida B. Wells High School and Rieke Elementary School. These are both institutional uses that have been in operation for many years. The high school is being modernized with a new building to house the same number of students, but with slightly smaller spaces for athletics seating and a substantially smaller auditorium. The primary trips to and from the site will be via passenger vehicles, school buses (Rieke elementary) transit, walking, and biking. Few heavy vehicles other than school buses access the site now and an increase in heavy vehicle traffic is not proposed. The existing vehicular access points will remain in their current locations with two additional driveways planned for SW Vermont St. Upgraded pedestrian facilities are planned on site. As discussed below in the findings for 33.815.105.D.2.a, the replacement of the high school building is not anticipated to have a substantially different impact on the transportation system than the existing high school. It is anticipated that all streets will continue to function as intended.

Based on these findings from PP&D Transportation, staff finds approval criterion D.1 is met.

2. Transportation system:

- a. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;

Findings: PP&D Transportation reviewed this application and submitted the following response for this criterion (Exhibit E-2):

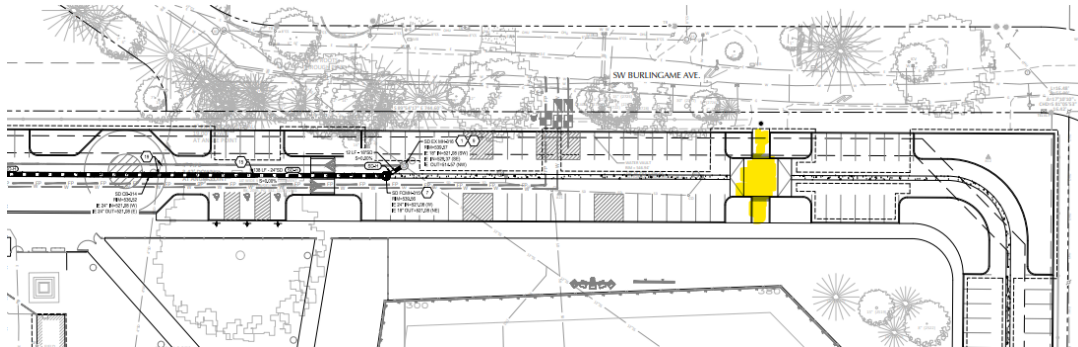
To address the transportation related approval criteria, the applicant submitted both a narrative titled Section IV- Legal Justification CU Completeness (narrative) [Exhibit A-21] and a Transportation Impact Study (TIS) prepared by Reah L. Flisakowski, PE with DKS Associates, a professional transportation engineering firm [Exhibit A-23]. The findings below contain quotes from both documents.

Proposed site circulation for all modes is depicted on sheet LU-A9.06 [Exhibit A-22, page 90]. The bus circulation diagram is on sheet LU-A9.03 [Exhibit A-22, page 87]. The pedestrian diagram that also depicts the location of fences and gates is on sheet LU-A9.04 [Exhibit A-22, page 88].

Prior to addressing each evaluation factor, it is relevant to note the site currently contains both an elementary school and a public pool that is open during the summer only in addition to the high school. The elementary school, public pool within the site, and the use of the site by the Hillsdale Farmer's Market will be unchanged. As noted on page 5 of the TIS, Ida B. Wells High School has 1,690 students enrolled in the 2024-2025 school year. The proposed replacement school building will have a capacity for 1,700 students. The gym, football stadium, and theater seating capacity will all be decreasing. The trip generation from the existing use of the site and the proposed high school rebuild should be directly comparable to the existing conditions.

The site has no motor vehicle or pedestrian/bicycle entrances from SW Bertha Blvd. or SW Bertha Ct. The site is substantially grade separated from these two roadways with the school site being above the roadway.

The site does have an entrance on SW Burlingame Ave. This is currently a driveway style approach that appears to be a secondary fire access that remains blocked to motor vehicles most of the time. It is currently open to pedestrians and cyclists. The proposal is to remove the motor vehicle access but retain the pedestrian and bicycle access. The highlighted portion of the image blow shows the location of the planned raised crossing that will be open to pedestrians and cyclists.



The access from SW Capitol Highway is via an easement over private property not owned by the school district. (Multnomah County Document 2013-160024) This access point is shared and will remain available to all modes. Changes are not proposed outside of the school site.

Primary vehicle access to the high school will remain on SW Vermont St and at the shared signalized driveway on SW Capitol Highway. On SW Vermont St, the existing access point between the high school and the elementary school (ie "Rieke Road") will remain. Multiple pedestrian and bicycle access points are also planned to SW Vermont St. On street school bus loading zones will remain for both schools.

Safety

The applicant team addressed the safety evaluation factor in multiple ways. First, the most recently available 5 years of Oregon Department of Transportation (ODOT) crash records (2020-2024) were obtained and analyzed by the applicant's traffic engineer. After agreeing to a scope of study with a Portland Bureau of Transportation (PBOT) traffic engineer, four intersections were studied along SW Vermont St. No crashes were

recorded at SW Vermont St. and 12th Ave, Chestnut Drive, or Chestnut St/ 10th Ave. A single crash was reported near the intersection of SW Vermont St. and 11th Drive. That crash involved a motor vehicle and a pedestrian and did result in a minor injury to one party, though the party was not specified. The single crash over the course of 5 years does not reveal a pattern of safety concerns. Page IV-6 of the applicant's narrative states, "It was concluded that the proposed changes in motor vehicle traffic related to the project are not expected to significantly increase the expected crash frequency based on the crash trends at these intersections." Staff concur with this assessment.

The applicant team was not asked to study the Capitol Highway entrance to the site. The school site is accessed from SW Capitol Highway via an easement over a shared, signalized driveway. The school site begins more than 70-ft back from the edge of the right-of-way. Making any changes at this intersection would require the participation of multiple property owners. The school district is proposing changes to the on-site pedestrian system where students cross with vehicle traffic as discussed under the pedestrian and bicycles network evaluation factor.

PBOT's traffic engineering team did have concerns regarding the interaction of the eastern most driveway and pedestrians seeking to cross SW Vermont St. at SW 11th Ave. This driveway is existing and the school district would like to keep the driveway in the current location which does not meet the driveway code requirements for separation from an intersection (TRN 10.40.D.1). The applicant studied sight distance, which was found to be adequate. The concern remains about conflicts between the pedestrian crossing at SW 11th Ave. and the driveway location, which is within the legal crossing. The resolution of this situation was to post the cross walk as closed at the intersection with SW 11th Ave. Pedestrians will be routed to SW 11th Drive. The SW 11th/Dr and Vermont crossing will be marked to current city standards and ADA compliant curb ramps will be added on the north side of SW Vermont St. The SW Chestnut street crossing is also required to be marked to current City standards with ADA ramp upgrades on both the north and south sides of SW Vermont St. Since the crosswalk closure, new striping and ADA ramps are already conditions of approval of driveway design exception 25-100208-TR, staff do not recommend they also become a condition of approval of this land use review.

Pedestrians accessing the site from the south will benefit from upgraded ADA ramps and public cross walks in the right-of-way for SW Vermont St. Many pedestrians, including most students to arrive via Tri-Met, will be accessing the site from the north. Most of the students who arrive via Tri-Met must cross the on-site drive aisle as approached from SW Capitol Highway; some students also arrive along the Safe Routes to School primary investment route/SW Urban Trails Plan Trail Number 3 from SW Burlingame Ave. These pedestrians will need to cross the east/west vehicle drive aisle to access the sidewalk which will be built on the south side of the drive aisle. The school district is investing in upgrading both pedestrian crossing points with raised crosswalks which essentially carry the sidewalk grade across the roadway. Based on scaling from the overall site plan shown on sheet LU-C3.00 [Exhibit A-22, page 20], the primary pedestrian crossing from SW Capitol Highway over the drive aisle will be a 20-ft raised crossing with curb extensions and landscaping on either side. The new raised crossing connecting with SW Burlingame Ave. will be 10-ft wide. Both of these raised crossings should slow vehicle travel at these locations and provide visual cues to drivers to yield to pedestrians, resulting in increased safety for on-site circulation for users of all ages. These crossing points will lead to an onsite sidewalk that is 10-ft wide, providing ample spaces for pedestrians to ensure students and members of the public do not feel the need to walk in the drive aisle. The crossings and sidewalks will be outside of the fence line and available to members of the public to use. Easements are proposed to guarantee the public access except in emergency situations.

