AGENDA

MILWAUKIE PLANNING COMMISSION
Tuesday, June 12, 2012, 6:30 PM

MILWAUKIE CITY HALL
10722 SE MAIN STREET

1.0 Call to Order - Procedural Matters

2.0 Planning Commission Minutes – Motion Needed

2.1 April 10, 2012

3.0 Information Items

4.0 Audience Participation – This is an opportunity for the public to comment on any item not on the agenda

5.0 Worksession Items

5.1 Summary: PSU Neighborhood Main Streets Project presentation (30 minutes)
Staff: Ryan Marquardt/PSU Graduate Students

6.0 Public Hearings – Public hearings will follow the procedure listed on reverse

6.1 Summary: Portland to Milwaukie Light Rail Downtown Station
Applicant/Owner: KLK Consulting/TriMet
Address: 11301 SE 21st Ave
File: CSU-12-03
Staff: Li Alligood

7.0 Planning Department Other Business/Updates

7.1 Meeting schedule for July – discuss possible need for 3rd meeting in July to accommodate public hearings

8.0 Planning Commission Discussion Items – This is an opportunity for comment or discussion for items not on the agenda.

9.0 Forecast for Future Meetings:

June 20, 2012	1. Public Hearing: ZA-11-02 Residential Development Standards
June 26, 2012	1. Public Hearing: CSU-12-03 Downtown Light Rail Station *tentative continued*

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.

2. **PLANNING COMMISSION MINUTES.** Approved PC Minutes can be found on the City website at www.cityofmilwaukie.org

3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org

4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.

5. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

Public Hearing Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.

2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.

3. **APPLICANT'S PRESENTATION.**

4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.

5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.

6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.

7. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.

8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.

9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.

10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.

11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Planning Commission:

Lisa Batey, Chair
Nick Harris, Vice Chair
Scott Churchill
Chris Wilson
Mark Gamba
Clare Fuchs
Shaun Lowcock

Planning Department Staff:

Katie Mangle, Planning Director
Scot Siegel, Interim Planning Project Manager
Brett Kelver, Associate Planner
Ryan Marquardt, Associate Planner
Li Alligood, Assistant Planner
Alicia Martin, Administrative Specialist II

CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, April 10, 2012
6:30 PM

COMMISSIONERS PRESENT	**STAFF PRESENT**
Lisa Batey, Chair	Katie Mangle, Planning Director
Nick Harris, Vice Harris	Ryan Marquardt, Associate Planner
Chris Wilson	Li Alligood, Assistant Planner
Mark Gamba	Damien Hall, City Attorney
Scott Churchill	
Clare Fuchs	
Shaun Lowcock	

COMMISSIONERS ABSENT

1.0 Call to Order – Procedural Matters*

Chair Batey called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

***Note**: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at http://www.ci.milwaukie.or.us/meetings.*

2.0 Planning Commission Minutes - None

3.0 Information Items

Katie Mangle, Planning Director, introduced the new Planning Commission, Shaun Lowcock.

Commission Lowcock introduced himself and described his background and his reasons for becoming a Commissioner.

Ms. Mangle introduced the Planning Commission alternate, Wilda Parks, who was sitting in the audience, and explained the intent of the new position.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda.

Dick Shook inquired when the Lake Road Improvement Project was scheduled to be done and

commented that the detour was not being enforced.

Ms. Mangle noted that the Engineering and Police Departments were taking the detour enforcement issue seriously, and although many of those drivers who go through the detour live in the area, Police are ticketing more drivers. She assured that Jason Rice, the Civil Engineer project manager, would get in touch with Mr. Shook regarding the timeline.

5.0 Worksession Items

5.1 Summary: North Clackamas Park North Side Master Plan
File: CPA-10-01
Staff Person: Li Alligood

Li Alligood, Assistant Planner, reviewed the background of the application and the North Clackamas Park. She noted the request for a second worksession was for direction from the Commission on the application and whether to move forward with a hearing. She explained the process of a master plan and the City's practice around park master plans, and clarified that the City was a joint applicant in order to assist with the adoption process.

Michelle Healy and Katie Dunham, North Clackamas Parks and Recreation District (Parks District) reviewed the history of the Parks District and the North Clackamas Park, and presented the North Side Master Plan via PowerPoint. Ms. Dunham noted the elements called out in the Plan and additional elements that would be new to the park including a walking trail, additional fencing, signage and storyboards, restoration and improvement to the dog park.

Ms. Dunham addressed additional information as requested regarding general parking and Milwaukie Center parking, sustainability practices and program elements, and the dog park. She also noted the upcoming Mt Scott Creek Restoration Project that would be an implementation project of the Master Plan.

Commissioner Churchill noted his reservations about the southwest part of the park, reiterating he would like a cohesive master plan for the entire park.

Ms. Mangle clarified the City's request of the Parks District was for a master plan for the north side portion. The decision needed to be whether this master plan was a good plan for this portion or not worth blessing because it was not complete enough. She noted the intention was to leave the southwest corner as an unplanned open space.

The Commission agreed to move the North Side Master Plan forward to a public hearing.

6.0 Public Hearings

6.1 Summary: Residential Development Standards *continued from 3/27/12*
Applicant: City of Milwaukie
File: ZA-11-03
Staff: Li Alligood

Chair Batey opened the public hearing for ZA-11-03 and read the conduct of continued legislative hearing into the meeting record.

Ms. Mangle noted that after hearing public testimony, the Commission would continue with deliberations and review additional information requested of staff.

Commissioner Wilson arrived.

Chair Batey reopened public testimony.

Wesley Birch would like to see a more lenient policy regarding ADUs to offer more flexibility to allow an ADU on account of the current economic climate.

Sandra Ostrander felt people should be able to use temporary structures to park RVs and boats in front driveway, noting temporary structures look better than tarps and the cost of storage was not an option.

Brenda Huber owned a large lot which was all front yard. She had the need for temporary structures and believed it was bad timing economically to enforce a ban on temporary structures.

John Sehorn explained his past situation with the City for a temporary structure, noting he was not allowed to build a permanent structure so in turn built a temporary structure. He felt that if the City banned temporary structures, it left citizens with no alternative.

Don Sparks complimented staff on the proposed amendments and noted it was written for maximum opportunity for individuality, and personal choices and needs. However, he was concerned about limits on garages being placed toward the front of the house, and window requirements should be reduced as they were not always applicable or wanted. The articulation requirements would add cost, and was an aesthetics statement and not preferred by everyone. A ban on temporary structures was too limiting on personal choice and lifestyle.

Jean Baker noted the letter submitted to the Commission at the previous meeting. Multifamily communities should be built with family-friendliness in mind, as many were built with no provisions for children or older residents. She felt it was in Milwaukie's best interest to build for families.

Joseph Kelly was concerned about the tarp prohibition. Removal was reasonable if there were safety hazards or a neighborhood wanted a change, but government should not rule for a whole city or act as a homeowners' association.

James Knight concerned about the neighborhood of SE 28th Ave south of Lake Rd which was originally zoned R1 but now zoned R7. Due to the change, all the lots and houses were therefore nonconforming as they were built for high density. There needed to be a process for legalizing nonconforming properties and illegal ADUs. The proposed setback requirements would also impact these sites and would create issues for garages and accessory structures close to setbacks.

Verey Luciano was against the temporary structure ban. She was recently noticed for a 'temporary structure' that has been there since she moved in, which was well-kept, and there was no option for a permanent structure.

Mark Brawn was against the temporary structure ban.

Orlando Celestine was against the temporary structure ban as long as the structure was in good condition.

David Godin was against the temporary structure ban.

Chair Batey closed public testimony.

Planning Commission Deliberation

Ms. Alligood noted discussion topics in the staff report to review.

Accessory Dwelling Units – **Mr. Marquardt** outlined the current proposal, review process, and considerations for different size examples. **Ms. Mangle** summarized that staff were asking for direction from the Commission on the simple ADU, the 2-story ADUs, and conversion of nonconforming structures into ADUs. The Commission agreed and gave direction as follows:

- If a 1-story ADU was outside of the base zone setbacks, Type I review sufficient as long as privacy measures were taken (i.e. screening, fencing, privacy windows).
- For 2-story ADUs, Type II review was sufficient. .
- The current proposal for conversion of legal nonconforming structures to ADUs was appropriate. If structures did not meet setback requirements, a conversion could be allowed under Type III review.
- Type I review for an ADU in the front yard (new or existing) if the structure was 60ft back from front lot line.

Multifamily Amenities

- **Ms. Alligood** reviewed the current proposal for multifamily amenities with regard to resident amenities, and sustainability and livability provisions. She asked the Commission to review the current proposal and consider if additional suggested amenities should be included.
- **The Commission** directed staff to expand the amenities list to include both smaller and larger items, to create a sliding point system for amenities based on the size of the complex, and to require covered bike parking in complexes with 5 or more units.

Commission Churchill moved to continue the public hearing for ZA-11-03 to April 27, 2012. Commission Fuchs seconded the motion, which passed unanimously.

7.0 Planning Department Other Business/Updates

7.1 Milwaukie Main Streets Project update – *postponed*

8.0 Planning Commission Discussion Items

9.0 Forecast for Future Meetings:

April 24, 2012	1.	Public Hearing: CSU-12-01 Royalton Place Monument Sign
	2.	Public Hearing: ZA-11-03 Residential Development Standards *tentative*
May 8, 2012	1.	Worksession: Tacoma Station Planning update

Meeting adjourned at approximately 10:33 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

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Lisa Batey, Chair

MILWAUKIE
Dogwood City of the West

To: **Planning Commission**

Through: **Katie Mangle, Planning Director**

From: **Ryan Marquardt, Associate Planner**

Date: **June 5, 2012, for June 12, 2012, Worksession**

Subject: **Neighborhood Main Streets Project**

ACTION REQUESTED

Consider report on Neighborhood Main Street Project outreach and recommendations, and give staff direction on whether to come back in Fall 2012 with proposed code zoning amendments for neighborhood commercial areas.

BACKGROUND INFORMATION

A. History of Prior Actions and Discussions

- **April 10, 2012:** Staff gave the Planning Commission a brief overview of the Neighborhood Main Street Project (NMSP), including its purpose, upcoming events, and expected results.

B. Other subheadings and text as needed

Milwaukie has some small commercial districts located within larger residential areas throughout the city. City residents, particularly in the central and eastern areas of the city, have often expressed a desire to have more places to walk and bike to in their neighborhood, such as a small store or café. City staff is aware that there are obstacles in the zoning ordinance that make it difficult for these types of neighborhood-focused commercial areas to exist with Milwaukie's small commercial districts. In some instances the zoning is very restrictive in the array of uses allowed, such as not allowing a restaurant or eatery. In other instances, the zoning allows automobile dependent uses that can hinder creation of a walkable neighborhood commercial area.

There was a strategy to address these issues as part of the larger Commercial Core Enhancement Program (CCEP). Due to the uncertainty of when the CCEP will be able to proceed, staff looked for ways to keep moving forward on the neighborhood commercial areas.

Staff believed that zoning code amendments would be necessary to fix some, but not all, of the hindrances to establishing successful neighborhood commercial areas, but did not have the resources to facilitate the discussion with citizens and stakeholders about the amendments.

Staff submitted a project proposal for this work to Portland State University's School of Urban and Regional Planning for consideration as a workshop project for graduate students. The City was fortunate to be 1 of 5 projects selected by the students for a workshop project out of more than 40 project proposals. The project group, dubbed Horizon Planning, includes Jay Higgins, Allison Moe, Kelly Moosbrugger, Levi Roberts and Tony Vi.

