



# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee  
**From:** Li Alligood, Associate Planner and DLC Liaison  
**Date:** June 25, 2012  
**Subject:** Preparation for July 2, 2012, Meeting

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Greetings! We will be in the City Hall Council Chambers for next Monday's meeting at 6:30 p.m. See Enclosure 1 for the meeting agenda.

### **Design Review Meeting**

The DLC will be holding a public meeting to review the design of a signal and communications building as part of the Portland Milwaukie Light Rail (PMLR) project (DR-12-05). Please review the materials thoroughly prior to the meeting, and contact staff with any questions. See Enclosure 3 for the staff report and attachments.

### **2012/2013 DLC Work Program**

The DLC is meeting with City Council on August 7 to discuss the Committee's work plan for the upcoming year. The Committee will discuss goals for the upcoming year. Members should think of areas where they would like Council support to grow over the next year, as well as projects that the DLC may want to complete. See Enclosure 4 for the 2010/2011 work program.

See you next Monday at 6:30 p.m.!

### **Enclosures**

1. July 2, 2012, meeting agenda
2. May 23, 2012, meeting minutes
3. Milwaukie Light Rail Station staff report
4. 2010/2011 DLC Work Program



## AGENDA

### MILWAUKIE DESIGN AND LANDMARKS COMMITTEE Monday, July 2, 2012, 6:30 PM

CITY HALL COUNCIL CHAMBERS  
10722 SE MAIN ST

- 1.0 Call to Order - Procedural Matters**
- 2.0 Meeting Notes** – Motion Needed
  - 2.1 May 23, 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 Public Meetings** – Public meetings will follow the procedure listed on reverse
  - 5.1 Summary: Design Review of PMLR Signal & Communications Building (DR-12-05)  
Presenters: Li Alligood, Associate Planner
- 6.0 Worksession Items**
  - 6.1 Summary: 2012/2013 Work Plan Discussion  
Presenters: Li Alligood, Associate Planner
- 7.0 Other Business/Updates**
  - 7.1 September meeting date
  - 7.2 Planning Department staffing update
  - 7.3 Cover memo/communication
- 8.0 Design and Landmark Committee Discussion Items** – This is an opportunity for comment or discussion for items not on the agenda.
- 9.0 Forecast for Future Meetings:**
  - August 7, 2012      1. City Council Update
  
  - September 3, 2012      1. Façade improvement program review

## Milwaukie Design and Landmarks Committee Statement

The Design and Landmarks Committee is established to advise the Planning Commission on historic preservation activities, compliance with applicable design guidelines, and to review and recommend appropriate design guidelines and design review processes and procedures to the Planning Commission and City Council.

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](mailto:planning@ci.milwaukie.or.us). Thank You.
2. **DESIGN AND LANDMARK COMMITTEE MEETING MINUTES.** Approved DLC Minutes can be found on the City website at [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org)
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at [www.cityofmilwaukie.org](http://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.

### **Public Meeting 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 Committee members.

1. **STAFF REPORT.** Each design review meeting 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 recommendation with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Committee 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 COMMITTEE MEMBERS.** The committee members 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 Committee will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC MEETING.** The Chairperson will close the public portion of the meeting. The Committee will then enter into deliberation. From this point in the meeting the Committee will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMITTEE DISCUSSION AND ACTION.** It is the Committee's intention to make a recommendation this evening on each issue on the agenda. Design and Landmark Committee recommendations are not appealable.
11. **MEETING CONTINUANCE.** Prior to the close of the first public meeting, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Design and Landmarks Committee will either continue the public meeting to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony.

*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 Design and Landmarks Committee:**

Greg Hemer, Chair  
Jim Perrault, Vice Chair  
Scott Barbur  
Becky Ives  
Chantelle Gamba

### **Planning Department Staff:**

Scot Siegel, Interim Planning Director  
Vacant, Senior Planner  
Brett Kelter, Associate Planner  
Ryan Marquardt, Associate Planner  
Li Alligood, Associate Planner  
Alicia Martin, Administrative Specialist II  
Marcia Hamley, Administrative Specialist II

CITY OF MILWAUKIE  
DESIGN AND LANDMARKS COMMITTEE  
MEETING MINUTES  
Milwaukie City Hall  
10722 SE Main St  
WEDNESDAY, MAY 23, 2012  
7:00 PM

**DLC MEMBERS PRESENT**

Greg Hemer, Chair  
Jim Perrault, Vice Chair  
Becky Ives  
Chantelle Gamba  
Scott Barbur

**STAFF PRESENT**

Li Alligood, Assistant Planner, (DLC Liaison)  
Scot Siegel, Contract Project Planner

**1.0 Call to Order – Procedural Matters**

**Chair Greg Hemer** called the meeting to order at 7:00 p.m. and read the conduct of meeting format into the record.

**2.0 Design and Landmarks Committee Minutes**

2.1 April 2, 2012

**Vice Chair Jim Perrault** moved to approve the April 2, 2012, Design and Landmarks Committee minutes as presented. **DLC Member Becky Ives** seconded the motion. The minutes were approved unanimously.

*Note: The information presented constitutes summarized minutes only. The meeting audio is available from the Planning Department upon request.*

**3.0 Information Items**

**Chair Hemer** welcomed **DLC Member Scott Barbur** to the Committee.

**4.0 Audience Participation** –This is an opportunity for the public to comment on any item not on the agenda. There was none.

**5.0 Public Meetings**

41 The Committee proceeded to Item 6.0 before Item 5.0.

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43 **6.0 Worksession Items**

44 6.1 Façade Improvement Program Application Review (10921 SE Main St)

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46 **Li Alligood, Assistant Planner**, provided an overview of the request. The Committee had  
47 reviewed the application on April 2, 2012, and had asked the applicant to return with additional  
48 information about the proposed replacement windows and exterior lighting.

- 49 • **Patrick Jones, 12,500 Commercial Window Coverings, Inc.**, was in attendance and  
50 responded to questions from the Committee.

51

52 **Vice Chair Perrault moved to approve the revised application. Mr. Barbur seconded the**  
53 **motion. The motion was approved unanimously.**

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55 The Committee returned to Item 5.1.

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57 **5.0 Public Meetings**

58 5.1 Design Review of Milwaukie Light Rail Station (DR-12-04)

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60 **Ms. Alligood** presented the staff report via Powerpoint presentation.

- 61 • The Committee was reviewing the light rail station design against the Downtown Design  
62 Guidelines.
- 63 • The Committee would make a recommendation to the Planning Commission for its  
64 consideration.
- 65 • Staff suggested two conditions of approval.

66

67 **Jeb Doran, TriMet**, presented an overview of the project via Powerpoint presentation.

- 68 • **Mr. Doran and Ron Heiden, Mayer/Reed**, responded to questions from the Committee.

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70 **Ms. Alligood and Wendy Hemmen, Light Rail Design Coordinator**, responded to questions  
71 from the Committee.

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73 **The Committee** discussed the proposed design and conditions of approval.

- 74 • Requested that the bike lockers be stainless steel.  
75 • Confirmed that bike shelter rafters would be painted black.  
76 • Determined that seating would not be appropriate in the bike plaza for safety reasons.  
77

78 **Vice Chair Perrault moved to recommend approval of Design Review application DR-12-**  
79 **04 with the suggested conditions of approval, amended to remove the condition**  
80 **requiring seating in the bike plaza. DLC Member Chantelle Gamba seconded the motion.**  
81 **The motion was approved unanimously.**  
82

83 ***Note: The information presented constitutes summarized minutes only. The Design***  
84 ***Review meeting video is available at [http://www.ci.milwaukie.or.us/planning/design-and-](http://www.ci.milwaukie.or.us/planning/design-and-landmarks-committee-16)***  
85 ***[landmarks-committee-16](http://www.ci.milwaukie.or.us/planning/design-and-landmarks-committee-16).***  
86

## 87 **7.0 Other Business/Updates**

88 7.1 DLC representative to attend Planning Commission hearing on DR-12-04  
89

90 **The Committee** determined that **Chair Hemer** and **Ms. Gamba** would attend the July 12, 2012,  
91 Planning Commission hearing on the application to present the DLC's recommendation.  
92

93 7.2 June meeting  
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95 **Ms. Alligood** noted that there were no agenda items scheduled for the June 2 meeting. **Chair**  
96 **Hemer** suggested cancellation of the meeting. **The Committee** agreed.  
97

98 7.3 City Council update  
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100 **Ms. Alligood** stated that the DLC update with City Council was scheduled for July 17. She was  
101 not available on that date and requested the update be rescheduled for August 7, 2012, in place  
102 of the regularly scheduled August 6, 2012, DLC meeting. **The Committee** agreed.  
103

104 7.4 DLC notebook updates  
105

106 **Ms. Alligood** distributed update pages for the DLC notebooks related to recently adopted  
107 amendments to Title 14 Sign Ordinance.

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109 **8.0 Design and Landmarks Committee Discussion Items – None**

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111 **9.0 Forecast for Future Meetings:**

112 June 4, 2012 1. Cancelled

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114 July 2, 2012 1. Design Review meeting for PMLR signal and communications  
115 building (DR-12-05)

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117 August 7, 2012 1. City Council update

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120 Meeting adjourned at approximately 10:00 p.m.

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Greg Hemer, Chair



# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee

**Through:** Scot Siegel, Interim Planning Director

**From:** Li Alligood, Associate Planner

**Date:** June 25, 2012, for July 2, 2012, Design Review Meeting

**Subject:** **File:** DR-12-05  
**Applicant:** Jeff Joslin, KLK Consulting, Inc.  
**Owner(s):** TriMet<sup>1</sup>  
**Address:** 2103 SE Adams St  
**Legal Description (Map & Taxlot):** 1S1E36BC03300  
**NDA:** Historic Milwaukie

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## **ACTION REQUESTED**

Recommend that the Planning Commission approve application DR-12-05 with the recommended Findings and Conditions of Approval found in Attachments 1 and 2. This action would recommend approval of a design for a signal and communications building as part of the Portland Milwaukie Light Rail (PMLR) project in downtown Milwaukie.

## **BACKGROUND INFORMATION**

### **A. Site and Vicinity**

The site is triangular in shape and is comprised of an existing tax lot at 2103 SE Adams St. The site borders Union Pacific Railroad (UPRR) right-of-way to the north and west. The surrounding area consists of a mix of industrial and office uses to the east and south and freight rail tracks to the west. The images below show an aerial view of the site (left) and the site from the south at 21<sup>st</sup> Ave and Adams St (right). The building shown on the site has been demolished.

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<sup>1</sup> TriMet owns the property at 2103 SE Adams St and is acquiring the Union Pacific Railroad property to the west and north of the site.





## B. Zoning Designation

Downtown Office Zone (DO).

## C. Comprehensive Plan Designation

Town Center (TC).

## D. Land Use History

- **1985:** Administrative approval of a minor land partition, lot line adjustment, and variance to the minimum lot width of the property (File #VR-85-10). This approval established the subject site and approved a variance of 2.2 ft to the minimum 50 ft lot width. The approval also required the establishment of a sewer easement for service to the property at 2206 SE Washington St.
- **2008:** Land use final order issued by Metro<sup>2</sup> for the entire PMLR alignment and related systems buildings pursuant to House Bill 3478 (1996), which provides for the review and siting of regional transportation facilities through local jurisdictions. This land use final order (LUFO) allows the City to review the signal and communications building 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 building 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 building 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 PMLR signal and communications building. See Attachment 3 for details. The project requires approval of the following applications by the Planning Commission:

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

1. Design Review (DR-12-05)
2. Community Service Use (CSU-12-07)
3. Variance Review (VR-12-04)

The Design and Landmarks Committee will review and make a recommendation to the Planning Commission only on the Design Review portion of the application.

#### **F. Specific Design Elements**

The applicant presented the proposed design to the DLC at the February 15, 2012, meeting,<sup>3</sup> and the Committee supported the design approach. Below is an overview of the key design elements under review.

- Building materials – The building walls will be constructed of painted CMU block and standing seam galvanized metal panels, with woven metal cladding mounted to the surface. The proposed roof is standing seam galvanized metal, with the potential for a membrane base green roof if funding becomes available. See Exhibits P14 and P24 of the application.
- Retaining wall finishes – The surface of the retaining walls on site will be textured with a formliner that resembles a rusticated masonry surface. See Exhibit P31 of the application.
- Fencing and railings – Ornamental “Milwaukie black” metal railings are proposed along the western and southern site frontage. Fencing and the security gate between the site and property to the east is a delicate, welded wire design. See Exhibits D1, D2, D9, and P28-P30 of the application.
- Landscaping – A combination of flowers, shrubs, and ground cover landscaping is proposed for the site, and Boston Ivy is proposed at the base of the 21<sup>st</sup> Ave retaining wall. See Exhibits D3 and P3 of the application.
- Lighting – The applicant has proposed the use of linear LED fixtures above each entrance. See Exhibits P14 and P26 of the application.

#### **G. Compliance with the Downtown Design Guidelines**

Though the signal and communications building is utilitarian in purpose, it has been designed to fit into the existing fabric of downtown Milwaukie. The scale of the building is appropriate for the site and for south downtown.

The use of traditional materials such as concrete retaining walls texturized with rusticated stone formliners, and “Milwaukie black” fixtures provide a sense of permanence and quality and respect the City’s urban design aspirations. The use of contemporary materials for the building provides contrast, allows the building to visually recede, and relates to the adjacent buildings.

Overall, the building appears to meet the intent and spirit of the Milwaukie Downtown Design Guidelines; however, further discussion of the proposed design and materials is warranted.

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<sup>3</sup> Presentation materials and meeting minutes are available at <http://www.ci.milwaukie.or.us/planning/design-and-landmarks-committee-6>.

## KEY ISSUES

### Summary

Staff has identified the following key issues for the Design and Landmark Committee's deliberation. Aspects of the proposal not listed below are addressed in the Findings (see Attachment 1) and generally require less analysis and discretion by the Committee.

- A. Does the proposal meet the intent of the design guidelines related to wall materials?
- B. Does the proposal meet the criteria for modification of the design standards for roofs?
- C. Does the proposal substantially comply with the design guideline related to exterior building lighting?

### Analysis

#### **A. Does the proposal meet the intent of the design guidelines related to wall materials?**

The proposal for the building includes the use of prohibited wall materials,<sup>4</sup> specifically masonry block (CMU), woven metal cladding, and metal panels. In order to use prohibited materials in the downtown zones, the applicant must show that the prohibited materials are substantially comparable to allowed materials with regards to quality; appearance; style; architectural effect; and durability. The proposed materials must also be consistent with the design guidelines related to the pedestrian environment, specifically "Define the Pedestrian Environment," and walls, specifically "Wall Materials" and "Wall Structure."

Staff believes that the proposed materials are substantially comparable to the allowed materials with regards to quality, architectural effect, and durability, and are consistent with the relevant design guidelines. The proposed design provides articulation and visual interest at the pedestrian level, and the proposed materials are solid and durable. However, comparisons of the appearance and style of the prohibited materials with allowed materials are more difficult to make.

The appearance of painted CMU block, metal panels, and metal cladding is utilitarian and can appear industrial when not used carefully. However, the purpose of the building lends itself to this straightforward design, and the use of woven metal cladding to wrap the walls minimizes the appearance of the CMU block and metal panels and provides depth and articulation.

The style of the proposed materials could be either industrial or contemporary, depending on how they are used. Metal panels and cladding are typically seen in industrial applications, but are also used in residential and commercial construction. Taken individually, the materials would not be appropriate for use in downtown Milwaukee. However, staff believes that the combination of materials, and the play of light and shadow that they allow, is a contemporary rather than industrial style. The use of a contemporary design and materials in this location and context seems appropriate.

The visual appeal of the structure could be improved through the use of a different paint color for the CMU block and metal panels, to provide additional contrast between the walls and the woven wire cladding mounted to the surface.

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<sup>4</sup> MMC 19.310.6.2 Design Standards for Walls

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

The downtown design standards for roofs 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 building includes a roof with a slope of 2:12, which does not meet the minimum slope for a pitched roof. The applicant has indicated that a higher roof pitch would add more material and more visual mass to a design that is intended to be modest and unassuming, and that the roof design is therefore integral to the overall design concept.

In combination with the design guidelines related to roofs (“Silhouette and Roofline” and “Rooftops”), 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. In the case of a projecting cornice, the cornice protects the face of a building from rain. The proposed building does not include any roof-mounted mechanical or other equipment, and it is not necessary to hide these components from view. The proposed roof design includes 12-inch eaves to protect the building from the weather, and a cornice is not necessary for this function.

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 related to roofs.

**C. Does the proposal substantially comply with the design guideline related to exterior building lighting?**

The design guidelines recommends the use of exterior lighting that is not strictly utilitarian, but rather articulates the building design and create effects of shadow, relief, and outline. The design guideline recommends the use of wall-washing fixtures, decorative sconces, and screened upright fixtures on buildings to provide these effects.

The proposal includes linear surface-mounted LED light fixtures above each door (at the north and south ends). The fixtures are approximately 3 feet long and are installed in the reveal between the door and the woven metal cladding. The fixtures are utilitarian in design and are clearly visible from the pedestrian level.

Staff believes that, as proposed, the lighting does not comply with the relevant design guideline. Staff suggests a condition of approval requiring the installation of shields to block the fixtures from view and provide a wall-washing effect. This would minimize the utilitarian nature of the fixtures and provide nighttime visual interest to the building.

## CONCLUSIONS

**A. Staff recommendation to the Design and Landmarks Committee is as follows:**

Recommend that the Planning Commission approve the Design Review application for the PMLR signal and communications building 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).

- Chapter 19.1000 Review Procedures
- Section 19.907 Downtown Design Review
- Subsection 19.310.4 Downtown Zones Development Standards
- Subsection 19.310.6 Downtown Zones Design Standards

The Committee has 2 decision-making options as follows:

- A. Recommend approval of the Design Review application subject to the recommended Findings and Conditions of Approval.
- B. Recommend approval of the Design Review application with modified Findings and Conditions of Approval. Any modifications must be read into the record.

In addition to design review, this application is subject to Type III review by the Planning Commission at a public hearing. In the Type III review, the Planning Commission considers the DLC recommendation, assesses the application against the applicable provisions of the Milwaukie Zoning Ordinance, and evaluates testimony and evidence received at the public hearing.

The final decision on the Downtown Design Review application, which includes any appeals to the City Council, must be made by October 6, 2012, in accordance with the Oregon Revised Statutes and the Milwaukie Zoning Ordinance. The applicant can waive the time period in which the application must be decided.

## COMMENTS

The Design Review 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; Historic Milwaukie Neighborhood District Association; Clackamas County; Metro; ODOT Rail Division; and TriMet.

The following is a summary of the comments received by the City. See Attachment 4 for further details. Any comments received after this date but before the July 2, 2012, design review meeting will be brought to the meeting.

- **Tom Larsen, Building Official:** No specific comment.