Street capacity, level of service

As noted on Page 34 of the traffic study, PBOT did not require the applicant team to study street capacity or take observational data to determine level of service because the project does not increase enrollment and trip generation is expected to remain comparable to existing conditions. The applicant's narrative states school has 1,690 students enrolled in the 2024-2025 school year. The proposed replacement school building will have a capacity for 1,700 students. The gym, football stadium, and theater seating capacity will all be decreasing. The trip generation from the existing use of the site and the proposed high school rebuild should be directly comparable to the existing conditions. There should be no significant change to either street capacity or level of service.

Staff does note the main parking area in the southeast corner of the site is being redesigned, which may improve traffic conditions on SW Vermont St. during pick up and drop off times. While not specifically tied to level of service calculations for a specific intersection, it is anticipated the new parking area layout will relieve some of the congestion on SW Vermont St. during peak times for student drop-off and pick-up. The parking area is being expanded, with a new driveway connection at SW 11th Dr. On-site there will be a drive aisle adjacent to the sidewalk leading to the front door of the school. As shown on sheet LU-A9.06 [Exhibit A-22, page 90], this new driveway and the new parking lot layout should work together to provide an onsite loop for student drop-off and pick-up activities that now happen in SW Vermont St. While most students who arrive via school bus will still be dropped off on SW Vermont St, the new parking lot layout also provides on-site room for school bus circulation based on sheet LU-A9.03 [Exhibit A-22, page 87]. Additional school bus loading for athletics is also provided on the north portion of the site by the football stadium.

Connectivity, availability of pedestrian and bicycle networks, impacts on pedestrian and bicycle circulation

The proposal includes substantial improvements related to connectivity and the availability of pedestrian and bicycle networks. The site is 35-acres with no public rights-of-way or public access easements guaranteeing public access through the site. It is not the typical practice of the City of Portland to extend public rights-of-way through institutional campuses, but access via easements is sought in some situations. The scale of this site makes it a large void in the neighborhood fabric, and through access is needed for both the students and the general public.

The desire for through access is shown in multiple aspects of City policy. The SW Urban Trails plan (<https://www.portland.gov/policies/transportation/transportation-options/trn-603-southwest-urban-trails-plan>) was adopted in 2000 and calls for both an east/west trail along the north edge of the site and a north/south trail roughly aligned with the drive aisle between Rieke and Ida B. Wells. Please note that Ida B. Wells high school was previously named Wilson High School and is identified as such on the maps in the SW Urban Trails Plan. The zoning code also has a Major Public Trail designation north/south through the site in roughly the same alignment as the SW Urban Trails Plan. The applicant correctly notes the Major Public Trail requirements of the zoning code are not triggered by this conditional use review. With that said, there is still a strong desire for through connections that allow public access even if they are not built to the Major Public Trail standard.

The school district has allowed neighbors to walk, ride, or drive through the site for decades; the site is currently not fenced. The school district is a strong neighborhood partner hosting uses outside of school hours such as the public pool open during the summer and the Hillsdale farmer's market that takes place on weekends year-round. The proposal continues to support community access through the site and strengthens

the public's access rights by proposing public access easements as described in the document titled "PPS Memo Access Plan Updated April 25" included as Exhibit A.26. The school district's current standards for school security require fencing off portions of the site to control access during the school day. The school district collaborated with interested members of the public to develop the proposal that balances safety for the students and school staff while continuing to allow the through access that members of the public rely on to traverse the neighborhood.

The school district's proposed fences and gate plan is shown on sheet LU L1.03 in the document titled "04-29-26 Conditional Use Drawings" included as Exhibit A.22. The fence line is inside the perimeter drive aisles and associated sidewalks that circle the high school portion of the site. The drawing that most clearly shows the proposed access easements is labeled Public Access Easement Diagram within the "PPS Memo Access Plan Updated April 25" document (Exhibit A.26). There are some changes to the current level of access. Through vehicle access will be restricted on the westerly drive aisle (Rieke Road). Bollards will be placed within the drive aisle to prevent through vehicle movements. This is largely in consideration of the fact that an elementary school is present next to the high school. The parking will be retained and the painted vehicle turn around for Rieke elementary will be retained. Through vehicle access will be retained with access from SW Capitol Highway to SW Vermont using the easterly drive aisle, which is shown in blue on the Public Access Easement Diagram. This is the route the school buses will use when arriving for athletics.

The proposed access easements are explained and shown on drawings in the document titled "PPS Memo Access Plan Updated April 25." (Exhibit A.26) Three north/south connections and one east/west connection are proposed. Three of these will be outside of the fence line and available for public use at all times. They are shown as green, orange, and blue on the Public Access Easement Diagram within the PPS Memo. Staff does note the school district will reserve the right to close these routes in emergency situations in compliance with the school district's safety policy. Staff agree this is a reasonable proposal. There will be times when emergencies arise and public access must be restricted. Similar emergency closure powers exist for the City of Portland to close or restrict access to public rights-of-way in response to emergency situations. (15.08.020, 16.10.030)

An additional pedestrian and bicycle connection that is shown in red will be largely within the fence line [Exhibit A-26]. The portion that is solid red will be available at all times to allow access to the front doors of the school from SW Vermont St. The portion that is dotted red will have access scheduled mostly outside of school hours as it will be within the fence line surrounding the school. This will be the primary access point for the public pool. The pool is only open during the summer, when fewer students are on campus. At those times, the fence will be unlocked to allow pool access to the general public. The fence may also be unlocked evenings and weekends as needed to provide after-hours access to athletics, performances, or other after-school activities.

The bicycle network through the site will also be made permanently available to the public through the proposed public access easements. As shown on the Bike and Vehicle Diagram in the PPS Memo, most cyclists will share the drive aisle with vehicles. The proposed bollards that will block north/south through vehicle access adjacent to Rieke Elementary will allow through access for cyclists. The proposal will also support elementary aged students riding on the sidewalk to access Rieke Elementary from the SW Burlingame pedestrian and bicycle entrance. Members of the public will be allowed to remain mounted when riding in the drive aisles.

Transit availability, impacts on transit circulation

Transit service is currently available to the site from both SW Capitol Highway and SW Vermont St. The proposal will not have any impact on the availability of transit service. The proposal to rebuild the school will not change any transit routes, and will not close or open any streets. As such, there should be no impact to transit circulation.

Access restrictions

The site has direct access to SW Burlingame and SW Vermont St. only. SW Burlingame Ave. is at the same elevation as the school only at the eastern portion of the site. The roadway slopes downward, with a steep slope preventing access. Given that this is the location of the Safe Routes to School primary investment route/SW Urban Trails Plan Trail Number 3 access point to SW Burlingame Ave, the school has proposed removing the driveway and converting the access point to pedestrian/bicycle access only. There will be no direct vehicle access to SW Burlingame Ave. All driveways onto SW Vermont St. will remain full access driveways as discussed in the submitted TIS and approved through Driveway Design Exception 25-100208-TR.

