



**DOWNTOWN MILWAUKIE LIGHT RAIL SUBSTATION BUILDING
APPLICATION STANDARDS AND CRITERIA RESPONSE**

Procedure Type

MNQJ/Planning Commission

Reviews Required

COMMUNITY SERVICE USE REVIEW

REVIEW EXTENT

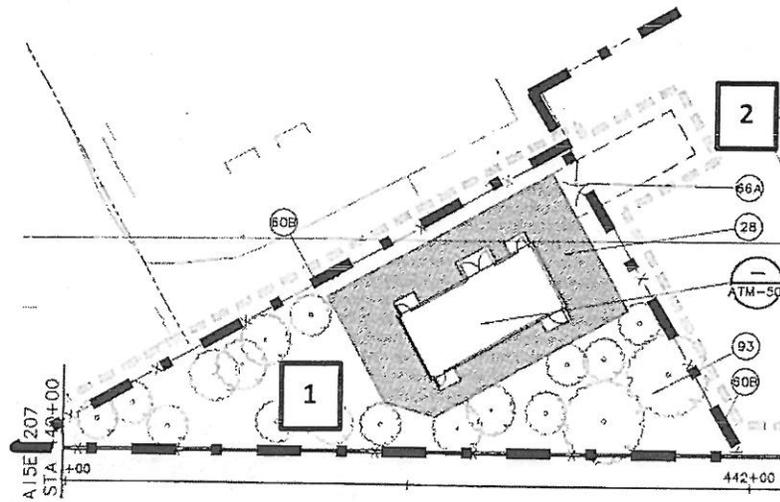
COMMUNITY SERVICE USE

The substation use, characterized as Utility, is subject to a **Community Service Use Review**.

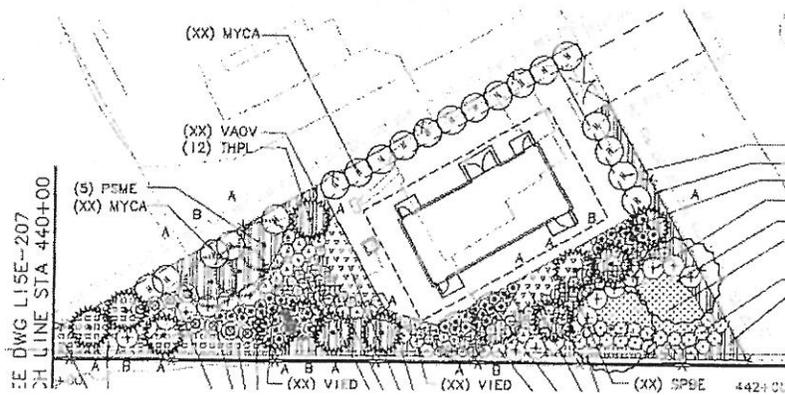
**PLANNING
REVIEW COPY**

PROPERTY SUBJECT TO REVIEW

lot #	Street	Zone	Property ID #	Assessor Reference #
SUBSTATION PROPERTY				
1	2316 SE MONROE	R1-B	C224774	11E36BB04500
2*	2305 SE WASHINGTON ST	R1-B	C224841	11E36BB04400
* - Lot #2 exclusively for access easements. No modifications to those lots are proposed.				



LOT/SITE PLAN



LANDSCAPE PLAN

DETAILED PROPOSAL DESCRIPTION

The Portland Milwaukie Light Rail project is a 7.3 mile extension of the TriMet regional rail system. The rail system includes a station in downtown Milwaukie, and another just south of Milwaukie at Park Avenue and McLoughlin

Various portions and aspects of the project have gone through land use reviews, and others will come through future reviews. This review pertains specifically to the downtown light rail substation, located along the future light rail alignment, roughly equidistant from SE Monroe and SE Washington Street. The site currently has a building on parking on it, both of which will be removed. The substation site will include: a small utility building (the substation), a gravel surround, landscaping on the remainder of the site, surrounded by a security fence with an access gate. An access easement across the site to the south will provide access as required. Access will be intermittent, for monitoring and maintenance as required. There is space available, and thus provided, for a maintenance vehicle to park within the perimeter, but this will only be intermittently utilized.