## ATTACHMENTS

Attachments are provided only to the Design and Landmarks Committee 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. Applicant's Narrative and Supporting Documentation dated June 8, 2012 (attached)
  - A. Narrative
  - B. Exhibits D1 – D9 (Illustrations)
  - C. Exhibits P1 – P31 (Architectural Plans)
4. Comments Received
5. List of Materials and Exhibits

### Recommended Findings in Support of Approval

*Staff has prepared the following Findings in Support of Approval for the Milwaukie Design and Landmarks Committee's review of application DR-12-05. Following the Design and Landmarks Committee (DLC) review of the proposal, the DLC's recommended findings will be incorporated into the staff report to the Milwaukie Planning Commission (PC) for the public hearing on this proposal. Findings for other aspects of the project (e.g., CSU review) are not included in this document.*

1. Jeff Joslin, KLK Consulting, for TriMet ("applicant"), has submitted a design review application (DR-12-05) to construct a signal and communications building ("building") as part of the Portland Milwaukie Light Rail (PMLR) project.
2. The applicant is seeking design review approval to construct a signal and communications building and associated on-site components, including: retaining walls; security fencing and access gates; railings; landscaping; and lighting.
3. The site is 2103 SE Adams St, Tax Lot 11E36BC01901. The site is currently vacant. The site will take access from Adams St through an access easement across 2105 SE Adams, to the east. The site borders Union Pacific Railroad (UPRR) right-of-way to the north and west. The surrounding development is a combination of light industrial and office buildings.
4. The PMLR alignment, which includes the location of specific project elements such as the station, has an existing land use approval that was issued by Metro in 2008.<sup>1</sup> 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 proposed building 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 building in such a way as to prevent the implementation of the 2008 LUFO.
5. The application was submitted on May 2, 2012. It was initially deemed incomplete by City staff on May 14, 2012. The applicant revised and resubmitted the application on June 8, 2012, and requested that the application be deemed complete. The City deemed the application complete on June 8, 2012. The City has until October 6, 2012, to issue a final decision on the application.
6. The site has a base zone designation of Downtown Office (DO) and a Comprehensive Plan designation of Town Center (TC).
7. The proposal is subject to the Milwaukie Downtown Design Guidelines and the following provisions of the Milwaukie Zoning Ordinance, which is Title 19 of the Milwaukie Municipal Code (MMC).
  - Chapter 19.1000 Review Procedures
  - Subsection 19.907 Downtown Design Review
  - Subsection 19.310.4 Downtown Zones Development Standards
  - Subsection 19.310.6 Downtown Zones Design Standards
8. The Design Review application was referred for comment to the following agencies and persons: City of Milwaukie Building, Engineering, and Community Development

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

Departments; Clackamas County Fire District #1; Historic Milwaukie Neighborhood District Association; Clackamas County; Metro; ODOT Rail Division; and TriMet.

9. The Design and Landmarks Committee (DLC) evaluated the application at a design review meeting on July 2, 2012. The DLC recommended that the Planning Commission adopt Finding 10, and the associated conditions of approval, as the findings and conditions of approval for the PMLR Signal and Communications Building Design Review application.
10. MMC 19.907 establishes the approval criteria for design review applications and the process for modifications to the downtown design standards.
  - 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 applicable standards pertain to minimum floor area ratio (FAR), wall materials, and roof design.

      - a) Subsection 19.310.4.2 requires that new structures meet a minimum FAR of 0.5:1 and a maximum FAR of 3:1. The proposed building includes an FAR of approximately 0.1:1 and does not meet the minimum FAR requirement. The applicant has requested a variance to this standard.
      - b) Subsection 19.301.6.4 contains design standards for roofs. The proposed building has a flat roof, which requires a cornice of 6 in deep and 12 in high. The proposed roof does not include a cornice, and applicant has requested a modification to this standard.
      - c) Subsection 19.301.6.2 contains design standards for walls. The applicant is proposing concrete masonry unit (CMU) block walls with woven wire cladding, and standing seam metal panels above 12 ft. Masonry block walls, metal panels, and metal cladding are prohibited in downtown Milwaukie, and the applicant has requested authorization for the use of prohibited materials.

The applicant has submitted a request for a variance to the minimum FAR (VR-12-04), which will be reviewed concurrently with CSU-12-07 and DR-12-05. See Finding 10.B below for a discussion of the requested modification to the downtown design standards. See Finding 10.C below for a discussion of the requested authorization for the use of prohibited materials.

*Subject to approval of VR-12-04, the DLC recommends finding that these standards have been met and that the approval criterion has therefore been met.*
    - ii) Substantial consistency with the Downtown Design Guidelines  
Refer to Table 1 below for detailed findings.



*The DLC recommends finding that, as conditioned, the proposal is substantially consistent with the Downtown Design Guidelines and this approval criterion has been met.*

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

The applicant submitted a revised application on June 8, 2012, and requested that the City deem the application complete. The applicable design review application fee was paid May 2, 2012.

*The DLC recommends finding that this approval criterion has been met.*

- B. MMC 19.907.10 establishes the process and criteria for modifications to the downtown design standards. MMC 19.310.C.4 requires that all buildings with flat roofs include a cornice of at least 6 in deep and 12 in high. The proposed roof has a slope of 2:12 and is considered flat, and it does not include a cornice. Therefore, a modification to the design standards for roofs is required.

The approval authority may grant a modification to a design standard subject to the following criteria:

- i) The modification is integral to the overall design concept of the building.  
 The requested modification would allow for the use of a flat roof with a 2:12 pitch. The minimally sloped 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.
- ii) The modification substantially meets the intent of the design standard either individually or in combination with other design elements of the project.  
 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 and that the building wall is finished with a visual "cap." The proposed structure does not include any roof-mounted mechanical or other equipment, and it is not necessary to hide these components from view. Additionally, the building design includes 12 inch eaves, which provides a finished appearance.
- iii) The project is substantially consistent with the relevant Downtown Design Guidelines.  
 The building design, as conditioned, is substantially consistent with the applicable Downtown Design Guidelines as outlined in Table 1.

*The DLC recommends finding that these approval criteria have been met.*

- C. MMC 19.907.11 establishes the process and criteria for consideration of prohibited materials or design features. Per MMC 19.310.C.2, the use of split face or other masonry block is prohibited at the street level of buildings in the downtown zones; the use of metal panels and metal cladding is prohibited at all levels of buildings in the downtown zones. The proposed building is constructed of concrete masonry unit (CMU) block at the street level, with metal panels installed on the walls above 12 ft, and woven metal cladding mounted to the

street level wall surface. Therefore, the applicant has requested authorization to use prohibited materials.

The approval authority may authorize the use of prohibited materials or design features specified in MMC 19.310.6.C subject to the following criteria:

- i) The applicant demonstrates that the prohibited material is substantially comparable to an allowed material with regards to quality, appearance, style, architectural effect, and durability.

The intent of the design standard, in combination with the design guidelines regarding the pedestrian environment and building walls, is to create visual interest at the pedestrian level and to encourage buildings that create a sense of permanence through the use of quality materials.

The proposed materials are substantially comparable to the allowed materials with regards to quality, architectural effect, and durability, and are consistent with the relevant design guidelines. The proposed design provides articulation and visual interest at the pedestrian level, and the proposed materials are solid and durable. The purpose of the building lends itself to this straightforward design, and the use of woven metal cladding to wrap the walls minimizes the appearance of the CMU block and metal panels and provides depth and articulation. The combination of materials, and the play of light and shadow that they allow, is a contemporary style. The use of a contemporary design and materials in this location and context is appropriate.

Finally, the building design and overall site design, as conditioned, are substantially consistent with the applicable Downtown Design Guidelines as outlined in Table 1.

*The DLC recommends finding that these approval criteria have been met.*

**Table 1. Design Review Compliance**

<b>MILWAUKIE CHARACTER GUIDELINES</b>	
<b>Applicant Information</b>	<b>Recommended Findings</b>
<b><i>a. Reinforce Milwaukie’s Sense of Place = Strengthen the qualities and characteristics that make Milwaukie a unique place.</i></b>	
<p>Milwaukie’s history is largely formed and defined by its natural surroundings and unique transportation systems. The project’s parallel relationship to the existing rail reinforces this transportation / technological history. Light rail is the steamship of the 21st century, and will provide Milwaukie with a new link to the region. It will provide unique views to the natural and urban areas that are Milwaukie today and will reinforce Milwaukie’s qualities and characteristics in the future.</p> <p>As a result of public participation efforts, including public workshops, meetings with officials, and input from the Design and Landmarks Committee, numerous elements have been integrated into the design of the</p>	<p>As proposed, the building design respects Milwaukie’s sense of place by emphasizing special relationships at the pedestrian level through detailing of abutment walls, visual interest at the pedestrian level through layering of wall materials, the use of ornamental railings to delineate the boundary between the private and public realm, and the use of landscaping to soften the visual impact of retaining walls on the site.</p> <p>Additionally, the use of uncluttered design, simple detailing, a subdued palette of materials and fixtures in “Milwaukie black” is specific to the station area.</p> <p><i>The proposal meets this guideline.</i></p>

<p>sig/com that are specifically responsive to Milwaukie's unique qualities and characteristics. The texture and layering of the building materials is unusual for such a modest utilitarian building. The maximizing of the remainder of the site for landscaping further connects the site to the nearby station area landscaping and parks.</p> <p>Landscaping, ashlar patterned retaining walls, and Milwaukie-themed fencing have all been incorporated in to the project to add to the project's thematic continuity and further support Milwaukie's unique qualities and characteristics.</p> <p>This guideline is met.</p>	
<p><b><i>b. Integrate the Environment = Building design should build upon environmental assets.</i></b></p>	
<p>The design of the sig/com, respects the character of the nearby natural area through simple detailing, material selection, and landscaped area.</p> <p>This guideline is met.</p>	<p>As proposed, the design of the building respects the character of nearby natural areas by providing substantial landscaping and utilizing a subdued palette of colors.</p> <p><i>The proposal meets this guideline.</i></p>
<p><b><i>c. Promote Linkages to Horticultural Heritage = Celebrate Milwaukie's heritage of beautiful green spaces.</i></b></p>	
<p>The sig/com, through its maximizing of landscape on the site, makes a thematic connection to Kellogg Lake and Kronberg Park, and celebrates those spaces.</p> <p>The design of the building also acknowledges and celebrates Milwaukie's green space heritage, through its simple detailing, and sympathetic and layered materials and color.</p> <p>This guideline is met.</p>	<p>As proposed, the design of the building and site respects Milwaukie's heritage of green spaces through the liberal installation of landscaping to the west and north of the building, and inclusion of larger trees between the building and 21<sup>st</sup> Ave.</p> <p><i>The proposal meets this guideline.</i></p>
<p><b><i>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.</i></b></p>	
<p>The carefully designed building site features a variety of planting enhancements. Metal railings with historic Milwaukie motif demarcate the site, further contributing to transitional quality along the street frontage.</p> <p>Also visible within the site is variegated protective screening, ashlar treatment of the retaining walls, and the decorated and articulated quality of the building. These elements further contribute to the graceful transitioning between the site and the surrounding public and private areas and properties.</p> <p>The guideline is met.</p>	<p>As proposed, the site is secured by welded black wire gates and fencing on the east and north sides, and ashlar patterned retaining walls topped with ornamental railings on the west and south sides.</p> <p>The site is not designed for pedestrian access, but the boundary between the public sidewalk space and the private site is defined by a change in fence design and grade.</p> <p><i>The proposal meets this guideline.</i></p>

<b><i>e. Consider View Opportunities = Building designs should maximize views of natural features or public spaces.</i></b>	
No response.	The building site does not have views of natural features or public spaces.  <i>This guideline is not applicable.</i>
<b><i>f. Consider Context = A building should strengthen and enhance the characteristics of its setting, or at least maintain key unifying patterns.</i></b>	
<p>Elements have been integrated into the design of the overall project that are specifically responsive to, and enhance, Milwaukie's surrounding characteristics. These elements include: stone-patterning of the various wall treatments, bollard and furniture treatments appropriate to Milwaukie's palette, pedestrian scale street light standards consistent with Milwaukie's, and custom railing treatments incorporating detail and motifs specific to Milwaukie.</p> <p>The design of the standard light rail elements, such as the shelters, TVM shelters, and bike shelter and other system furniture are also high quality and complimentary.</p> <p>The sig/com building treatments are consistent with these nearby themes. The screens, roof, and wall materials are layered and highly articulated. The building is also near the historic railroad trestle, thus providing both a modern contrast and a formal and utilitarian consistency. The landscaping on the site will also relate to the natural qualities and diversity of the nearby Lake area and Kronberg Park.</p> <p>This guideline is met.</p>	<p>The immediate context includes both historic and current railroad uses, including a station, trestle, and tracks. The proposed building incorporates design features that acknowledge the characteristics of existing and future uses and buildings, including a minimal, contemporary design, and textured wall treatments to provide articulation and depth to the façade.</p> <p><i>The proposal meets this guideline.</i></p>
<b><i>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.</i></b>	
<p>The modest scale and "background building" character of the sig/com fits quietly into its surroundings. The siting of the structure maximizes setbacks, to minimize disruption of adjacent uses. The details are refined and of an appropriately human scale. Landscape further tempers the transition from building to neighborhood.</p> <p>This guideline is met.</p>	<p>As proposed, the building design is modest and unassuming. The contemporary design does not compete with nearby structures and is compatible with surrounding buildings.</p> <p><i>The proposal meets this guideline.</i></p>
<b><i>h. Preserve Historic Buildings = Historic building renovation, restoration, or additions should respect the original structure.</i></b>	
No response.	No historic buildings are proposed to be renovated, restored, or expanded as part of the application.  <i>This guideline is not applicable.</i>

<b><i>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.</i></b>	
The inventive use of metal frames and woven mesh will contribute to an interesting urban environment. The play of light and shadow that will result will further enhance the area, while still appropriate for this simple utilitarian structure. Its clear thematic connection to elements associated with the larger light rail project help define its relationship to the overall area.  This guideline is met.	As proposed, the design of and materials used in construction of the building incorporates contrast in through its use of contemporary materials. The combination of wall materials creates delight and nighttime interest.  <i>The proposal meets this guideline.</i>
<b><i>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.</i></b>	
No response.	No public art is proposed as part of the application.  <i>This guideline is not applicable.</i>

## PEDESTRIAN EMPHASIS GUIDELINES

Applicant Information	Recommended Findings
<b><i>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.</i></b>	
There are no barriers to pedestrian movement associated with the proposal. Sidewalks, lighting, and street improvements are proposed consistent with City standards that will improve and encourage pedestrian movement. Decorative fencing, ashlar-pattern wall treatments, and landscaping will contribute to an enhanced pedestrian experience.  This guideline is met.	As proposed, the building does not introduce any new barriers to pedestrian movement. The pedestrian experience along Adams St is enhanced by the introduction of new City standard sidewalks and streetlights.  <i>The proposal meets this guideline.</i>
<b><i>b. Define the Pedestrian Environment = Provide human scale to the pedestrian environment, with variety and visual richness that enhance the public realm.</i></b>	
The sig/com is modest in scale. The “background building” character of the sig/com fits quietly into its surroundings. The details are refined and of an appropriately human scale. Landscape treatments further contribute to the variety, visual richness, and the enhancement of the public realm.  This guideline is met.	As proposed, the building introduces human-scaled design treatments where the building intersects with the pedestrian environment. Although the function of the building precludes the use of windows in its design, the layered wall treatments provide visual interest at the pedestrian level.  The building is modest in scale. The overall site design including detailing of the retaining wall materials; the use of ornamental railings to guide pedestrians to the along 21 <sup>st</sup> Ave and Adams St; and landscaping on the edges of the site contribute to the

	pedestrian experience. Wall-washing light fixtures contribute to nighttime visual interest.  <i>As conditioned, the proposal meets this guideline.</i>
<b><i>c. Protect the Pedestrian from the Elements = Protect pedestrians from wind, sun, and rain.</i></b>	
No response.	The proposed development is not intended to attract or accommodate pedestrians on site.  <i>This guideline is not applicable.</i>
<b><i>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.</i></b>	
No response.	The proposed development does not include active uses, parks, or plazas.  <i>This guideline is not applicable.</i>
<b><i>e. Create Successful Outdoor Spaces = Spaces should be designed for a variety of activities during all hours and seasons.</i></b>	
No response.	The proposed development does not include public outdoor spaces.  <i>This guideline is not applicable.</i>
<b><i>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.</i></b>	
No response.	The building entrance is at-grade, and no ramps, lifts, or elevators are required or proposed as part of the application.  <i>The proposal meets this guideline.</i>

## ARCHITECTURE GUIDELINES

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

<b>c. Residential Doors = Residential front doors should define a friendly transition between the public and the private realm.</b>	
No response.	No residential doors are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>d. Wall Materials = Use materials that create a sense of permanence.</b>	
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 CMU, steel frame and woven wire, 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.  This guideline is met.	As proposed, 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 building materials of CMU block, metal panels, and woven metal cladding provide a visual sense of weight and permanence.  <i>The proposal meets this guideline.</i>
<b>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.</b>	
The building, particularly given its scale and purpose, is highly detailed and articulated, resulting in quality human-scaled structure that comfortable adds to the sense of enclosure.  This guideline is met.	The street-facing façade of the building is 12 ft wide, and the building is 15 ft tall; the area of the façade does not necessitate the use of scale-defining devices. The building is set back less than the maximum, which does not contribute to an uninterrupted street edge. However, the inclusion of a retaining wall and ornamental fencing along the 21 <sup>st</sup> Ave and Adams St frontage provides a sense of enclosure.  <i>The proposal substantially complies with this guideline.</i>
<b>f. Retail Windows =Use windows that create an open and inviting atmosphere.</b>	
No response.	No retail windows are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>g. Residential Bay Windows =Provide bays to add variety and visual interest to façade and interesting views and outdoor spaces from the interiors.</b>	
No response.	No residential bay windows are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>h. Silhouette and Roofline = Create interest and detail in silhouette and roofline.</b>	
The roofline is simple and modestly scaled, consistent with overall scale and composition of the building.	As proposed, the building has a slightly sloped roof, in contrast to the flat roofs of adjacent buildings. The

<p>The simple soffit and edge, the standing seam pattern, and the roof pitch provide an appropriate degree of interest and detail.</p> <p>This guideline is met.</p>	<p>slope and the standing seam pattern of the metal roof create visual interest and detail.</p> <p><i>The proposal meets this guideline.</i></p>
<p><b><i>i. Rooftops = Integrate rooftop elements into building design.</i></b></p>	
<p>The building form and material transitions from a CMU body, to metal panel, to the membrane (and green, pending funding) roof. The modest overhang and simple detailing results in a coherent and integrated composition for the overall building.</p> <p>This guideline is met.</p>	<p>The proposal does not include roof-mounted mechanical equipment or other rooftop elements.</p> <p><i>This guideline is not applicable.</i></p>
<p><b><i>j. Green Architecture = New construction or building renovation should include sustainable materials and design.</i></b></p>	
<p>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 CMU, steel frame and woven wire, painted metal, and hardy landscape plants have been selected and utilized in an efficient 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. This quality, and the recyclability of the materials should the building ever be removed, ensure this to be a highly sustainable component.</p> <p>The guideline is met.</p>	<p>As proposed, the building will be constructed of quality, durable materials with low lifecycle costs. High-efficiency LED lighting will be utilized on site. Finally, many of the materials are potentially recyclable should the project ever have an end-of-use.</p> <p><i>The proposal meets this guideline.</i></p>
<p><b><i>k. Building Security = Buildings and site planning should consider and employ techniques that create a safe environment.</i></b></p>	
<p>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. Because of the importance of these utility structures, the site is fenced, and TriMet has included security cameras - integrated into the design - for added security. The building includes lighting, limited to l.e.d. fixture lighting over each of the doors for security purposes. Carefully designed fencing, integrated into the site design, contributes to the site's overall security, while contributing positively to the experiential quality of the surrounding public and private realms.</p> <p>This guideline is met.</p>	<p>As proposed, the building employs numerous techniques to create a safe environment.</p> <ul style="list-style-type: none"> <li>• Ornamental metal railings, retaining walls, and black wire welded fencing and gate secure the site.</li> <li>• Light fixtures and security cameras are integrated into the design, and light fixtures provide a pleasant pedestrian environment and nighttime visual interest without compromising safety.</li> <li>• The proposed plant materials and landscaping design ensure that the site is easily observable and increases pedestrian safety.</li> </ul> <p><i>As conditioned, the proposal meets this guideline.</i></p>



***l. Parking Structures = Parking structures should be designed so that they appear like most other buildings in the downtown.***

No response.	No parking structures are proposed as part of the application.  <i>This guideline is not applicable.</i>
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## LIGHTING GUIDELINES