Neighborhood impacts

The transportation-related neighborhood impacts associated with the conditional uses typically involve potential increases in traffic at area intersections and on-street parking demand. As previously noted, the school modernization project is rebuilding the school for the same sized student body as the school currently serves. There should be very limited changes in travel patterns to the site and no significant increase in traffic is anticipated. The proposal includes substantial on-site vehicle parking. There are 387 on-site parking spaces now; 388 spaces are proposed. Page 35 of the TIS states, "The average of two days of parking surveys showed that 76 percent of these parking stalls are occupied during a typical school day (290 parking stalls)." The existing parking seems to be fully able to accommodate existing demand. As such, there should be no increase in neighborhood impact related to vehicle parking as a result of the school modernization.

Positive neighborhood impacts are anticipated. As discussed under the connectivity evaluation factor, the applicant's Exhibit J stated the school district will grant four public access easements to guarantee public access through the site for pedestrians and cyclists. These easements represent a significant guarantee of public access for this 35-acre site. The alternative routes in public right-of-way are well over a half-mile of additional travel distance with substantial grade changes which is a sufficient length to discourage travel by active modes such as walking or biking. The routes through the school are especially attractive since they are relatively flat. Going around the school to either the east or west via existing public rights-of-way includes substantial grade changes in addition to the added length. Allowing public access through the site and being willing to guarantee that through easement rights granted to the public is a substantial benefit for current and future residents of southwest Portland. The proposed upgrades to sidewalk and pedestrian circulation surrounding the high school is an additional positive impact for the student body and neighbors who attend events at the school site. Additionally, the new parking lot in the southeast corner of the site is designed to accommodate drop-off and pick-up activities, which should result in a reduction in vehicle congestion on SW Vermont St. as longer queue lengths will be able to be accommodated on site.

Based on these findings from PP&D Transportation, staff finds approval criterion D.2.a is met.

- b. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and

improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements;

- c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

Findings: PP&D Transportation reviewed this application and submitted the following response for these criteria (Exhibit E-2):

To ensure compliance with connectivity requirements, staff recommend a condition of approval requiring that the proposed access easements be recorded prior to issuance of the building permit for the new school building. Requiring recording prior to building permit issuance ensures that long-term public access rights are legally established at a point in the review process when transportation staff are still involved in the review. Although the easements will be recorded at that stage, the easement document will define when the access rights become effective and how the easement may be used. During construction, the school district may limit access as needed to manage construction impacts. The intent is that the access rights will take effect once the associated improvements have been completed and inspected, such as at the time the certificate of occupancy is issued for the new high school. Staff recommended the following condition:

The applicant shall submit the four public access easement agreements shown and described in the document titled "PPS Memo Access Plan Updated April 25", included as Exhibit A.26, to the City of Portland with the school building permit application for review and approval by the City Attorney. The public access easements must be executed and recorded prior to issuance of the building permit for the school building. The easement agreements will identify the post-construction effective date of public access as well as other essential terms, such as hours of operation and emergency closure restrictions, consistent with Exhibit A.26.

Public improvements are also required by this project. As explained below, the improvements have already been required through public works alternative review 24-084201-PW and driveway design exception 25-100208-TR both of which were approved with conditions. Since these improvements are already conditions of approval of existing reviews, transportation staff are not recommending adding them as conditions of approval of this conditional use review.

Summary of improvements required by 24-084201-PW and 25-100208-TR:

- On the north side of SW Vermont St, the install ADA compliant curb ramps at all intersections within the site's frontage other than Bertha Blvd. which is already certified as being ADA compliant. Replace any segments of sidewalk that are damaged or destroyed.*
- At the SW 11th Dr/Vermont intersection, mark the crossing to current City standards.*
- Upgrade the SW Chestnut/Vermont crossing markings and ramps to current City standards. This includes the ramps on the south side of SW Vermont.*
- Close the crossing at the SW 10th Ave/SW Vermont St/SW Chestnut St intersection.*
- The existing easterly most driveway approach on SW Vermont St. must be rebuilt to City standards. This includes removal of the curb returns and replacement with a standard driveway approach. The sidewalk must be carried across the driveway in a manner that meets cross slope requirements.*

- Improvements to SW Burlingame Ave. are limited to converting the existing driveway to a bicycle and pedestrian only connection.

Public works permit 26-028452-WT (TH1541 EP782) has been submitted for this scope of work. Concept approval of the public works permit and public financial guarantee (such as a bond) are required prior to issuance of the building permit for the high school.

RECOMMENDATION

Transportation staff have no objection to approval of the requested land use review subject to the following condition:

The applicant shall submit the four public access easement agreements shown and described in the document titled “PPS Memo Access Plan Updated April 25”, included as Exhibit A.26, to the City of Portland with the school building permit application for review and approval by the City Attorney. The public access easements must be executed and recorded prior to issuance of the building permit for the school building. The easement agreements will identify the post-construction effective date of public access as well as other essential terms, such as hours of operation and emergency closure restrictions, consistent with Exhibit A.26.

After submitting the above comments, PP&D Transportation submitted another memo which recommended an additional sentence to the condition of approval in response to public comments and discussion at the Design Review public hearing (Exhibit E-3):

In order to provide multi-modal access to meet the connectivity requirements, staff recommend modifying the recommended condition of approval to note that the public access easements granted through this project must allow bicycle access for mounted cyclists for routes outside of the fence line, including along the east side of the Rieke driveway or in the drive aisle for the Rieke driveway. This is the direct connection through the site. Requiring cyclists to walk the quarter mile distance while pushing their bikes does not meet the connectivity requirement for access for all modes. Staff note the alternate route available by diverting east on Vermont St. and circling the school is an approximately 3,200 feet of out of direction travel. This is over a half mile of additional travel that is an uphill climb the entire easterly leg of the journey on SW Vermont St. Staff believes the proposal as initially submitted showing bicycle access for mounted riders along the east side of the Rieke driveway connection meets the approval criteria. While not specifically proposed, allowing mounted riders to ride within the drive aisle would also meet the approval criteria. Any revised proposal that requires cyclists to dismount and walk or divert over a half mile out of direction does not meet the connectivity standards for this 35 acre site. Staff recommend the proposed condition of approval be modified to read as follows with the new text in bold:

*The applicant shall submit the four public access easement agreements shown and described in the document titled “PPS Memo Access Plan Updated April 16, 2026”, included as Exhibit XXX [Exhibit A-26], to the City of Portland with the school building permit application for review and approval by the City Attorney. The public access easements must be executed and recorded prior to issuance of the building permit for the school building. The easement agreements will identify the post-construction effective date of public access as well as other essential terms, such as hours of operation and emergency closure restrictions, consistent with Exhibit XXX [Exhibit A-26]. **The public access easements granted through this project must allow bicycle access for mounted cyclists for routes outside of the fence line, including either the pathway on the east side of the Rieke driveway or in the drive aisle for the Rieke driveway.***

PP&D Transportation's supplemental memo (Exhibit E-3) also noted two corrections to the original comments:

Staff note that the original transportation response incorrectly referred to "SW Chestnut St." All references should be to SW Chestnut Dr.

Staff also note that the original response referenced a document titled "PPS Memo Access Plan Updated April 25." This was in error. The correct document is dated April 16, 2026 and is Exhibit XXX [Exhibit A-26] in this Conditional Use Review.

On July 9, 2026, the applicant submitted a document illustrating a revised access plan that omitted a prior notation that cyclists would need to dismount on the north-south connection through the site between the high school and elementary school (Exhibit A-30). PP&D Transportation reviewed this submittal and agreed it accurately represents PP&D Transportation's requirements for this approval criterion. Therefore, the recommended condition of approval at the end of this report references Exhibit A-30 rather than Exhibit A-26.

