PLANNING DEPARTMENT
6101 SE Johnson Creek Blvd
Milwaukie OR 97206

PHONE: 503-786-7630
FAX: 503-774-8236
E-MAIL: planning@ci.milwaukie.or.us

Application for Land Use Action

Master File #: P-12-01

Review type*: ☐ I ☒ II ☐ III ☐ IV ☐ V

CHECK ALL APPLICATION TYPES THAT APPLY:

- ☐ Amendment to Maps and/or Ordinances:
  - ☐ Comprehensive Plan Text Amendment
  - ☐ Comprehensive Plan Map Amendment
  - ☐ Zoning Text Amendment
  - ☐ Zoning Map Amendment
- ☐ Code Interpretation
- ☐ Community Service Use
- ☐ Conditional Use
- ☐ Development Review
- ☐ Director Determination
- ☐ Downtown Design Review
- ☐ Extension to Expiring Approval
- ☐ Habitat Conservation Area Review
- ☐ Historic Resource:
  - ☐ Alteration
  - ☐ Demolition
  - ☐ Status Designation
  - ☐ Status Deletion
- ☐ Land Division:
  - ☐ Final Plat
  - ☐ Lot Consolidation
  - ☐ Partition
  - ☐ Property Line Adjustment
  - ☐ Replat
  - ☐ Subdivision
- ☐ Miscellaneous:
  - ☐ Barbed Wire Fencing
  - ☐ Bee Colony
  - ☐ Multifamily Recycling Area
- ☐ Mixed Use Overlay Review
- ☐ Modification to Existing Approval
- ☐ Nonconforming Use Alteration
- ☒ Parking:
  - ☒ Quantity Determination
  - ☐ Quantity Modification
  - ☐ Shared Parking
  - ☐ Structured Parking
- ☐ Planned Development
- ☐ Residential Dwelling:
  - ☐ Accessory Dwelling Unit (Type 1)
  - ☐ Accessory Dwelling Unit (Type 2)
  - ☐ Manufactured Dwelling Park
  - ☐ Temporary Dwelling Unit
- ☐ Sign Review
- ☐ Transportation Facilities Review
- ☐ Variance:
  - ☐ Use Exception
  - ☐ Variance
- ☐ Water Quality Resource Review
- ☐ Willamette Greenway Review
- ☐ Other: _____

Use separate application forms for:

- Annexation and/or Boundary Change
- Compensation for Reduction in Property Value (Measure 37)
- Daily Display Sign
- Appeal

RESPONSIBLE PARTIES:

APPLICANT (owner or other eligible applicant—see reverse): **TriMet c/o Leah Robbins**

Mailing address: 710 NE Holladay Street Zip: 97232

Phone(s): 503 962 2264 E-mail: RobbinsL@tri-met.org

APPLICANT'S REPRESENTATIVE (if different than above): **KLK Consulting LLC c/o Jeff Joslin**

Mailing address: 906 NW 23rd Avenue Portland, OR Zip: 97210

Phone(s): 503 329 2143 E-mail: jeffjoslin@klk-consulting.com

SITE INFORMATION (attached)

PROPOSAL (describe briefly): attached

Proposal Is for the downtown Milwaukie station area in association with the Portland Milwaukie Light Rail project.

SIGNATURE:

ATTEST: I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: Date: February 8 2012

*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION (excerpted from MMC Subsection 19.1001.6.A):

Type I, II, III, and IV applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

Type V applications may be initiated by any individual.

PREAPPLICATION CONFERENCE:

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

REVIEW TYPES:

This application will be processed per the assigned review type, as described in the following sections of the Milwaukie Municipal Code:

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

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file	P-12-01	$ 900			$ —	RECEIVED FEB 08 2012 CITY OF MILWAUKIE PLANNING DEPARTMENT
Concurrent application files		$			$	
		$			$	
		$			$	
		$			$	
SUBTOTALS		$			$ 900	
TOTAL AMOUNT RECEIVED: $ 100			RECEIPT #: 00446139			RCD BY:

Associated application file #s (appeals, modifications, previous approvals, etc.): NA

Neighborhood District Association(s): Historic Milwaukie

Notes:

*After discount (if any)

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. or all Land Use Applications
(except Annexations and Development Review)

Submittal Requirements

All land use applications must be accompanied by a signed copy of this form (see reverse for signature block) and the information listed below. The information submitted must be sufficiently detailed and specific to the proposal to allow for adequate review. Failure to submit this information may result in the application being deemed incomplete per the Milwaukie Municipal Code (MMC) and Oregon Revised Statutes.