Applicant Information	Recommended Findings
<b><i>a. Exterior Building Lighting = Architectural lighting should be an integral component of the façade composition.</i></b>	
The architectural lighting the station is limited to l.e.d. fixture lighting over each of the doors. The lighting will be for security purposes, photocell-actuated focused down. The lighting is a linear fixture, placed over each door, integrated into the overall composition as it is placed within the “reveal” between the screen system and door frame.  The guideline is met.	As proposed, linear LED surface-mounted fixtures will be mounted above each door. The lighting is provided for security purposes and is visible from Adams St. A galvanized steel shield will be installed in front of the fixtures to provide a wall washing effect and shield the light fixture from view at the pedestrian level.  <i>As conditioned, the proposal meets this guideline.</i>
<b><i>b. Parking Lot Lighting = Ornamental street lights should be used to be compatible with downtown streetlight standards identified in the Public Area Requirements.</i></b>	
No response.	No parking lots are proposed as part of the application.  <i>This guideline is not applicable.</i>
<b><i>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.</i></b>	
No response.	No landscape lighting is proposed as part of this application.  <i>This guideline is not applicable.</i>
<b><i>d. Sign Lighting = Sign lighting should be designed as an integral component of the building and sign composition.</i></b>	
No response.	No sign lighting is proposed as part of the light rail station application.  <i>This guideline is not applicable.</i>

## SIGN GUIDELINES

Applicant Information	Recommended Findings
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<b>a. Wall Signs</b>	
No response.	No wall signs are proposed as part of the light rail station application. <i>This guideline is not applicable.</i>
<b>b. Hanging or Projecting Signs</b>	
No response.	No hanging or projecting signs are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>c. Window Signs</b>	
No response.	No window signs are proposed as part of the station application. <i>This guideline is not applicable.</i>
<b>d. Awning Signs</b>	
No response.	No awning signs are proposed as part of the station application. <i>This guideline is not applicable.</i>
<b>e. Information and Guide Signs</b>	
No response.	No information and guide signs are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>f. Kiosks and Monument Signs</b>	
No response.	No kiosk or monument signs are proposed as part of the application. <i>This guideline is not applicable.</i>
<b>g. Temporary Signs</b>	
No response.	No temporary signs are proposed as part of the station application. <i>This guideline is not applicable.</i>

## Recommended Conditions of Approval

*Staff has prepared the following Conditions of Approval for the Milwaukie Design and Landmarks Committee's review of application DR-12-05. Following the Design and Landmarks Committee (DLC) review of the proposal, the DLC's recommended conditions of approval will be incorporated into the staff report to the Planning Commission for the public hearing on this proposal. Conditions of approval for other aspects of the project (e.g., CSU review) are not relevant to the DLC's review of the proposal and therefore are not included in this document.*

1. The applicant shall submit a Type I Development Review application with final construction plans for construction of the Portland Milwaukie Light Rail (PMLR) signal communications building ("building"). 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 June 8, 2012. The plans shall be modified only as described in these conditions of approval or through a subsequent design review or formal modification process.
  - A. The development permit submission for the building shall include a detailed description of any proposed plan changes 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 building shall include the following item to demonstrate conformance with the Milwaukie Downtown Design Guidelines, specifically those that address the pedestrian environment, building security, and exterior building lighting.
    - i) Propose a lighting design that shields the exterior building light fixtures from view at the pedestrian level at Adams St and 21<sup>st</sup> Ave and creates a wall-washing effect. Work with the Planning Director to determine the appropriate solution, and submit the lighting design plan for City review and approval.
2. Pursuant to Subsection 19.1001.7.E.2, the time period within which the applicant must obtain development permits for the signal communications building 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.



**PORTLAND-MILWAUKIE**  
LIGHT RAIL PROJECT

**DOWNTOWN MILWAUKIE LIGHT RAIL SIGNAL & COMMUNICATIONS BUILDING  
APPLICATION STANDARDS AND CRITERIA RESPONSE**

**Procedure Type**

**MNQJ/Planning Commission**

**Reviews Required**

**DESIGN REVIEW**

**COMMUNITY SERVICE USE REVIEW**

**VARIANCE REVIEW**

**REVIEW EXTENT**

**COMMUNITY SERVICE USE**

The signal and communication (sig/com) use, characterized as Utility because of the communications function, is subject to a **Community Service Use Review**.

**VARIANCE**

It's been identified that two development standards (off-street parking, and floor area ratio) are not met. The parking requirements are being addressed through a separate land use review. A variance review is required for the floor area ratio exception.

**DESIGN REVIEW**

As the sig/com building is within the DO (Downtown Office) Zone, Design Review is required. As there are also variations from the Downtown Design Standards desired, those design elements also need to be reviewed as a modification to those Standards.

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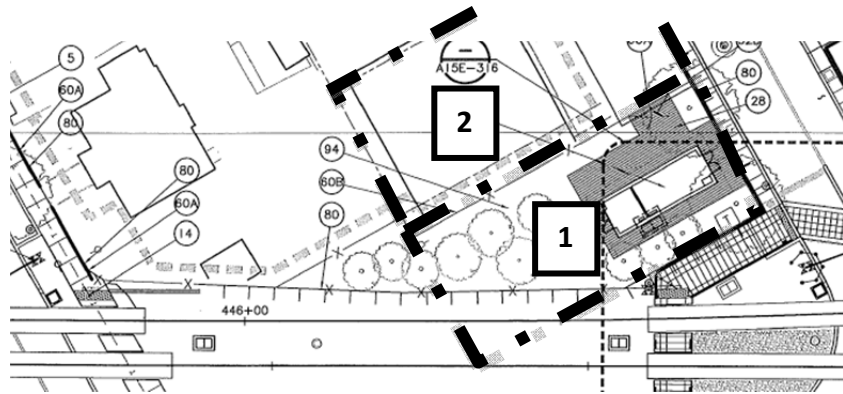
JUN 08 2012

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

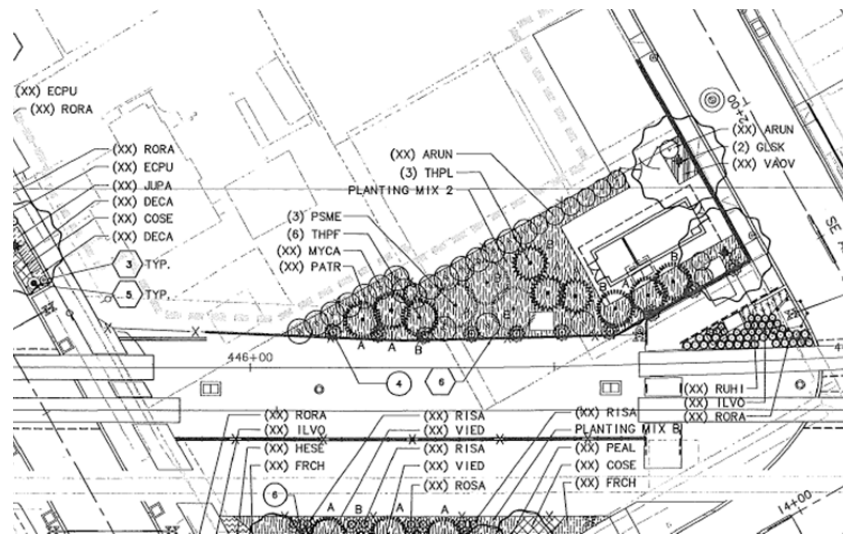
**PROPERTY SUBJECT TO REVIEW**

SIGNAL AND COMMUNICATION PROPERTY				
lot #	Street	Zone	Property ID #	Assessor Reference #
1	2103 SE ADAMS ST	DO	C224608	11E36BC01901
2*	2105 SE ADAMS ST	DO		11E36BC01903

\* - Lot #2 is exclusively for an access easement to Lot #1. No modifications to the parking or circulation on the lot is proposed.



LOT/SITE PLAN



LANDSCAPE PLAN



AERIAL VIEW OF SITE

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

Various portions and aspects of the project have gone through land use reviews, and others will come through future reviews.

This review pertains specifically to the downtown light rail **signal and communications building** (sig/com) which will be located along the future light rail alignment between SE Adams and SE Washington Street, with frontage along SE Adams, and vehicle access will occur as a result of a permanent easement across one of the lots. The site previously had a building with parking on it, both of which have been removed. The sig/com building site will include: a small utility building that houses signals equipment for the LRT and Freight track crossing and communications equipment that facilitate LRT train functions, a gravel border to the building with landscaping on the remainder of the site, retaining walls, and security fencing with an access gate around the perimeter. No changes to the configuration of the associated lots are anticipated.

The purpose of this application is to seek the following approvals for the downtown sig/com design and use specifically, and is limited to the elements in the area circumscribed by SE Adams Street, a side lot line, and an existing railroad right-of-way.

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

**Note:**

A "signal bungalow" is also on the site. Railroad facilities and equipment, including track, signals, and signal bungalows, are a part of the railroad system and are subject to the federal Interstate Commerce Commission Termination Act of 1995, which preempts local and state law related to that subject matter. Therefore, the location, design, and other features of these elements are not subject to review.

The signal bungalows are exempt given their integral function to service the freight corridor and LRT. However the signal and Communications building Signal and Communications Building also house communications equipment that service light rail functions only. This communications function is defined as Utilities, therefore Community Service Use Review is required.

2. The need for a **Variance Review** for floor area ratio requirements has also been identified.
3. **Design Review** approval is also sought for the following elements.
  - A small utility building that houses signals and communications equipment for the track crossing and train functions.
  - Security fencing with an access gate around the perimeter.
  - A gravel border to the building with landscaping on the remainder of the site,

- A retaining wall that supports the trackway adjacent to the site. A second wall runs parallel to the street ROW to support the roadway, and while not typically subject to design review, is proposed to match the on-site wall.

Throughout the light rail system, there has been an effort to define both “Elements of Continuity” and “Elements of Distinction”.

Elements of Continuity are those that serve to provide a familiarity and continuity from station to station. Use of like elements at respective stations serves a number of purposes. Successfully guiding passengers as they get on and off at each station is one: the similarity of such elements serves to help orient passengers. This orientation aspect also contributes to passenger safety, as they successfully and efficiently navigate their way through the station sequence. Cost-effectiveness of both acquisition and maintenance is also best-served by using these standardized elements.

Elements of Continuity include: internal signs, track, catenary poles, platform lighting and amenities, ticket vending machines, equipment boxes, OCS equipment, signal bungalows and other LRT equipment, light standards, and shelter structures.

Elements of Distinction are those that have been selected or modified to give aspects of the system a unique character, and contribute to the successful integration of the station area into the respective context. These include the use of an ashlar stone treatment on the face of retaining walls, welded wire fence, a unique pedestrian railing design, and landscape treatments,

While systems buildings, such as the Sig/Com. are elements of continuity, the building design has been enhanced to include elements and attributes that have been developed to fit into respective downtown urban contexts, and offer a higher quality of features and finishes than have been applied to such structures in the past. In this case those elements consist of the following:

- A painted concrete block (cmu) structural wall system, faced with a semi-transparent, full wrap metal frame in which woven wire panels are placed.
- For the portions of the building above 12'-0", metal siding above the cmu.
- A membrane roof surface with a 2/12 sloped roof. The membrane is designed to anticipate and incorporate a green roof option, pending funding.
- Woven wire panels also attached to all doors.

This is a unique, hybrid design that provides architectural interest to an otherwise utilitarian structure.

While the Downtown Design standards include as prohibited materials: cmu, solid metal cladding, and solid metal panels, CMU is an element of continuity for the sig/comm. structures throughout the LRT alignment. The cmu and metal siding appear to be contrary to the standards.

Additionally, a roof with a pitch of 2/12 or less is considered flat, and must meet the flat roof standards. These standards include a 6" minimum cornice with a 12" minimum height. The roof is proposed with a pitch of 2/12. While the proposed roof does have a sufficient cornice projection, the cornice does not meet the height requirement.

Due to these departures from the standards, a modification is required. The approval criteria for modification of design standards are in MMC 19.907.10.



<b>APPLICABLE APPROVAL CRITERIA</b>
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Those Code sections determined to be Applicable have been identified as follows.

Community Service Use

<b>19.904.4 APPROVAL CRITERIA COMMUNITY SERVICE USE</b>
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<b>19.904.9 Specific Standards for Institutions and other Facilities not Covered by Other Standards</b>
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Design Review

<b>19.907.7 APPROVAL CRITERIA FOR DESIGN REVIEW</b>
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<b>MILWAUKIE DOWNTOWN DESIGN GUIDELINES</b>
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Variance Review

<b>19.911.4.B.1 APPROVAL CRITERIA for Variances</b>
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<b>APPLICABLE DEVELOPMENT STANDARDS</b>
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The development standards which need to be addressed through the variance review have been identified as follows. All others are met.

	<b>Standard</b>	<b>Response</b>
<b>19.310.4, B.2 Floor Area Ratios and Table 19.310.4</b>		
	19.310.4, B.2 and Table 19.310.4 identifies floor area ratio (FAR) requirements as a minimum of .5:1 and a maximum of 3:1.	The proposed structure is approximately 480 square feet, and the lot on which it will sit is approximately 4800 square feet, resulting in an FAR of approximately .1:1. Therefore, a Variance is required, and has been assessed below.

**19.700 PUBLIC FACILITY IMPROVEMENTS**

Per direction from the City of Milwaukie, the following applicable sections of Chapter 19.700 are addressed below.

Standards	Findings
A. 19.702 Applicability	The proposed development consists of new construction and is subject to the requirements of Chapter 19.700.
B. 19.703.1 Preapplication Conference	The required Preapplication Conference has occurred.
C. 19.703.2 Application Submittal	The proposed development does not trigger a transportation impact study, but does require submittal of land use applications, including those herein and a previous Parking Determination reviewed under separate cover.
<p>D. 19.703.3 Approval Criteria</p> <p>A. Procedures, Requirements, and Standards</p> <p>Development and related public facility improvements shall comply with procedures, requirements, and standards of Chapter 19.700 and the Public Works Standards.</p> <p>B. Transportation Facility Improvements</p> <p>Development shall provide transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development per Section 19.705 Rough Proportionality, except as allowed by Section 19.706 Fee in Lieu of Construction.</p> <p>C. Safety and Functionality Standards</p> <p>The City will not issue any development permits unless the proposed development complies with the City's basic safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submittal of a development permit application, an applicant shall demonstrate that the development property has or will have all of the following:</p> <ol style="list-style-type: none"> <li>1. Adequate street drainage, as determined by the Engineering Director.</li> <li>2. Safe access and clear vision at intersections, as determined by the Engineering Director.</li> <li>3. Adequate public utilities, as determined by the Engineering Director.</li> <li>4. Access onto a public street with the minimum</li> </ol>	<ol style="list-style-type: none"> <li>A. Compliance with the applicable standards and requirements is herein being addressed.</li> <li>B. Transportation Facility Improvements are proposed to occur at the time of development. 19.705 and 19.706 are addressed below.</li> <li>C. Demonstration of compliance with all safety and functional standards will be demonstrated through the development permit application.</li> </ol>

<p>paved widths as stated in Subsection 19.703.3.C.5 below.</p> <p>5. Adequate frontage improvements as follows:</p> <p>a. For local streets, a minimum paved width of 16 ft along the site's frontage.</p> <p>b. For nonlocal streets, a minimum paved width of 20 ft along the site's frontage.</p> <p>c. For all streets, a minimum horizontal right-of-way clearance of 20 ft along the site's frontage.</p> <p>6. Compliance with Level of Service D for all intersections impacted by the development, except those on Oregon Highway 99E that shall be subject to the following:</p> <p>a. Level of Service F for the first hour of the morning or evening 2-hour peak period.</p> <p>b. Level of Service E for the second hour of the morning or evening 2-hour peak period.</p>	
<p>E. 19.704 Transportation Impact Evaluation</p>	<p>The Engineering Director has determined that a Transportation Impact Study is not required for the proposed development.</p>
<p>F. 19.705 Rough Proportionality</p>	<p>The system impacts of the proposal are minor, given access to the site will be intermittent, primarily for the purpose of maintenance.</p> <p>All possible and appropriate right-of-way improvements in the vicinity of the site will be provided, including new sidewalks, street lighting, curbs, and street paving.</p> <p>Other positive impacts include the project's role in the operation of the Light Rail facility, resulting in multiple benefits to the community and the overall transportation system. They include a more efficient transit system, reduced automobile usage and associated reduction in vehicle emissions and congestion, improved access and mobility for residents, a significant increase in local construction jobs, an accessible connection to the region's light rail system, enhanced regional economic competitiveness, and eventual downtown economic benefits typically associated with transit-oriented development.</p> <p>Local, benefits will include access to job corridors in the region readily accessible by light rail, and a</p>

	<p>reduction in congestion on 99E and other nearby roads.</p> <p>Transportation facility improvements on SE Adams Street is constructed positively in excess of rough proportionality to the impacts of the proposed development as part of the light rail project.</p>
G. 19.706 Fee In Lieu of Construction	The required transportation facility improvements as part of the proposed development will be constructed as part of the light rail project.
H. 19.707 Agency Notification and Coordinated Review	All appropriate notification coordinated review has occurred through this process, and earlier associated processes for the overall light rail project.
I. 19.708.1.A Access Management	The property will be accessing the public right-of-way through 2105 SE Adams Street. As a result, the existing property's accessways onto SE Adams Street shall be brought into conformance with the access management standards contained in Chapter 12.16.
J. 19.708.1.B Clear Vision	The proposal will comply with clear vision standards contained in Chapter 12.24.
K. 19.708.1.C Development in Downtown Zones	The required transportation facility improvements as part of the proposed development shall be constructed in accordance with the Milwaukie Downtown and Riverfront Plan: Public Area Requirements.
L. 19.708.3 Sidewalk Requirements and Standards	Sidewalk improvements shall be incorporated into the design and construction of the required transportation facility improvements as part of the proposed development. Sidewalk improvements shall be constructed in accordance with the Public Works Standards.
M. 19.708.4 Bicycle Facility Requirements and Standards	SE Adams Street is not classified as a bike route. As a result, bikeway improvements are not required as part of the proposed development.
N. 19.708.6 Transit Requirements and Standards	SE Adams Street is not classified as a transit route. As a result, transit improvements are not required as part of the proposed development.
O. 19.709 Public Utility Requirements	The Engineering Director has determined that the existing public utilities are adequate to serve the proposed development.