The purpose of this review is to determine appropriate parking requirements for the substation itself. Due to the unique circumstances of the substation, it has been demonstrated that no on-site parking is appropriate for this use. The applicable standards and approval criteria have been identified and addressed below. The proposal is consistent with those approval criteria, and seeks an approval at this time.

1. The substation use, characterized as Utility because of the communications function, is subject to a **Community Service Use Review**.

APPLICABLE APPROVAL CRITERIA

Those Code sections determined to be Applicable have been identified as follows.

Base Zone Development Standards

19.307 R1-B, Residential-Business Office Zone

Community Service Use

19.904.4 APPROVAL CRITERIA COMMUNITY SERVICE USE

19.904.9 Specific Standards for Institutions and other Facilities not Covered by Other Standards

APPLICABLE DEVELOPMENT STANDARDS

No Development Standards within the base zone, but for the Parking Quantity Determination and Quantity Modification previously approved, require any additional review.

19.308.3 Standards, R1-B Zones	
Standard	Findings
E. Off-street parking and loading. As specified in Chapter 19.600.	Parking requirements as specified in Chapter 19.600 have been addressed by an earlier review. The standard is met.
B. Front yard. A front yard shall be at least 15 ft.	As the lot being re-developed is an interior lot, this standard does not apply. The standards are met for side and rear setbacks.
K. Minimum and maximum density. Residential densities for subdivision, planned development, mixed use development, and other proposals reviewed by the Planning Commission, pursuant to Section 19.1006 Type III Review, shall be at least 25 and not more than 32 dwelling units per net acre.	The proposal is not for residential development. The standard is not applicable.

COMMUNITY SERVICE USE

19.904.4 Approval Criteria

Criteria		Findings
<p>1. The building setback, height limitation, and off-street parking and similar requirements governing the size and location of development in the underlying zone are met. Where a specific standard is not proposed in the CSU, the standards of the underlying zone are met</p>		<p>Off-street parking requirements are being addressed through an earlier submitted application. That Parking Determination Review application requests approval for no off-street parking, given the site's use as a utility building.</p> <p>All other underlying zone standards are met.</p> <p>This criterion is met.</p>
<p>2. Specific standards for the proposed uses as found in Subsections 19.904.7-11 are met</p>		<p>The activities have been assessed against the specific standards for the proposed uses as found in Subsections 19.904.7-11 (specifically, 19.904.9), and have been found to be met (see below),</p> <p>The criterion is met.</p>
<p>3. The hours and levels of operation of the proposed use are reasonably compatible with surrounding uses</p>		<p>The use of the substation building is infrequent and irregular, as the purpose of such use is exclusively maintenance.</p> <p>As such, the hours and level of the use are nominal, the operation and use are therefore compatible with surrounding uses.</p> <p>The criterion is therefore met.</p>

<p>4. The public benefits of the proposed use are greater than the negative impacts, if any, on the neighborhood</p>	<p>The public benefits resulting from the construction, completion, and utilization of the rail system are substantial, both locally and regionally. They include a more efficient transit system, reduced automobile usage and associated reduction in vehicle emissions and congestion, improved access and mobility for residents, a significant increase in local construction jobs, an accessible connection to the region's light rail system, enhanced regional economic competitiveness, and eventual downtown economic benefits typically associated with transit-oriented development.</p> <p>Local, benefits will include access to job corridors in the region readily accessible by light rail, and a reduction in congestion on 99E and other nearby roads.</p> <p>There are no negative impacts associated with the substation building itself, as it's a quiet presence with little activity</p> <p>The criterion is met.</p>
<p>5. The location is appropriate for the type of use proposed</p>	<p>The location of the Light Rail project and its associated facilities has been vetted through a protracted Final Environmental Impact Statement (FEIS) process, as well as a substantial ongoing public outreach program and multiple public hearings, to ensure its location maximizes potential benefits, appropriately serves the downtown area, enhances bike and pedestrian amenities, connects to parks and open spaces in the area, serves community amenities, such as the high school, and is consistent with the Portland-Milwaukie Light Rail Locally Preferred Alternative adopted by the City of Milwaukie, Metro, and other regional partners. Additionally, the City of Milwaukie approved the South Downtown Concept Plan which anticipates the future light rail in this location.</p> <p>The site is located in the downtown area, which is designed to support - and be supported by – transit.</p> <p>The substation site itself is modest, as minimal as achievable, and located as necessitated by technical requirements of the project. It's therefore appropriate, and essential, for the type of use proposed.</p> <p>The criterion is met.</p>