Based on all these findings from PP&D Transportation, and with the recommended condition of approval for public access easements, staff finds approval criteria D.2.b-c are met.

3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

Findings: PP&D Water and the Fire Bureau reviewed the application and responded with no concerns about the proposal, indicating that water service and fire safety requirements would be met (Exhibits E-4 and E-5, respectively). The Police Bureau reviewed the proposal and responded that police can adequately serve the site (Exhibit E-6). PP&D Environmental Services (representing the Bureau of Environmental Services for purposes of this criterion) found the applicant's plans for sanitary sewer connections and stormwater disposal to be acceptable (Exhibit E-1). For these reasons, staff finds criterion D.3 is met.

E. Area plans. The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

Findings: The site is located within the boundaries of two area plans that were adopted by the City Council as part of the Comprehensive Plan: the Hillsdale Town Center Plan and the Southwest Community Plan.

Staff finds the following statements from the Hillsdale Town Center Plan to be relevant:

- *Policy 1 (Land Use), Objective 1: Encourage development that results in Hillsdale being a convenient and attractive place for individuals to walk, bike, socialize, commute from, and do business.*
- *Policy 1 (Land Use), Objective 2: Encourage development that fosters a pedestrian and transit-friendly environment.*
- *Policy 2 (Transportation), Objective 2: Create a pedestrian-, bicycle-, and transit-friendly network to improve connections throughout Hillsdale.*
- *Policy 2 (Transportation), Objective 6: Ensure that parking is efficient, adequate, safe and attractive.*

- *Policy 4 (Urban Design), Objective 2: Develop public and privately owned spaces that are safe, attractive, and promote a sense of community.*
- *Policy 5 (Community), Objective 2: Encourage the use, development and expansion of community facilities and programs to meet the needs of people of all ages.*
- *Policy 6 (Environment and Recreation), Objective 1: Retain Hillsdale's green and open character as development occurs.*
- *Policy 6 (Environment and Recreation), Objective 2: Expand and complete the pedestrian trail system.*
- *Policy 6 (Environment and Recreation), Objective 4: Broaden the use and enjoyment of local parks and school campuses.*

Staff finds the following statements from the Southwest Community Plan to be relevant:

- *Land Use and Urban Form Policy, Objective 1: Ensure compatibility of new development with Southwest Portland's positive qualities.*
- *Land Use and Urban Form Policy, Objective 8: Support efficient utilization of public lands for achieving compatible multiple objectives, where appropriate.*
- *Land Use and Urban Form Policy, Town Center Objective 2. Within the boundaries of town centers, create transitions along the edges that respect the planned density, design, scale and character of the contiguous neighborhoods.*
- *Public Facilities Policy, Objective 1. Evaluate current deficiencies in public facilities.*
- *Public Facilities Policy, Objective 3. Ensure that the provision of new public facilities maintains or enhances the functions of existing public facilities.*
- *Economic Development Policy, Objective 2. Support educational and medical institutions in enhancing the quality of education they provide and research they conduct.*
- *Parks, Recreation, and Open Space Policy, Objective 11: Encourage the development of well-designated, well-maintained trails and bicycle paths in Southwest Portland as recreational opportunities.*
- *Transportation Policy, Objective 1: Support the development of pedestrian facilities, including safe crosswalks, identified in the Pedestrian Master Plan and the SW Trails maps on arterials and local streets, at major intersections and bus stops, on unimproved rights-of-way, and across public and private lands where appropriate to provide connections between residential areas and activity centers.*
- *Transportation Policy, Objective 2: Enhance access for bicyclists by developing and completing bicycle facilities on designated bikeways within and to activity centers and by adding public bicycle parking where needed.*
- *Watershed Policy, Objective 1: Manage stormwater runoff on a watershed-wide basis to:*
 - (a) Prevent any net degradation of water quality, aquatic and streamside plant and animal habitats and ecosystems, channel stability, or watershed health.*
 - (b) Minimize risk to public safety, private property, and public infrastructure.*
 - (c) Reduce the volume, velocity and pollutant load of stormwater runoff entering streams.*
 - (d) Improve dry season stream flows, particularly in headwater areas.*

The proposal would replace an aging public high school building with a new building that meets current seismic and other safety requirements. The new building would have an attractive design that was unanimously approved by the Portland Design Commission in the separate Design Review for this project (LU 26-026161 DZM AD, Exhibit G-4).

Most of the 35-acre site would remain as open space rather than developed with buildings. The public outdoor swimming pool would be retained on the site, and athletic fields on the site would be available to the public by reservation outside of school hours (Exhibit A-21, page 50).

Public access easements over paved pathways would provide pedestrian and bicycle access into the site and through the site. Neighbors would be able to walk or cycle through the site to nearby residential areas and to businesses and frequent transit service north of the site along SW Capitol Highway.

The proposal does not increase the number of students the site would accommodate, and the number of off-street parking spaces would not be reduced compared to existing conditions. Vehicle areas would meet Zoning Code requirements for the dimensions and layout of parking spaces and drive aisles, and vehicle areas would be buffered from neighboring properties and streets with trees and shrubs. Landscaping would extend along almost the entire perimeter of the site, creating an attractive buffer between the school use and lower intensity residential areas.

PP&D Environmental Services reviewed the proposal and found the applicant's plans would comply with the City's Stormwater Management Manual, which is intended to safely manage stormwater runoff and protect water quality and watershed health (Exhibit E-1).

For these reasons, and with the recommended condition of approval for public access easements discussed on page 16, above, staff finds the proposal is consistent with the Hillsdale Town Center Plan and the Southwest Community Plan. Staff finds approval criterion E is met.

Conditional Use Review for OS-Zoned Portion of Site

33.815.100 Uses in the Open Space Zone

These approval criteria apply to all conditional uses in the OS zone except those specifically listed in other sections below. The approval criteria allow for a range of uses and development that are not contrary to the purpose of the Open Space zone. The approval criteria are:

A. Character and impacts.

1. The proposed use is consistent with the intended character of the specific OS zoned area and with the purpose of the OS zone;

Findings: Zoning Code Section 33.100.010 describes the purpose and intended character of the OS zone:

The Open Space zone is intended to preserve and enhance public and private open, natural, and improved park and recreational areas identified in the Comprehensive Plan. These areas serve many functions including:

- *Providing opportunities for outdoor recreation;*
- *Providing contrasts to the built environment;*
- *Preserving scenic qualities;*
- *Protecting sensitive or fragile environmental areas;*
- *Enhancing and protecting the values and functions of trees and the urban forest;*

- *Preserving the capacity and water quality of the stormwater drainage system; and*
- *Providing pedestrian and bicycle transportation connections.*

In the applicant's proposal, buildings would occupy only a small portion (about 11%) of the 35-acre site area. Most of the site would be open space with landscaping and trees that support a scenic quality for the site or outdoor amenities (the athletic fields and the swimming pool) that provide opportunities for outdoor recreation. A majority of the existing trees on the site would be preserved (Exhibit A-8), and more than 200 new trees would be planted (Exhibit A-22, page 38).

There are no sensitive or fragile environmental resources designated on this site, and much of the site would be landscaping and trees that infiltrate stormwater naturally. PP&D Environmental Services found the applicant's stormwater management plan for developed areas of the site complies with all applicable requirements (Exhibit E-1).

As discussed previously in this report, public access easements would ensure several pedestrian and bicycle connections into and through the site would be maintained, both for users of the site and the public.

For these reasons, and with the recommended condition of approval for public access easements discussed on page 16, above, staff finds approval criterion A.1 is met.

2. Adequate open space is being maintained so that the purpose of the OS zone in that area and the open or natural character of the area is retained; and

Findings: Since buildings would occupy only a small part of the site area, and since much of the site would be landscaping and trees, staff finds an open, natural character of the site is adequately maintained alongside the institutional use. In the northwest part of the site designated with the OS zone (Exhibit B), almost all the land area would be open space. For these reasons, staff finds criterion A.2 is met.