<p>I. 19.708.1.A Access Management</p>	<p>The property will be accessing the public right-of-way through 2105 SE Adams Street. As a result, the existing property's accessways onto SE Adams Street shall be brought into conformance with the access management standards contained in Chapter 12.16.</p>
<p>J. 19.708.1.B Clear Vision</p>	
<p>K. 19.708.1.C Development in Downtown Zones</p>	<p>The required transportation facility improvements as part of the proposed development shall be constructed in accordance with the Milwaukie Downtown and Riverfront Plan: Public Area Requirements.</p>
<p>L. 19.708.3 Sidewalk Requirements and Standards</p>	<p>Sidewalk improvements shall be incorporated into the design and construction of the required transportation facility improvements as part of the proposed development. Sidewalk improvements shall be constructed in accordance with the Public Works Standards.</p> <p>M. 19.708.4</p>
<p>Bicycle Facility Requirements and Standards</p>	<p>SE Adams Street is not classified as a bike route. As a result, bikeway improvements are not required as part of the proposed development.</p>
<p>N. 19.708.6 Transit Requirements and Standards</p>	<p>SE Adams Street is not classified as a transit route. As a result, transit improvements are not required as part of the proposed development.</p>
<p>O. 19.709 Public Utility Requirements</p>	<p>The Engineering Director has determined that the existing public utilities are adequate to serve the proposed development.</p>
	<p>Off-street parking requirements have been addressed through an earlier submitted application. The Parking Determination Review concluded that no off-street parking is required, given the site's use as a utility building.</p> <p>Variances are necessary for building setback and floor area ratio requirements. All other underlying zone standards are met.</p>

	<p>The variance requests have been addressed within this application, and have been found to be consistent with variance approval criteria.</p> <p>With approval of the variances, this criterion is met.</p>
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<b>COMMUNITY SERVICE USE</b>
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<b>19.904.4 Approval Criteria</b>
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Criteria	Findings
<p>1. The building setback, height limitation, and off-street parking and similar requirements governing the size and location of development in the underlying zone are met. Where a specific standard is not proposed in the CSU, the standards of the underlying zone are met</p>	<p>Off-street parking requirements are being addressed through an earlier submitted application. That Parking Determination Review application requests approval for no off-street parking, given the site's use as a utility building.</p> <p>The building meets all setback and height limitations required in this zone. A variance is necessary for floor area ratio requirements. Exceptions are also sought for roof pitch and building material standards. The variance and exceptions requests have been addressed within this application, and have been found to be consistent with variance approval criteria.</p> <p>With approval of the variance and exceptions, this criterion is met.</p>
<p>2. Specific standards for the proposed uses as found in Subsections 19.904.7-11 are met</p>	<p>The activities have been assessed against the specific standards for the proposed uses as found in Subsections 19.904.7-11 (specifically, 19.904.9), and have been found to be met (see below),</p> <p>The criterion is met.</p>
<p>3. The hours and levels of operation of the proposed use are reasonably compatible with surrounding uses</p>	<p>The use of the sig/com building is infrequent and irregular, as the purpose of such use is exclusively maintenance.</p> <p>As such, the hours and level of the use are nominal, the operation and use are therefore compatible with surrounding uses.</p> <p>The criterion is therefore met.</p>

<p>4. The public benefits of the proposed use are greater than the negative impacts, if any, on the neighborhood</p>	<p>The public benefits resulting from the construction, completion, and utilization of the rail system are substantial, both locally and regionally. They include a more efficient transit system, reduced automobile usage and associated reduction in vehicle emissions and congestion, improved access and mobility for residents, a significant increase in local construction jobs, an accessible connection to the region's light rail system, enhanced regional economic competitiveness, and eventual downtown economic benefits typically associated with transit-oriented development.</p> <p>Local, benefits will include access to job corridors in the region readily accessible by light rail, and a reduction in congestion on 99E and other nearby roads.</p> <p>While the CMU block is not an allowed material in the Downtown area, the building design has been enhanced with the woven metal screens, which are transparent and create an interesting architectural contrast through the use of materials.</p> <p>The siting of the building in proximity to the two retaining walls on site, provide an inconspicuous location for the building, In addition, The setback from the west retaining wall on the property line is minimized, allowing increased setbacks from the adjacent business at 2105 Adams.</p> <p>Therefore, the criterion is met.</p>
<p>5. The location is appropriate for the type of use proposed</p>	<p>The location of this building is appropriate given its proximity to the gates at 21st and Adams intersection. Signal bungalows, must be placed within site of an intersection to allow maintenance personnel to see the gate and light functions at the intersection during routine maintenance. In its proposed orientation, the doors to the signal building face south, toward the 21st/ Adams intersection. The Communications building is connected to the back of the signal building, which allows the two to blend seamlessly, as one structure within one compact location. In addition, the site is below the grade of 21st Ave, providing an inconspicuous location for this key light rail function.</p> <p>The location of the Light Rail project and its associated facilities has been vetted through a protracted Final Environmental Impact Statement (FEIS) process, as well as a substantial ongoing public outreach program and multiple public hearings, to ensure its location maximizes potential benefits,. Additionally, the City of Milwaukie approved the South Downtown Concept Plan which anticipates the future light rail station and related amenities in this location.</p> <p>The criterion is met.</p>

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

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

**VARIANCES**

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

**19.911.4.B.1 Approval Criteria**

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

	<p>the light rail facilities will greatly exceed the number that would be produced by a building on the site meeting the FAR requirements, and this will ultimately support new development activities and associated benefits. Therefore the variance allowing the building as an essential component of this larger project is entirely consistent with the purpose of FAR standard, which is to ensure land is developed to an appropriate density that contributes to the activity and vitality of an area, and is suitable for the services available.</p> <p>The criterion is met.</p>
<p>b. The proposed variance is determined by the Planning Commission to be both reasonable and appropriate, and it meets one or more of the following criteria:</p> <p>(1) The proposed variance avoids or minimizes impacts to surrounding properties.</p> <p>(2) The proposed variance has desirable public benefits.</p> <p>(3) The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.</p>	<p>The sig/com is a modest structure, thoughtfully designed, and screened by landscaping to the maximum extent possible. In addition, the building is positioned with a minimum setback from the west property line to maximize setback from the surrounding properties.</p> <p>The site is bounded by a wall in the street ROW to the south, substantial landscaping to the north and the east, and a wall retaining supporting the future light rail tracks and existing RR tracks to the west. Due to the anticipated landscaping, walls, modest scale, the structure will be screened from other properties, to the extent possible, while still retaining site lines to the property for increased security. This results in minimal impact to adjacent parcels.</p> <p>The site configuration responds to the built and natural environment by partially recessing the structure into the site. Further, the adjacent walls supporting the LRT trackway align with the existing freight railroad. Overall, this minimizes impacts to adjacent parcels as the area is already largely defined by the existing tracks. The landscaping on site further contributes to the sites relationship to the natural environment.</p> <p>The proposed variance has desirable public benefit as the building footprint is reduced to supply the appropriate amount of space necessary to provide safe operations for the LRT and freight rail street crossing.</p> <p>The criterion is met.</p>
<p>c. Impacts from the proposed variance will be mitigated to the extent practicable.</p>	<p>The impacts from the proposed variance will be the lack of occupiable development. Given the function of this structure the FAR proposed is appropriate and impacts are minimal</p> <p>These impacts have been mitigated through execution of a Memorandum of understanding that defines City of Milwaukie and TriMet efforts to develop the nearby triangle site. In addition, the activity that will occur at the station, as well as the resulting overall enhancement of the immediate area and lack of impact to adjacent properties further mitigates impacts.</p>

	<p>This enhancement is furthered through the use of quality materials.</p> <p>The criterion is met.</p>
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<b>DESIGN REVIEW</b>
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The site is located in the Downtown Office zone and is subject to Downtown Design Review. Addressed below are the following:

- The applicable approval criteria of MMC 10.907.7
- Modification Criteria of MMC 19.907.10 to allow an exception to Design Standards
- Consideration Criteria of MMC 19.907.1 to allow an exception to Design Standards for prohibited materials.
- The applicable Design Guidelines.

<b>19.907.7 Approval Criteria for Design Review</b>
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Criteria	Findings
A. Compliance with Title 19;	The applications requirements and development standards of Title 19 have been met, but for the required variance addressed above, and the prohibited materials addressed below.  With approval of the variances and the materials, the criterion is therefore met.
B. Substantial consistency with the Downtown Design Guidelines;	The project has been reviewed below, and has been found to be consistent with the applicable Downtown Design Guidelines  This criterion is met.
C. Submittal of a complete application and applicable fee as adopted by the City Council.	The project as submitted is considered complete, and the fee accompanies this submission.  This criterion is met.

<b>19.310.6 Design Standards</b>
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Requirement	Findings
C. 2. Design Standards for Walls  b. The following wall materials are prohibited at the street level of the building:  (2) Splitface or other masonry block.  c. The following wall materials are prohibited at all levels of the	Painted concrete masonry unit (cmu) block is the proposed primary structural wall material. The wall will be predominantly concealed by woven metal screens held out from the wall on steel frames.  In addition to the woven metal wire screens, portions of the wall above 12'-0" are proposed to be standing seam metal.  As such, the approval criteria for consideration of prohibited materials in MMC 19.907.11 must be met, and are addressed below.



<p>building in all downtown zones:</p> <p>(4) Vinyl or metal cladding;</p> <p>(6) Metal panels, except at penthouse level.</p>		
<p>4. Design Standards for Roofs</p> <p>The following standards are applicable to building roofs in all of the downtown zones.</p> <p>a. Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.</p>		<p>The roof is proposed with a pitch of 2/12. While the proposed roof does have a sufficient cornice projection, it does not meet the height requirement.</p> <p>As such, the approval criteria for modification of design standards in MMC 19.907.10 must be met, and are addressed below.</p>

<p><b>19.907.10 Modification of Design Standards</b></p>		
<p>A modification to a design standard may be granted at a public hearing in accordance with Section 19.1006 when all of the following criteria are satisfied:</p>		
<p><b>Criteria</b></p>		<p><b>Findings</b></p>
<p>A. The modification is integral to the overall design concept for the building;</p>		<p>The roof is proposed with a pitch of 2/12. While the proposed roof does have a sufficient cornice projection, it does not meet the height requirement.</p> <p>The building is an extremely modest, and sustainably-designed structure. Though pitching the roof a fraction higher would obviate it being subject to the modification, the roof pitch is fitting proportionally, and would require more material and a custom design to implement an atypical (i.e. 2.1:12) pitch. A higher pitch would add more material and more visual mass to a design that is appropriately modest and unassuming.</p> <p>As the building is designed to be durable, efficient and modest, the scale of the roof eaves is designed to provide appropriate weather protection, minimize maintenance, and be proportionally appropriate. A continuous cornice height of 1' would add much "visual weight" to this element, add mass to the overall building, and require much more material than is otherwise required.</p> <p>As such, the approach is integral to the overall design concept. This criterion is met.</p>
<p>B. The modification: 1. Substantially meets the intent of</p>		<p>The purpose of the Design Standards is "to encourage building design with durable, high-quality materials." The materials and</p>

<p>the design standard; or                  2. In combination with other design elements of the project, the modification meets the intent of the design standard; and</p>	<p>approaches employed are durable, of high-quality, and appropriately sustainable. The roof pitch is appropriate for the structure. It is the highest pitch that does not meet the standard. It has sufficient and appropriate slope for the scale of the structure, while not appearing as the type of yet-lower pitched flat roof the standard aspires to avoid.</p> <p>The intent of the cornice dimensional requirement is to ensure that flat-roofed structures are finished and terminated at the top with an appropriate finished and scaled element. Given the modest scale of the structure, the more modest 6-1/2" dimension is better fitting for this composition, and more sustainable.</p> <p>This criterion is met.</p>
<p>C. The project is substantially consistent with the Downtown Design Guidelines applicable to the design standard.</p>	<p>The design considerations specified for buildings in the Milwaukie Downtown Design Guidelines aspire to ensure that they are contextually appropriate, compositionally additive, and of refined quality. The sig/com building is a refined composition. The roof pitch and thickness are intrinsic and thoughtful components of the overall design. The Design Guidelines applicable to the design standard are specifically addressed below, and the proposal, including the roof element, has been found to be consistent with those guidelines.</p> <p>This criterion is met.</p>

<p><b>19.907.11 Consideration of Prohibited Material or Design Features</b></p>		
<p>The Planning Commission may authorize the use of prohibited materials or design features specified in Subsection 19.310.6.C subject to the following criteria:</p>		
<p><b>Criteria</b></p>		<p><b>Findings</b></p>
<p>A. The applicant demonstrates that the prohibited material is substantially comparable to an allowed material with regards to quality, appearance, style, architectural effect, and durability.</p>		<p>Painted concrete masonry unit (cmu) block walls which are the proposed primary structural wall material, is predominantly concealed by woven metal screens held out from the walls on steel frames.</p> <p>In addition to woven metal wire screens that are proposed, portions of the wall above 12'-0" are proposed to be standing seam metal.</p> <p>The purpose of the overall approach is to use modern, utilitarian, durable, high-quality materials in an inventive manner that results in a low-maintenance and aesthetically advanced composition. The masonry base building is essential, given the nature of the equipment within and the vital security needs of the facility. The introduction of the</p>

	<p>metal frame and woven wire provides a textured quality that allows light to filter through, softening and enriching the overall presence of the building.</p> <p>The cmu and metal wall panels are almost entirely placed behind the woven mesh (the exception being reveals about the doors and equipment that allows them to function freely, further adding depth and character to the composition).</p> <p>Historically, these types of buildings have been rather plain, utilitarian structures. In this case there has been extra effort applied to making the structures for this light rail phase significantly more contributory to their context. The overall quality, appearance, style, and architectural effect is one of a modern, thoughtful, intricately detailed and modulated design.</p> <p>This criterion is met.</p>
<p>B. Use of the prohibited materials is consistent with design considerations specified for the particular design element in the Milwaukie Downtown Design Guidelines.</p>	<p>The design considerations specified for buildings in the Milwaukie Downtown Design Guidelines are to ensure that such structures are contextually appropriate, compositionally additive, and of refined quality. The sig/com building is a refined composition. The normally prohibited cmu and metal panels are a backdrop to the highly articulated and character-giving mesh and frame surround. These materials will allow a play of light and shadow that will be enhancing, consistent with the environmental values embedded in the guidelines, and contextually compatible with the existing railroad heritage and the new light rail elements. The addition of substantial landscaping will further connect the project to the environmental values and goals established by the guidelines.</p> <p>This criterion is met.</p>

## DESIGN GUIDELINES: MILWAUKIE CHARACTER

Guideline	Findings
<p><u>Reinforce Milwaukie's Sense of Place</u></p> <p><b>Strengthen the qualities and characteristics that make Milwaukie a unique place.</b></p>	<p>Milwaukie's history is largely formed and defined by its natural surroundings and unique transportation systems. The project's parallel relationship to the existing rail reinforces this transportation/technological history. Light rail is the steamship of the 21<sup>st</sup> century, and will provide Milwaukie with a new link to the region. It will provide unique views to the natural and urban areas that are Milwaukie today and will reinforce Milwaukie's qualities and characteristics in the future.</p> <p>As a result of public participation efforts, including public workshops, meetings with officials, and input from the Design and Landmarks Committee, numerous elements have been integrated into the design of the sig/com that are specifically responsive to Milwaukie's unique qualities and characteristics. The texture and layering of the building materials is unusual for such a modest utilitarian building. The maximizing of the remainder of the site for landscaping further connects the site to the nearby station area landscaping and parks.</p> <p>Landscaping, ashlar patterned retaining walls, and Milwaukie-themed fencing have all been incorporated in to the project to add to the project's thematic continuity and further support Milwaukie's unique qualities and characteristics.</p> <p>This guideline is met.</p>
<p><u>Integrate the Environment</u></p> <p><b>Building design should build upon environmental assets.</b></p>	<p>The design of the sig/com, respects the character of the nearby natural area through simple detailing, material selection, and landscaped area.</p> <p>This guideline is met.</p>
<p><u>Promote Linkages to Horticultural Heritage</u></p> <p><b>Celebrate Milwaukie's heritage of beautiful green spaces.</b></p>	<p>The sig/com, through its maximizing of landscape on the site, makes a thematic connection to Kellogg Lake and Kronberg Park, and celebrates those spaces.</p> <p>The design of the building also acknowledges and celebrates Milwaukie's green space heritage, through its simple detailing, and sympathetic and layered materials and color.</p> <p>This guideline is met.</p>

<p><u>Establish or Strengthen Gateways</u></p> <p><b>Projects should use arches, pylons, arbors or other transitions to mark special or primary entries and/or borders between public and private spaces.</b></p>	<p>The carefully designed building site features a variety of planting enhancements. Metal railings with historic Milwaukie motif demarcate the site, further contributing to transitional quality along the street frontage.</p> <p>Also visible within the site is variegated protective screening, ashlar treatment of the retaining walls, and the decorated and articulated quality of the building. These elements further contribute to the graceful transitioning between the site and the surrounding public and private areas and properties.</p> <p>The guideline is met.</p>
<p><u>Consider Context</u></p> <p><b>A building should strengthen and enhance the characteristics of its setting, or at least maintain key unifying patterns.</b></p>	<p>Elements have been integrated into the design of the overall project that are specifically responsive to, and enhance, Milwaukie's surrounding characteristics. These elements include: stone-patterning of the various wall treatments, bollard and furniture treatments appropriate to Milwaukie's palette, pedestrian scale street light standards consistent with Milwaukie's, and custom railing treatments incorporating detail and motifs specific to Milwaukie.</p> <p>The design of the standard light rail elements, such as the shelters, TVM shelters, and bike shelter and other system furniture are also high quality and complimentary.</p> <p>The sig/com building treatments are consistent with these nearby themes. The screens, roof, and wall materials are layered and highly articulated. The building is also near the historic railroad trestle, thus providing both a modern contrast and a formal and utilitarian consistency. The landscaping on the site will also relate to the natural qualities and diversity of the nearby Lake area and Kronberg Park.</p> <p>This guideline is met.</p>
<p><u>Promote Architectural Compatibility</u></p> <p><b>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.</b></p>	<p>The modest scale and “background building” character of the sig/com fits quietly into its surroundings. The siting of the structure maximizes setbacks, to minimize disruption of adjacent uses. The details are refined and of an appropriately human scale. Landscape further tempers the transition from building to neighborhood.</p> <p>This guideline is met.</p>

<p><u>Use Architectural Contrast Wisely</u></p> <p><b>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.</b></p>		<p>The inventive use of metal frames and woven mesh will contribute to an interesting urban environment. The play of light and shadow that will result will further enhance the area, while still appropriate for this simple utilitarian structure. Its clear thematic connection to elements associated with the larger light rail project help define its relationship to the overall area.</p> <p>This guideline is met.</p>
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## DESIGN GUIDELINES: PEDESTRIAN EMPHASIS

Guideline	Findings
<p><u>Reinforce and Enhance the Pedestrian System</u></p> <p><b>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.</b></p>	<p>There are no barriers to pedestrian movement associated with the proposal. Sidewalks, lighting, and street improvements are proposed consistent with City standards that will improve and encourage pedestrian movement. Decorative fencing, ashlar-pattern wall treatments, and landscaping will contribute to an enhanced pedestrian experience.</p> <p>This guideline is met.</p>
<p><u>Define the Pedestrian Environment</u></p> <p><b>Provide human scale to the pedestrian environment, with variety and visual richness that enhance the public realm.</b></p>	<p>The sig/com is modest in scale. The “background building” character of the sig/com fits quietly into its surroundings. The details are refined and of an appropriately human scale. Landscape treatments further contribute to the variety, visual richness, and the enhancement of the public realm.</p> <p>This guideline is met.</p>