19.904.9 Specific Standards for Institutions...and other Facilities not Covered by Other Standards	
Criteria	Findings
A. Utilities, streets, or other improvements necessary for the public facility or institutional use shall be provided by the agency constructing the use.	All utilities and street improvements warranted by the project are being constructed as part of the project and are being provided by TriMet. . The criterion is met.
B. When located in or adjacent to a residential zone, access should be located on a collector street if practicable. If access is to a local residential street, consideration of a request shall include an analysis of the projected average daily trips to be generated by the proposed use and their distribution pattern, and the impact of the traffic on the capacity of the street system which would serve the use. Uses which are estimated to generate fewer than 20 trips per day are exempted from this subsection.	As there is no regular vehicular access, the criterion has been found to be inapplicable.
C. When located in a residential zone, lot area shall be sufficient to allow required setbacks that are equal to a minimum of 2/3 the height of the principal structure. As the size of the structure increases, the depth of the setback must also increase to provide adequate buffering.	The location is not within an exclusively residential zone. Regardless, given the modest building height, all setbacks meet the standard. The criterion is met.
D. The height limitation of a zone may be exceeded to a maximum height of 50 ft. provided Subsection 19.904.9.C of this subsection is met.	The maximum substation height is approximately fifteen feet. Therefore the structure does not exceed the height limit. The criterion is met.
E. Noise-generating equipment shall be sound-buffered when adjacent to residential areas.	There will be no noise generating equipment present on site. The criterion is met.
F. Lighting shall be designed to avoid glare on adjacent residential uses and public streets.	The architectural lighting the station is limited to i.e.d. fixture lighting over each of the doors. The lighting will be for security purposes, photocell-actuated, focused down to ensure there will be no glare affecting surrounding uses and streets. The criterion is met.

<p>G. Where possible, hours and levels of operation shall be adjusted to make the use compatible with adjacent uses.</p>	<p>The hours and levels of use are infrequent and intermittent. As such, the hours and level of the use do not conflict with the surrounding uses and are therefore compatible with them.</p> <p>The criterion is met</p>
<p>H. A spire on a religious institution may exceed the maximum height limitation. For purposes of this subsection, "spire" means a small portion of a structure that extends above the rest of the roofline, or a separate structure that is substantially smaller than the main structure and extends above the roofline of the main structure. "Spire" includes but is not limited to ornamental spires, bell towers, other towers, minarets, and other similar structures or projections. The number of spires on a religious institution property is not limited, so long as the spires remain only a small portion of the area of the structures</p>	<p>No spire is being proposed by this project</p> <p>The criterion is not applicable</p>
<p>I. The minimum landscaping required for religious institutions is the lesser of 15% of the total site area and the percentage required by the underlying zone.</p>	<p>No religious institution is being proposed, and the DO zone has no minimum landscaping requirement.</p> <p>The criterion is not applicable</p>
<p>J. Park-and-ride facilities may be encouraged for institutions along transit routes that do not have days and hours in conflict with weekday uses (e.g., religious institutions or fraternal organizations). Such uses may be encouraged to allow portions of their parking areas to be used for park-and-ride lots.</p>	<p>This development will not include an off-street parking area.</p> <p>The criterion is not applicable</p>

VARIANCES

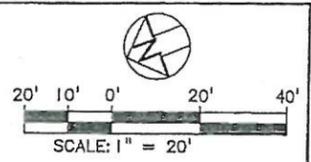
Table 19.310.4 identifies floor area ratio (FAR) requirements as a minimum of .5:1 and a maximum of 3:1. The proposed structure is approximately 480 square feet, and the lot on which it will sit is approximately 4800 square feet, resulting in an FAR of approximately .1:1.