Contact Milwaukie Planning staff at 503-786-7630 or planning@ci.milwaukie.or.us for assistance with Milwaukie's land use application requirements.

1. **All required land use application forms and fees**, including any deposits.

   Applications without the required application forms and fees will not be accepted.

2. **Proof of ownership or eligibility to initiate application** per MMC Subsection 19.1001.6.A.

   Where written authorization is required, applications without written authorization will not be accepted.

3. **Detailed and comprehensive description** of all existing and proposed uses and structures, including a summary of all information contained in any site plans.

   Depending upon the development being proposed, the description may need to include both a written and graphic component such as elevation drawings, 3-D models, photo simulations, etc. Where subjective aspects of the height and mass of the proposed development will be evaluated at a public hearing, temporary on-site "story pole" installations, and photographic representations thereof, may be required at the time of application submittal or prior to the public hearing.

4. **Detailed statement** that demonstrates how the proposal meets all applicable application-specific approval criteria (check with staff) and all applicable development standards (listed below):

   a. **Base zone standards** in Chapter 19.300.

   b. **Overlay zone standards** in Chapter 19.400.

   c. **Supplementary development regulations** in Chapter 19.500.

   d. **Off-street parking and loading standards and requirements** in Chapter 19.600.

   e. **Public facility standards and requirements**, including any required street improvements, in Chapter 19.700.

5. **Site plan(s), preliminary plat, or final plat** as appropriate.

   See Site Plan, Preliminary Plat, and Final Plat Requirements for guidance.

6. **Copy of valid preapplication conference report**, when a conference was required.

APPLICATION PREPARATION REQUIREMENTS:

Five copies of all application materials are required at the time of submittal. Staff will determine how many additional copies are required, if any, once the application has been reviewed for completeness.

All application materials larger than 8½ x 11 in. must be folded and be able to fit into a 10- x 13-in. or 12- x 16-in. mailing envelope.

All application materials must be collated, including large format plans or graphics.

ADDITIONAL INFORMATION:

Neighborhood District Associations (NDAs) and their associated Land Use Committees (LUCs) are important parts of Milwaukie's land use process. The City will provide a review copy of your application to the LUC for the subject property. They may contact you or you may wish to contact them. Applicants are strongly encouraged to present their proposal to all applicable NDAs prior to the submittal of a land use application and, where presented, to submit minutes from all such meetings. NDA information: http://www.ci.milwaukie.or.us/communityservices/neighborhoods-program.

Submittal of a full or partial electronic copy of all application materials is strongly encouraged.

As the authorized applicant I, (print name) _____, attest that all required application materials have been submitted in accordance with City of Milwaukie requirements. I understand that any omission of required items or lack of sufficient detail may constitute grounds for a determination that the application is incomplete per MMC Subsection 19.1003.3 and Oregon Revised Statutes 227.178. I understand that review of the application may be delayed if it is deemed incomplete.

Furthermore, I understand that, if the application triggers the City's sign-posting requirements, I will be required to post signs on the site for a specified period of time. I also understand that I will be required to provide the City with an affidavit of posting prior to issuance of any decision on this application.