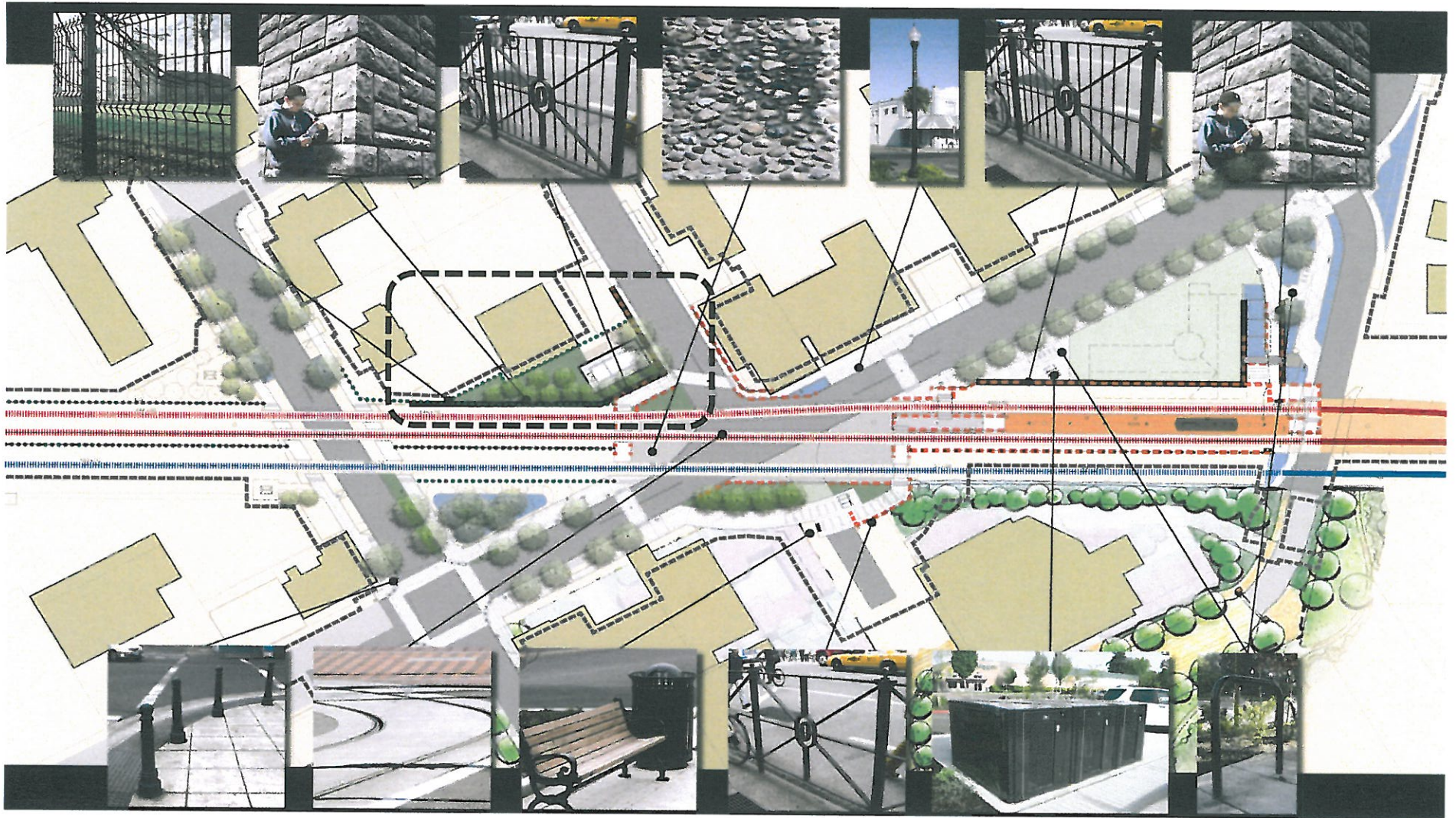
## DESIGN GUIDELINES: ARCHITECTURE

Guideline	Comments
<p><u>Wall Materials</u></p> <p><b>Use materials that create a sense of permanence.</b></p>	<p>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 cmu, steel frame and woven wire, 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.</p> <p>This guideline is met.</p>
<p><u>Wall Structure</u></p> <p><b>Use scale-defining devices to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure by establishing an uninterrupted street edge.</b></p>	<p>The building, particularly given its scale and purpose, is highly detailed and articulated, resulting in quality human-scaled structure that comfortable adds to the sense of enclosure.</p> <p>This guideline is met.</p>

<p><u>Silhouette and Roofline</u></p> <p><b>Create interest and detail in silhouette and roofline.</b></p>	<p>The roofline is simple and modestly scaled, consistent with overall scale and composition of the building.</p> <p>The simple soffit and edge, the standing seam pattern, and the roof pitch provide an appropriate degree of interest and detail.</p> <p>This guideline is met.</p>
<p><u>Rooftops</u></p> <p><b>Integrate rooftop elements into building design.</b></p>	<p>The building form and material transitions from a cmu body, to metal panel, to the membrane (and green, pending funding) roof. The modest overhang and simple detailing results in a coherent and integrated composition for the overall building.</p> <p>This guideline is met.</p>
<p><u>Green Architecture</u></p> <p><b>New construction or building renovation should include sustainable materials and design.</b></p>	<p>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 cmu, steel frame and woven wire, painted metal, and hardy landscape plants have been selected and utilized in an efficient 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. This quality, and the recyclability of the materials should the building ever be removed, ensure this to be a highly sustainable component.</p> <p>The guideline is met.</p>
<p><u>Building Security</u></p> <p><b>Buildings and site planning should consider and employ techniques that create a safe environment.</b></p>	<p>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.</p> <p>Because of the importance of these utility structures, the site is fenced, and TriMet has included security cameras - integrated into the design - for added security. The building includes lighting, limited to l.e.d. fixture lighting over each of the doors for security purposes. Carefully designed fencing, integrated into the site design, contributes to the site's overall security, while contributing positively to the experiential quality of the surrounding public and private realms.</p> <p>This guideline is met.</p>



<b>DESIGN GUIDELINES: LIGHTING</b>		
<b>Guideline</b>		<b>Findings</b>
<b>Architectural lighting should be an integral component of the facade composition.</b>		<p>The architectural lighting the station is limited to l.e.d. fixture lighting over each of the doors. The lighting will be for security purposes, photocell-actuated focused down. The lighting is a linear fixture, placed over each door, integrated into the overall composition as it is placed within the “reveal” between the screen system and door frame.</p> <p>The guideline is met.</p>

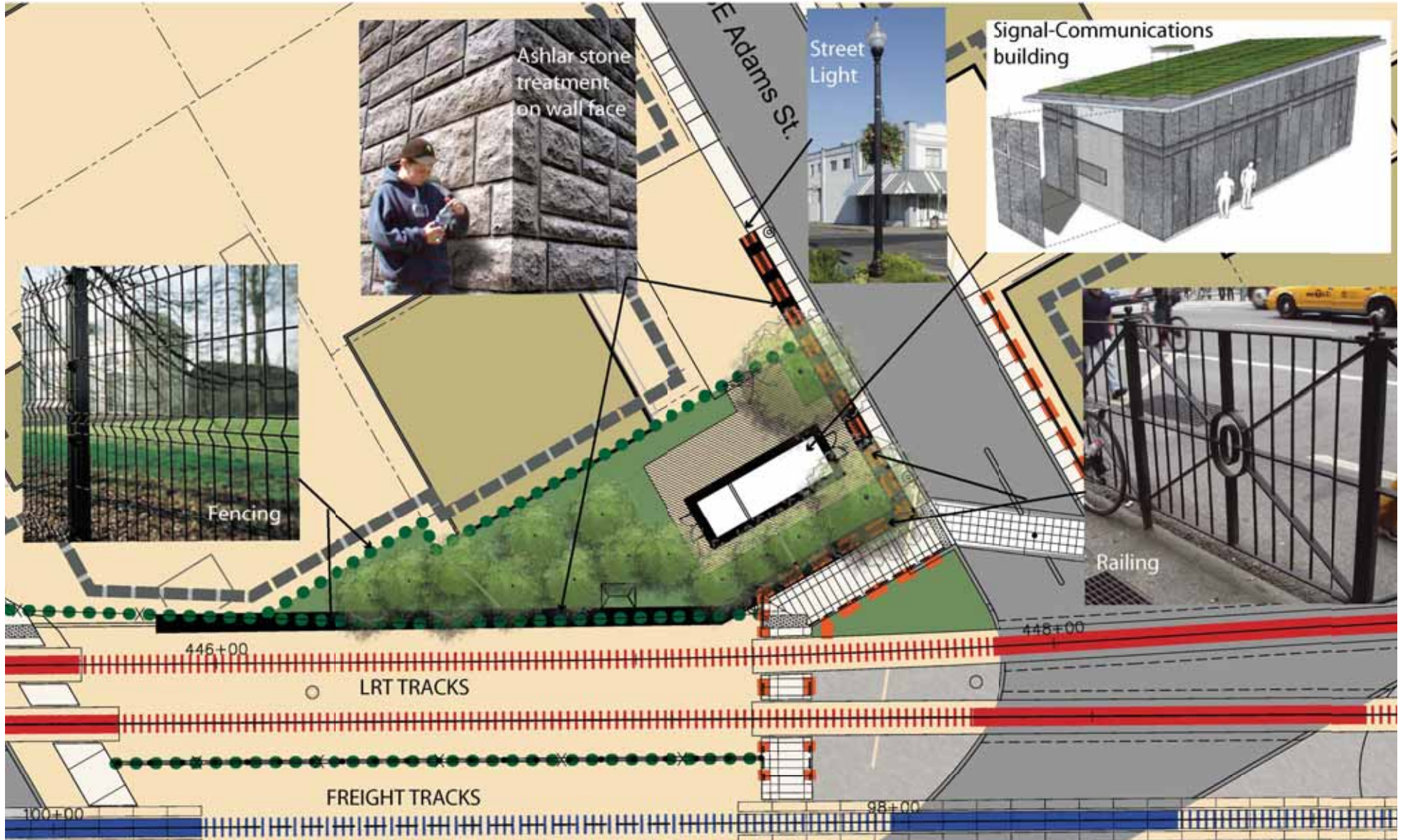


 Sig Com Site

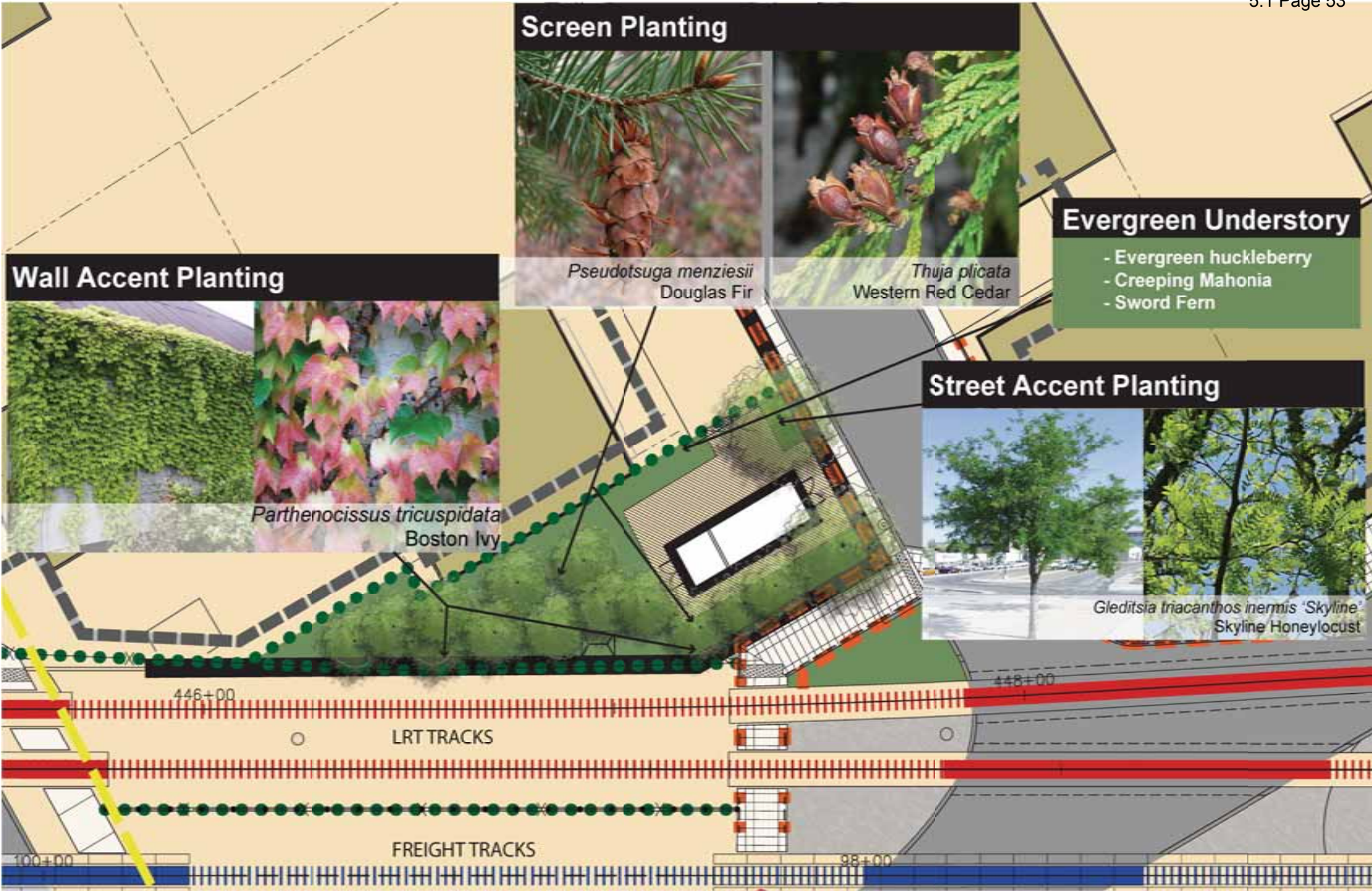
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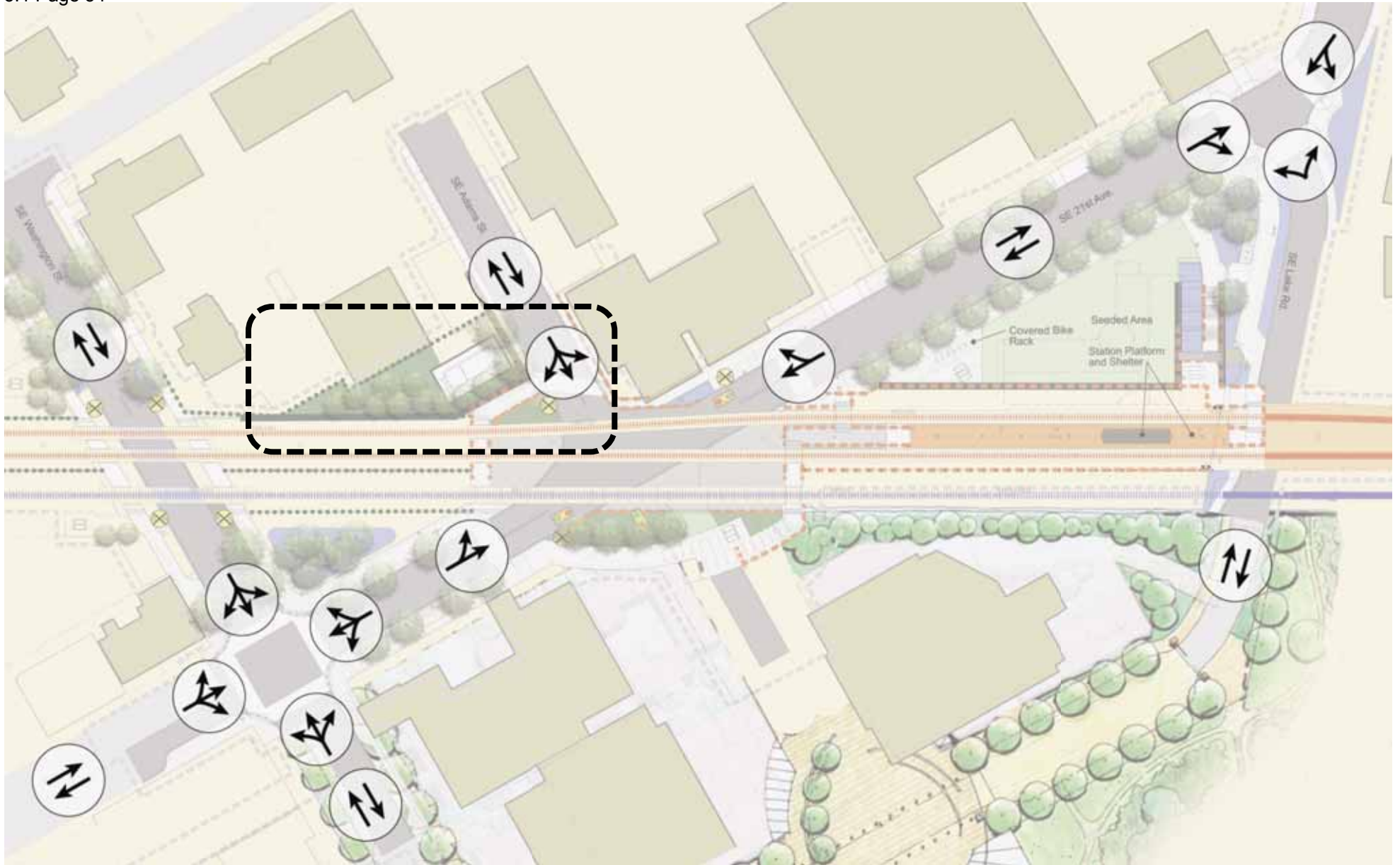
JUN 08 2012