Horizon Planning has worked diligently for the past few months on a dialogue with the community about what they would like to see for neighborhood commercial areas. The specific focus of the Neighborhood Main Streets Project (NMSP) has been 32nd Avenue in the Ardenwald Neighborhood and the area near 42nd Avenue and Harrison Street in Hector Campbell Neighborhood. The project and its events have been advertised in The Pilot, on Oregonlive.com, on community fliers, to interested person's lists, and on the City's project website. A summary of the public involvement they've conducted is:

- Walking Tours of the commercial areas – 20-25 attendees
- Main Streets Visioning workshop – 16 attendees
- Project open house – 34 attendees
- Online and paper survey – 101 responses
- Attendance at Ardenwald, Hector Campbell, and Lewelling NDA meetings in February, March, April and May
- Project presentation at Hillside Manor resident's meeting – 20 residents
- Individual interviews with 11 business owners, property owners, and individual residents

At the Planning Commission meeting, Horizon Planning will present the NMSP and recommendations for the commercial areas. Staff and Horizon Planning will emphasize the recommendations about zoning amendments, which include:

- Creation of a neighborhood commercial zone. Uses allowed will focus on neighborhood-scale uses like eating establishments, small retail, and services.
- Possible expansion of commercial area zoning boundaries to include other properties on the same block face as existing commercial areas or properties that have historically been commercial properties, but are currently zoned residential. Staff may consider expanding the neighborhood commercial zone to apply to other pockets of commercially zoned areas.
- Revise development standards for the zone to bring storefronts closer to the street and encourage storefront windows. Staff may also consider revising the Sign Ordinance to ensure that signage in the district is consistent with what is found in other successful neighborhood commercial areas in the region.
- Greater allowance for temporary/seasonal uses

The NMSP explored many aspects of the study areas, and also makes recommendations about transportation and economic development. Some highlights of these recommendations that may be brought up at the meeting include:

- Transportation
  - Identification of gaps in pedestrian and bicycle network
  - Suggested connections between the two commercial areas
- Economic Development
  - Improve city's capacity for economic development assistance

- Consider programs like the storefront improvement program for the neighborhood main streets
- Encourage work spaces that house small businesses as they get established
- Organization among business and property owners, such as a business association

Staff's focus will be on implementing the recommendations related to zoning. While the discussions about the neighborhood commercial areas covered a broad range of topics, staff directed Horizon Planning to do outreach and recommendations specific to zoning ordinance amendments. Comments and recommendations on other aspects of the neighborhood commercial areas may serve as the basis for updates to capital project lists, possible Walk Safely Milwaukie project, or implementation of other programs.

Staff seeks direction from the Planning Commission on how to proceed with the project. Horizon Planning has done an impressive job of engaging the community in discussions about neighborhood commercial areas and drafting recommendations based on that involvement. Staff believes that it is appropriate to begin drafting code amendments based on their work since the outreach has been of such high quality. This would result in staff drafting the code, presenting the amendments at a limited number of Planning Commission and City Council worksessions, and proceeding with adoption hearings. The stakeholders, residents and NDAs would be notified of the project's status and be able to have input as the amendments are prepared. However, staff would not carry on the broad public involvement that has been part of the NMSP up to this point.

ATTACHMENTS

1. Map of NMSP Study Areas
2. Project Workplan and Deliverables

32nd Avenue and 42nd Avenue Commercial Areas

Existing commercial zoning in solid red outline; potential new areas in dashed red outline

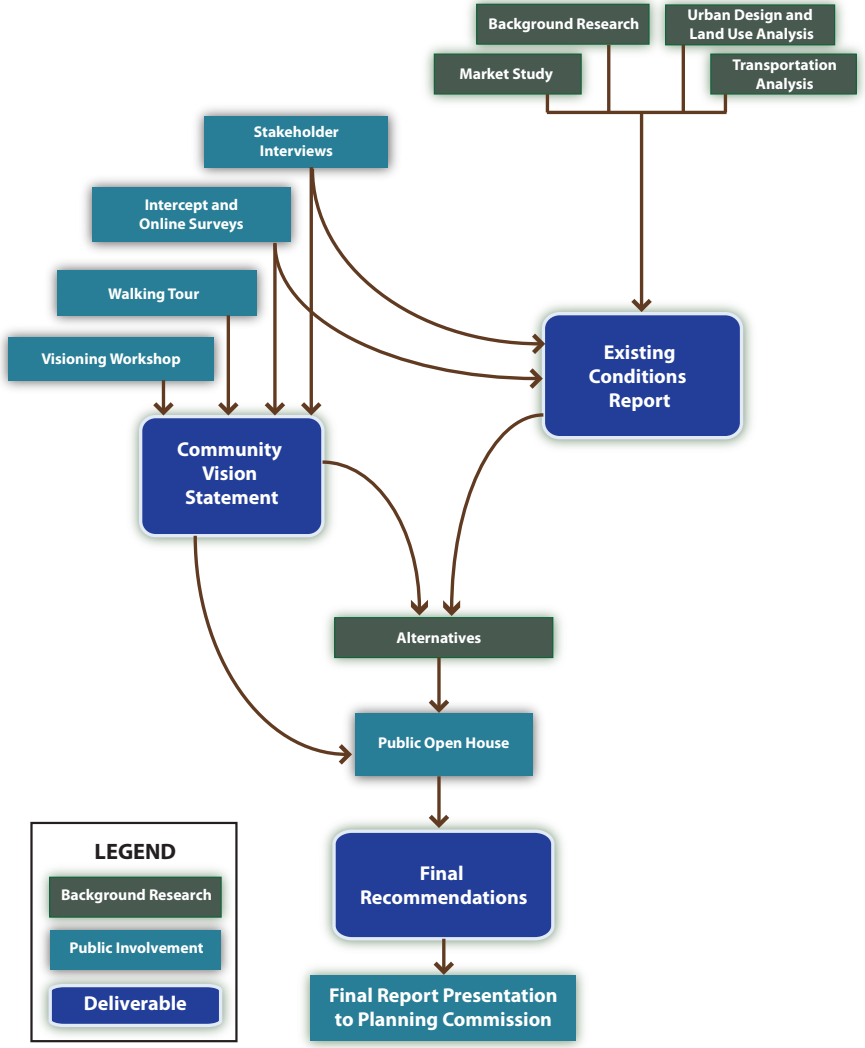
32nd Avenue and 42nd Avenue Commercial Areas

Existing commercial zoning in solid red outline; potential new areas in dashed red outline

PROJECT APPROACH

Figure 1. Project Outreach Timeline

Project Approach Flow Chart



MILWAUKIE
Dogwood City of the West

To: **Planning Commission**

Through: **Scot Siegel, Contract Planning Project Manager**
for Katie Mangle, Planning Director

From: **Li Alligood, Assistant Planner**

Date: **June 5, 2012, for June 12, 2012, Public Hearing**

Subject: **File:** CSU-12-03, DR-12-04, VR-12-02

Applicant: Jeff Joslin, KLK Consulting, Inc.

Owner(s): TriMet[1]

Address: 11301 SE 21st Ave and Union Pacific Railroad property between Lake, 21st Ave, and Adams St

Legal Description (Map & Taxlot): 1S1E36BC03300

NDA: Historic Milwaukie

ACTION REQUESTED

Review and approve applications CSU-12-03, DR-12-04, and VR-12-02 with the recommended Findings and Conditions of Approval found in Attachments 1 and 2. This action would approve a design for the Portland Milwaukie Light Rail (PMLR) station in downtown Milwaukie.

BACKGROUND INFORMATION

A. Site and Vicinity

The site is triangular in shape and is comprised of an existing tax lot at 11301 SE 21st Ave and a portion of the Union Pacific Railroad (UPRR) property between Lake Rd, 21st Ave, and Adams St. The site contains a paved area in the northwest corner, rail tracks through the center, and a surface parking lot in the southeast corner.

[1] The site at 11301 SE 21st Ave is currently owned by Jeffrey Horton; the Union Pacific Railroad site is under UPRR ownership. TriMet has eminent domain authority and is in the process of purchasing portions of the sites listed above and/or acquiring the necessary easements to construct the light rail station.

The surrounding area consists of government and commercial uses to the west; a surface parking lot to the north; office and light industrial uses to the east; residential areas to the southeast, and Lake Road and Kellogg Lake to the south. The images below show an aerial view of the site (left); the site from the north at 21st Ave and Adams St (top right); and the site from the south at Lake Rd (bottom right).

B. Zoning Designation

Downtown Office Zone (DO). A portion of the southern end of the site is within 100 feet of the Kellogg Lake protected natural resource areas.

C. Comprehensive Plan Designation

Town Center (TC).

D. Land Use History

There are no previous land use actions by the City on record for this site. However, the entire PMLR alignment has an existing land use approval that was issued by Metro in 2008.[2] This land use final order (LUFO) was made pursuant to House Bill 3478 (1996), which provides for the review and siting of regional transportation facilities through local jurisdictions.

[2] Metro Resolution No. 08-3964 entitled 2008 South/North Land Use Final Order (LUFO) Amendment.

House Bill 3478 allows the City to review the light rail station against the City's design and development standards to ensure that it respects Milwaukie's existing small town character, fine-grained development pattern, and future development aspirations. The City may subject the proposed light rail station to reasonable and necessary conditions of approval to ensure conformance with local standards and appropriate mitigation of local impacts. It cannot, however, condition the approval of the light rail station in such a way as to prevent the implementation of the 2008 LUFO.

E. Proposal

The applicant is seeking land use approvals for construction of a light rail station, and a determination that submitted materials meet a condition of approval of land use file #WG-11-01 (Kellogg Bridge) related to the jump span lighting. See Attachment 3 for details.

The proposal includes the following:

- Kellogg Bridge jump span lighting
- Light rail platform and fixtures
- Pedestrian connections to the north and south
- On-site retaining walls
- Bike plaza

Although construction of a station building is anticipated on this site, it will be subject to review at the time of design and construction. This review is limited to the station itself.

The project requires approval of the following applications by the Planning Commission:

1. Design Review (DR-12-04): Design Review application DR-12-04 was reviewed by the Design and Landmarks Committee (DLC) on May 23, 2012. The DLC recommended approval of the application at that time. The DLC's recommended findings and conditions of approval have been incorporated into Attachments 1 and 2 respectively.
2. Community Service Use (CSU-12-03): The proposed light rail station is permitted in the DO zone as a Passenger Terminal, subject to community service use review.
3. Variance Review (VR-12-02): The applicant has requested a variance to the development standards of the DO zone related to maximum setback and minimum floor area ratio (FAR). The DLC recommended approval of variance application VR-12-02 on May 23, 2012. The DLC's recommended findings and conditions of approval have been incorporated into Attachments 1 and 2 respectively.

F. Specific Design Elements

The applicant has refined the design of the proposed light rail station over the last several months in consultation with its design and engineering team and based on feedback from City staff and the DLC. As such, many design issues have been discussed, and some have been resolved, in advance of the Planning Commission's review of this application. Below is an overview of the key design elements under review, including design alternatives that have been considered and the applicant's current design proposal. See Attachment 5 for detailed comments from City staff on the light rail station design from a project partner perspective.

- Jump span over Lake Rd – During the land use review for the Kellogg Bridge (WG-11-01), the Planning Commission established a condition of approval requesting additional information and different light fixture options for lighting underneath the Kellogg Bridge jump span, to be submitted for consideration during the land use proceedings for the Milwaukie light rail station. The revised proposal includes linear LED luminaires recessed within the jump span slabs and placed at regular intervals, as well as wall-washing LED fixtures at the abutment walls and piers. The applicant's photometric analysis indicates that the proposed fixtures will provide uniform lighting beneath the jump span, which minimizes glare and deep shadows. See Exhibits P 5A-B and P 6A-E of the application for details.
- Wall finishes – The surface of the pre-cast concrete abutment wall (north side of Lake Rd), safety walls (west of the platform) and retaining walls on site (east of the platform) will be textured with a formliner that resembles a rusticated masonry surface to create a unified appearance and visual interest at the Lake Rd and 21st Ave pedestrian level. The applicant did not include detail about the on-site retaining walls or safety walls in the application, though it is referenced in the structural plans in Exhibit T 21 of the application. See Exhibits P2 – P4 of the application for illustrations of the Lake Rd abutment wall. See Exhibit T21 of the application for structural elevations of the retaining wall to the east of the future platform. See Attachment 4 Exhibit F for details.
- Platform paving – The "furniture zone" of the platform surface will be paved with pale gray pavers in a herringbone pattern instead of flat concrete to provide detailing and texture. The edges of the platform will be paved in dark gray for contrast. The applicant did not include detail about the platform pavers in the application, though they are referenced in the architectural plans in Exhibit T31 of the application.
- Fixtures – Most station fixtures will be painted "Milwaukie black" instead of standard gray or stainless steel including: ornamental railings; fencing; platform shelter poles and rafters;[3] trash cans; bench bases; TVM shelter rafters; bike shelter rafters; bike racks; bike lockers; bollards; and OCS poles. The following "elements of consistency" will be stainless steel: handrails; platform light fixtures; wind screens; bench seating surfaces; leaning rails; electrical cabinets; and TVM shelter posts.
- Fencing and railings – Ornamental "Milwaukie black" metal railings are proposed instead of standard stainless steel railings to reinforce Milwaukie's small town urban character and high standards of design. Fencing on the retaining wall between the tracks is an open wire and bollard design rather than chain link, which is industrial in character and in appropriate for the highly visible urban space.
- Lake Rd pedestrian access – Pedestrian access to the south end of the station is via stairs from Lake Rd. The stairs are integrated into the Lake Rd abutment wall and are flanked by ornamental black railings to the south and terraced stormwater plantings to the north. A light fixture at the landing is Milwaukie streetscape standard rather than TriMet standard in order provide a visual connection to the street below. The terraced stormwater planters are wrapped in weathering steel to reference the bridge structure and other planters; the terraced planters and landscaping at the base of the stairs softens the effect of the concrete abutment wall. The station meets universal accessibility requirements; use of stairs rather than a ramp preserves

[3] With the exception of a stainless steel "sock" at the base of the poles.

space on site for future building development and does not negatively impact patron access to the station.[4]

- Cantilevered platform access – Ornamental black railings guide passengers from the pedestrian access at Adams St and 21st Ave to the ticket vending machines (TVMs) and platform. A light fixture on the platform access is Milwaukie streetscape standard rather than TriMet standard in order provide a visual and design connection to the street below. See Exhibits P2 – P5 and P9 of the application for illustrations.
- Platform shelter – The platform shelter is glass-roofed with "Milwaukie black" metal poles and rafters. Public art is integrated into the design of the shelter, as well as a bench and wind screen.
- Stormwater treatment facilities – Stormwater treatment facilities are integrated into the site and are located in a plaza in the southeastern corner of the site, at the base of the pedestrian stair access from Lake Rd, and in terraced planters to the north of the pedestrian stair access. The dispersal and integration of the stormwater plantings softens the visual impact of the concrete areas of the site and provides aesthetic benefits.