Applicant Signature: _____

Date: 2/7/12

Official Use Only

Date Received (date stamp below):

RECEIVED
FEB 08 2012
CITY OF MILWAUKIE
PLANNING DEPARTMENT

Received by: PWM

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Downtown Milwaukie Station

MILWAUKIE, OREGON

APPLICATION FOR Parking Determination and Quantity Modification Review

KLK CONSULTING LLC
FEBRAUARY 7, 2012

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

DOWNTOWN MILWAUKIE LIGHT RAIL STATION
APPLICATION STANDARDS AND CRITERIA RESPONSE

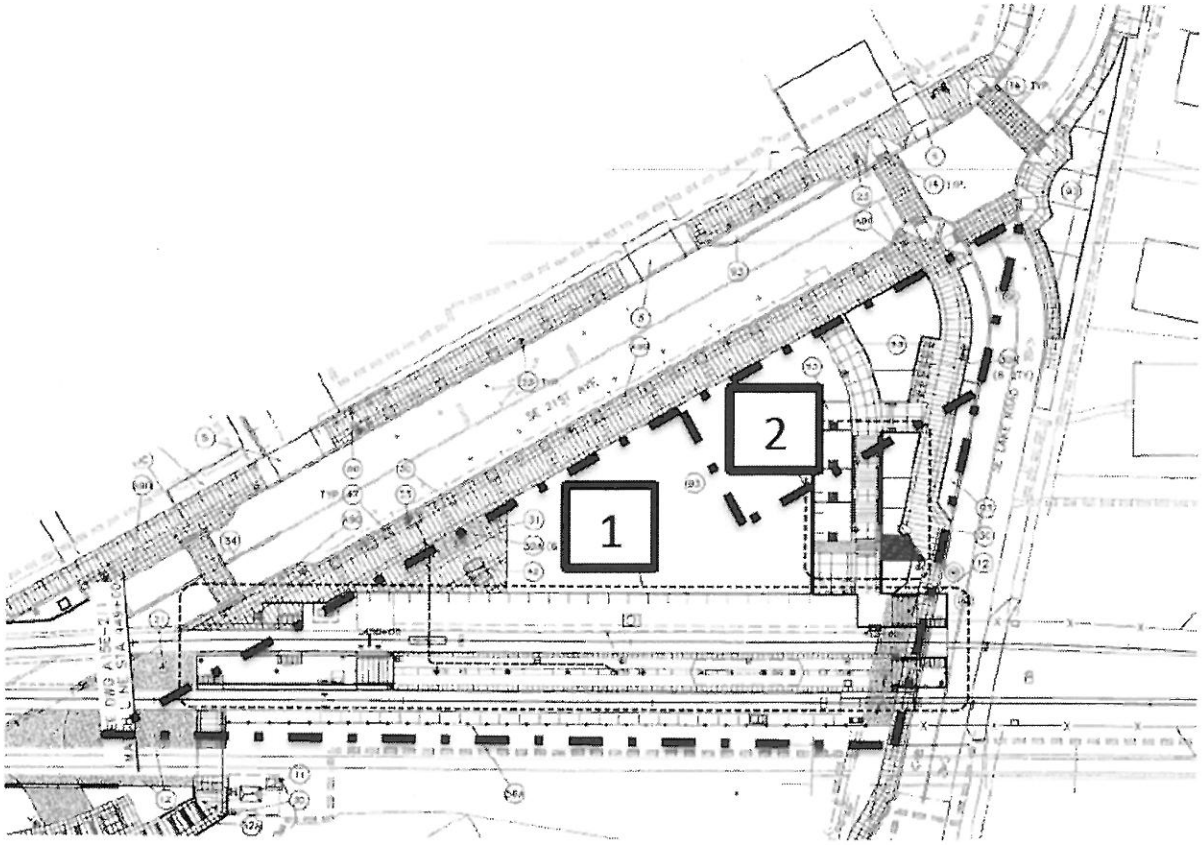
Procedure Type
TYPE II REVIEW

Reviews Required

REQUIRED PARKING DETERMINATION AND QUANTITY MODIFICATION REVIEW

PROPERTIES WITHIN THE EXTENT OF THE REVIEW

lot #	Street		Property ID #	Assessor Reference #
1	No Address Available		not available	11E36BC03300
2	11301 SE 21ST AVE		C224713	11E36BC03300



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 station itself, circumscribed by Lake Road, SE 21st Avenue, and the existing railroad right-of-way.