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

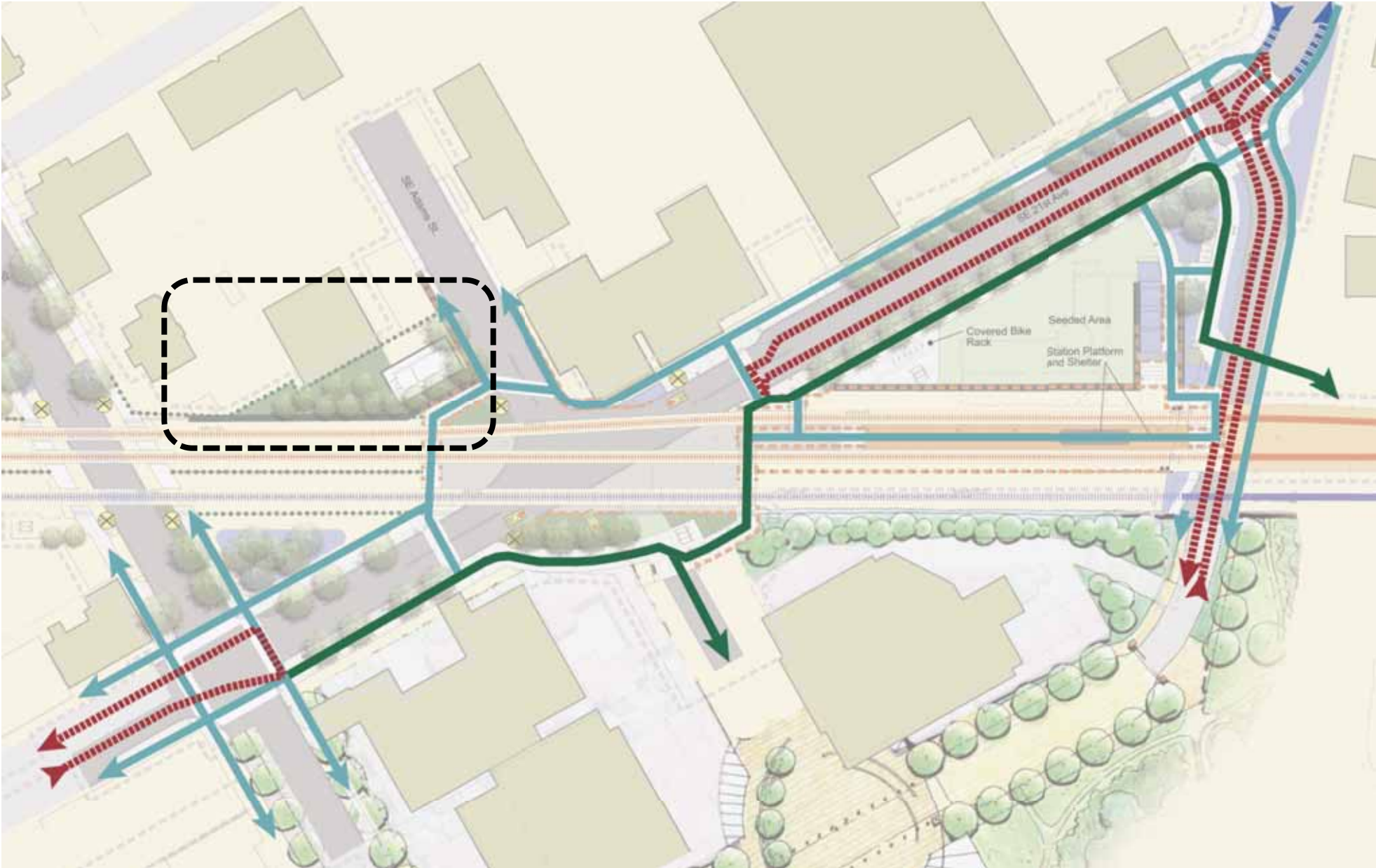


Sig Com Building Site Plan With Principle Elements

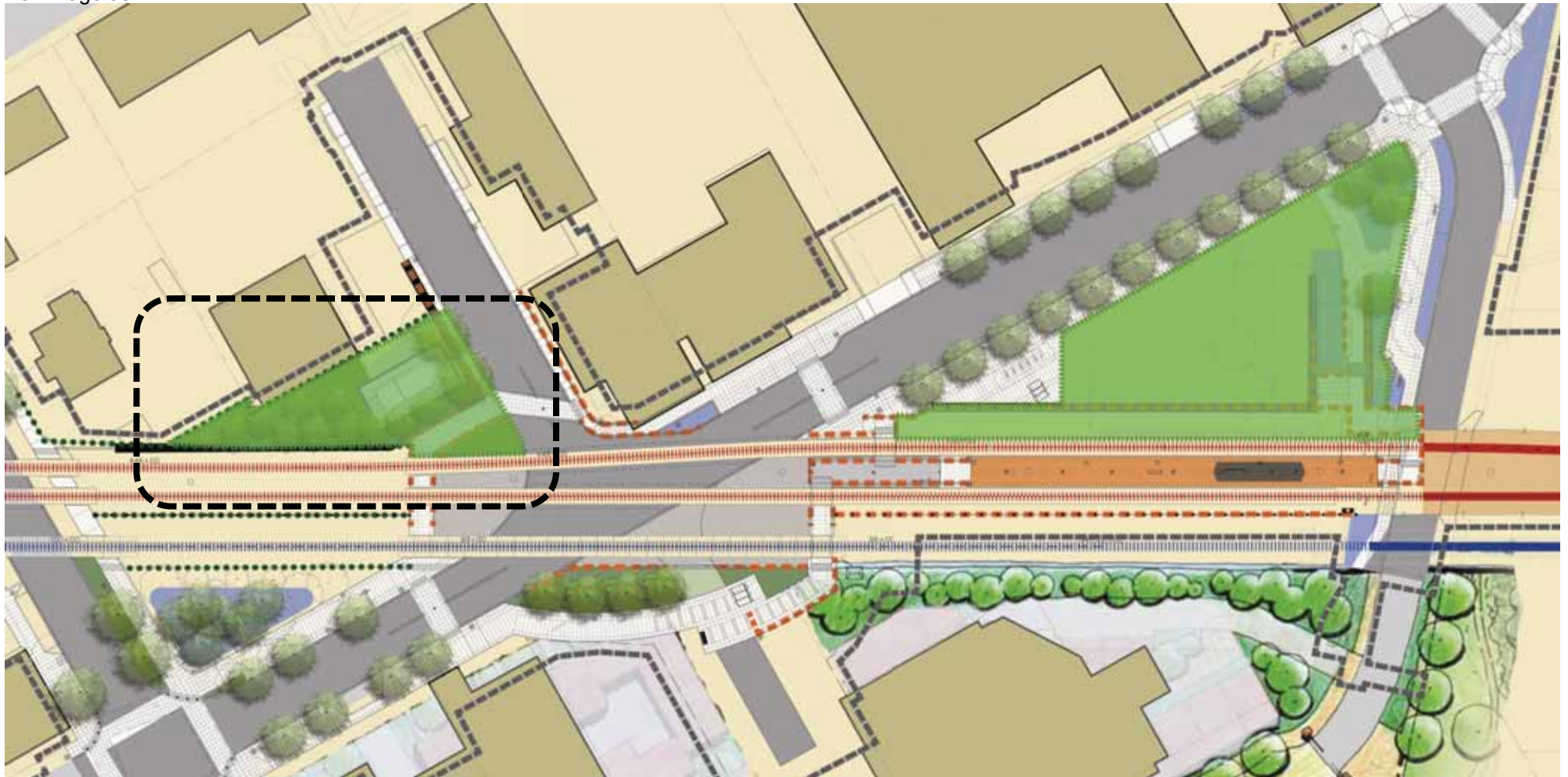




 Sig Com Site



 Sig Com Site

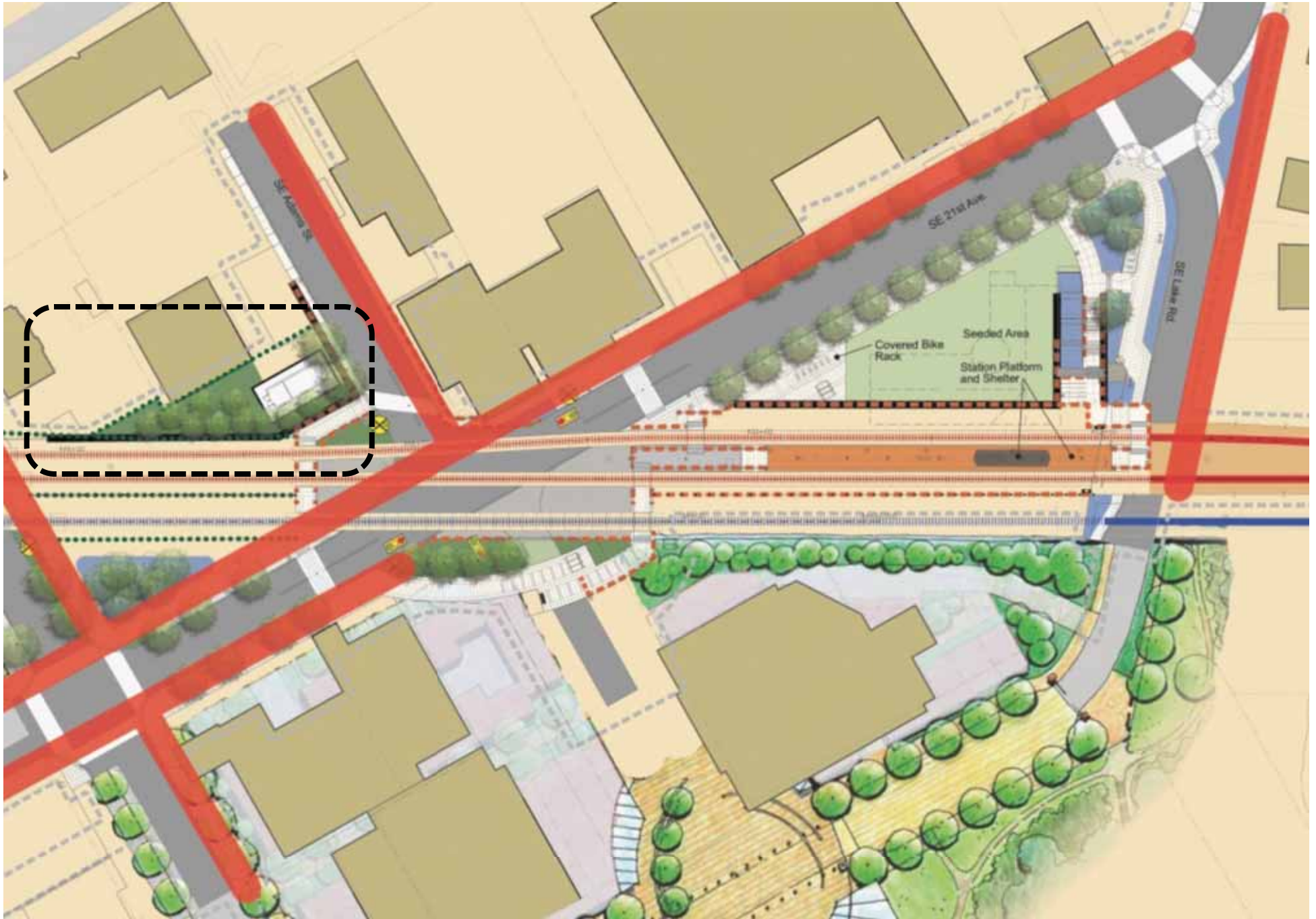


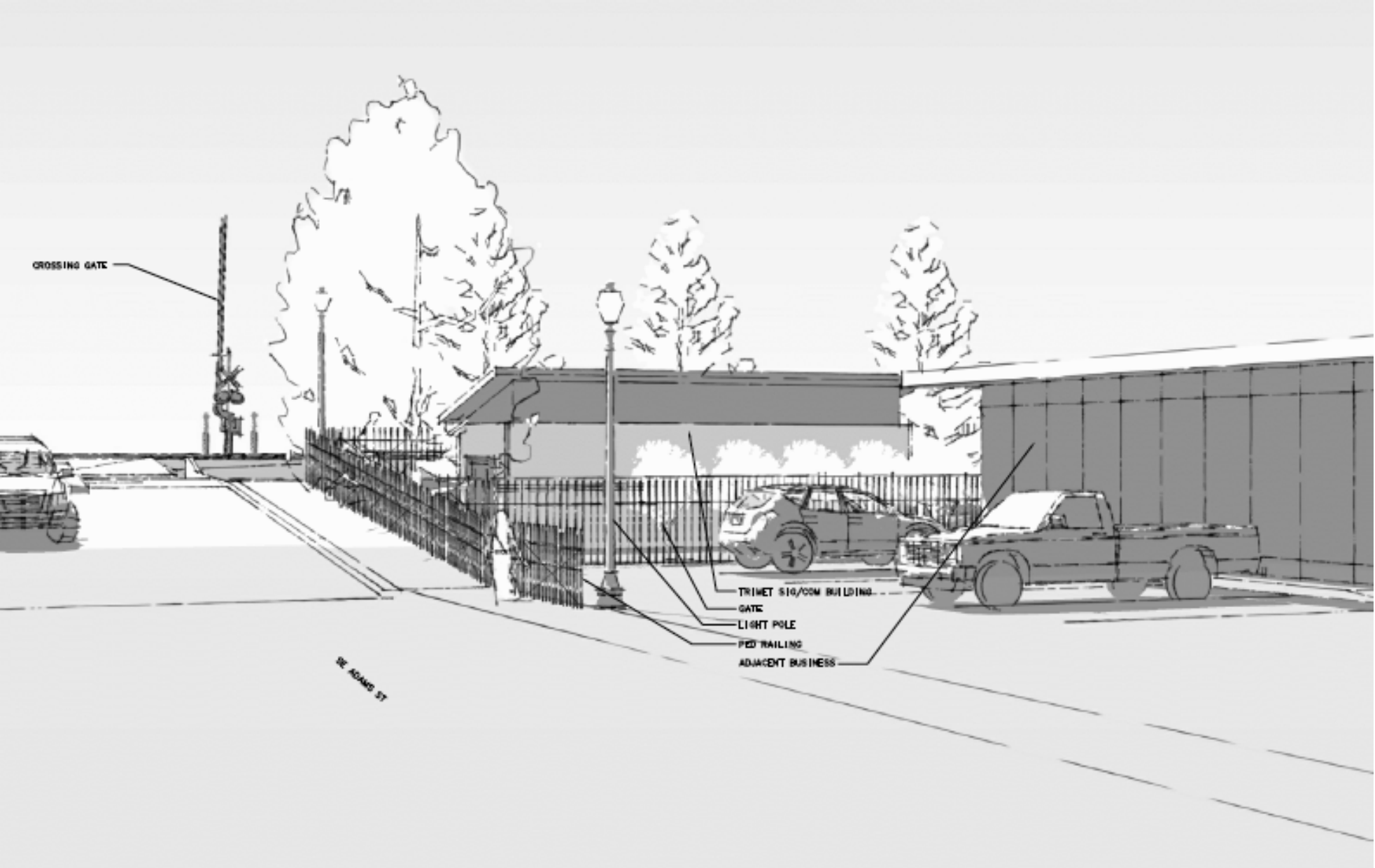
 Sig Com Site



 Sig Com Site



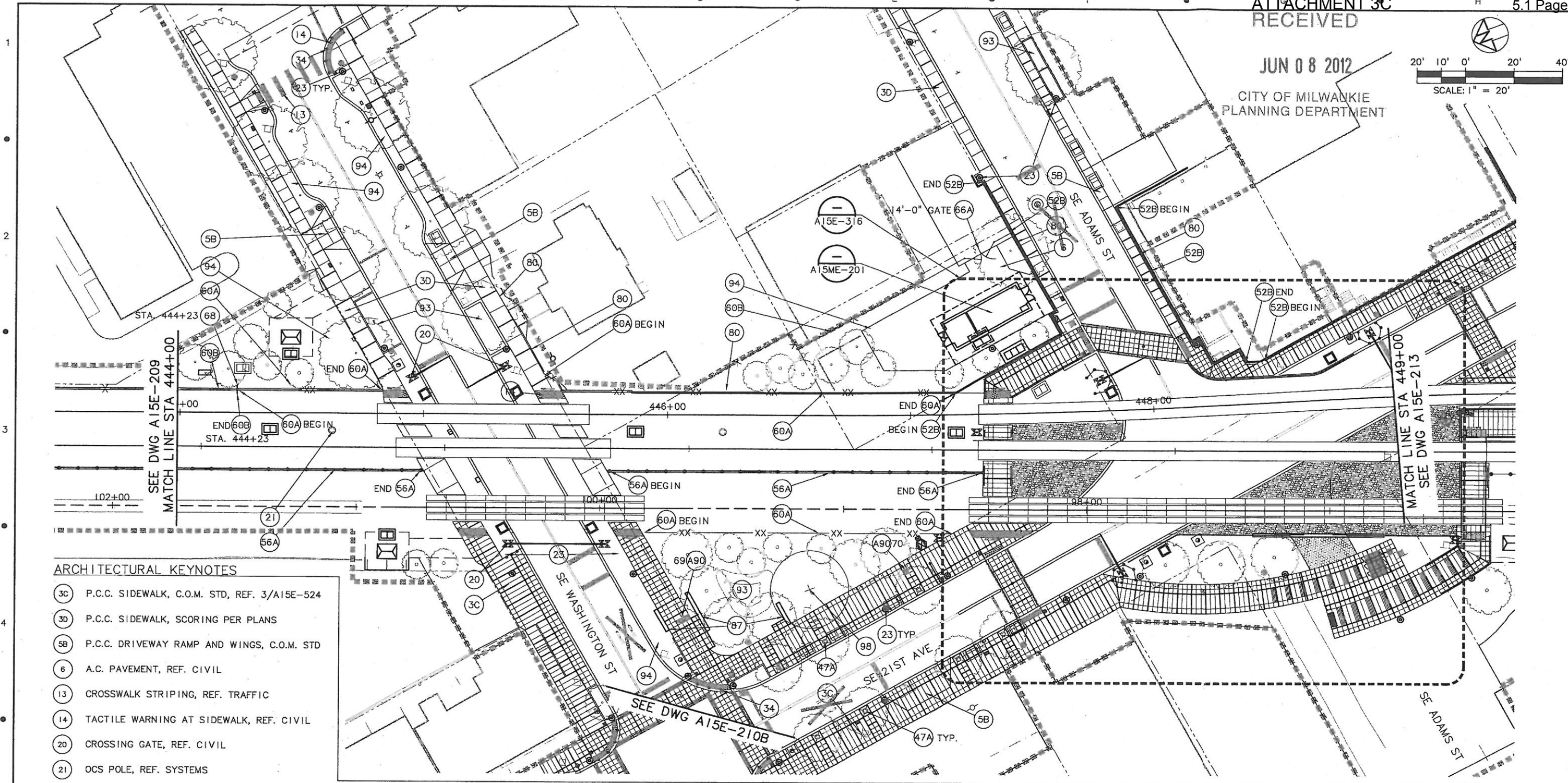
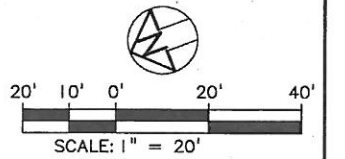




Sig Com Site Perspective View at SE 21<sup>st</sup> and Adams Street

JUN 08 2012

CITY OF MILWAUKIE  
PLANNING DEPARTMENT



ARCHITECTURAL KEYNOTES

- 3C P.C.C. SIDEWALK, C.O.M. STD, REF. 3/A15E-524
- 3D P.C.C. SIDEWALK, SCORING PER PLANS
- 5B P.C.C. DRIVEWAY RAMP AND WINGS, C.O.M. STD
- 6 A.C. PAVEMENT, REF. CIVIL
- 13 CROSSWALK STRIPING, REF. TRAFFIC
- 14 TACTILE WARNING AT SIDEWALK, REF. CIVIL
- 20 CROSSING GATE, REF. CIVIL
- 21 OCS POLE, REF. SYSTEMS
- 23 LIGHT, REF. ELECTRICAL
- 29 TRAFFIC SIGNAL POLE, REF. TRAFFIC PLANS
- 34 BOLLARD - C.O.M., REF. CIVIL
- 47A TREE WELL WITH GRATE, 4'X4' - C.O.M. STD, REF. 3/A15E-524, 5 & 6/A15E-527

- 52B RAILING - TYPE 3B, REF. 1/A15E-542
- 56A RAILING - TYPE 7A, REF. 1/A15E-550
- 60A FENCE - TYPE 9A - 48" WELDED WIRE FENCE, REF. 3/A15E-560
- 60B FENCE - TYPE 9B - 72" WELDED WIRE FENCE, REF. 1/A15E-560

- 66A GATE - WELDED WIRE FENCE, MATCH FENCE HEIGHT, REF. 1/A15E-561
- 68 FENCE TRANSITION, REF. 2/A15E-562
- 80 RETAINING WALL, REF. STRUCTURAL
- 87 BASALT STONE SEATWALL - REF. 4/A15E-570

- 93 STORMWATER PLANTER, REF. LANDSCAPING
- 94 PLANTING AREA, REF. CIVIL / LANDSCAPING
- 98 PRESERVE AND PROTECT EXISTING TREE, REF. LANDSCAPING
- A90 xx CONCRETE STAMPING - "xx" NUMBER REFERS TO SITE SPECIFIC TEXT IDENTIFIED BY ARTIST

NO.	DATE	BY	CHK.	APPD.	REVISIONS
5-14-12	JMS	CMR			ISSUED FOR CONSTRUCTION

RAH	DESIGNED	06-01-11	DATE
JFC	DRAWN	06-01-11	DATE
JMS	CHECKED	04-17-12	DATE
	APPROVED	5-14-12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

Mayer/Reed

DAVID EVANS AND ASSOCIATES INC.