3. Impacts on mature trees and tree groves are minimized and City-designated environmental resources, such as views, landmarks, or habitat areas, are protected or enhanced.

Findings: There are no City-designated environmental resources on this site, so that aspect of this approval criterion is not applicable. A majority of the existing trees on the site would be preserved, including a number of large, mature trees (Exhibit A-8). Within the northwest part of the site designated with the OS zone, no tree removal is planned (Exhibit A-22, page 45). Staff therefore finds that impacts on existing trees are appropriately minimized, and that criterion A.3 is met.

B. Public services.

1. The proposed use is in conformance with the street designations of the Transportation Element of the Comprehensive Plan;
2. Transportation system:
 - a. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed

development, and any additional impacts on the system from the proposed development are mitigated;

- b. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements;
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

Findings: The approval criteria in Zoning Code Section 33.815.105.D.1-3, discussed above on pages 8-17, are identical to these approval criteria in Zoning Code Section 33.815.100.B.1-3. Based on the findings for Zoning Code Section 33.815.105.D.1-3, above, and with the recommended condition of approval for access easements discussed on page 16, staff finds approval criteria B.1-3 are met.

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential-zoned lands due to:

- 1. Noise, glare from lights, late-night operations, odors, and litter; and
- 2. Privacy and safety issues.

Findings: The approval criteria in Zoning Code Section 33.815.105.C.1-2, discussed above on pages 7-8, are identical to these approval criteria in Zoning Code Section 33.815.100.C.1-2. Based on the findings for Zoning Code Section 33.815.105.C.1-2, above, and with the recommended conditions of approval for use of PA systems to end by 9:30pm and for athletic field lights to be turned off by 10pm, staff finds approval criteria C.1-2 are met.

D. Area plans. The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

Findings: The approval criterion in Zoning Code Section 33.815.105.E, discussed above on pages 17-19, is identical to this approval criterion in Zoning Code Section 33.815.100.D. Based on the findings for Zoning Code Section 33.815.105.E, above, and with the recommended condition of approval for public access easements, staff finds approval criterion D is met.

Adjustment Review

33.805.040 Approval Criteria

Adjustment requests will be approved if the applicant has demonstrated that approval criteria A through F, below, have been met.

- A.** Granting the Adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The applicant requests a Zoning Code Adjustment to increase the maximum structure height for new athletic field light poles in the OS and R7 zones from 50 feet to 60 feet for 4 field light poles and from 50 feet to 70 feet for 4 field light poles.

Structure height for institutional uses in both the R7 and OS zones is regulated by Zoning Code Table 110-9, which is part of the Institutional Development Standards for single-dwelling residential zones. Table 110-9 applies to the OS-zoned portion of the site per Zoning Code Section 33.100.200.B.1.

Zoning Code Section 33.110.270.A states the purpose of the Institutional Development Standards:

The general base zone development standards are designed for residential buildings. Different development standards are needed for institutional uses which may be allowed in single-dwelling zones. The intent is to maintain compatibility with and limit the negative impacts on surrounding residential areas.

Staff does not find the field light poles would be incompatible with or create significant negative impacts on residential areas near the site. Though the poles would be taller than permitted without this Adjustment, they would be relatively minor features of the site. They would be much narrower in footprint than the institutional buildings the 50-foot height limit was likely intended for, and they would be set back far from neighboring homes. Each of the field lights subject to this review would be more than 150 feet from the nearest residential property.

The field lights would be tall enough to have light fixtures that focus light directly downward onto the field, minimizing light spill into surrounding areas (Exhibit A-15). The applicant submitted a photometric analysis (Exhibit A-16) showing that glare from the field lights on neighboring residential properties would be near zero, even though Zoning Code Section 33.262.080.A allows glare impacts on neighboring residential lots of up to 0.5 foot candles of brightness.

Finally, 80-foot-tall field light poles were approved by the Design Commission for the IRd-zoned portion of this site in the recent Design Review (LU 26-026161 DZM AD, Exhibit G-4).

For these reasons, staff finds the proposed Adjustment is consistent with the intent of the standard to maintain compatibility and limit negative impacts. Staff finds approval criterion A is met.

- B.** If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: Both parts of this criterion must be addressed because some of the field lights subject to this review are in the R7 residential zone and others are in the OS zone.

In the R7 zone, the proposed Adjustment must not significantly detract from the livability or appearance of the area. As stated in the findings for approval criterion A, the field light poles would be taller than allowed outright, but they would be relatively minor features of the site and they would not be close to any neighboring homes. Also, the increased pole height would allow the light fixtures to be aimed more directly downward onto the field, minimizing light spill into surrounding areas (Exhibit A-15).

In the OS zone, the proposed Adjustment must be consistent with the classifications of the adjacent streets and the desired character of the area. The additional height requested for the field light poles has no impact on the classifications of adjacent streets, and PP&D Transportation responded with no concerns about this Adjustment (Exhibit E-2). “Desired character” is defined in Zoning Code Chapter 33.910, and for the OS-zoned portion of this site the desired character is described by the purpose statement for the OS zone, the purpose statement for the Hillsdale Plan District, the Hillsdale Town Center Plan, and the Southwest Community Plan.

The purpose statement for the OS zone is in Zoning Code Section 33.100.010:

The Open Space zone is intended to preserve and enhance public and private open, natural, and improved park and recreational areas identified in the Comprehensive Plan. These areas serve many functions including:

- *Providing opportunities for outdoor recreation;*
- *Providing contrasts to the built environment;*
- *Preserving scenic qualities;*
- *Protecting sensitive or fragile environmental areas;*
- *Enhancing and protecting the values and functions of trees and the urban forest;*
- *Preserving the capacity and water quality of the stormwater drainage system; and*
- *Providing pedestrian and bicycle transportation connections.*

The purpose statement for the Hillsdale Plan District is in Zoning Code Section 33.534.010:

The regulations of the Hillsdale plan district promote compatibility between existing and new residential and commercial development and support the Hillsdale Town Center.

Staff finds the following statements from the Hillsdale Town Center Plan to be relevant:

- *Policy 5 (Community), Objective 2: Encourage the use, development and expansion of community facilities and programs to meet the needs of people of all ages.*
- *Policy 6 (Environment and Recreation), Objective 4: Broaden the use and enjoyment of local parks and school campuses.*

Staff finds the following statements from the Outer Southeast Community Plan to be relevant:

- *Economic Development Policy, Objective 2. Support educational and medical institutions in enhancing the quality of education they provide and research they conduct.*
- *Parks, Recreation, and Open Space Policy, Objective 4: Maintain and enhance existing parks, recreational programs, and community centers in Southwest Portland to serve current and future residents.*

The new field lights would improve educational and recreational opportunities on the site without significantly detracting from scenic or environmental qualities of the site or detracting from neighborhood compatibility. The field light poles would have small footprints and would be set back far from neighbors’ lot lines, and the increased height allows for more precise downward aiming of the light fixtures, minimizing impacts from light spill into nearby areas. The Adjustment would have no impact on the capacity of the stormwater drainage system or pedestrian and bicycle connections through the site. A majority of the existing trees on the site would be retained as the site is redeveloped (Exhibit A-8), and there are no sensitive or fragile environmental areas designated on this site.

For the reasons discussed above, staff finds the Adjustment would not significantly detract from the livability, appearance, or desired character of the area. Staff finds approval criterion B is met.