The purpose of this review is to determine appropriate parking requirements for the station. Due to the unique circumstances of the station, 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.

APPLICABLE CODE SECTIONS

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

19.605.2 Quantity Modifications and Required Parking Determinations

APPLICABLE DEVELOPMENT STANDARDS

Development standards not already addressed through previous associated reviews will be addressed through the future Design Review application.

19.605.2 Quantity Modifications and Required Parking Determinations

19.605.2.B. Application Requirements		
Requirement		**Response**
1. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, etc.).		The proposed use of the site is as a light rail transit facility. The use will be exclusively for the boarding and alighting of light rail transit passengers. The Project FEIS identifies that 80% of Downtown Milwaukie station users will access or leave the station and transfer to a bus; 20% of riders to/from this station will walk. No auto access is anticipated. Inclusive of the 20% of riders walking is a small percentage that will be dropped off. There is no identified parking need associated with any of these customers. There are no on-site employees, but for those providing intermittent typical site maintenance.
2. Identify factors specific to the proposed use and/or site, such as the proximity of transit, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.		As a transit facility, transit riders will be using the facility as their primary mode of transport. The facility itself is a transportation demand management measure that will reduce parking demand within downtown Milwaukie. Additionally, the station is located between two designated park-and-rides – the Tacoma Park and Ride, and the Park Avenue Park and Ride. The Downtown Milwaukie station was intentionally planned without a park-and-ride facility to discourage auto traffic here. The station will include 6 covered bike racks (12 spaces) and 6 bike lockers (12 spaces). Though there is no bike parking required, the bike parking is proposed to support alternative modes of transportation to the station.
3. Provide data and analysis specified in Subsection 19.605.2.B.3 to support the determination request. The Planning Director may waive requirements of Subsection 19.605.2.B.3 if the information is not readily		This information is provided below.

available or relevant, so long as sufficient documentation is provided to support the determination request.		
a. Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.		Because of the nature of the use, which precludes parking demand, a search of professional literature has resulted in no applicable data.
b. Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.		No city in the Portland region requires parking at light rail stations, other than some that require bike parking. Recent reviews and permitting for this project confirmed that the City of Portland requires no parking for light rail stations or any associated facilities.
c. Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its parking demand shall include enough detail to evaluate similarities and differences between the existing development and the proposed development.		Light rail stations either have zero parking or a designated park-and-ride. Again, as stated above, the station is located between two designated park-and-rides – the Tacoma Park and Ride, and the Park Avenue Park and Ride. The Downtown Milwaukie station was intentionally planned without a park-and-ride facility to discourage auto traffic here.
4. Propose a minimum and maximum parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of parking		As there is no necessary vehicle parking required, there is no parking ratio proposed. There will be Tri-Met LIFT Paratransit connection to this station, and it's intended that there will be one designated on-street parking space adjacent to the station for LIFT drop off. This space could also serve as parking for Maintenance personnel. As there's yet no maintenance, no specific hours can be identified. Daily maintenance (emptying

spaces) for each development phase and both a minimum and maximum number of parking spaces to be provided at buildout of the project.		trash, power washing platforms) will occur during off-peak hours. If a dedicated space exclusively for these purposes is not achievable, it could also serve as a loading zone for adjacent business. It's hoped that the space would be the closest to the ADA accessible station entrance on the west side SE 21st Avenue.
5. Address the approval criteria in Subsection 19.605.2.C.		The criteria are addressed below