G. Compliance with the Downtown Design Guidelines

As conditioned, the light rail station generally meets the intent and spirit of the Milwaukie Downtown Design Guidelines by reinforcing Milwaukie's sense of place, respecting the natural environment, creating view opportunities, integrating site-specific art, enhancing the pedestrian environment, creating compatible and well-designed structures that respond to their surroundings, and using lighting to highlight key gateways access points.

Though the light rail station is utilitarian in purpose—and contains all of the necessary elements to carry out its function (e.g. OCS poles, safety railings, TVM shelters)—it has been thoughtfully designed by a team of architects and urban designers to fit into the existing fabric of downtown Milwaukie. The scale of the station is appropriate for the site and for south downtown.

The overall design of the station respects the character of downtown Milwaukie through its use of uncluttered design, simple detailing, a subdued palette of materials, station-specific fixtures in "Milwaukie black," and integration of stormwater plantings and public art into the site. The cantilevered platform access will provide views to the Willamette River and Kellogg Lake that are not currently available in the subject location and cannot be provided elsewhere.

The rusticated ashlar stone formliner used on the Lake Rd abutment wall, the integration of public art with the light rail station design, and the provision of stormwater plantings at the base of the wall add visual interest at the pedestrian level south of the station. The construction of a bicycle plaza, the rusticated ashlar stone textured retaining wall, the use of decorative railings to guide pedestrians to the northern entrance, and the installation of landscaping adjacent to Adams St add visual interest at the pedestrian level north of the station.

[4] TriMet, in consultation with the Citizens for Accessible Transportation Committee, determined that the ramping distance needed to provide universal access to the south end of the station was longer than the distance between Lake Rd and the universal access at the north end of the station.

The use of materials and finishes with depth and texture, traditional materials such as concrete texturized with rusticated stone formliners, weathering steel, and “Milwaukie black” fixtures provide a sense of permanence and quality and respect the City’s urban design aspirations.

The Milwaukie standard lighting on the access stairs and cantilevered platform contributes to the overall detailed design of the southern access, and the lighting under the Lake Rd jump span articulates the bridge design, creates interesting visual effects, and adds a measure of safety and comfort for pedestrians.

Overall, the light rail station appears to meet the intent and spirit of the Milwaukie Downtown Design Guidelines; however, some refinements are needed with respect to the pedestrian experience at the station to ensure compliance. To that end, staff has recommended a condition of approval specific to seating, which is incorporated into Attachment 2.

KEY ISSUES

Summary

Staff has identified the following key issues for the Planning Commission’s deliberation. Aspects of the proposal that are described in the analysis below are addressed in the Findings (see Attachment 1) because they either require less analysis and discretion by the Commission or have already been vetted by the DLC.

A. Does the jump span lighting proposal meet the condition of approval of WG-11-01 (Kellogg Bridge)?

B. Does the station design meet the applicable Design Guidelines and criteria for modification of a Design Standard?

C. Does the station design meet the Downtown Design Guidelines related to the pedestrian environment?

Analysis

A. Does the jump span lighting proposal meet the condition of approval #6 of WG-11-01 (Kellogg Bridge)?

The Planning Commission adopted a condition of approval for WG-11-01 (Kellogg Bridge) related to the jump span lighting. The applicant has provided a memo outlining compliance with the condition of approval (see Attachment 4B) and illustrations of the proposed lighting design (see Attachment 4D).

The DLC reviewed the proposed lighting treatment at its May 23, 2012, design review meeting, and recommended approval of the design. However, a more detailed discussion of the proposal would be beneficial, as the applicant is seeking a Planning Commission determination that this condition of approval is satisfied.

The proposal is intended to create an interesting pattern of lights on the underside of the jump span; it references the pattern of the “botts” to be installed beneath the bridge. From

an urban design standpoint, the lighting proposal is elegant and streamlined and appears to meet the spirit of the condition.

- The applicant has provided additional information regarding how the light interacts with the "ceiling" of the jump span and creates a comfortable, attractive, and safe pedestrian environment. Light will reflect off the walls, roadway, and sidewalks and will create a glow on the ceiling of the space.
- The applicant's exhibits and photometric studies indicate that the fixtures would be linear LED luminaires; would light the area beneath the jump span to an average level of 3.05 foot candles in nighttime conditions; and would provide uniform lighting levels outside of and underneath the jump span, which minimizes glare and deep shadows. A well-lit area with minimal shadows and glare will increase the pedestrian's sense of safety and comfort.
- A total of 42 light fixtures are proposed: 24 linear LED fixtures, which are recessed within the jump span slabs at regular intervals; 16 linear LED wall-wash fixtures surface-mounted at the intersection of the wall and jump span and parallel to the abutment and pier walls; and two linear LED surface-mounted fixtures on the back side of the piers on the south side of Lake Rd. Although the proposed fixtures are modern, their minimal dimensions and recessed installation create a patterned visual effect (as shown in the jump span reflected lighting plan, Exhibit P 5 of the application) and allows the fixtures to be visually subordinate to the jump span design.
- The wall-wash fixtures will be surface mounted with a steel angle shield to hide the fixtures (see Attachment 4G). The steel angle shield will be galvanized to allow it to blend in with the concrete surface and not draw attention to it. The fixtures behind the piers will also be surface-mounted, but are screened from pedestrian view by a 6-in concrete lip where the concrete deck meets the steel tubs at the end of the jump span.

B. Does the bike shelter design meet the applicable Design Guidelines and criteria for modification of design standards?

During review of the submitted materials, staff identified the need for modification to the design standards for roofs in the downtown zones and has initiated the request on behalf of the applicant. Staff did not identify this need prior to the DLC review of this application, and the DLC did not provided a recommendation at the May 23, 2012, design review meeting. Staff is requesting Planning Commission guidance regarding this request.

The downtown design guidelines require that buildings with flat roofs (roofs with a slope of equal to or less than 2:12) include a cornice of at least 6 inches depth and 12 inches in height. The proposed bike shelter includes a cantilevered glass roof, which does not meet the minimum slope for a pitched roof. The applicant has indicated that the roof form is an element of continuity for the light rail system, and staff believes that the proposed roof is integral to the overall design concept of the building, substantially meets the intent of the design standard, and is substantially consistent with the applicable downtown design guidelines. The proposed roof references the Jackson Street bus shelter roofs, which are also cantilevered glass.

The intent of the cornice requirement for flat roofs is to ensure that rooftop mounted mechanical equipment is screened from street-level view, as well as to provide a

decorative visual “cap” to a sheer wall. The proposed structure does not include any roof-mounted mechanical or other equipment, and it is not necessary to hide these components from view.

The proposed cantilevered roof provides the dual function of protecting bicycles from the weather, while allowing for ease of access to the bike racks beneath it, as no corner support columns are needed The proposed roof design is clean and modern, and allows the roof to visually recede. Staff believes that the use of a cornice on the roof would be visually unappealing and inappropriate.

C. Does the station design meet the Downtown Design Guidelines related to the pedestrian environment?

The applicant has identified three public spaces on the site: the platform (including southern stairs and cantilevered access); a bike plaza; and a southerly plaza. As proposed, the platform includes a shelter, benches, leaning rails, TVM shelters, and other transit-related amenities. The bike plaza contains a bike shelter, bike racks, bike lockers, and a site-specific sculpture. The southerly plaza is a landscaped stormwater facility with wide, paved walkways on the north and west sides. See Attachment 3 Exhibit O 6 for illustrations of these areas.

The Downtown Design Guidelines place a strong emphasis on the pedestrian environment and the creation of successful outdoor public spaces. Although three public spaces are proposed for the light rail station site, only the bike plaza and southerly plaza are truly public spaces, available for use by all pedestrians. The platform, while thoughtfully designed for the comfort of transit users, is available only to paying passengers and is not truly “public” space.

The applicant has opted not to provide seating outside of those areas reserved for paying passengers. Staff believes that successful public spaces depend on the presence of people to provide casual surveillance of the space (or “eyes on the street"), create vitality, and connect the space with the adjacent streetscape activities. This is particularly true at the light rail station site, which is a key area of downtown Milwaukie and an anchor for future higher density development in the area.

At the May 23, 2012, DLC design review meeting, staff suggested a condition of approval requiring the installation of seating in the bike plaza. The applicant objected to the condition, arguing that the plaza is too small, its proximity to the rail tracks creates a false sense of security for those who might wait for a train there, and that personal safety and bike thefts are a concern near the bike lockers. The DLC determined that seating in the bike plaza is not appropriate due to safety and space concerns, and recommended approval of the design review application without a proposed condition related to seating.

Staff agrees that the bike plaza, as designed, may not be the most appropriate location for seating. However, staff feels that in order for the light rail station to respond to the downtown pedestrian environment, and for the proposed plazas to fully comply with the Pedestrian Emphasis design guideline, some accommodation should be made for seating or places to rest along the 21st Ave frontage. Such seating should be appropriately located and designed to activate the edges of the site and allow for informal use of these spaces. Staff requests Commission guidance regarding a potential condition of approval related to the provision of public seating on site. See Attachment 2.

CONCLUSIONS

A. Staff recommendation to the Planning Commission is as follows:

Approve the application for the PMLR light rail station with the recommended findings and conditions of approval in Attachments 1 and 2.

CODE AUTHORITY AND DECISION-MAKING PROCESS

The portion of the proposal being considered by the Design and Landmarks Committee (DLC) is subject to the Milwaukie Design Guidelines and the following provisions of the Milwaukie Zoning Ordinance, which is Title 19 of the Milwaukie Municipal Code (MMC).

- Section 19.310 Downtown Zones
- Section 19.904 Conditional Service Uses
- Section 19.907 Downtown Design Review
- Section 19.911 Variances
- Chapter 19.1000 Review Procedures

The Commission has 3 decision-making options as follows:

A. Approve the application subject to the recommended Findings and Conditions of Approval.

B. Approve the application with modified Findings and Conditions of Approval. Any modifications must be read into the record.

C. Continue the hearing to June 26, 2012. The final decision on the application, which includes any appeals to the City Council, must be made by August 25, 2012, in accordance with the Oregon Revised Statutes and the Milwaukie Zoning Ordinance. Unless the applicant extends the time period within which the City must make a decision, a hearing continuation beyond June 26, 2012, is not feasible.

All three applications are subject to Type III review by the Planning Commission at a public hearing. In Type III reviews, the Planning Commission considers the DLC recommendation on the Design Review application, assesses all three applications against all applicable provisions of the Milwaukie Zoning Ordinance, and evaluates testimony and evidence received at the public hearing.

COMMENTS

The application was referred for comment to the following agencies and persons: City of Milwaukie Building, Engineering, and Community Development Departments; Clackamas County Fire District #1; Clackamas County; Metro; TriMet; and Oregon Department of Transportation.

It was also forwarded to the Historic Milwaukie and Island Station Neighborhood District Associations, and public copies were made available at City Hall, Ledding Library, and the Planning Department. Additionally, the Community Services Department advertised design review meeting and public hearing on the application through direct e-mailings and the City's PMLR project website.

The following is a summary of the comments received by the City on or before June 5, 2012. Any additional comments received after this date but before the June 12, 2012, public hearing will be brought to the meeting. See Attachment 5 for further details.

- **Tom Larsen, City of Milwaukie Building Official:** Any construction on the site must comply with the applicable Oregon Specialty Codes as adopted by the City of Milwaukie.