19.911.4.B.1 Approval Criteria

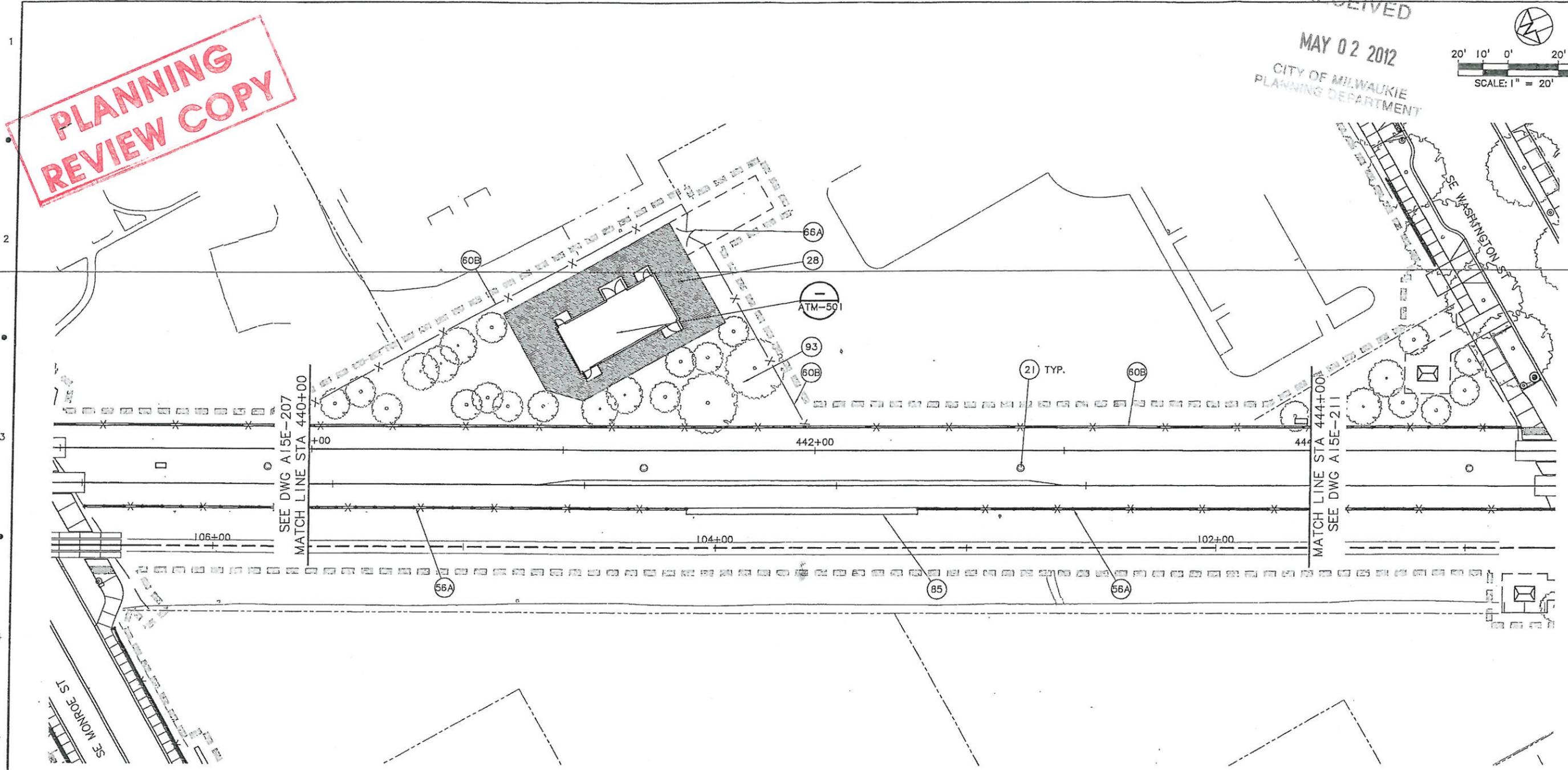
Criteria	Findings
<p>1. Discretionary Relief Criteria a. The applicant's alternatives analysis provides, at a minimum, an analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.</p>	<p>The station and associated structures such as the substation will result in little building area that is measurable as FAR. The substation building, as one critical component of the overall system, is a unique use with desirable public benefits.</p> <p>The site layout makes efficient use of the site as it utilizes a minimum footprint for the structure and its surround, while providing a screening landscape buffer to minimize any aesthetic impacts, thus ensuring that surrounding sites will remain desirable for ongoing uses or potential future redevelopment.</p> <p>The baseline code requirements are intended to ensure that development supports street activity and makes efficient use of land and available services.</p> <p>The activity generated by light rail overall will greatly enhance the vitality of the area, and will contribute to the creating an environment that will support new downtown development activities along nearby streets. The increased use of transit will also allow for more efficient development of adjacent properties by minimizing parking demand. Other broader public benefits resulting from the construction, completion, and utilization of the station, and rail system, are substantial, both locally and regionally. They include a more efficient transit system, reduced automobile usage and associated reduction in vehicle emissions and congestion, improved access and mobility for residents, a significant increase in local construction jobs, an accessible connection to the region's light rail system, enhanced regional economic competitiveness, and eventual downtown economic benefits typically associated with transit-oriented development.</p> <p>The local benefits directly associated with requiring a minimum FAR include supporting existing nearby development by providing increased pedestrian activity and an enlarged customer base.</p> <p>The number of people brought to the area because they use</p>