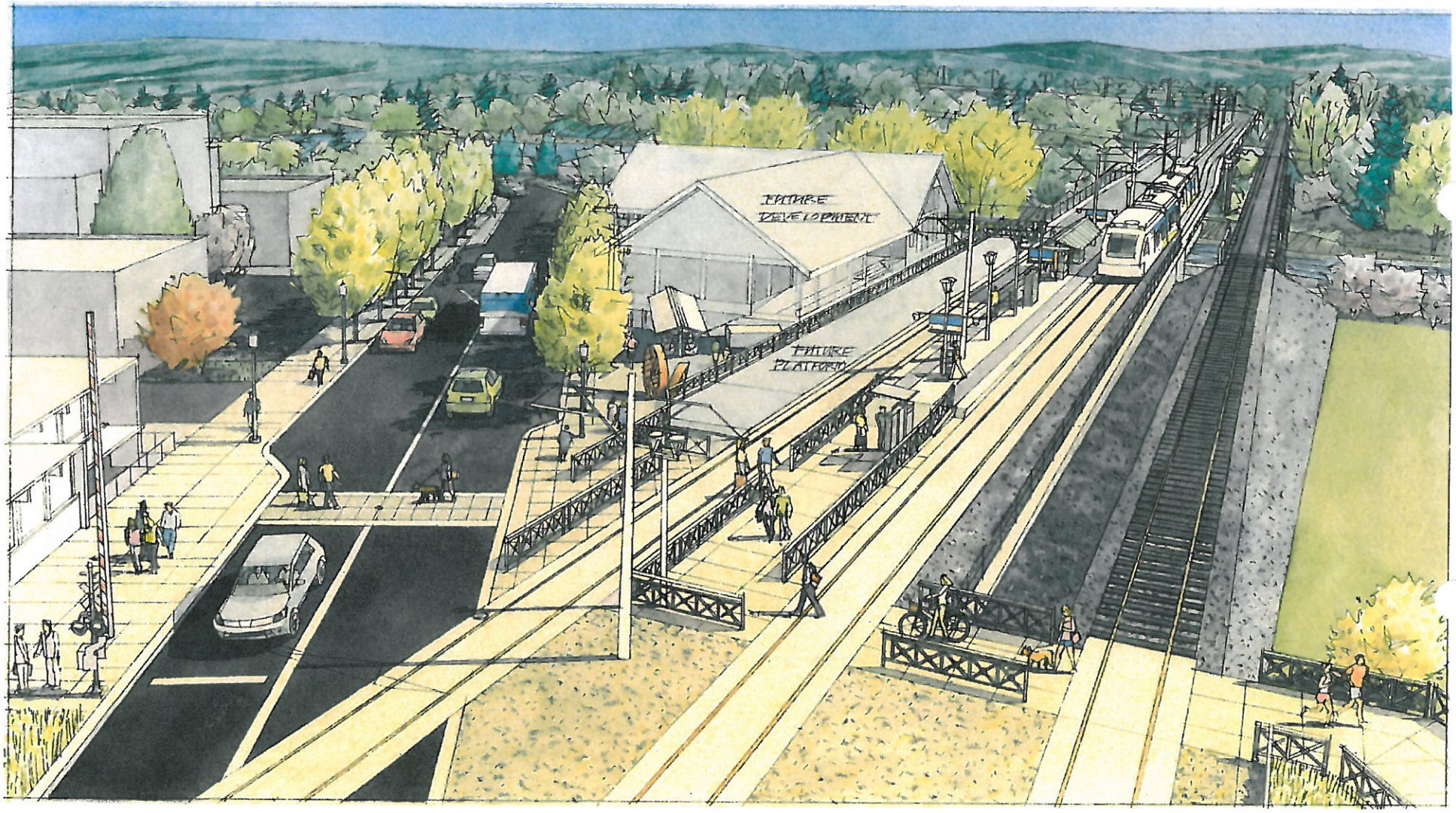
19.605.2.C. **Approval Criteria**		
Criteria		**Findings**
1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other locations; parking quantity requirements for the use in other jurisdictions; and professional literature about the parking demands of the proposed use.		As a transit facility, transit riders will be using the facility as their primary mode of transport. The facility itself is a transportation demand management measure that will reduce parking demand within downtown Milwaukie. Additionally, the station is located between two designated park-and-rides - the Tacoma Park and Ride, and the Park Avenue Park and Ride. The Downtown Milwaukie station was intentionally planned without a park-and-ride facility to discourage auto traffic here. Light rail stations either have zero parking or a designated park-and-ride. No city in the Portland region requires parking at light rail stations, other than bike parking. Recent reviews and permitting for this project confirmed that the City of Portland requires no parking for light rail stations or any associated facilities. Because of the nature of the use, which precludes parking demand, a search of professional literature has resulted in no applicable data. The criterion is therefore met.
2. In addition to the criteria		There is no request to decrease the amount of parking, as