- C.** If more than one Adjustment is being requested, the cumulative effect of the Adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Only one Adjustment to Zoning Code regulations is requested in this application, so this criterion does not apply. The application includes additional Adjustment requests to Sign Code (Title 32) regulations for scoreboards, but these Sign Code Adjustments are not subject to these approval criteria. They are subject to separate approval criteria from the Sign Code, which are discussed below.

- D.** City-designated scenic resources and historic resources in Historic, Conservation and National Register Districts and within the boundaries of Historic, Conservation and National Register Landmarks are preserved; and

Findings: This site contains no City-designated scenic resources and no historic resources within Historic, Conservation and National Register Districts or within the boundaries of Historic, Conservation and National Register Landmarks. This criterion does not apply.

- E.** Any impacts resulting from the Adjustment are mitigated to the extent practical; and

Findings: Staff finds there are no impacts specifically resulting from the Adjustment request which require mitigation. The field light poles would be taller than allowed without an Adjustment, but they would be too narrow in footprint and too far from lot lines to create negative impacts. Therefore, staff finds criterion E is met.

- F.** If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: There are no environmental zones on this site, so this criterion is not applicable.

SIGN CODE (TITLE 32) APPROVAL CRITERIA

32.38.010 General.

- A.** Procedures. Land use reviews of signs are administered under the provisions of Title 33, Planning and Zoning as modified by this chapter.
- B.** Adjustments and Modifications. Requests for adjustments from the regulations of Chapters 32.30 through 32.38 are reviewed under Section 32.38.030, Adjustments. Modifications from the regulations of Chapters 32.30 through 32.38 through Design Review or Historic Resource Review are reviewed as specified in Chapters 33.825 and 33.846 of the Zoning Code. When the provisions of this Title prohibit adjustments, applications for adjustments will not be accepted.
- C.** Content-Neutral Administration of Land Use Reviews. Notwithstanding any other provision of this Title or of related standards referenced in this Title, applications for adjustments, design review, and historic resource review for signs will be reviewed only with respect to sign structure or placement, or with reference to copy only to the extent of color or typeface and excluding any reference to message, category, subject, topic, or viewpoint.

32.38.030.C Adjustment Review

Sign adjustments will be approved if the review body finds that the applicant has shown that the criteria of Paragraph C.1. or 2, below are met.

C.1 Area enhancement. The applicant must meet criteria C.1.a and b. and either C.1.c. or d.

- a. The adjustment for the proposed sign will not significantly increase or lead to street level sign clutter, to signs adversely dominating the visual image of the area, or to a sign that will be inconsistent with the objectives of a specific plan district or design district; and

Findings: The applicant requests the following Sign Code Adjustments for two proposed scoreboards in the OS-zoned portion of the site:

- Increase the maximum sign area of the football field scoreboard from 50 square feet to 311 square feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum height of the football field scoreboard from 15 feet to 29 feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum changing image sign area of the football field scoreboard from 10 square feet to 90 square feet (Sign Code Section 32.32.030.D.1).
- Allow the football field scoreboard not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).
- Increase the maximum sign area of the softball field scoreboard from 50 square feet to 98 square feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum height of the softball field scoreboard from 15 feet to 19 feet (Sign Code Section 32.32.020, Table 2).
- Increase the maximum changing image sign area of the softball field scoreboard from 10 square feet to 15 square feet (Sign Code Section 32.32.030.D.1).
- Allow the softball field scoreboard not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).

The three aspects of criterion C.1.a for these scoreboards are discussed below:

Street level sign clutter

The nearest street right-of-way to both scoreboards under consideration in this review is SW Capitol Hwy., which is north of the site but does not abut the site (Exhibit B). The football field scoreboard will be set back approximately 300 feet from SW Capitol Hwy. and the softball field scoreboard will be set back approximately 250 feet from SW Capitol Hwy. The scoreboards will be oriented inward toward the sports fields and will not face toward the street. With the distances from the street and the orientation of the signs toward the interior of the site, staff finds that no street level sign clutter will result from these Adjustments.

Visual image of the area

As stated above, both scoreboards will be set back a substantial distance from the nearest street and will face the fields rather than the neighborhood. With the large distances from public vantage points and the large size of the site (approximately 35 acres), staff finds the Adjustments will not cause either scoreboard to adversely dominate the visual image of the area.

Plan district or design district objectives

The site is within the Hillsdale Plan District, but the Hillsdale Plan District does not have any regulations or objectives relevant to scoreboards or other signs (Zoning Code Chapter 33.534). The site is not in a design district.

Conclusion

The proposed Adjustments will not create street level sign clutter, will not adversely dominate the visual image of the area, and will not be inconsistent with the objectives of an applicable plan district or design district. Approval criterion C.1.a is met.

b. The sign will not create a traffic or safety hazard; and

Findings: As noted above, neither scoreboard will face the street and both scoreboards will be set back a substantial distance from the street. PP&D Transportation found the scoreboards are unlikely to distract drivers (Exhibit E-2). Therefore, staff finds these Adjustments will not create a traffic or safety hazard. Criterion C.1.b is met.

c. The adjustment will allow a unique sign of exceptional design or style that will enhance the area or that will be a visible landmark; or

d. The adjustment will allow a sign that is more consistent with the architecture and development of the site.

Findings: The applicant can meet either c or d, above, and the applicant chose to address d (Exhibit A-21, page 58).

A scoreboard is a unique type of sign, oriented away from the street and serving a different purpose than most signs. The Portland Sign Code does not have provisions specifically for scoreboards, so they are subject to the same standards as other freestanding signs. The proposed Adjustments will allow the new scoreboards to be larger and taller than Sign Code requirements for freestanding signs, oriented away from arterial street frontages, and with greater areas devoted to changing images.

Staff finds the proposed scoreboards to be an appropriate and expected feature of school athletic fields. With these Adjustments, the scoreboards will be more consistent with the development on the site, since scoreboards meeting the standards outright would be smaller than generally expected for school athletic fields, and the changing image area for scores and other information would be too small for spectators to easily read.

For these reasons, staff finds that criterion C.1.d is met.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or sign permit must demonstrate that all development standards of Title 33 or Title 32 can be met or have received an Adjustment or Modification via a land use review prior to the approval of a building or sign permit.

CONCLUSIONS

The proposal to replace the Ida B. Wells High School building and improve the campus would not serve more students than the existing condition, and the design was unanimously approved by the Portland Design Commission in a separate land use review. With conditions of approval to limit impacts on neighbors and maintain public access through the site for pedestrians and cyclists, staff finds the proposal meets all applicable Conditional Use Review approval criteria.

The Adjustments requested for field light poles and scoreboards are also found to meet applicable approval criteria from the Zoning Code and Sign Code.

With the conditions of approval listed below, staff finds that all approval criteria are met. Staff therefore recommends approval of the project.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time prior to the Hearings Officer decision)

Approval of the following:

- Conditional Use Review for the new Ida B. Wells High School building and associated site improvements; and
- An Adjustment to increase the maximum structure height for new athletic field light poles in the OS and R7 zones from 50 feet to 60 feet for 4 field light poles and from 50 feet to 70 feet for 4 field light poles (Zoning Code Section 33.100.200.B.1 and Zoning Code Table 110-9); and
- The following Sign Code Adjustments:
 - Increase the maximum sign area of the football field scoreboard within the OS zone from 50 square feet to 311 square feet (Sign Code Section 32.32.020, Table 2).
 - Increase the maximum height of the football field scoreboard within the OS zone from 15 feet to 29 feet (Sign Code Section 32.32.020, Table 2).
 - Increase the maximum changing image sign area of the football field scoreboard within the OS zone from 10 square feet to 90 square feet (Sign Code Section 32.32.030.D.1).
 - Allow the football field scoreboard within the OS zone not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).
 - Increase the maximum sign area of the softball field scoreboard within the OS zone from 50 square feet to 98 square feet (Sign Code Section 32.32.020, Table 2).
 - Increase the maximum height of the softball field scoreboard within the OS zone from 15 feet to 19 feet (Sign Code Section 32.32.020, Table 2).
 - Increase the maximum changing image sign area of the softball field scoreboard within the OS zone from 10 square feet to 15 square feet (Sign Code Section 32.32.030.D.1).
 - Allow the softball field scoreboard within the OS zone not to be placed on an arterial street frontage (Sign Code Section 32.32.030.F.2).