TRIOMET

CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

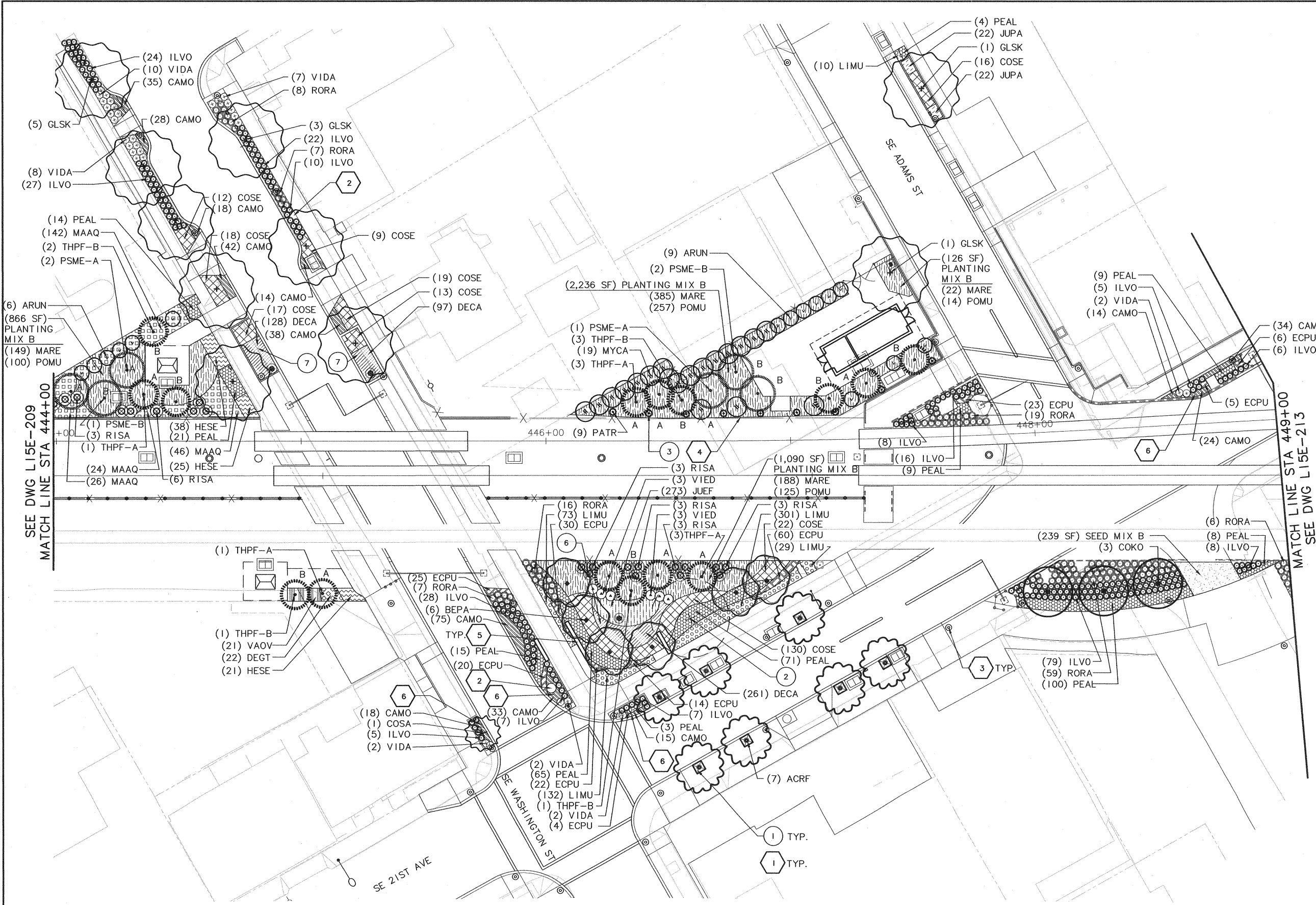
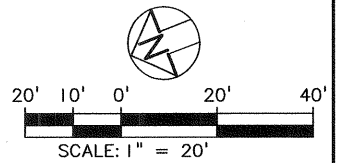
SUBMITTED: *[Signature]* DATE: 5-14-12 APPROVED: *[Signature]* DATE: 5-14-12

PORTLAND TO MILWAUKIE LRT  
EAST SEGMENT  
ARCHITECTURAL  
SITE PLAN (SE ADAMS ST)  
STA 444+00 TO STA 449+00

Exhibit P1

SCALE: 1"=20' DRAWING NO.: A15E-211 CONTRACT NO.: RH100544JB SHEET NO.: 90





**PLANTING KEY NOTES**  
REF. TO L15E-001 FOR FULL DESCRIPTION

- ① STREET TREE IN TREE WELL
- ② PRESERVE EXISTING TREE
- ③ VINE PLANTING AT WALL
- ④ WATER QUALITY BASIN
- ⑤ STORMWATER PLANTER

**SHEET NOTES:**

- ① TREE GRATE IN TREE WELL. REFER TO DETAIL 5/L15E-300 FOR TREE ANCHORING DETAIL. REFER TO ARCHITECTURAL DRAWINGS FOR TREE GRATE DETAIL.
- ② FIRE HYDRANT
- ③ LIGHT POLE
- ④ RETAINING WALL
- ⑤ STONE SEAT WALL, SEE ARCHITECTURAL DRAWINGS
- ⑥ INTERPLANT 3 GROUPS OF NARCISSUS 'FORTISSIMO' WITH 3 BULBS PER GROUP

NO.	DATE	BY	CHK.	REVISIONS
05-14-12	TS	MF		ISSUED FOR CONSTRUCTION

SK DESIGNED	05-03-11	DATE
CM/AP DRAWN	10-19-11	DATE
TS CHECKED	04-17-12	DATE
APPD. APPROVED	05-14-12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**GREENWORKS**

**DAVID EVANS AND ASSOCIATES INC.**

**TRIOMET**

CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

DATE: 05-14-12

APPROVED: *Leah Robbins*

**PORTLAND TO MILWAUKIE LRT**  
**EAST SEGMENT**  
**LANDSCAPE PLANTING PLAN**  
STA 444+00 TO STA 449+00

CONTRACT NO.: RH100544JB

DRAWING NO.: L15E-211

SCALE: 1"=20'

SHEET NO.: 328

**ARCHITECTURAL PLAN NOTES**

- 1 (1) P.C.C. TRACKWAY, REF. CIVIL
- (2A) P.C.C. ROADWAY, HEAVY TINED FINISH
- (2B) P.C.C. ROADWAY, BLACK INTEGRAL COLOR
- (3A) P.C.C. SIDEWALK, PBOT STD, REF. 4/A15E-523
- (3B) P.C.C. SIDEWALK, ODOT STD, REF. 5/A15E-523
- (3C) P.C.C. SIDEWALK, C.O.M. STD, REF. 3/A15E-524
- (3D) P.C.C. SIDEWALK, SCORING PER PLANS
- (3E) P.C.C. SIDEWALK, OMSI STD, REF. 2/A15E-523
- 2 (3F) P.C.C. SIDEWALK, PED./BIKE MIXING ZONE, SCORE AS SHOWN
- (3G) P.C.C. SIDEWALK, TACOMA STD, REF. 1 & 2/A15E-524
- (3H) P.C.C. SIDEWALK, SE PARK AVE STD, REF. 4/A15E-524
- (4) P.C.C. SIDEWALK, MATCH EXISTING FOR COLOR, SCORING AND FINISH
- (5A) P.C.C. DRIVEWAY RAMP AND WINGS, REF. CIVIL - SCORE PER PLANS
- (5B) P.C.C. DRIVEWAY RAMP AND WINGS, C.O.M. STD - SEE NOTE 14 THIS SHEET
- (6) A.C. PAVEMENT, REF. CIVIL
- 3 (7) WHEEL STOPS, REF. CIVIL
- (8A) BASALT COBBLESTONE PAVING, REF 2/A15E-528
- (8B) FLEXIBLE POROUS PAVING, REF. 1/A15E-526
- (9) PRECAST CONCRETE UNIT PAVERS - TYPE 3 - 8 CM, REF. 3/A15E-525
- (10A) PRECAST CONCRETE UNIT PAVERS - TYPE 1 - 6 CM, REF. 3/A15E-525
- (10B) PRECAST CONCRETE UNIT PAVERS - TYPE 2 - 6 CM, REF. 3/A15E-525
- (11) SCORING BAND, V GROOVE AT P.C.C. PAVING, REF. 3/A15E-527
- (12) COBBLE PAVING, REF. 1 & 2/A15E-525
- 4 (13) CROSSWALK STRIPING, REF. TRAFFIC
- (14) TACTILE WARNING AT SIDEWALK, REF. CIVIL
- (15) EXISTING SIDEWALK TO REMAIN, REF. CIVIL
- (16) BUS A.D.A. LOADING ZONE
- (17) P.C.C. GREENWAY - SCORING PER PLAN, REF. 1/A15E-523
- (18) P.C.C. BRIDGE PAVING - SCORING TO MATCH PMLRTB (WRTB) PLANS
- (19) P.C.C. GREENWAY PLAZA WITH INTEGRAL COLOR, REF. 3/A15E-301
- (20) CROSSING GATE, REF. CIVIL
- 5 (21) OCS POLE, REF. SYSTEMS
- (22) JOINT USE POLE WITH LIGHTING, REF. SYSTEMS
- (23) LIGHT, REF. ELECTRICAL
- (24) UTILITY VAULT, REF. CIVIL
- (25) FIRE HYDRANT, REF. UTILITIES
- (26) S.S. BANDS, REF. 7/A15E-527
- (27) P.C.C. TRAFFIC MEDIAN, SCORE PER PLANS
- (28) GRAVEL, REF. CIVIL
- (29) TRAFFIC SIGNAL POLE, REF. TRAFFIC PLANS
- (30A) BIKE RACK - TYPE I AT P.C.C. SIDEWALK (O.F.C.I), REF. 1/A15E-571
- (30B) BIKE RACK - TYPE A - C.O.M. STD. AT P.C.C. SIDEWALK (O.F.C.I), REF. 1/A15E-571
- (30C) BIKE RACK - TYPE I AT CONCRETE PAVERS (O.F.C.I), REF. 3/A15E-571
- (31) BIKE SHELTER, REF. A15E-740
- (31A) BIKE SHED, REF. A15E-750
- (32A) OMSI POLE LIGHT SHROUD - REF. A15E-500
- (32B) OMSI CABLE LIGHT SHROUD - REF. A15E-500
- (33A) REMOVABLE TROLLEY TRAIL BOLLARD, REF. C15E-1600
- (33B) BASALT TROLLEY TRAIL BOLLARD, REF. C15E-1600
- (34) BOLLARD - C.O.M., REF. CIVIL
- (35A) REMOVABLE BOLLARD, REF. C15E-492
- (35B) REMOVABLE BOLLARD AT OLD WATER AVE., REF. 4/A15E-526
- (36) PEDESTRIAN WARNING DEVICE, REF. ELEC.
- (37) TVM SHELTER (O.F.C.I), REF. SEGMENT N DRAWINGS
- (38A) BENCH - TYPE 4 - (O.F.C.I) - REF. 3/A15E-572
- (38B) BENCH - TYPE A - C.O.M. STD., REF. 1/A15E-572
- (38C) BENCH - TYPE B - GABION BASKET SEATWALL, REF. 1/A15E-570
- (38D) BENCH - TYPE C - PORTLAND GREENWAY, REF. 4/A15E-572
- (39A) TRAFFIC BOLLARD, REF. 2/A15E-554
- (39B) TRAFFIC BOLLARD WITH CHAIN, REF. 2/A15E-554
- (40A) TRASH RECEPTACLE - TYPE A - C.O.M. STD., REF. 2/A15E-572
- (40B) TRASH RECEPTACLE - TYPE I - (O.F.C.I.)
- (42) BIKE STORAGE LOCKER (O.F.C.I.)
- (43) STREETCAR SHELTER (N.I.C.)
- (44) BUS STOP SHELTER (N.I.C.)
- (45) CCTV POLE - REF. SEGMENT N DRAWINGS, SHEET A15S-153
- (46A) NEW TREE WELL, 4'X4', REF. 3/A15E-524
- (46B) NEW TREE WELL, 4'X6', REF. 1 & 2/A15E-521 (SIM)

- (46C) NEW TREE WELL, 4'X9', REF. 1 & 2/A15E-521
- (46D) NEW TREE WELL, 6'-6"X9', REF. 3 & 4/A15E-521
- (47A) TREE WELL WITH GRATE, 4'X4' - C.O.M. STD, REF. 3/A15E-524, 5 & 6/A15E-527
- (47B) TREE WELL NO GRATE, 3'X3' - C.O.M. STD, REF. 5/A15E-524
- (48) ADA CAST IRON TRENCH GRATE AT STORMWATER INLET, REF. CIVIL
- (49) OSPREY NESTING PLATFORM, REF. 1/A15E-504
- (50A) RAILING - TYPE 1A - 36" HT. PED. RAIL, REF. 1/A15E-542
- (50B) RAILING - TYPE 1B - 36" PAINTED PED. RAIL, REF. 1/A15E-542
- (50C) RAILING - TYPE 1C - 42" HT. PED. GUARDRAIL, REF. 1/A15E-542
- (51A) RAILING - TYPE 2A, REF. 1/A15E-541
- (51B) RAILING - TYPE 2B, REF. A15E-540
- (51C) RAILING - TYPE 2C, REF. A15E-540
- (52A) RAILING - TYPE 3A, REF. 1/A15E-542
- (52B) RAILING - TYPE 3B, REF. 1/A15E-542
- (53A) RAILING - TYPE 4A, REF. 1/A15E-542
- (53B) RAILING - TYPE 4B, REF. 1/A15E-542
- (54A) RAILING - TYPE 12A, REF. 1/A15E-549
- (54B) RAILING - HANDRAIL AT EXISTING SIDEWALK TYPE 12A, REF. 1/A15E-549
- (54C) RAILING - HANDRAIL AT BYBEE DECK TYPE 12A, REF. 4/A15E-549
- (55A) RAILING - PMLRTB PEDESTRIAN RAILING, REF. A15E-551
- (55B) RAILING - PMLRTB RAILING, REF. A15E-552
- (56A) RAILING - TYPE 7A, REF. 1/A15E-550
- (57) PROTECTIVE FENCING, REF. S15E-721
- (58A) RAILING - CORTI PROPERTY, REF. 3/A15E-549

**ARCHITECTURAL ABBREVIATIONS**

AL	ALIGN
CJ	CONSTRUCTION JOINT
CL	CENTERLINE
DIM.	DIMENSION
EJ	EXPANSION JOINT
EX.	EXISTING
F.G.	FINISH GRADE
JT	JOINT
N.I.C.	NOT IN CONTRACT
NOM.	NOMINAL
NTS	NOT TO SCALE
O.C.	ON CENTER
O.F.C.I.	OWNER FURNISHED / CONTRACTOR INSTALLED
P.C.C.	PORTLAND CEMENT CONCRETE
REF.	REFERENCE
S.S.	STAINLESS STEEL
S.F.R.C.	STEEL FIBER REINFORCED CONCRETE
SIM.	SIMILAR
TYP.	TYPICAL

FOR OTHER ABBREVIATIONS, REFERENCE TRIMET STANDARD ABBREVIATIONS, SHEET STMO11, TRIMET STANDARD DRAWINGS.

**GENERAL NOTES**

1. DO NOT SCALE DRAWINGS. FIELD VERIFY DIMENSIONS BEFORE PROCEEDING WITH THE WORK. WHERE NEW WORK IS TO MATCH EXISTING FEATURES TO REMAIN, RECORD EXISTING CONDITIONS PRIOR TO DEMOLITION SO THAT SPACING AND LAYOUT OF PROPOSED ELEMENTS CAN BE PROPERLY LOCATED TO MATCH THE EXISTING CONSTRUCTION MODULE. NOTIFY ENGINEER IMMEDIATELY OF ANY DIMENSIONAL ERRORS OR CONFLICTS WITH THE WORK OF OTHER TRADES.
2. ALL ARCHITECTURAL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND ALL OTHER DRAWINGS RELATED TO THE WORK, INCLUDING STRUCTURAL, ELECTRICAL, LANDSCAPE AND CIVIL DRAWINGS.
3. EMBEDDED ITEMS SUCH AS PIPES, INSERTS, SLEEVES, CONDUITS AND STRUCTURAL SUPPORTS AND OPENINGS OR RECESSES REQUIRED FOR ELECTRICAL AND CIVIL WORK ARE NOT SHOWN ON ARCHITECTURAL DRAWINGS. CONTRACTOR SHALL REFER TO TRADES FOR LOCATION AND DETAILS OF THESE ITEMS.
4. ALL WORK SHALL CONFORM TO THE LATEST ADOPTED LOCAL, STATE, AND NATIONAL CODES AND REGULATORY REQUIREMENTS OF THE LOCAL AUTHORITIES HAVING JURISDICTION. CONFLICTS, WHERE NOTED BY THE CONTRACTOR, SHALL BE IMMEDIATELY FORWARDED TO THE ENGINEER.
5. EXISTING WORK IS SHOWN BY SCREENED LINE IN THE DRAWING AND/OR IDENTIFIED BY THE TERM "EXISTING."
6. DIMENSIONS ARE TO FACE OF CONCRETE OR MASONRY WALLS OR CENTERLINE OF COLUMN OR MEMBER UNLESS OTHERWISE NOTED.
7. PAVEMENT ELEVATIONS ARE TO TOP OF STRUCTURAL CONCRETE SLABS OR TO TOP OF ARCHITECTURAL FINISHES UNLESS OTHERWISE NOTED.
8. SEE CIVIL DRAWINGS FOR NEW AND EXISTING GRADES OF PAVING AND SIDEWALK ELEVATIONS.
9. ARCHITECTURAL SYMBOLS APPLY TO A15E- SERIES DRAWINGS.
10. ON DRAWINGS DEPICTING LRT PLATFORMS, IF PLAN AND ELEVATION INFORMATION CONFLICT, FOLLOW PLAN INFORMATION.
11. ALL EXPOSED METAL ON SIDEWALK FURNISHINGS, POLES, SHELTERS, HATCHES AND MISCELLANEOUS ELEMENTS MUST BE GROUNDED IF WITHIN 15 FEET OF LRT TRACK CENTERLINE. SEE DETAILS FOR GROUNDING ATTACHMENTS. SEE J15-SERIES DRAWINGS AND E15-SERIES DRAWINGS FOR PLATFORM AND SIDEWALK GROUNDING PLANS.
12. PRESERVE AND PROTECT ALL EXISTING TREES NOT IDENTIFIED FOR REMOVAL. SEE CIVIL AND LANDSCAPE PLANS. SEE CIVIL DEMOLITION DWGS AND NOTES, LANDSCAPE DWGS AND NOTES, AND SPEC SECTION 01535 FOR TREE PROTECTION AND PRESERVATION NOTES.
13. SOME ITEMS ON THESE DRAWINGS ARE NOT IN CONTRACT (INDICATED N.I.C.), BUT ARE FURNISHED AND INSTALLED BY OTHERS. FOOTINGS OR THICKENED SLABS ARE REQUIRED FOR ANCHORAGE OF MANY OF THESE ITEMS.
14. SCORE DRIVEWAYS OUTSIDE DOWNTOWN MILWAUKIE AREAS IN ACCORDANCE WITH C.O.M. DETAILS #502A-E. MATCH CONDITIONS WITH APPROPRIATE DETAIL.