  Staff Response: This comment has been incorporated into the Findings.

- **Zach Weigel, City of Milwaukie Civil Engineer:** Advisory notes regarding requirements at the time of development permit submittal.

  Staff Response: This comment has been incorporated into the Findings.

- **Kenny Asher and Wendy Hemmen, City of Milwaukie, Light Rail Design Team:** Believe that TriMet has incorporated all of the City staff's design suggestions into the final station design, specifically requests such as stair access from Lake Rd.

ATTACHMENTS

Attachments are provided only to the Planning Commission unless noted as being attached. All material is available for viewing upon request.

1. Recommended Findings in Support of Approval (attached)
2. Recommended Conditions of Approval (attached)
3. Draft minutes of the May 23, 2012, Design Review Meeting
4. Applicant's Narrative and Supporting Documentation, received April 26, 2012 (attached)
   A. Narrative
   B. Memo from applicant to City staff regarding jump span lighting, dated April 15, 2012
   C. Exhibits O – P (Illustrations)
   D. Exhibit T (Architectural Plans)
   E. Railing detail, received May 7, 2012
   F. East side retaining wall detail, received May 10, 2012
   G. Jump span light shield detail, received May 16, 2012
5. Comments Received (attached)
6. Exhibits List

Recommended Findings in Support of Approval

1. The applicant, Jeff Joslin, KLK Consulting, Inc, for TriMet, submitted three land use applications (the "application") for approval of a light rail station as part of the Portland Milwaukie Light Rail (PMLR) project. The applicant requests approval for the station design. The application has been assigned the following file numbers and consists of the following application types:

   - CSU-12-03: Community Service Use
   - DR-12-04: Design Review
   - VR-12-02: Variance Review

2. The PMLR alignment, which includes the location of specific project elements such as the light rail station, has an existing land use approval that was issued by Metro in 2008.[1] This land use final order (LUFO) was made pursuant to House Bill 3478 (1996), which provides for the review and siting of regional transportation facilities through local jurisdictions. The City may subject the light rail station to reasonable and necessary conditions of approval to ensure conformance with local standards and appropriate mitigation of local impacts. It cannot, however, condition the approval of the bridge in such a way as to prevent the implementation of the 2008 LUFO.

3. The station site is approximately 1.1 ac, consisting of 11300 SE 21st Ave (Tax Lot 11E36BC03300, 0.16 ac), and the Union Pacific Railroad property to the west of the site (Tax Lot 11E36BCRAILS, 0.94 ac). The site is developed with a paved area in the northwest corner, rail track along the western lot line, and a surface parking lot in the southeast corner. TriMet has eminent domain authority and is in the process of purchasing portions of the sites listed above and/or acquiring the necessary easements to construct the light rail station.

4. The proposal includes the following elements:

   - Kellogg Bridge jump span lighting
   - Light rail platform and fixtures
   - Pedestrian connections to the north and south
   - On-site retaining walls
   - Bike plaza

   Though the light rail station is utilitarian in purpose—and contains all of the necessary elements to carry out its function (e.g. OCS poles, safety railings, TVM shelters)—it has been thoughtfully designed by a team of architects and urban designers to fit into the existing fabric of downtown Milwaukie. The scale of the station is appropriate for the site and for south downtown.

5. The application was submitted on March 27, 2012. It was initially deemed incomplete by City staff on April 6, 2012. The applicant revised and resubmitted the application on April 26, 2012, and the City deemed the application complete on April 27, 2012. The City has until August 25, 2012, to issue a final decision on the application.

6. The light rail station site has a base zone designation of Downtown Office (DO). A small portion of the site (i.e. the southern end of the station) is within 100 ft of the Kellogg Lake

[1] Metro Resolution No. 08-3964 entitled 2008 South/North Land Use Final Order (LUFO) Amendment.

habitat conservation and water quality resource areas. As proposed, the light rail station is subject to Design Review, Community Service Use review, and Variance Review.

7. The application is further subject to the following at or before the time of development permit submittal:

   A. Natural resource review, specifically submittal of a Construction Management Plan pursuant to MMC Section 19.402.9. The purpose of this review is to verify that measures will be established on the subject property to protect adjacent natural resource areas.

   B. Development Review pursuant to MMC Section 19.906. The purpose of Development Review is to ensure compliance with applicable standards and conditions of approval through an efficient review process that effectively coordinates the City's land use and development permit review functions.

8. The Design and Landmarks Committee (DLC) evaluated the Design Review application (DR-12-04) on May 23, 2012, pursuant to MMC 19.1011 Design Review Meetings. The DLC recommended that the Planning Commission adopt Finding 14 as the findings of approval for the light rail station Design Review application. Staff proposed the addition of Condition 1.B.i related to the Downtown Design Guidelines for Planning Commission review.

9. The Planning Commission (PC) evaluated the entire application at a public hearing on June 12, 2012, pursuant to MMC Section 19.1006 Type III Review.

10. The May 23, 2012, DLC design review meeting and the June 12, 2012, PC public hearing on the application were properly noticed through direct mailings and sign postings pursuant to Milwaukie Municipal Code (MMC) Subsection 19.1006.3 Type III Public Notice and MMC Subsection 19.1011.2. Design Review Meeting Notice Requirements.

11. The application was referred for comment to the following City departments and agencies: City of Milwaukie Engineering, Building, and Community Development Departments; Clackamas County Fire District #1; Oregon Department of Transportation; Clackamas County, Metro, and TriMet. It was also forwarded to the Historic Milwaukie and Island Station Neighborhood District Associations, and public copies were made available at City Hall, Ledding Library, and the Planning Department. Additionally, the Community Services Department broadly advertised the DLC's design review meeting and the PC's public hearing on the application at various public forums, such as the Milwaukie Farmers Market, and through direct e-mailings and the City's PMLR project website.

    Three written comments, from the City of Milwaukie Building and Engineering Departments and the City's light rail design team, were received by the City prior to June 12, 2012. Additionally, one person testified at the May 23, 2012, DLC design review meeting. All verbal and written comments are summarized in and/or attached to the June 12, 2012, PC staff report.

12. The application is subject to the Milwaukie Design Guidelines and the following provisions of the Milwaukie Zoning Ordinance, which is Title 19 of the Milwaukie Municipal Code (MMC):

    - Section 19.310 Downtown Zones
    - Section 19.904 Community Service Use

- Section 19.907 Downtown Design Review
- Section 19.911 Variance Review
- Chapter 19.1000 Review Procedures

Provisions not addressed in these findings are found to be not applicable to the decision on the application.

13. MMC Subsection 19.904.4 contains the approval criteria for community service use (CSU) applications. An application for a CSU may be allowed if the following criteria are met:

A. 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.

The proposed use is for a light rail station, which subject to the Community Service Use standards as a Utility – Passenger Terminal. The proposed structures require a variance to the setback and FAR standards of the DO zone; other development and design standards are met. Per land use file #P-12-02,[2] no off-street parking is required on the site, and at least 24 bicycle parking spaces will be provided on site.

The Planning Commission finds, with the approval of variances to the setback and FAR standards, that this criterion is met.

B. Specific standards for the proposed uses as found in Subsections 19.904.7-11 are met.

The only two applicable standards pertain to site improvements and lighting. Subsection 19.904.9.A requires that utilities, streets, or other improvements necessary for the use shall be provided by the agency constructing the use. Subsection 19.904.9.F requires that lighting shall be designed to avoid glare on adjacent residential uses and public streets.

Pedestrian access to the light rail station is from Adams St, Lake Rd, and 21st Ave. Although not required by this particular development, the applicant proposes to improve the public right-of-way adjacent to the station and underground adjacent utilities as part of the PMLR project. Temporary utilities for staging and construction proposed, including power and water, will be removed upon completion of construction.

Lighting on the site has been located and shielded to ensure that light is directed downward and does not impact residences and public streets.

As conditioned, the Planning Commission finds that this criterion is met.

C. The hours and levels of operation of the proposed use are reasonably compatible with surrounding uses.

The light rail station is part of a regional transportation network; the hours and levels of use of the station area are tied to the operations of the system, which respond to the needs of system users. Trains will be active at 10-30 minute

[2] Parking Quantity Determination request; decision issued April 17, 2012.

intervals, daily between 5:30am and 1:30am. Currently, the surrounding uses are primarily daytime commercial and office uses, with the exception of the adjacent heavy rail track. However, the desired future uses in the area, as supported by the DO zone and the 2011 South Downtown Concept Plan, are 24-hour active uses. The hours and levels of operation of the light rail station are reasonably compatible with both current and anticipated surrounding uses.

The Planning Commission finds that this criterion is met.

D. The public benefits of the proposed use are greater than the negative impacts, if any, on the neighborhood.

The public benefits resulting from development of the PMLR project are expected to be 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 competiveness, and eventual downtown economic benefits typically associated with transit-oriented development. Additionally, locating the light rail station on a vacant site adjacent to existing freight rail tracks minimizes the impact to adjacent properties and asks as a catalyst for transit oriented development in the south downtown area.

Potential negative impacts include noise and vibration, visual impacts, and loss of existing off-street parking. Noise and vibration impacts to individual properties will be mitigated according to the Federal Transit Authority (FTA) rules and guidelines. Visual impacts have been mitigated by the downtown design review process. The loss of off-street parking will be mitigated by improved pedestrian and bicycle facilities on Adams St, 21st Ave, and Lake Rd, as well as by the expansion of transit options between downtown Milwaukie and downtown Portland.

The Planning Commission finds that this criterion is met.

E. The location is appropriate for the type of use proposed.

The location of the light rail station is consistent with the preferred station location and Locally Preferred Alternative (LPA) alignment adopted by City Council in 2008,[3] as well as the South Downtown Concept Plan adopted by City Council in 2011.[4] Additionally, the location of the station was vetted through the Final Environmental Impact Statement (FEIS) process, which reviewed the impacts of the alignment on the downtown Milwaukie area.

The location of the station on a vacant site adjacent to the existing freight rail minimizes the disruption of existing uses; additionally, the location of the station in the south downtown area supports the City's plans for adjacent development.

The Planning Commission finds that this criterion is met.

14. MMC 19.907 establishes the approval criteria for design review applications and the process for modifications to the downtown design standards.

[3] Light rail station location adopted by Res. 51, 2008. LPA adopted by Res. 69-2008.
[4] Res. 82-2011.

A. MMC 19.907.7 contains the approval criteria for design review applications. The approval authority may approve, approve with conditions, or deny a design review application based on the following criteria:

i) Compliance with Title 19 Zoning Ordinance.

The development standards for the DO zone are located in MMC 19.310.4. The applicable standards pertain to setbacks and floor area ratio (FAR). MMC 19.310.4.2 requires that new buildings have a minimum floor area ratio (FAR) of 0.5:1. The applicant is proposing structures with an FAR of 0:0, and has requested a variance to this standard (see Finding 15.B). MMC 19.310.4.5 establishes a minimum street setback of 0 ft and a maximum street setback of 10 ft. The applicant is proposing structures that are set back further than 10 ft from 21st Ave and Lake Rd, and has requested a variance to this standard (see Finding 15.B).

The design standards for the DO zone are located in MMC 19.310.6. The applicable standards pertain to wall materials and roofs. MMC 19.310.6.C.2 contains the design standards for walls. The applicant is not proposing any wall-mounted mechanical equipment or any prohibited wall materials. MMC 19.320.6.C.4 contains design standards for roofs. The applicant is proposing a building with a flat roof, and has requested a modification to this standard.

As conditioned and with the approval of the requested variance and modification, the Planning Commission finds that the proposal complies with the applicable standards of the zoning ordinance and that this criterion is met.

ii) Substantial consistency with the Downtown Design Guidelines

Refer to Table 1 below for detailed findings pertaining to this approval criterion.

As conditioned, the Planning Commission finds that the proposal is substantially consistent with the Downtown Design Guidelines and that this approval criterion is met.

iii) Submittal of a complete application and applicable fee as adopted by the City Council.

The applicant submitted a revised application on April 26, 2012, and requested that the City deem the application complete. The applicable design review application fee was paid March 27, 2012.

The Planning Commission finds that this approval criterion is met.

B. MMC 19.907.10 establishes the process and criteria for modifications to the design standards. This section requires that the requested modification be integral to the overall design concept of the building; substantially meets the intent of the design standard either individually or in combination with other design elements of the project; and is substantially consistent with the relevant Downtown Design Guidelines.