in Subsection 19.605.2.C.1, requests for modifications to decrease the amount of minimum required parking shall meet the following criteria: a. The use of transit, parking demand management programs, and/or special characteristics of the site users will reduce expected vehicle use and parking space demand for the proposed use or development, as compared with the standards in Table 19.605.1. b. The reduction of off-street parking will not adversely affect available on-street parking. c. The requested reduction is the smallest reduction needed based on the specific circumstances of the use and/or site.		there is no specific parking requirement, and the parking quantity determination has identified that no parking is appropriate or required. The criterion is met.
3. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to increase the amount of maximum allowed parking shall meet the following criteria: a. The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.		As the parking quantity determination has identified that no parking is appropriate or required, and there is no specific maximum allowed parking requirement the requirement is not applicable. The criteria are not applicable.

b. The parking demand cannot be accommodated by shared or joint parking arrangements or by increasing the supply of spaces that are exempt from the maximum amount of parking allowed under Subsection 19.605.3.A. c. The requested increase is the smallest increase needed based on the specific circumstances of the use and/or site.		

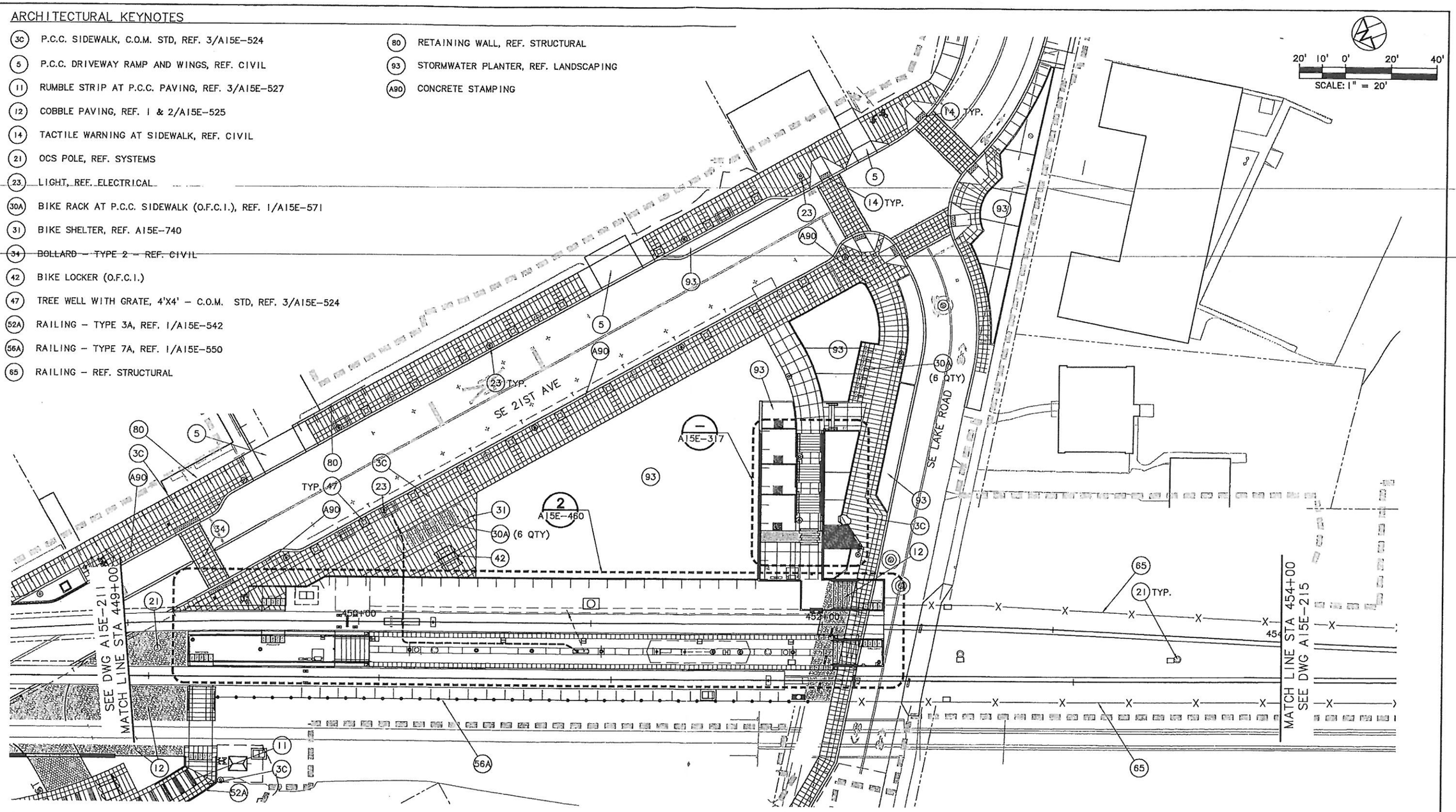
19.605.3 Exemptions and By-Right Reductions to Quantity Requirements		
19.605.3 The following exemptions and by-right reductions cannot be used to further modify any parking modification or determination granted under Subsection 19.605.2. A. Exemptions to Maximum Quantity Allowance The following types of parking do not count toward the maximum amount of parking allowed on a site. This exemption applies only to the quantity requirements of Section 19.605 and not to the other requirements of Chapter 19.600. The City may impose conditions to ensure that parking spaces associated with		Though exemption 2. would otherwise apply, as the parking quantity determination has identified that no parking is appropriate or required, the exemptions are not applicable. The criteria are not applicable.