The approval is per Exhibits C-1 through C-3 and is subject to the following conditions:

- A. A finalized building permit is required to document the approved project. The building permit plans must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-3. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 26-026160 CU AD."
- B. The use of outdoor public address (PA) systems must end by 9:30pm each night.
- C. Athletic field lights must be turned off by 10pm each night.
- D. The applicant shall submit the four public access easement agreements shown and described in Exhibit A-30 to the City of Portland with the school building permit application for review and approval by the City Attorney. The public access easements must be executed and recorded prior to issuance of the building permit for the school building. The easement agreements will identify the post-construction effective date of public access as well as other

essential terms, such as hours of operation and emergency closure restrictions, consistent with Exhibit A-30. The public access easements granted through this project must allow bicycle access for mounted cyclists for routes outside of the fence line, including either the pathway on the east side of the Rieke driveway or in the drive aisle for the Rieke driveway.

PROCEDURAL INFORMATION

Zoning Code Section 33.700.080 states that land use review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. This application was submitted on April 8, 2026, and was determined to be complete on May 14, 2026.

ORS 227.178 states the City must issue a final decision on land use review applications within 120 days of the application being deemed complete. The 120-day review period may be extended at the request of the applicant. In this case, the applicant extended the 120-day review period by the maximum 245 days (Exhibit A-7). With this extension, **the 120 days will expire on May 14, 2027.**

Some of the information contained in this report was provided by the applicant. As required by Zoning Code Section 33.800.060, the burden of proof is on the applicant to show that the approval criteria are met. Portland Permitting & Development has independently reviewed the information submitted by the applicant and has included this information only where Portland Permitting & Development has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of Portland Permitting & Development with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to specific conditions of approval, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

This report is not a decision. The Hearings Officer will make the decision on this case. This report is a recommendation to the Hearings Officer by Portland Permitting & Development. The Hearings Officer may adopt, modify, or reject this recommendation. The Hearings Officer will make a decision about this proposal within 17 days of the close of the record. To comment, you may testify at the hearing, submit comments at www.portland.gov/omf/hearings/land-use; email your comments to HearingsOfficeClerks@portlandoregon.gov; write to the Land Use Hearings Officer, 1900 SW Fourth Ave., Suite 3100, Portland, OR 97201; or FAX your comments to 503-823-4347.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This staff report will be posted on Portland Permitting & Development website at <https://www.portland.gov/ppd/zoning-land-use/public-notice>. Enter the case file number in the keyword search.

Appeal of the decision: The decision of the Hearings Officer may be appealed to City Council, who will hold a public hearing. If the Hearings Officer’s decision is appealed, City Council will hold

an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

You may appeal the decision only if you submit written comments which are received before the close of the record, if you testify at the hearing, or if you are the property owner or applicant.

Appeals must be filed within 14 days of the decision. An appeal fee of \$6,822.50 will be charged.

Neighborhood associations recognized by the Office of Community & Civic Life may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the chairperson or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations who wish to qualify for a fee waiver must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Assistance in filing the appeal and information on fee waivers are available from Portland Permitting & Development website: <https://www.portland.gov/ppd/zoning-land-use/land-use-review-fees-and-types/land-use-review-appeals>.

Recording the final decision. If this land use review is approved the final decision will be recorded with the County Recorder. *Unless appealed*, the final decision will be recorded by Portland Permitting & Development.

Expiration of this approval. Generally, land use approvals (except Comprehensive Plan and Zoning Map Amendments) expire five years from the date of the final decision unless one of the actions below has occurred (see Zoning Code Section 33.730.130 for specific expiration rules):

- A City permit has been issued for the approved development, or
- The approved activity has begun (for situations not requiring a permit).

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within seven years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for permits. A building permit, occupancy permit, development permit, or sign permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

Planner's Name: Andrew Gulizia

Date: July 9, 2026

EXHIBITS (not attached unless indicated)

A. Applicant's Statement:

Original submittal

1. Original narrative
2. Original plan set
3. Original transportation study
4. Stormwater report
5. Stormwater plans
6. Pre-Application Conference packet
7. Request for evidentiary hearing and 245-day extension of 120-day review period
8. Arborist report
9. Tree inventory
10. Student distribution maps
11. Portland Bureau of Transportation Alternative Review plans
12. Design Advice Request summary memo
13. Neighborhood Contact documentation
14. Portland Public Schools security memo
15. Lighting memo
16. Photometric plans
17. Letters from applicant re: original access plan
18. Scoreboard cut sheets
19. Fencing details

May 1, 2026 submittal

20. Memo in response to completeness check memo
21. Revised narrative
22. Revised plan set
23. Revised transportation study
24. Portland Bureau of Transportation Alternative Review decision
25. Noise assessment memo
26. Letter from applicant re: revised access plan
27. Response to PP&D Environmental Services comments on stormwater report
28. Sewer scope and locate report

May 6, 2026 submittal

29. Supplemental photometric plan

July 9, 2026 submittal

30. Letter from applicant re: final revised access plan

B. Zoning Map (attached)

C. Plans & Drawings:

1. Site plan (attached)
2. Building elevations (attached)
3. 3D rendering (attached)

D. Notification Information:

1. Request for Response
2. Sign posting instructions
3. Applicant's statement certifying posting
4. Notice of Public Hearing
5. Mailing list for Notice of Public Hearing