The applicant has proposed the establishment of a bike shelter in the bike plaza. The bike shelter is considered a building by the City's zoning ordinance, and is subject to the design standards of MMC 19.310.6. The DO zone requires that all

flat roofs include a cornice of at least 6 in deep and 12 in high. Although the proposed bike shelter roof has a slight slope, it is considered flat, and it does not include a cornice. Therefore, a modification to the design standards for roofs is required.

The requested modification would allow for the use of a flat, cantilevered glass roof on the bike shelter building. The flat roof design is clean and modern, and allows the roof to visually recede. The use of a cornice on the roof would be visually unappealing and inappropriate.

The intent of the design standard, in combination with the architectural design guideline regarding roofs, is to ensure that rooftop mounted mechanical equipment is screened from street-level view. The proposed structure does not include any roof-mounted mechanical or other equipment, and it is not necessary to hide these components from view.

Finally, the building design and overall station design, as conditioned, are substantially consistent with the applicable Downtown Design Guidelines as outlined in Table 1, which include “Define the Pedestrian Environment”; “Protect the Pedestrian from the Elements”; and “Silhouette and Roofline.”

15. MMC 19.911 establishes the process and criteria for requests for variances from specific code provisions.

The applicant has proposed the development of a light rail station that contains several unenclosed structures at various distances from the property lines. The DO zone requires a minimum floor area ratio (FAR) of 0.5:1 as part of any development. As proposed, the station structures do not contain floor area, and the FAR is 0:0. The DO zone also requires that structures be set back a maximum of 10 ft from adjacent streets, to provide a sense of enclosure along street frontages. As proposed, the platform and related structures are set back more than 10 ft from both 21st Ave and Lake Rd. Therefore, variances to the minimum FAR standard and maximum setback standard are required.

A. MMC 19.911.3 establishes the review process for variances. MMC 19.911.3.B lists Type II variances for some limited variations to numerical standards.

There is no Type II variance for the minimum FAR, and the numerical variance to the maximum setbacks exceeds that allowed through Type II review. Therefore, the Planning Commission finds that the proposed development is subject to the Type III variance procedure as per MMC 19.911.3.C.

B. MMC 19.911.4 provides the approval criteria for variances. Specifically, MMC 19.911.4.B.1 provides discretionary relief criteria for approving Type III variances.

i. MMC 19.911.4.B.1.a requires an alternatives analysis of the impacts and benefits of the variance proposal as compared to the baseline code.

a. Setbacks

The DO zone requires a minimum setback of 0 ft and a maximum setback of 10 ft. As proposed, the station platform and shelters will be set back further than 10 ft from 21st Ave and Lake Rd.

The purpose of the DO setback standards is to create connections between buildings and the street as well as a sense of enclosure for pedestrians.

The proposed setbacks from Lake Rd exceed the baseline standards in order to allow for pedestrian access from Lake Rd via the stairs and cantilevered platform. This access is necessary to provide connectivity between the south end of the station, the future Kellogg Bridge pedestrian access, Dogwood Park, and the future Main Street plaza.

The proposed platform and structure setbacks from 21st Ave address baseline standards to: 1) allow for parallel alignment of and minimum required separation between the LRT tracks and the existing heavy rail track; 2) allow the station platform to be located adjacent the LRT tracks in a manner that provides level boarding of trains: 3) reduce disturbance and impact to surrounding properties; and 4) provide adequate safe stopping distance for northbound trains approaching the Adams St and 21st Ave intersection.

Locating the station platform boarding area closer to the intersection would pose a significant safety risk to pedestrians and vehicles in the event of a train overrun at the platform. Additionally, the proposed setbacks accommodate future development of the 21st Ave frontage of the site.

Prior to completion of the PMLR project, TriMet will adjust the property boundaries of the site to allow development of a station building. A variance to this standard will accommodate the needed light rail station components while preserving the 21st Ave street frontage for a future station building as outlined in the 2011 Memorandum of Understanding (MOU) between the City and TriMet.[5]

b. Floor Area Ratio

The purpose of the FAR standard is to direct more intense forms of development to appropriate areas of downtown. The DO zone requires a minimum FAR of 0.5:1, or 0.5 sq ft of floor area for every 1 sq ft of site area. The proposed structures are not enclosed and provide an FAR of 0:0.

Construction of buildings that would meet the FAR standards would preclude the use of the site for its primary function as a light rail station platform. As proposed, the development and layout of the station preserves a large area of the site for future development along the 21st Ave frontage. It is anticipated that the future development will provide the intensity of use desired in the DO zone.

ii. MMC 19.911.4.B.1.b requires that the requested variance be both reasonable and appropriate and meet at least one of three criteria related to (1) minimizing impacts to surrounding properties, (2) providing desirable public benefits, and (3) responding to the existing built or natural environment in a creative and sensitive manner.

[5] Res. 81-2011, adopted by City Council on September 6, 2011.

a. Setbacks

The requested variance to the setback standard allows the design to respond to the grade change of the site by providing a stair access from the south, provides the opportunity to divide the site in the future, and allows for future development of a station building on the site. The station design responds to the significant grade changes on site (approximately 10 ft on the south end) by including retaining walls and preserving a flat, generally rectilinear development site.

b. Floor Area Ratio

The requested variance to the FAR standard will allow minimal development of the site with the proposed glass-roofed structures, preserving sight lines into and through the shelters from adjacent streets, providing a benefit to transit users. Additionally, the use of open structures on the site minimizes visual impacts to adjacent properties.

iii. MMC 19.911.4.B.1.c requires mitigation of impacts from the requested variance to the extent possible.

a. Setbacks

A potential impact of the variance is the lack of structures placed close enough to the street to create a sense of enclosure along 21st Ave. The site layout mitigates this impact by preserving an area for future development of a station building on the site, which will be required to meet setback standards. The placement of bicycle facilities, public art, and on-site landscaping areas near 21st Ave anticipates the future development of the site.

b. Floor Area Ratio

A potential impact of the variance is the lack of enclosed, active buildings on the site in the near term. This impact will be mitigated by the future development of a station building on the site in accordance with the 2011 MOU between the City and TriMet.

The Planning Commission finds that the proposed development is reasonable and appropriate and the criteria of both MMC 19.911.4.B.1.b(1) and b(2) are met.

The Planning Commission approves the requested variances to the setback and FAR standards established in MMC 19.310.4.2 and 5.

16. Pursuant to Subsection 19.1001.7.E.2, the time period within which the applicant must obtain development permits for the light rail station is 2 years, and the time period within which the applicant must pass all final inspections is 4 years, from the date of the land use decision on this application.

Table 1: Design Review Findings

MILWAUKIE CHARACTER GUIDELINES	
Applicant Information	**Recommended Findings**
a. Reinforce Milwaukie's Sense of Place = Strengthen the qualities and characteristics that make Milwaukie a unique place.	
The station area, by making a visual connection to Kellogg Lake and Kronberg Park, provides new and unique views to those areas, and celebrates those spaces. The design of the station also acknowledges and celebrates Milwaukie's green space heritage, through its simple detailing, artistic representation, sympathetic materials and colors, incorporated landscape, and environmental art pieces. Landscape plantings on site have been designed to provide visual interest and uniqueness to the city. Careful consideration has been given to the planting palate to select unique foliage textures, colors, and flowers so that these planted spaces will help extend the existing character and uniqueness of this area while adding to planting diversity. All plants selected for use in stormwater planters meet city standards for these types of facilities and will tolerate periods of inundation. Dogwood trees have been located in areas where appropriate and street tree species have been selected in accordance with the CoM downtown master plan for street trees. The guideline is met.	The overall design of the light rail station reinforces Milwaukie's sense of place as a small town with a long history of rail activity both in the form of freight rail (e.g. Union Pacific Railroad) and local and regional passenger rail (e.g. Portland Traction Company and Amtrak). As proposed, the light rail station respects Milwaukie's sense of place by emphasizing special relationships at the pedestrian level through detailing of abutment walls, the use of ornamental railings to guide pedestrians to the station, and the use of landscaping to soften the visual impact of concrete on the site. The cumulative effect of upgrading the elements on the site is a reduction of visual clutter. Additionally, the use of uncluttered design, simple detailing, a subdued palette of materials, station-specific fixtures in "Milwaukie black," and integration of stormwater plantings and public art into the site, and the graceful transition between the station and Lake Rd and nearby natural areas enhance Milwaukie's small town urban character. *The proposal meets this guideline.*
b. Integrate the Environment = Building design should build upon environmental assets.	
The design of the station area, respects the character of the nearby natural area through simple detailing, material selection, and landscaped areas. The cantilevered platform access to the south will afford unique views to the environmental assets of Kellogg Lake and Kronberg Park, as well as to the Willamette River and hills beyond. Removal of invasive plants currently on the vacant site, and landscaping with appropriate replacements, will further enhance the immediate environmental quality. The inclusion of a water quality facility, where art is used to both highlight and celebrate stormwater, raises awareness of water quality at Kellogg Lake, south of the station, and the Willamette River to the west. The art is reflective of a waterfall and natural streambed. In addition, access and circulation patterns to the station facilitate enhanced pedestrian connections to existing parks and natural areas.	As proposed, the design of the station respects the character of the Kellogg Lake natural area through its integration of stormwater plantings into the site design and provision of pedestrian access to Lake Rd, Dogwood Park, and the future Kellogg Lake pedestrian bridge. The cantilevered platform access provides view opportunities to Dogwood Park, Kellogg Lake, and Kronberg Park. Additionally, the public art installation at the south end of the station provides an opportunity to view water as it moves through the terraced stormwater plantings, underneath the cantilevered platform access, and down a granite waterfall sculpture; the movement of the water allows for interaction with the sculpture. *The proposal meets this guideline.*

Though the station does not consist of, or include, a building, the guideline is met.	
c. Promote Linkages to Horticultural Heritage = Celebrate Milwaukie's heritage of beautiful green spaces.	
The station area, by making a visual connection to Kellogg Lake and Kronberg Park, provides new and unique views to those areas, and celebrates those spaces. The design of the station also acknowledges and celebrates Milwaukie's green space heritage, through its simple detailing, artistic representation, sympathetic materials and colors, incorporated landscape, and environmental art pieces. Landscape plantings on site have been designed to provide visual interest and uniqueness to the city. Careful consideration has been given to the planting palate to select unique foliage textures, colors, and flowers so that these planted spaces will help extend the existing character and uniqueness of this area while adding to planting diversity. All plants selected for use in stormwater planters meet city standards for these types of facilities and will tolerate periods of inundation. Dogwood trees have been located in areas where appropriate and street tree species have been selected in accordance with the CoM downtown master plan for street trees. The guideline is met.	As proposed, the design of the station respect's Milwaukie's heritage of green spaces through integration of stormwater plantings throughout the site, construction of a stormwater facility in the southeast corner of the site, a variety of landscaping to the east of the southbound light rail track, and installation of dogwood trees and shrubs to the west of the rail track. The "mill stone" sculpture references Milwaukie's horticultural heritage by incorporating Milwaukie's history as a center for flour production. *The proposal meets this guideline.*
d. Establish or Strengthen Gateways = Projects should use arches, pylons, arbors, or other transitions to mark special or primary entries and/or borders between public and private spaces.	
The carefully designed station platform is accentuated on all sides by railings with openings at designated safe entry points. The 42" high metal railings with historic Milwaukie motif demarcate the site and guide users to designated entry points. These access points are marked by small glass roofed shelters that house the Ticket vending machines. Signage and inlaid bronze lettering at the base of the ramps to the platform further delineate the threshold to the station area. The cantilevered platform access also serves as a promontory, connecting the station visually to public and private spaces beyond. The stone-patterned abutment walls, patterned masonry, landscaped plazas, unique Milwaukie-specific ornamental handrails, street enhancements, and public art; all serve to transition gracefully between the public station area and the surrounding private areas and properties. The guideline is met.	As proposed, the jump span over Lake Rd , along with the abutment wall and support columns on either side, create a unique passageway through which drivers, bicyclists, and pedestrians can travel. Though not designed with this purpose in mind, this passageway serves as a sort of a gateway into the south downtown area and to the future Main Street plaza. Specific design features of this passageway are evaluated under other guidelines. The northern access to the platform is a gateway a between the public street and the light rail platform. The transition is marked through a combination of a crescent shaped sidewalk connecting the station to Adams St and 21st Ave, ornamental railings, cobbled surface texture, signage, and TVM shelters and textured paving at the station entrance The southern gateway to the platform from Lake Rd is marked by integrated public art and stormwater plantings flanking the entrance to the stairs, terraced