these parking types are appropriately identified and used for the intended purpose. 1. Spaces for a parking facility. 2. Spaces for a transit facility or park and ride facility. 3. Storage or display areas for vehicle sales. 4. Employee carpool parking, when spaces are dedicated or reserved for that use. 5. Fleet parking. 6. Truck loading areas.		


FUTURE
DEVELOPMENT
FUTURE
PLATFORM

ARCHITECTURAL KEYNOTES

- 3C P.C.C. SIDEWALK, C.O.M. STD, REF. 3/A15E-524
- 5 P.C.C. DRIVEWAY RAMP AND WINGS, REF. CIVIL
- 11 RUMBLE STRIP AT P.C.C. PAVING, REF. 3/A15E-527
- 12 COBBLE PAVING, REF. 1 & 2/A15E-525
- 14 TACTILE WARNING AT SIDEWALK, REF. CIVIL
- 21 OCS POLE, REF. SYSTEMS
- 23 LIGHT, REF. ELECTRICAL
- 30A BIKE RACK AT P.C.C. SIDEWALK (O.F.C.I.), REF. 1/A15E-571
- 31 BIKE SHELTER, REF. A15E-740
- ~~34 BOLLARD – TYPE 2 – REF. CIVIL~~
- 42 BIKE LOCKER (O.F.C.I.)
- 47 TREE WELL WITH GRATE, 4'X4' – C.O.M. STD, REF. 3/A15E-524
- 52A RAILING – TYPE 3A, REF. 1/A15E-542
- 56A RAILING – TYPE 7A, REF. 1/A15E-550
- 65 RAILING – REF. STRUCTURAL
- 80 RETAINING WALL, REF. STRUCTURAL
- 93 STORMWATER PLANTER, REF. LANDSCAPING
- A90 CONCRETE STAMPING



NO.	DATE	BY / CHK.	APPD.	REVISIONS

90% FINAL DESIGN
11-28-11

RAH DESIGNED	06-01-11 DATE
JFC DRAWN	06-01-11 DATE
TLC CHECKED	11-03-11 DATE
APPROVED	DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

Mayor/Reed

DAVID EVANS AND ASSOCIATES INC.

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: DATE: APPROVED: DATE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
ARCHITECTURAL
SITE PLAN (MILWAUKIE/MAIN STREET STATION)
STA 449+00 TO STA 454+00

SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
1"=20'	A15E-213	RH100544JB	

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