	<p>the light rail facilities will greatly exceed the number that would be produced by a building on the site meeting the FAR requirements, and this will ultimately support new development activities and associated benefits. Therefore the variance allowing the building as an essential component of this larger project is entirely consistent with the purpose of FAR standard, which is to ensure land is developed to an appropriate density that contributes to the activity and vitality of an area, and is suitable for the services available.</p> <p>The criterion is met.</p>
<p>b. The proposed variance is determined by the Planning Commission to be both reasonable and appropriate, and it meets one or more of the following criteria:</p> <p>(1) The proposed variance avoids or minimizes impacts to surrounding properties.</p> <p>(2) The proposed variance has desirable public benefits.</p> <p>(3) The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.</p>	<p>The substation is a modest structure, thoughtfully designed, and screened by landscaping to the maximum extent possible. As such, the proposal is an enhancement to nearby properties.</p> <p>The proposed variance results in minimal impact to adjacent parcels as the site is bounded by a street to the south, substantial landscaping to the north and the east, and the future light rail tracks and existing RR tracks to the west. The lot adjacent to the parcel is enhanced by the incorporated landscape.</p> <p>Due to the anticipated landscaping and modest scale, the structure will be barely visible to other properties.</p> <p>The site configuration responds to the built and natural environment as the adjacent LRT trackway aligns with the existing freight railroad. Overall, this minimizes impacts to adjacent parcels as the area is already largely defined by the existing tracks. The landscaping on site further contributes to the sites relationship to the natural environment.</p> <p>The criterion is met.</p>
<p>c. Impacts from the proposed variance will be mitigated to the extent practicable.</p>	<p>The impacts from the proposed variance will be the lack of occupiable development. This site already had limited development potential, given its modest scale and proximity to the existing railroad tracks.</p> <p>These impacts have been mitigated through execution of a Memorandum of understanding that defines City of Milwaukie and TriMet efforts to develop the nearby triangle site. In addition, the activity that will occur at the station, as well as the resulting overall enhancement of the immediate area and lack of impact to adjacent properties further mitigates impacts. This enhancement is furthered through the use of quality materials.</p> <p>The criterion is met.</p>