	stormwater plantings adjacent to the stairs, ornamental railings, Milwaukie standard street lights on the landing and platform, signage, and TVM shelters and textured pavement at the platform entrance. *The proposal meets this guideline.*
e. Consider View Opportunities = Building designs should maximize views of natural features or public spaces.	
The station platform and platform access will result in new and very different viewpoints of Kellogg Lake, Kronberg Park, and views to the river and Greenway beyond, for the many passengers riding it each day. The plazas include seating, which allows viewing from, and between, these new public spaces. Though the project does not include building design, to the extent it is applicable, the guideline is met.	As proposed, neither the southerly plaza nor the bike plaza contains seating. As conditioned, seating will be included along the 21st Ave frontage, and will be appropriately located and designed to activate the edges of the site and allow for informal use of these spaces. The cantilevered platform access of the light rail station provides passengers with unique views of Dogwood Park, Kronberg Park, Kellogg Lake, and the Willamette River to the west that are not currently available by any other means. *The proposal meets this guideline.*
f. Consider Context = A building should strengthen and enhance the characteristics of its setting, or at least maintain key unifying patterns.	
No buildings are proposed as part of the station application.	*This guideline is not applicable.*
g. Promote Architectural Compatibility = Buildings should be "good neighbors." They should be compatible with surrounding buildings by avoiding disruptive excesses. New buildings should not attempt to be the center of attention.	
No buildings are proposed as part of the station application.	*This guideline is not applicable.*
h. Preserve Historic Buildings = Historic building renovation, restoration, or additions should respect the original structure.	
No historic buildings are proposed to be renovated, restored, or expanded as part of the station application.	*This guideline is not applicable.*
i. Use Architectural Contrast Wisely = Contrast is essential to creating an interesting urban environment. Used wisely, contrast can provide focus and drama, announce a socially significant use, help define an area, and clarify how the downtown is organized.	
The use of Milwaukie Black is proposed on all street elements and railings. However certain elements of the station shelters and the light poles are proposed as a bead blasted stainless steel. While this aligns with TriMet standards, the design offers an interesting contrast to the black to accentuate the platform area. When combined with the glass roof of the shelters, artwork, and railing design, the platform becomes a	As proposed, the design of the light rail station uses contrast in an intentional and thoughtful manner throughout. • Streetscape elements and railings and most platform fixtures will be finished in "Milwaukie black." Platform light poles, TVM bases, bench surfaces, and the base of the shelter will be finished in bead blasted stainless steel. These

distinctive community amenity that is still easily recognized as part of the Light rail system. The simple detailing of the abutment wall, landscape plantings, and stairs along Lake Road add dramatic elements that will pronounce permanence and welcoming appropriate to this significant public work. The small public plazas - with associated landscaping, surface treatments, and furniture – will further serve to define the site as a public amenity, while providing a graceful transition between the neighborhood and the platform area. The south platform access, serving as a promontory overlooking Kellogg Lake and Kronberg Park, will further pronounce the station's public purpose in a dramatic-yet-integrated manner. The guideline is met.	elements create interest in the station composition and create a distinctive "Milwaukie" feel. • The textured surfaces of the pre-cast concrete abutment wall (north side of Lake Rd) for the southern access contrast with the smooth weathering steel face of the Kellogg Bridge jump span and terraced stormwater planting surfaces. • The design of the jump span and abutment wall on the north side of Lake Rd is rusticated and textured. The design of the jump span lighting is contemporary and creates interesting visual effects in contrast with the surrounding materials. *The proposal meets this guideline.*
j. Integrate Art = Public art should be used sparingly. It should not overwhelm outdoor spaces or render buildings mere backdrops. When used, public art should be integrated into the design of the building or public open space.	
TriMet's public art program installs a variety of artwork at locations along its light rail lines. The art is developed to be sensitively integrated, and specifically respectful of this guideline. The art has been vetted through the Public Art Advisory Committee, with input from the committed Milwaukie public and respective City Commissions in order to ensure the result is appropriate and contributory. The station art consists of two "milling wheels" at the north end near the bike shelters, carved "tree" columns under the station shelter, and a carved streambed and waterfall at the south end, included as part of the storm water treatment landscaping. These respective art elements are highly specific to the site, tied thematically to Milwaukie heritage. To the extent this guideline is applicable, it is met.	The proposal includes public art work in three locations on the station site: bicycle plaza at the north end; the platform shelter; and the southern platform entrance. The art elements are professionally designed by Brian Goldbloom and are site-specific. The "millstone" art at the northern entrance references both a previous mill building on the site and the city's early prosperity in the milling industry; the integrated station shelter "tree" columns reference the city's strong connection to lumber milling; and the carved streambed and waterfall at the southern entrance references the community's natural areas and the station's proximity to Kellogg Lake. TriMet has convened a Public Art Advisory Committee (PAAC) as part of the Portland Milwaukie Light Rail project. The PAAC is a citizen committee charged with artist selection and final review and approval of all art concepts along the alignment. It has representatives from along the entire alignment including several from the Milwaukie and Oak Grove areas. *The proposal meets this guideline.*

PEDESTRIAN EMPHASIS GUIDELINES

Applicant Information	Recommended Findings
a. Reinforce and Enhance the Pedestrian System = Barriers to pedestrian movement and visual and other nuisances should be avoided or eliminated, so that the pedestrian is the priority in all development projects.	

The station area preserves existing pedestrian paths, and creates a number of additional and well-defined new paths. The sidewalk along SE 21st will be widened to 16' to improve circulation. Pedestrian scaled lighting will be introduced. There are specifically introduced guardrails and signal control devices designed to guide pedestrian movement, protecting the pedestrian from grade changes and allowing track crossings at appropriate and safe locations. These features combine to enhance the focus on the pedestrian as the priority. A universal primary access is provided at the north end of the station, which provides direction connections to the Bus transfers at 21st and Washington, as well as the adjacent high school, businesses, and new and existing pedestrian amenities along the streets. In addition, Stairs from Lake Road are used to overcome significant grade differences, to introduce a secondary pedestrian pathway to the station. Guard and hand Rails throughout the project area are designed in a manner that provides paths and visual cues to move them safely and efficiently about the site. All associated elements maintain a high degree of quality and craftsmanship. These areas are well lit and avoid obstructions, further prioritizing the pedestrian. Overall, the project results in a well-defined visual attraction that will enhance the pedestrian experience. The guideline is met.	As proposed, the light rail station does not introduce any new barriers to pedestrian movement. As conceptualized in the South Downtown Concept Plan, pedestrian access to the north entrance is via a crescent shaped sidewalk connecting 21st Ave and Adams St to the station. While this route is somewhat indirect, the shape and location of the access walk is necessitated by the need to guide pedestrians safely across three sets of tracks. Pedestrians are guided across the tracks via a system of ornamental railings, textured pavement, landscaping, and visual cues. Stairs at the south end of the station overcome significant grade differences and introduce a secondary pedestrian pathway to the station from Lake Rd and 21st Ave. As proposed, the pedestrian experience is enhanced by the introduction of new pedestrian pathways between Lake Rd and 21st Ave and the station, and the provision of a safe route to the north end of the station. *The proposal meets this guideline.*
b. Define the Pedestrian Environment = Provide human scale to the pedestrian environment, with variety and visual richness that enhance the public realm.	
The station platform and shelters are modest in scale. The shelters, paving materials, wall materials, guardrail designs, landscaping, plazas, and associated furniture all contribute to the variety and richness of the area. Along Lake Road, the masonry abutment walls are patterned to a pedestrian scale. Highly detailed and integrated stair and rails enhance this portion of the public realm. The views to and from the cantilevered platform access further add to the richness and enhancement of the public realm. This guideline is met.	As proposed, the light rail station introduces human-scaled design treatments where the station intersects with the pedestrian environment. • The station structures are modest in scale. The overall quality of design including detailing of the paving materials and wall materials; the use of ornamental railings to guide pedestrians to the station and platform; and landscaping throughout the site enhance the pedestrian experience. • The southern stair access incorporates public art, textured wall surfaces, street-level plantings, ornamental railings, terraced stormwater facilities, weathering steel finishes, and traditional-style lights. The quality of the design and the progression and layering of the elements (landscaping, railings, light fixtures) along the stairs add variety and richness to the pedestrian experience. • The proposed jump span lighting provides visual

	interest and uniform lighting of the area beneath the jump span. The lighting design provides for a comfortable, attractive, and safe pedestrian environment. *The proposal meets this guideline.*
c. Protect the Pedestrian from the Elements = Protect pedestrians from wind, sun, and rain.	
The station shelter designs provide windscreens with integrated benches, and a widened roof to protect pedestrians from wind and rain. The glass roof is coated for UV protection from the sun. TVM shelters are also provided as shelter for patrons while purchasing fare. The guideline is met.	As proposed, the light rail station contains several structures designed to protect passengers from the elements: the station platform, bike shelter, and TVM shelters. The platform shelter provides windscreens, integrated benches, and UV coating of the roof for protection from the sun. The bike shelter provides a covered area to lock up a bike. The TVMs on site include glass overhangs to protect passengers while purchasing their fares. *The proposal meets this guideline.*
d. Provide Places for Stopping and Viewing = Provide safe, comfortable places where people can stop to sit and rest, meet and visit with each other, and otherwise enjoy the downtown surroundings.	
The station and TVM shelters will provide places to gather sheltered from the weather, and the station platform includes benches. Additional city standard benches are provided on Adams near the proposed bike locker amenities. The introduction of plazas around the station area will provide places to meet as well. The integrated art areas will certainly become landmarks for meeting up with others, as well as an opportunity to enjoy the art in its own right. The guideline is met.	As proposed, the light rail station contains three public spaces, and two spaces that are open to the public (e.g. are not restricted to paying passengers): the bike plaza and southerly plaza. The cantilevered platform access provides a unique view of Kellogg Lake, Dogwood Park, and the Willamette River. Passengers and members of the public can view the natural areas to the south, as well as the public art at this location. The bike plaza provides bicycle parking and pedestrian access to the station from the north. A prominent public art piece is located in the plaza. The southerly plaza is a landscaped stormwater facility. As proposed, the southerly plaza functions as a landscaped area and the bike plaza functions primarily as a bicycle storage area. As conditioned, the site provides safe, comfortable places for people to stop and view their surroundings. *As conditioned, the proposal complies with this guideline.*
e. Create Successful Outdoor Spaces = Spaces should be designed for a variety of activities during all hours and seasons.	
The variety and placement of plazas, and the additional gathering areas such as the cantilevered platform access and the station area, results in a flexible layering of spaces that will support various uses during all hours	As proposed, the light rail station includes a bike plaza that is open to the public, includes easily accessible covered bicycle parking, and large-scale public art. It does not contain seating due to its small size and

and all seasons. Art and plaza spaces will provide energy and interest along new paths at all hours. Landscaped areas will change with the seasons. The guideline is met.	because primary function of the plaza is to provide bicycle parking. A sense of enclosure is provided by the textured concrete retaining wall and railings on the west side and street trees on the east side. The plaza is small in scale, and the textured surface of the pre-cast concrete retaining wall is appropriately human-scaled. The plaza is visible from both the street level and from the elevated platform area, is designed for year-round use, and is accessible at all hours. *The proposal meets this guideline.*
f. Integrate Barrier-Free Design = Accommodate handicap access in a manner that is integral to the building and public right-of-way and not designed merely to meet minimum building code standards.	
Tri Met consistently includes exceptional barrier free design in all of its projects. The station is a part of a region wide accessible transportation network, and all elements associated with the project will exceed minimum standards, both technically and aesthetically. The station area provides level boarding for all patrons, and a primary access point that is universal and connects directly to the proposed on-street LIFT space, bus stops at SE 21st and Washington, and existing sidewalk and street networks. While the north end is a stairway, a ramp option was not deemed viable at this location. Given the significant grade changes at the south end of the platform, a ramped access would result in a longer path of travel for patrons, than if they went to the primary access at the north. The TVM landing and connections between the proposed and future platforms provide level access in anticipation of the ADA access from the future building development. In addition, TriMet has vetted the design with the Citizens for Accessible Transportation Committee, a vital resource for determining appropriate accessible station design throughout the Light Rail system. This guideline is met.	ADA access to the light rail station is provided by an at-grade access at the north end of the platform. The access point connects directly to the on-street LIFT space, but stops at SE 21st and Washington, and existing sidewalk and street network. Access from the south is via stairway. Given the significant grade changes at the south end of the platform, TriMet (after discussion with the Citizens for Accessible Transportation Committee) determined that a ramped access would result in a longer path of travel for passengers than accessing the primary access via 21st Ave. Additionally, use of a ramp at this location would preclude future development of a building on the site. The southern stair access is a key feature of the station design, and a ramp at this location would be unnecessary and inappropriate. *The proposal meets this guideline.*

ARCHITECTURE GUIDELINES	
Applicant Information	**Recommended Findings**
a. Corner Doors = Locate entry doors on corners of commercial and retail buildings wherever possible.	
No doors are proposed as part of the station application.	*This guideline is not applicable.*
b. Retail and Commercial Doors = Doors should create an open and inviting atmosphere.	