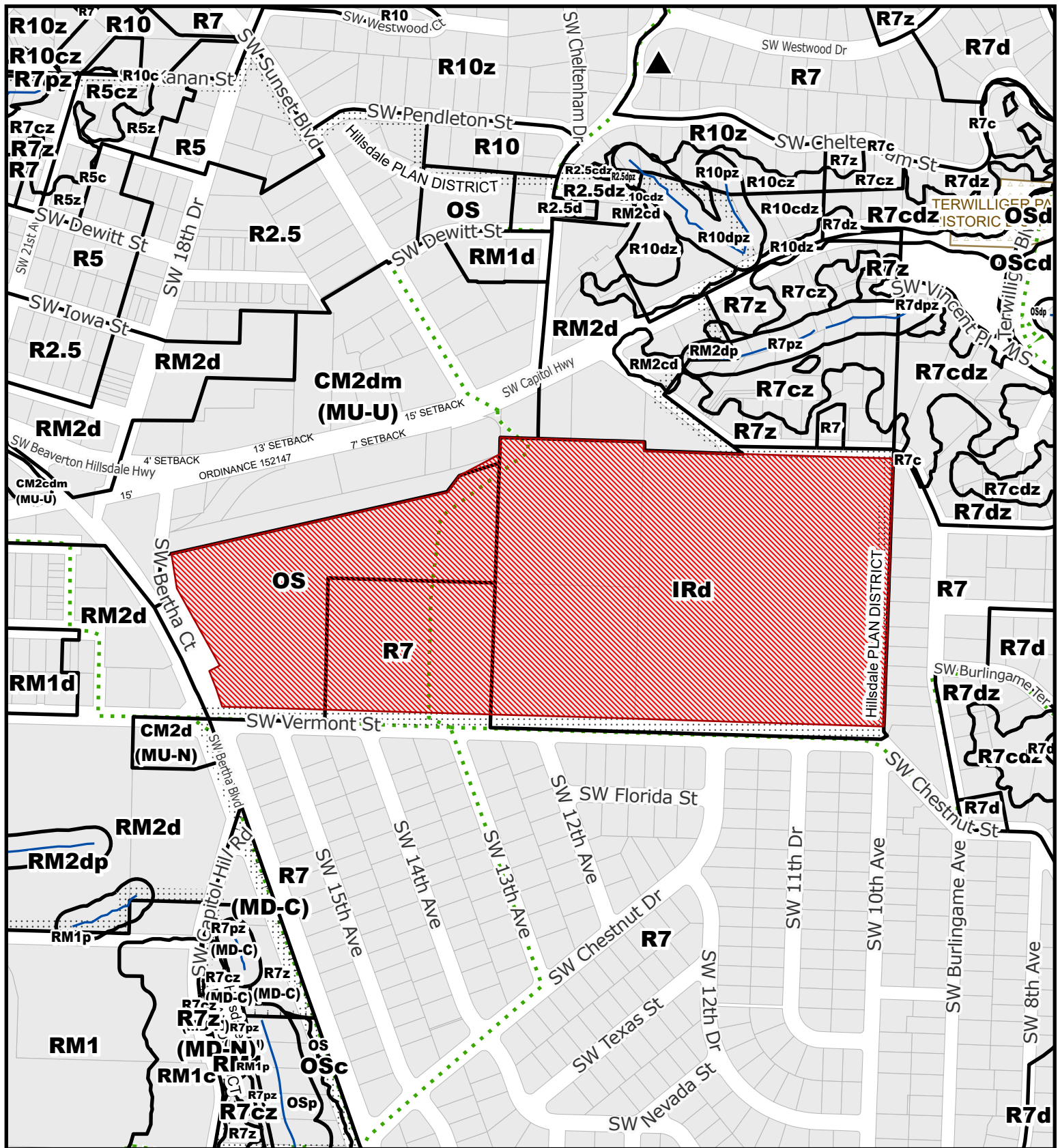
E. Agency Responses:

1. PP&D Environmental Services
2. PP&D Transportation
3. PP&D Transportation (supplemental)

- 4. PP&D Water
- 5. Fire Bureau
- 6. Police Bureau
- 7. PP&D Site Development
- 8. PP&D Life Safety
- F. Correspondence:
 - 1. June 17, 2026 letter from Keith Liden
 - 2. June 23, 2026 email from Wes Williams
 - 3. June 30, 2026 email and attachment from Wes Williams
 - 4. July 6, 2026 email and attachment from Wes Williams
- G. Other:
 - 1. Original land use review application form
 - 2. Revised land use review application form
 - 3. Completeness check memo, dated April 13, 2026
 - 4. LU 26-026161 DZM AD decision

The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. Request these services online or call 503-823-4000, Relay Service: 711.

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For Zoning Code in Effect Post June 1, 2025

ZONING

THIS SITE LIES WITHIN THE:
HILLSDALE PLAN DISTRICT

- Stream
- Site
- Historic Landmark
- Plan District
- Historic District
- Comprehensive Plan
- Recreational Trails

File No. LU 26-026160 CU AD
 1/4 Section 3627,3628
 Scale 1 inch =400 feet

State ID 1S1E16DC 3700
 Portland Hearings Office
 Case #4 Exhibit B Apr 10, 2026
 Bureau Case #LU 26-026160 CU AD
 Exhibit #6



PORTLAND PUBLIC SCHOOLS
501 N OXON STREET
PORTLAND, OR 97227
(503) 915-2222

BORA

Bora Architects, Inc.
1705 SE 3rd Avenue
Portland, Oregon 97214
503.226.1875
www.bora.co

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MARK	DATE	DESCRIPTION
Issued:	APRIL 29, 2026	
Scale:		

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1 CONDITIONAL USE
SUBMISSION
OVERALL SITE PLAN -
LAND USE

LU-G0.10

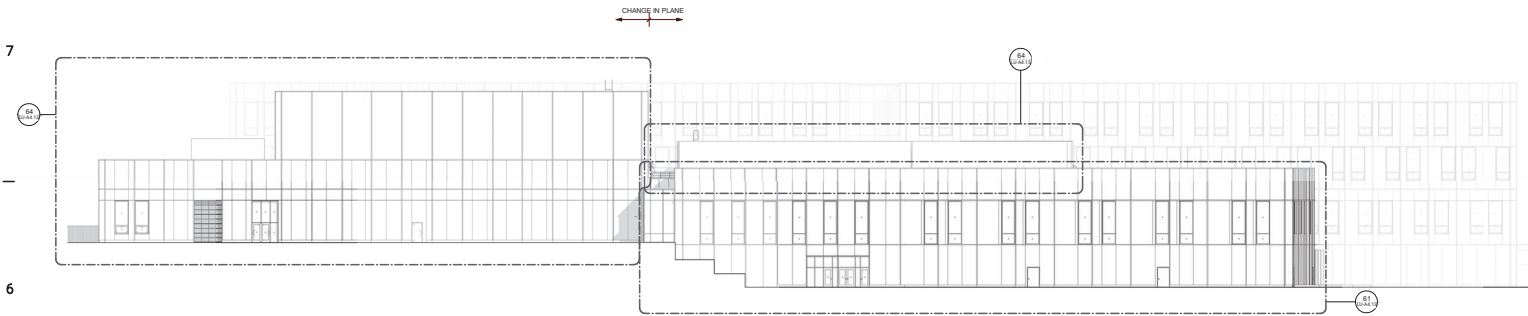
LU 26-026160 CU AD Exhibit C-1

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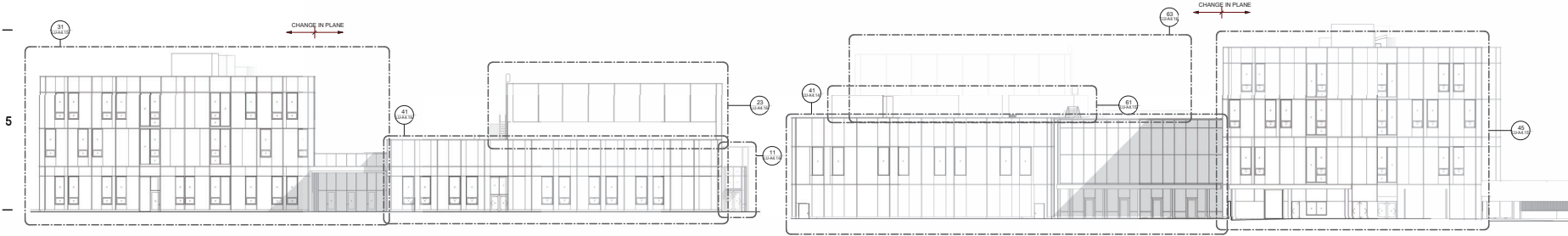
Portland Hearings Office
Case #4260008
Bureau Case #LU 26-026160 CU AD
Exhibit #6
Page 33 of 35

1

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60 OVERALL BUILDING ELEVATION - NORTH 1
1/16" = 1'-0"



61 OVERALL BUILDING ELEVATION - EAST
1/16" = 1'-0"

62 OVERALL BUILDING ELEVATION - WEST
1/16" = 1'-0"



63 OVERALL BUILDING ELEVATION - SOUTH
1/16" = 1'-0"



64 OVERALL BUILDING ELEVATION - NORTH 2
1/16" = 1'-0"



PORTLAND PUBLIC SCHOOLS
501 N OXON STREET
PORTLAND, OREGON 97214
(503) 915-2222

BORA

Bora Architects, Inc.
1705 SE 3rd Avenue
Portland, Oregon 97214
503.226.1575
www.bora.co

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