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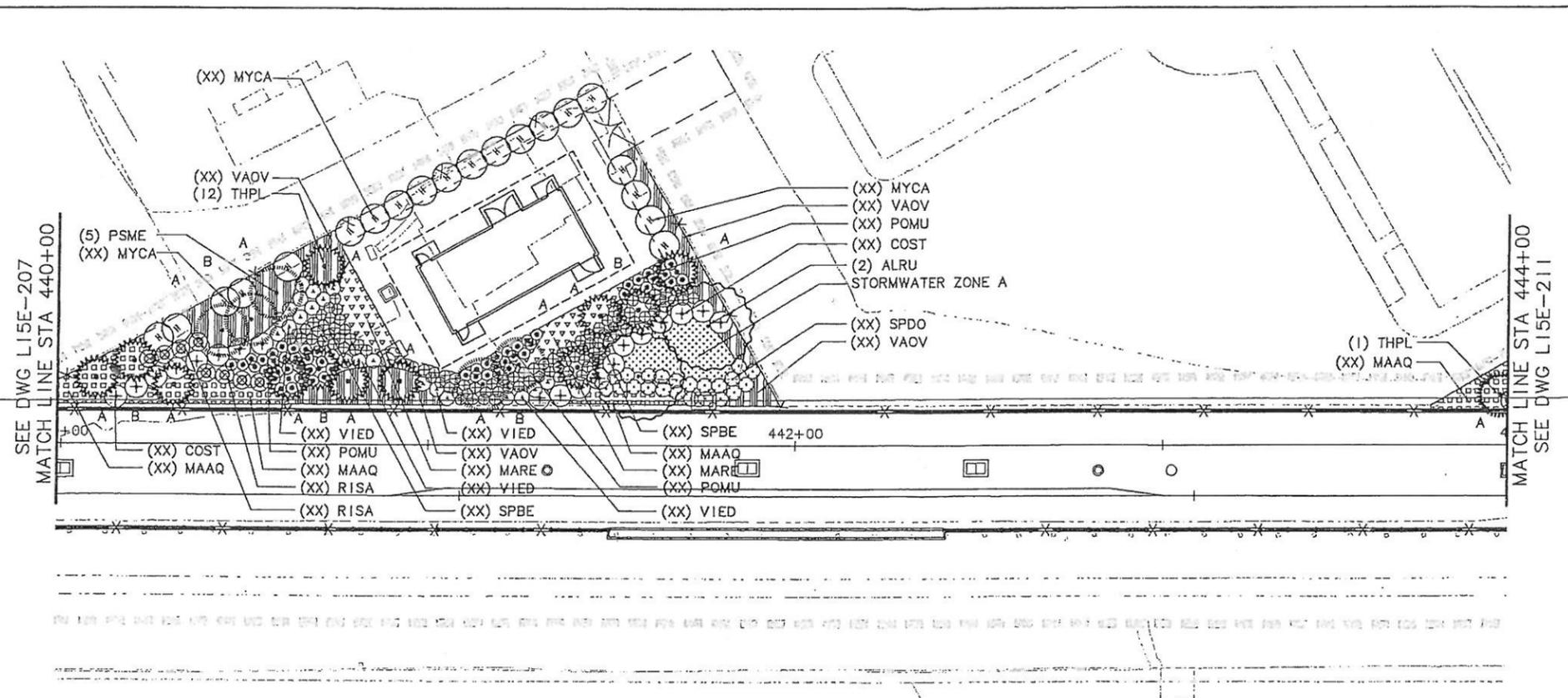
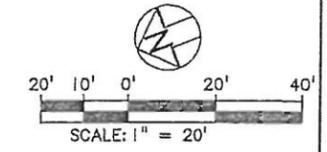
ARCHITECTURAL KEYNOTES

- (21) OCS POLE, REF. SYSTEMS
- (28) GRAVEL, REF. CIVIL
- (56A) RAILING - TYPE 7A, REF. 1/A15E-550
- (60B) FENCE - TYPE 9B - 72" WELDED WIRE FENCE, REF. 1/A15E-560
- (66A) GATE - WELDED WIRE FENCE GATE, REF. 1/A15E-561
- (85) RR SAFETY WALL, REF. CIVIL
- (93) STORMWATER PLANTER, REF. LANDSCAPING

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<p>90% FINAL DESIGN 11-28-11</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>RAH DESIGNED</td><td>06-01-11 DATE</td></tr> <tr><td>JFC DRAWN</td><td>06-01-11 DATE</td></tr> <tr><td>TLC CHECKED</td><td>11-02-11 DATE</td></tr> <tr><td>APPROVED</td><td>DATE</td></tr> </table>	RAH DESIGNED	06-01-11 DATE	JFC DRAWN	06-01-11 DATE	TLC CHECKED	11-02-11 DATE	APPROVED	DATE		<p>TRI MET</p> <p>CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232</p>	<p>PORTLAND TO MILWAUKIE LRT EAST SEGMENT Exhibit 1 ARCHITECTURAL SITE PLAN (SE WASHINGTON ST) STA 440+00 TO STA 444+00</p>
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