No doors are proposed as part of the station application.	*This guideline is not applicable.*
c. Residential Doors = Residential front doors should define a friendly transition between the public and the private realm.	
No doors are proposed as part of the station application.	*This guideline is not applicable.*
d. Wall Materials = Use materials that create a sense of permanence.	
TriMet consistently applies the use of long lasting, high quality materials to ensure low maintenance costs for its facilities and enhance the quality of the communities. In this case, the concrete, bead blasted stainless steel, glass, painted metal, and hardy landscape plants have been selected and utilized in a manner that will ensure that the structure is of a consistent and well maintained quality, both physically and visually for the life of the project. The guideline is met.	As proposed, the abutment walls on Lake Rd, the safety walls to the west of the tracks, and the retaining walls on site are made of concrete and textured with a formliner that resembles a rusticated masonry surface. The textured surface provides depth and substance. *The proposal meets this guideline.*
e. Wall Structure = Use scale defining devices to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure by establishing an uninterrupted street edge.	
Shelter structures are highly detailed and articulated, in order to provide comfortable protection and define gathering areas in a way that is pedestrian scaled and finished. Landscape, art, a bike shelter, and street trees, further reinforce the street edge. Although, this guideline applies exclusively to buildings, the guideline is met to the extent applicable.	As proposed, the abutment wall on the north side of Lake Rd is made of pre-cast concrete and textured with a formliner that resembles a rusticated masonry surface; the textured surface creates a unified appearance and visual interest at the pedestrian level. The textured wall surfaces have the appearance of stacked ashlar stone with formliner seams hidden as much as possible, and individual stone dimensions that are proportionally appropriate for the wall surface areas and the pedestrian environment. The wall is articulated and light in color throughout the pedestrian; the exposed smooth concrete at the base of the wall is softened by stormwater plantings. *The proposal meets this guideline.*
f. Retail Windows =Use windows that create an open and inviting atmosphere.	
No retail windows are proposed as part of the station application.	*This guideline is not applicable.*
g. Residential Bay Windows =Provide bays to add variety and visual interest to façade and interesting views and outdoor spaces from the interiors.	
No residential bay windows are proposed as part of the station application.	*This guideline is not applicable.*
h. Silhouette and Roofline = Create interest and detail in silhouette and roofline.	

The rooflines of the shelters will be enhanced both by their form, and by their modulated and fine-scaled detail, whether viewed from across the site, or from down below. The roof material is glass, with structural steel roof supports painted black. The black color allows the structure to recede, yet the transparency of the glass allows the materials to visibly accentuate the roofline. These elements will be further enhanced by the more subtle play of light and shadow and color that will result from the contrast in color and texture This guideline is met.	As proposed, the shelter structures on the site provide the main vertical element of the light rail station both structurally and visually. All of the shelters have glass roofs, with structural steel roof supports. The roof supports, or rafters, of the platform TVM, and bike shelters will be painted "Milwaukie black." The platform shelter has a pitched roof, which relates to traditional train station design. The other shelters have cantilevered glass roofs, which are more contemporary and contrast with the platform shelter. Overall, the variety of silhouettes created a unified, interesting design. *The proposal meets this guideline.*
i. Rooftops = Integrate rooftop elements into building design.	
No rooftops are proposed as part of the station application.	*This guideline is not applicable.*
j. Green Architecture = New construction or building renovation should include sustainable materials and design.	
TriMet consistently uses long lasting, high quality materials to ensure low maintenance costs for its facilities and enhance the quality of the communities. In this case, the concrete, glass, painted metal and Stainless steel have been designed and detailed in a manner that will ensure that the structures are sustainable with low life cycle costs. The steel elements, as well as the concrete, will include recycled content, and have been structurally designed to be as efficient as possible. LED lights are being utilized for the jump-span lighting, and platform lighting, to provide high efficiency lighting throughout the project. Finally, a majority of the materials are potentially recyclable – most readily the predominant use of steel – should the project ever have an end-of-use. The guideline is met.	As proposed, the light rail station will be constructed of quality, durable materials with low lifecycle costs. The steel elements, as well as the concrete, include recycled content, and have been structurally designed to be as efficient as possible. High-efficiency LED lighting will be utilized for platform and jump span lighting. Finally, a majority of the materials are potentially recyclable should the project ever have an end-of-use. *The proposal meets this guideline.*
k. Building Security = Buildings and site planning should consider and employ techniques that create a safe environment.	
Safety is a prime design consideration for Tri Met in all its projects. Crime Prevention Through Environmental Design (CPTED) principles are followed throughout the station area design. TriMet's safety and security committee has reviewed the project and determined that in both construction and use, the design will contribute to a visibly open, safe, and inviting environment. TriMet has included intrusion detection on the bridge adjacent the platform, to deter trespass, and will install security cameras on the platforms for added security. In addition, lighting has	As proposed, the light rail station employs numerous techniques to create a safe environment for passengers. • Intrusion detection devices on the bridge deter trespassers and CCTV surveillance on the platform deters crime. • Pedestrians are guided from 21st Ave to Adams St to the station platform via a crescent shaped sidewalk and a system of guard rails, textured paving, and landscaping.

been provided that exceed safety standards and maintain uniformity on the platform. Signage, signals, and railings have been included in the design, with the track crossing circulation oriented toward the direction of train travel to where possible, so patrons can see and acknowledge oncoming trains. The station platform has been cited to ensure safe train operations for adjacent track crossings at the street level. This guideline is met.	• The on-site lighting illuminates the station platform and access points at sufficiently high levels for safe pedestrian travel. • The area underneath the jump span at Lake Rd includes lighting at sufficiently high enough levels for safe vehicular and pedestrian travel. • The proposed plant materials and landscaping design utilizes Crime Prevention Through Environmental Design (CPTED) principles to ensure that the site is easily observable and increases passenger safety. *The proposal meets this guideline.*
l. Parking Structures = Parking structures should be designed so that they appear like most other buildings in the downtown.	
No parking structures are proposed as part of the station application.	*This guideline is not applicable.*

LIGHTING GUIDELINES

Applicant Information	Recommended Findings
a. Exterior Building Lighting = Architectural lighting should be an integral component of the façade composition.	
This guideline is intended to apply typically to buildings when implementing an architectural lighting plan. The architectural lighting the station is limited to lighting integrated into the design of the shelters. There is street and platform lighting placed about the overall station area that has been selected and composed to integrate into overall context. The lighting under and about the jump span has been further refined in response to the DLC's guidance and associated Condition of Approval, resulting in a highly-integrated approach that will contribute to the quality and safety of this evolved lighting approach. The guideline is met.	As proposed, the area underneath the jump span at Lake Rd includes 24 Winona LED linear light fixtures recessed within the concrete of the jump span; 16 Winona LED linear light fixtures mounted above the abutment wall and piers; and 2 Winona LED linear light fixtures mounted behind the piers. The applicant's photometric studies indicate that the fixtures would light this area to an average level of 3.05 foot candles. The recessed fixtures would be placed in a randomized pattern to provide visual interest, and would wash the concrete wall and column surfaces, creating both a visually interesting and safe pedestrian experience. As proposed, the platform shelter will be illuminated with integrated LED lighting. The internal illumination will highlight the shelter design and will create an outline effect to add visual interest to the shelter in nighttime conditions. *The proposal meets this guideline.*
b. Parking Lot Lighting = Ornamental street lights should be used to be compatible with downtown streetlight standards identified in the Public Area Requirements.	
No parking lots are proposed as part of the station application.	*This guideline is not applicable.*

c. Landscape Lighting = Lighting should be used to highlight sidewalks, street trees, and other landscape features. Landscape lighting is especially appropriate as a way to provide pedestrian safety during holiday periods.	
The sidewalks and other pedestrian routes have lighting placed to maximize visibility and exceed safety standards, while minimizing glare. In response to the DLC's guidance and associated Condition of Approval, particular attention has been paid to developing a lighting program under and around the jump span the lights the sidewalks evenly and effectively. Lights along the stairs from Lake Road are sensitively integrated to enhance the safety and experience of that important path. Lighting is also included to accentuate the art pieces. Together, these lighting amenities highlight the station area and provide safe, uniform lighting for the site. The guideline is met.	As proposed, the light rail station is illuminated by a combination of platform lighting, lighting on the cantilevered platform access, and lighting at the southern pedestrian access to Lake Rd and 21st Ave. Off-platform lighting is located on the cantilevered platform access, on the south stair entrance, and on the pedestrian connection between the stairs and 21st Ave. The ornamental light fixtures meet Milwaukie's streetscape design standards to provide continuity between the site and the adjacent streetscape. In-grade LED lighting is proposed to accent the "mill stone" sculpture in the bike plaza. *The proposal meets this guideline.*
d. Sign Lighting = Sign lighting should be designed as an integral component of the building and sign composition.	
Signs on site are to be directional and informative in nature, and modest in scale. They are not to be interiorly lit, as they are too small to warrant integrated lighting. However station signs are located on Light poles and placed to be adequately illuminated by the ambient light resulting from pole-mounted fixtures above. The signs themselves are carefully placed and mounted to be both legible by patrons on the platforms as well as trains, and well integrated with the various elements to which they are attached. The digital displays are internally lit by definition, and are well integrated into the respective shelter design. The guideline is met.	No sign lighting is proposed as part of the light rail station application. *This guideline is not applicable.*

SIGN GUIDELINES

Applicant Information	Recommended Findings
a. Wall Signs	
Signs on site are to be directional and informative in nature, and modest in scale. The signs are carefully placed and mounted to be both legible, and well integrated with the various elements to which they are attached. The digital displays are well integrated into the respective shelter design. The guideline is met.	No wall signs are proposed as part of the light rail station application. *This guideline is not applicable.*

b. Hanging or Projecting Signs	
Station signage is oriented both toward platform entrances and the approaching trains, as well toward a train stopped at the platform for easy station identification. All are easily visible and highly recognized as part of the Light Rail system. The guideline is met.	No hanging or projecting signs are proposed as part of the light rail station application. *This guideline is not applicable.*
c. Window Signs	
No window signs are proposed as part of the station application.	*This guideline is not applicable.*
d. Awning Signs	
No awning signs are proposed as part of the station application.	*This guideline is not applicable.*
e. Information and Guide Signs	
Signs on site are to be directional and informative in nature, modest in scale, and placed in a visually logic order to guide passengers. They are scaled to be no larger than necessary, but appropriately legible, and consistent with station signage throughout the light rail system. The guideline is met.	As proposed, light rail station signs are one of the "elements of consistency" throughout the alignment. They are attached to light poles that are located at regular intervals along the platform, and affixed to the shelter to indicate the station name. The signs are small scale, of consistent dimensions, and located in a visually logical order. *The proposal meets this guideline.*
f. Kiosks and Monument Signs	
No kiosk or monument signs are proposed as part of the station application.	*This guideline is not applicable.*
g. Temporary Signs	
No temporary signs are proposed as part of the station application.	*This guideline is not applicable.*

ATTACHMENT 2

Recommended Conditions of Approval

1. The applicant shall submit a Type I Development Review application with final construction plans for construction of the Portland Milwaukie Light Rail station ("station"). These plans shall be in substantial conformance with the plans reviewed by the Design and Landmarks Committee (DLC) and Planning Commission (PC) and date stamped by the City on April 26, May 7, May 10, and May 16, 2012. The plans shall be modified only as described in these conditions of approval or through a subsequent design review or formal modification process. The following items shall be addressed during review of this application:

   A. The development permit submission for the light rail station shall include a detailed description of any proposed changes to approved plans that are not part of these conditions of approval, or that the final decision-making authority did not specify in its decision; such plan change shall be subject to the City's review and approval.

   B. The development permit submission for the light rail station shall include the following item to demonstrate conformance with the Milwaukie Downtown Design Guidelines, specifically those that address the pedestrian environment and safety.

      i. Partner with the City to provide seating within the public areas of the site or within the adjacent 21st Ave public right-of-way. Work with the Planning Director to determine the appropriate location, quantity and design of seating, and submit seating area plan for City review and approval.

   C. The development permit submission for the light rail station shall include the following items to demonstrate conformance with the Community Service Use criteria.

      i. Submit photometric studies to demonstrate that lighting on the site will not cause glare or excessive light trespass onto the street or other properties.

   D. The development permit submission for the light rail station shall include the following items to demonstrate conformance with the Milwaukie Public Works Standards. Development permits shall not be issued until the Engineering Director has reviewed and approved the following items.

      i. Submit a storm water management plan prepared by a qualified professional engineer with required development/building permits as part of the proposed development. The plan shall conform to Section 2 – Stormwater Design Standards of the City of Milwaukie Public Works Standards.

      ii. The storm water management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing storm water management facilities serving the development site.

      iii. The storm water management plan shall demonstrate compliance with City of Milwaukie water quality standards, in accordance with the City of Portland Stormwater Management Manual.

      iv. Development/building permits will not be issued for construction until the storm water management plan has been approved by the City of Milwaukie.

   E. Any construction on the site must comply with the applicable Oregon Specialty Codes as adopted by the City of Milwaukie.

   F. The applicant shall provide a recorded easement for construction of the light rail platform and associated fixtures within the Union Pacific Railroad (UPRR) private right-of-way.

2. Prior to commencement of any earth disturbing activities, the applicant shall:
   A. Submit a Type I Construction Management Plan pursuant to MMC Section 19.402.9.
   B. Obtain an erosion control permit pursuant to MMC Title 16 Erosion Control.
3. During site development, the applicant shall:
   A. Limit development activity from 7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 5 p.m. Saturday and Sunday pursuant to Milwaukie Public Works Standards Division 105.13, unless otherwise approved by the Engineering Director, and abide by MMC Chapter 8.08 regarding construction noise. Variances to maximum permitted noise levels or prohibited noises as identified in MMC Chapter 8.08 may be granted by the Police Department pursuant to MMC Subsection 8.08.110.
   B. Ensure that all site development activities conform to the approved Construction Management Plan.
4. Prior to final inspection of the light rail station, the applicant shall complete the following items to the satisfaction of the Planning Director:
   A. Remove temporary utilities for staging and construction.
   B. Adjust the boundaries of the site per the September 7, 2011, Memorandum of Understanding between TriMet and the City in order to allow development of a station building adjacent to 21st Ave. This adjustment shall comply with the procedures and standards of Title 17 Land Division.
5. Prior to final inspection of the light rail station, the applicant shall complete the following items to the satisfaction of the Engineering Director:
   A. Construct a private storm management system to accommodate stormwater runoff from the light rail station. The private storm management system shall be constructed according to the approved storm water management plan.
6. Pursuant to Subsection 19.1001.7.E.2, the time period within which the applicant must obtain development permits for the light rail station is 2 years, and the time period within which the applicant must pass all final inspections is 4 years, from the date of the land use decision on this application.

ATTACHMENT 5

Alligood, Li

From: Larsen, Tom
Sent: Wednesday, May 02, 2012 11:41 AM
To: Alligood, Li
Subject: Light Rail Station; CSU-12-03 etc.

Li,
I have no specific comment on this application. Any construction on the site must comply with the applicable Oregon Specialty Codes as adopted by the City of Milwaukie.
Thanks,

Tom Larsen, CBO
Building Official, City of Milwaukie
Phone: (503) 786-7611
Fax: (503) 786-7612

MEMORANDUM

TO: Community Development Department

THROUGH: Gary Parkin, Director of Engineering

FROM: Zachary Weigel, Civil Engineer

RE: Light Rail Station
CSU-12-03, DR-12-04, VR12-02

DATE: May 11, 2012

TriMet proposes to build a light rail station in the Downtown Office Zone.

Recommended Conditions of Approval

None

Advisory Notes

The following are advisory notes for the applicant. The advisory notes are a list of requirements that may apply to the proposed development at the time of building permit. The advisory notes are for informational purposes only.

Storm Water Management

Submit a storm water management plan prepared by a qualified professional engineer with required development/building permits as part of the proposed development. The plan shall conform to Section 2 – Stormwater Design Standards of the City of Milwaukie Public Works Standards.

- The storm water management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing storm water management facilities serving the development site.
- The storm water management plan shall demonstrate compliance with water quality standards in accordance with the City of Portland Stormwater Management Manual.
- Development/building permits will not be issued for construction until the storm water management plan has been approved by the City of Milwaukie.

MILWAUKIE
Dogwood City of the West

Memorandum

To: **Design and Landmarks Committee**

From: **Kenny Asher, Community Development and Public Works Director, PMLR Project Manager**
Wendy Hemmen, P.E., Light Rail Design Coordinator

CC: **Li Alligood, Assistant Planner**

Date: **May 14, 2012**

Re: **Comments on PMLR Station Design Review Application (DR-12-04)**

The purpose of this memo is to share with the DLC staff comments on the proposed design, having contributed to the design process over the past year and a half. For the purpose of this memo, the term "station" is meant to describe the platforms and trackway between Adams Street and Lake Road, and associated ramps and structures including the ramp structures above Lake Road.

Milwaukie staff has met frequently with TriMet's design team since the Preliminary Engineering phase of the project came to an end in 2010. We offered specific suggestions and feedback to help the design team work through its process; during public meetings over the last six months, the DLC provided design guidance and significantly shaped the project that TriMet has submitted for Design Review.

As we participated in the design and facilitated the public discussion over the past year, City staff encouraged the design team to design a light rail station that would reflect the Downtown Design Guidelines and address City Council's recommendations on the Conceptual Design Report. With that background, we offer the following observations and comments about the progression and status of the station design for the DLC's consideration:

- *The City asked TriMet to coordinate station design with Milwaukie's South Downtown development plans.*

  The station design reflects the adopted South Downtown Concept Plan's "transit connection" concept in the following ways:

  - The principal connection to the station is from 21st Ave and Adams St via a crescent-shaped sidewalk that guides pedestrians and bicycles across three rail tracks to the station.

- The secondary connection to the station a direct pedestrian connection between the south end of the station and Lake Rd via a staircase.

- *The City asked TriMet to design the station in anticipation of a joint development project that will occur on the "triangle site" adjacent to the northbound platform.*

  The design team has designed the platform and necessary components (access, fixtures, and public art) to allow development of the remainder of the site. The proposed platform and plaza design supports the active uses desired on the site in the future. The submitted materials provide information about the design and scale of the retaining walls on site, which will be the primary built feature until such a time as the station building is developed. Staff looks forward to seeing additional information about the detailing and scale of the walls viewed from 21st Ave.

- *The City asked TriMet to consult with the DLC on the design of the station to ensure that the design supports future development on adjacent parcels and enhances pedestrian connections in the area.*

  The design team has consulted with the DLC on numerous occasions to refine the design of the station, including connection points between the platform and the street network; and understanding future platform connections with the future building; and the relationship between each.

- *The City asked TriMet to develop the station design to ensure that platform infrastructure and amenities are located outside of the 21st Ave public right-of-way.*

  The proposed platform infrastructure and amenities are contained entirely on site. The station was pulled to the south from 21st Ave right of way. The railing is minimized to allow better pedestrian circulation on the westerly public sidewalk of 21st Ave.

- *The City asked TriMet to coordinate with City staff to design transit shelters and furnishings that are distinctive and complement the character of downtown Milwaukie.*

  - The design team has proposed various options for distinctive shelters and furnishings including: shelter design; OCS poles; railings; platform paving treatments; retaining walls; and site landscaping during community open houses and in multiple meetings with the DLC.

  - With DLC input, the design team has proposed a sloped, glass-roofed shelter with integrated column art that reflects the station's adjacency and connection to nature. The columns and structural steel roof of the shelter will be painted "Milwaukie black" to reflect Milwaukie's downtown standards.

  - The proposal includes distinctive platform elements including: black rounded OCS poles; Milwaukie-specific black railings, trash cans, bench bases, and OCS poles; rusticated ashlar stone formliner retaining walls and safety walls; direct pedestrian access between the south end of the platform and Lake Rd; Milwaukie standard street lighting at the southern pedestrian access; and artwork that emphasizes the pedestrian environment and Milwaukie history.

- *The City asked TriMet to coordinate with City staff to improve the design of platform access; to place an emphasis on designing the access at the north end of each platform to be safe, universally accessible, and welcoming; and to minimize the construction of large retaining walls or ramps at the south end.*

  The access at the north end of the platform is universally accessible; public art and black ornamental railings at the access point are welcoming. Access is provided between 21st Ave and Adams St to the north via a crescent shaped sidewalk and black ornamental railings that guide passengers across three tracks to the station platform. There is a bench located along the from the Adams Street access, which leads to the Main Street plaza area, south downtown, City parks, and the Post Office. The access at the south end is by a straight flight of stairs. The visual mass of the retaining wall at Lake Rd is reduced through the use of human-scale texture and landscaping at the base of the wall and ivy plantings designed to climb the wall. The water quality facility and art work are integrated into the retaining walls.

- *The City asked TriMet to explore options for providing appropriate ADA access to the platforms and consider alternatives to TriMet standards.*

  The TriMet design team has worked with City staff and the Citizens for Accessible Transportation Committee to provide universally accessible access to the platforms from the north side; an alternative access has been provided at the south due to the fact that the grade change at Lake Rd required ramped access that resulted in a longer path of travel for passengers than using the primary access at the north. Elevator access providing an additional ADA route to the station may be obtained with the future building development.

- *The City asked TriMet to carefully design the pedestrian route from the platform to sidewalks on 21st Avenue and Lake Road to be safe, and to use downtown-appropriate streetscape elements, such as landscaping and decorative bollards, to guide pedestrians.*

  The northern pedestrian route from the platform to Adams St and 21st Ave is a crescent-shaped sidewalk on each side of 21st Avenue, as adopted by the South Downtown Concept Plan. It is important for the 21st Avenue sidewalk on both sides to look and feel like part of the City standard sidewalks built with the project, yet retain safety elements to protect pedestrians around the trains. Pedestrians are guided to and from the platform by a combination of ornamental black railings and gates, landscaping, Milwaukie standard bollards, and textured paving. Pedestrians are guided to Lake Rd and 21st Ave via the by black ornamental railings, Milwaukie standard decorative street lights, stormwater landscaping, and integrated public art.

- *The City asked that the station be designed with pedestrian connections at both platform ends to facilitate easy and clear access between the platform and the City's future plaza and Dogwood Park at the south end of Main Street.*

  The pedestrian connection at the north end is at-grade and provides a universally accessible entrance to the platform. Principal connection between the light rail station and the future Main Street plaza will be along Adams St. The pedestrian stair access at the south end of the platform provides an important connection between the station, Lake Rd, Dogwood Park, the future pedestrian bridge across Kellogg Lake, and the future Main Street plaza.

- *The City asked TriMet to integrate station lighting to provide a safe nighttime environment on the platform and under the bridge over Lake Road, such that lighting becomes a defining feature of the station.*

  The design team has submitted an ambient light study of new street lights in the vicinity of the station, and a photometric study of the proposed station and jump span lighting. The photometric study has demonstrated that the proposal will provide a safe nighttime environment on the platform and under the Kellogg Bridge jump span. The platform lighting includes a combination of City of Milwaukie standard fixtures (at the south stair access) and TriMet standard fixtures (on the center platform). The jump span lighting is elegant and simple and will become a defining feature of the Lake Rd access to the future Main St plaza. Lake Rd, 21st Avenue, and Adams Street will have City standard lights.

- *The City asked that the space created under the Kellogg Bridge jump span over Lake Road be well lit and comfortable. This will be an important passageway from the platforms and Lake Road to the plaza.*

  The design team has proposed an elegant and minimalist lighting plan for the Lake Rd jump span. The proposed lighting plan creates a well-lit, comfortable, and visually interesting passage from Lake Rd and 21st Ave to the future Main St plaza. The sidewalks under the bridge are wide to provide adequate pedestrian circulation, and provide as open a feeling as possible with the structure overhead. The structure is also designed to allow daylight through the center to Lake Rd below.

- *The City asked that TriMet explore creative incorporation of art along the alignment and at stations.*

  The station art is located in three areas of the station, and each piece of art work reflects the purpose and character of those areas. The design has been enthusiastically received by the DLC and the community. The art is integrated into the station design and will delight station users.

- *The City asked that TriMet make extensive use of plantings/vegetation to soften the visual impact of the station and related structures.*

  Several landscaped areas are proposed as part of the station design. The pedestrian access from Adams St and 21st Ave includes landscaping to guide pedestrians toward the platform. Landscaping is proposed to the west of the tracks to provide visual enhancement at the points where the track meets the public realm at the north and south of the platform. The pedestrian access at the south end of the platform is enhanced and softened by terraced stormwater facilities along the stairs and along the base of the abutment wall, as well as ivy plants designed to cover the wall in the future. Finally, the future second platform will be planted with landscaping until funding is available for its construction. Landscaping is being provided on the west side of the freight tracks on both Adams and Lake Road frontages, to enhance the look and feel of the station area and tie the west side to the east side of the light rail structure.