																<b>PORTLAND TO MILWAUKIE LRT</b> <b>EAST SEGMENT</b> ARCHITECTURAL GENERAL NOTES / ABBREVIATIONS AND LEGEND																							
JMS DESIGNED 08-09-11 DATE				JFC DRAWN 08-10-11 DATE				RAH CHECKED 04-17-12 DATE				CMR APPROVED 5-14-12 DATE				CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232																							
NO. 5-14-12				RAH				CMR				ISSUED FOR CONSTRUCTION REVISIONS				SUBMITTED: <i>R. [Signature]</i> DATE: 5-14-12				APPROVED: <i>Leslie Robins</i> DATE: 5-14-12				SCALE: NONE				DRAWING NO.: A15E-004				CONTRACT NO.: RH100544JB				SHEET NO.: 4			

11/15/10 D:\P\15E\EA\15E-004.dwg 4/27/2012 2:00:01 PM, ncsd

**ARCHITECTURAL PLAN NOTES**

- (59) FENCE - TYPE 9A/9C - 48" WELDED WIRE FENCE, TRANSITION AT PROPERTY LINE, REF. 3/A15E-562
- (60A) FENCE - TYPE 9A - 48" WELDED WIRE FENCE, REF. 3/A15E-560
- (60B) FENCE - TYPE 9B - 72" WELDED WIRE FENCE, REF. 1/A15E-560
- (60C) FENCE - TYPE 9C - 48" GALVANIZED WELDED WIRE FENCE, REF. 3/A15E-560
- (60D) FENCE - TYPE 9D - 72" GALVANIZED WELDED WIRE FENCE, REF. 1/A15E-560
- (61A) FENCE - TYPE 10A - CL4, 48" CHAIN LINK FENCE, REF. ODOT STD DWG RD815
- (61B) FENCE - TYPE 10B - CL6, 72" CHAIN LINK FENCE, REF. ODOT STD DWG RD815
- (61C) FENCE GATE - TYPE 10 - CHAIN LINK FENCE GATE, REF. ODOT STD DWG RD815
- (61D) FENCE - TYPE 10C - CL8R 96" CHAIN LINK FENCE, REF. ODOT STD DWG DTL 1810
- (61E) FENCE - TYPE 10E - CL4, 48" CHAIN LINK FENCE, BLACK VINYL COATED, REF ODOT STD DWG RD815
- (61F) FENCE - TYPE 10F - CL6, 72" CHAIN LINK FENCE, BLACK VINYL COATED, REF ODOT STD DWG RD815
- (62A) FENCE - THROW BARRIER, WWM FENCING, REF. STRUCTURAL
- (62B) FENCE - THROW BARRIER, MLK VIADUCT, REF. 1/A15E-563
- (62C) FENCE - THROW BARRIER, CONCRETE BARRIER MOUNTED, REF. ODOT STD DWG 1830
- (63) FENCE - SCREEN, 72" WELDED WIRE FENCE, REF. 2/A15E-560
- (64) FENCE - TYPE 11 - 72" WOOD FENCE, REF A15E-564
- (65) FENCE - MAINTENANCE RAIL - REF. STRUCTURAL S15E-1004
- (66A) GATE - WELDED WIRE FENCE, MATCH FENCE HEIGHT, REF. 1/A15E-561
- (66B) GATE - LOCKABLE GATE AT CHAIN LINK FENCE / RAILING
- (66C) GATE - ODOT STANDARD REF. 1/A15E-548
- (66D) GATE - FIRE ACCESS REF. 1/A15E-547
- (66E) GATE - LOCKABLE GATE AT WOOD FENCE, REF A15E-564
- (67) BOLLARD IN BALLAST TRACK, REF. 2/A15E-550
- (68) FENCE TRANSITION, REF. 2/A15E-562
- (69A) WELDED WIRE CANTILEVER SLIDING GATE WITH AUTOMATIC GATE OPERATOR
- (69B) CHAIN LINK CANTILEVER SLIDING GATE WITH AUTOMATIC GATE OPERATOR
- (70) GATE - MOTOR AND ACCESS CONTROL
- (71) NOT USED
- (72) NOT USED
- (73) NOT USED
- (74) NOT USED
- (75) NOT USED
- (76) NOT USED

- (77) NOT USED
- (78) NOT USED
- (79) NOT USED
- (80) RETAINING WALL, REF. STRUCTURAL
- (81) NOT USED
- (82) GABION RETAINING WALL, REF. STRUCTURAL
- (83) CONCRETE BARRIER, REF. CIVIL
- (84) P.C.C. STEPS WITH HANDRAIL, REF. 2/A15E-549 FOR HANDRAIL, REF. STRUCTURAL FOR STEPS
- (85) RR SAFETY WALL, REF. STRUCTURAL
- (86) SOUND WALL, REF. CIVIL / STRUCTURAL
- (87) BASALT STONE SEATWALL - REF. 4/A15E-570
- (88) PARK & RIDE SIGN, REF. SEGMENT N DRAWINGS, SHEET A15N-250
- (89) VINE PLANTING PIT, REF. 2/A15E-522
- (90) GRANITE BOULDER, REF. 5/A15E-526
- (91) AGGREGATE SPLASH PAD, REF. 3/A15E-522
- (92) SAWCUT STREET TREE PLANTER FROM EXISTING SIDEWALK
- (93) STORMWATER PLANTER, REF. LANDSCAPING
- (94) PLANTING AREA, REF. CIVIL / LANDSCAPING
- (95) TROLLEY TRAIL, REF. CIVIL
- (96) PROPOSED BUS STOP (N.I.C.)
- (97) EXISTING BUS STOP TO REMAIN (N.I.C.)
- (98) PRESERVE AND PROTECT EXISTING TREE, REF. LANDSCAPING
- (99) UTILITY POLE

**ART PLAN NOTES**

- REF. ART MATRIX SHEETS A15E-010 FOR MORE INFORMATION
- (A10) OMSI STATION - VIDEO DISPLAY AT SHELTER
  - (A20) CLINTON STATION - LARGE FREE STANDING STEEL SCULPTURE
  - (A21) CLINTON STATION - SMALL STEEL SCULPTURE
  - (A30) POWELL UNDERPASS - TBD
  - (A40) 17TH AVE CORRIDOR - BOAT SHAPED STEEL SCULPTURES
  - (A50) BYBEE STATION - KINETIC ILLUMINATED SCULPTURE
  - (A60) TACOMA STATION PARK AND RIDE - LARGE SCALE "EARTH CAST" SCULPTURES
  - (A70) LAKE STATION - NORTH PLATFORM GRANITE SCULPTURE
  - (A71) LAKE STATION - SOUTH PLATFORM GRANITE SCULPTURE
  - (A80) PARK STATION PARK AND RIDE - LARGE SCALE SCULPTURE
  - (A90) xx CONCRETE STAMPING - "XX" NUMBER REFERS TO SITE SPECIFIC TEXT IDENTIFIED BY ARTIST
  - (A100) KELLOGG BRIDGE - "BOTTS" ADHERED TO UNDERSIDE OF BRIDGE STRUCTURE
  - (A10) SHELTER COLUMN TREATMENT
  - (A102) BRIDGE ABUTMENT ART - REF. PMLRTB CONTRACT DWGS.

NO.	DATE	BY	CHK.	REVISIONS
5-14-12	RAH	CMR		ISSUED FOR CONSTRUCTION

JMS DESIGNED	06-01-11 DATE
JFC DRAWN	06-01-11 DATE
RAH CHECKED	04-17-12 DATE
<i>[Signature]</i> APPROVED	5-14-12 DATE



**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**

**Mayer/Reed**

**DAVID EVANS AND ASSOCIATES INC.**

**TRIOMET**

CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: <i>[Signature]</i>	DATE: 5-14-12	APPROVED: <i>[Signature]</i>	DATE: 5-14-12
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**PORTLAND TO MILWAUKIE LRT**  
EAST SEGMENT  
ARCHITECTURAL  
GENERAL NOTES / ABBREVIATIONS AND LEGEND

**Exhibit P5**

SCALE: NONE	DRAWING NO.: A15E-005	CONTRACT NO.: RH100544JB	SHEET NO.: 5
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MASTER TREE LEGEND

DECIDUOUS TREES				
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	QUANTITY
				*CF *OF
ACCA	Acer campestre 'Evelyn'	QUEEN ELIZABETH HEDGE MAPLE	2 1/2" CAL.	7
ACCI	Acer circinatum	VINE MAPLE	7'-8', MULTI-STEM, 3 STEM MIN.	47
ACGI	Acer ginnala 'Flame'	FLAME MAPLE	2 1/2" CAL., MULTI-STEM, 3 STEM MIN.	18
ACGR	Acer grandidentatum 'Schmidt'	ROCKY MOUNTAIN GLOW MAPLE	2 1/2" CAL.	9
ACMA	Acer macrophyllum	BIG LEAF MAPLE	2 1/2" CAL.	10
ACRF	Acer rubrum 'Franks Red'	RED SUNSET MAPLE	2 1/2" CAL.	1 25
ALRU	Alnus rubra	RED ALDER	2 1/2" CAL.	30
AMAL	Amelanchier alnifolia	SERVICEBERRY	1 1/2" CAL.	24
AMJF	Amelanchier laevis 'JFS-Arb' PP 15304	SPRING FLURRY SERVICEBERRY	2 1/2" CAL.	30
AMSN	Amelanchier laevis 'Snowcloud' PP 7203	SNOWCLOUD SERVICEBERRY	2 1/2" CAL.	16
ARME	Arbutus menziesii	PACIFIC MADRONE	5 GAL.	3
BEPA	Betula papyrifera 'Renci' PP12768	RENAISSANCE REFLECTION PAPER BIRCH	2 1/2" CAL.	6
COSA	Cornus kousa 'Satomi'	SATOMI DOGWOOD	2" CAL.	1
COEW	Cornus x 'Eddie's White Wonder'	EDDIE'S WHITE WONDER DOGWOOD	2 1/2" CAL.	19
COKO	Cornus kousa 'Chinensis'	KOUSA DOGWOOD	2" CAL.	9 3
CONU	Cornus nuttalli	PACIFIC DOGWOOD	5 GAL.	5
FASY	Fagus sylvatica 'Fastigiata'	FASTIGIATE EUROPEAN BEECH	2 1/2" CAL.	19
FRLA	Fraxinus latifolia	OREGON ASH	2 1/2" CAL.	11
FRCI	Fraxinus pennsylvanica 'Cimmzam' PP8077	CIMMARON GREEN ASH	2 1/2" CAL.	29

DECIDUOUS TREES				
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	QUANTITY
				*CF *OF
FRRU	Fraxinus pennsylvanica 'Rugby'	PRAIRIE SPIRE GREEN ASH	2 1/2" CAL.	66
GIAU	Ginkgo biloba 'Autumn Gold'	AUTUMN GOLD GINKGO	2 1/2" CAL.	10
GIMG	Ginkgo biloba 'Magyar'	Magyar GINKGO	2 1/2" CAL.	18
GIPR	Ginkgo biloba 'Princeton Sentry'	PRINCETON SENTRY GINKGO	2 1/2" CAL.	38
GLSK	Gleditsia triacanthos inermis 'Skyline'	SKYLINE HONEYLOCUST	2 1/2" CAL.	12 41
MAGA	Magnolia x 'Galaxy'	GALAXY MAGNOLIA	2 1/2" CAL.	75
MATR	Malus transitoria 'Schmidtcutleaf' Golden Raindrops	CUTLEAF CRABAPPLE	1 1/2" CAL.	13
NYSY	Nyssa sylvatica	BLACK TUPELO	2 1/2" CAL.	129
PAPE	Parrotia persica	PERSIAN IRONWOOD	2 1/2" CAL.	9 35
PRSA	Prunus sargentii 'Columnaris'	COLUMNAR SARGENT CHERRY	2 1/2" CAL.	10
PRVI	Prunus virginiana	CHOKECHERRY	2 1/2" CAL.	10 4
PRCA	Prunus virginiana 'Canada Red'	CANADA RED CHOKECHERRY	2 1/2" CAL.	2 24
QFUR	Quercus frainetto 'Schmidt'	FOREST GREEN OAK	2 1/2" CAL.	25 17
QUGM	Quercus gambelii	GAMBEL OAK	3" CAL.	1
QUGA	Quercus garryana	OREGON WHITE OAK	A= 2 1/2" CAL. B= 3" CAL.	1 5 25
QULO	Quercus lobata	VALLEY OAK	2 1/2" CAL.	1
ULJA	Ulmus japonica x wilsoniana 'Morton'	ACCOLADE ELM	2 1/2" CAL.	18
ZEMU	Zelkova serrata 'Mussashino'	MUSSASHINO COLUMNAR ZELKOVA	2 1/2" CAL.	26
ZESE	Zelkova serrata 'Village Green'	VILLAGE GREEN ZELKOVA	2 1/2" CAL.	41

\* CF = CONTRACTOR FURNISHED OF = OWNER FURNISHED

NO.	DATE	BY	SK/TS	MF	ISSUED FOR CONSTRUCTION
					REVISIONS

TS DESIGNED	05-03-11
DATE	
CM/AP DRAWN	08-10-11
DATE	
SK/TS CHECKED	04-23-12
DATE	
APPROVED	05-14-12
DATE	



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**GREENWORKS** **DAVID EVANS AND ASSOCIATES INC.** **TRIOMET**

CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: [Signature] DATE: 05-14-12 APPROVED: [Signature] DATE: 05-14-12









PORTLAND TO MILWAUKIE LRT  
EAST SEGMENT  
LANDSCAPE PLANTING LEGEND

Exhibit P7

SCALE: 1"=20' DRAWING NO.: L15E-002 CONTRACT NO.: RH100544JB SHEET NO.: 26/4

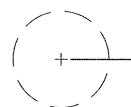
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MASTER TREE LEGEND CONT'D

CONIFEROUS TREES					
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	QUANTITY	
				*CF	*OF
A/B 	CADE Calocedrus decurrens	INCENSE CEDAR	A=10-12' HT. B=14-16' HT.	7 149	
	CHNO Chamaecyparis nootkatensis 'Glauca Pendula'	WEeping ALASKA CEDAR	15-18' HT.	24	
	CUSE Cupressus sempervirens	ITALIAN CYPRESS	12-14' HT.	26	
A/B 	PSME Pseudotsuga menziesii	DOUGLAS FIR	A=10-12' HT. B=14-16' HT.	34 27	
	TADI Taxodium distichum 'Mickelson'	SHAWNEE BRAVE BALD CYPRESS	14' -16' HT.	25	
A/B 	THPL Thuja plicata	WESTERN RED CEDAR	A=10-12' HT. B=14-16' HT.	50 39	
	THPF Thuja plicata 'Fastigiata'	HOGAN CEDAR	A=10-12' HT. B=14-16' HT.	81 62	
A/B 	TSHE Tsuga heterophylla	WESTERN HEMLOCK	A=10-12' HT. B=14-16' HT.	6 4	

\* CF = CONTRACTOR FURNISHED, OF = OWNER FURNISHED

**EXISTING TREES**  
 EXISTING TREE TO BE PROTECTED AND PRESERVED - SEE SPECIFICATIONS SECTION 01535.  
 SYMBOL SIZE DOES NOT NECESSARILY REFLECT ACCURATE EXISTING CANOPY SIZE IN FIELD. CONTRACTOR MUST FIELD VERIFY CANOPY EXTENTS AND ADHERE TO TREE PRESERVATION DETAIL PER APPLICABLE JURISDICTION AND AS SHOWN IN DETAIL 1 ON SHEET L15E-303.



TS DESIGNED 05-03-11 DATE			TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON		PORTLAND TO MILWAUKIE LRT EAST SEGMENT LANDSCAPE PLANTING LEGEND Exhibit P8				
CM/AP DRAWN 08-10-11 DATE					CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232				
SK/TS CHECKED 04-23-12 DATE					TRI MET				
APPD. 05-14-12 DATE			SUBMITTER: 		APPROVED: 				
NO.	DATE	BY	CHK.	DATE	DATE	SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
	05-14-12	SK/TS	MF	05-14-12	05-14-12	1"=20'	L15E-003	RH100544JB	267

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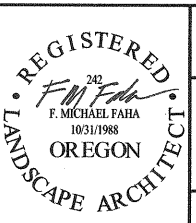
MASTER SHRUBS/GROUNDCOVER LEGEND

TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING
⊙	ABGR Abelia x grandiflora 'Francis Mason'	FRANCIS MASON ABELIA	2 GAL.	AS SHOWN
⊙	ARUN Arbutus unedo 'Compacta'	COMPACT STRAWBERRY TREE	5 GAL.	AS SHOWN
▨	ARMA Arctostaphylos uva-ursi 'Massachusetts'	MASSACHUSETTS KINNICKINNICK	1 GAL.	18" O.C.
▨	ARUV Arctostaphylos uva-ursi	KINNICKINNICK	1 GAL.	18" O.C.
▨	ARWO Arctostaphylos uva-ursi 'Woods Compacta'	WOOD'S COMPACT KINNICKINNICK	1 GAL.	18" O.C.
▨	BEBU Berberis buxifolia 'Nana'	BOXLEAF BARBERRY	1 GAL.	18" O.C.
▨	BUMI Buxus microphylla 'Green Gem'	GREEN GEM BOXWOOD	1 GAL.	24" O.C.
▨	CAAC Calamagrostis x acutiflora 'Avalanche'	AVALANCHE FEATHER REED GRASS	1 GAL.	18" O.C.
▨	CAAO Calamagrostis x acutiflora 'Overdam'	VARIEGATED REED GRASS	1 GAL.	18" O.C.
▨	CAAL Carex albula 'Frosty Curls'	FROSTY CURLS SEDGE	1 GAL.	18" O.C.
▨	CABU Carex buchananii	LEATHERLEAF SEDGE	1 GAL.	12" O.C.
▨	CADN Carex densa	DENSE SEDGE	1 GAL.	12" O.C.
▨	CAIC Caryopteris incana 'Sunshine Blue'	SUNSHINE BLUE CARYOPTERIS	1 GAL.	18" O.C.
▨	CAGO Carex morrowii 'Gold Band'	GOLD BAND JAPANESE SEDGE	1 GAL.	12" O.C.
▨	CAMO Carex morrowii 'Ice Dance'	ICE DANCE JAPANESE SEDGE	1 GAL.	12" O.C.
▨	CAVA Carex morrowii 'Variegata'	VARIEGATED JAPANESE SEDGE	1 GAL.	12" O.C.
⊙	CETH Ceanothus thyrsifolia 'Victoria'	VICTORIA CALIFORNIA LILAC	5 GAL.	AS SHOWN
▨	COSG Cornus sanguinea	BLOODTWIG DOGWOOD	3 GAL.	36" O.C.
▨	COSE Cornus sericea 'Kelsey'	DWARF RED-TWIG DOGWOOD	1 GAL.	24" O.C.
⊕	COST Cornus stolonifera	RED-TWIG DOGWOOD	3 GAL.	AS SHOWN
⊙	COAF Cornus stolonifera 'Arctic Fire'	ARCTIC FIRE DOGWOOD	3 GAL.	AS SHOWN
▨	COLG Cotoneaster adpressus 'Little Gem'	CREEPING LITTLE GEM COTONEASTER	1 GAL.	24" O.C.

TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING
▨	CODA Cotoneaster dammeri 'Lowfast'	LOWFAST BEARBERRY COTONEASTER	1 GAL.	24" O.C.
▨	DECA Deschampsia cespitosa	TUFTED HAIRGRASS	1 GAL.	12" O.C.
▨	DEGT Deschampsia cespitosa 'Goldtau'	GOLD DEW TUFTED HAIRGRASS	1 GAL.	18" O.C.
▨	ECPU Echinacea purpurea 'Magnus'	MAGNUS PURPLE CONEFLOWER	1 GAL.	12" O.C.
▨	ELAC Eleocharis acicularis	DWARF HAIRGRASS	1 GAL.	12" O.C.
▨	ELPA Eleocharis palustris	CREEPING SPIKERUSH	1 GAL.	12" O.C.
▨	EQHY Equisetum hyemale	SCOURING RUSH	1 GAL.	12" O.C.
⊙	ERDA Erica x darleyensis 'Kramer's Rote'	KRAMER'S ROTE WINTER HEATH	2 GAL.	AS SHOWN
▨	EUCH Euphorbia characias ssp. characias 'Humpty Dumpty'	HUMPTY DUMPTY EUPHORBIA	1 GAL.	18" O.C.
▨	FEGL Festuca glauca 'Boulder Blue'	BOULDER BLUE FESCUE	1 GAL.	12" O.C.
▨	FEID Festuca idahoensis	IDAHO BLUE FESCUE	1 GAL.	12" O.C.
▨	FRCH Fragaria chiloensis	BEACH STRAWBERRY	1 GAL.	12" O.C.
▨	HESE Helictotrichon sempervirens	BLUE OAT GRASS	1 GAL.	18" O.C.
▨	HEPA Hesperaloe parviflora 'Yellow'	YELLOW FALSE YUCCA	1 GAL.	24" O.C.
⊙	HODI Holodiscus discolor	OCEAN SPRAY	5 GAL.	AS SHOWN
⊙	HYQU Hydrangea quercifolia 'Pee Wee'	PEE WEE OAK LEAF HYDRANGEA	3 GAL.	AS SHOWN
⊙	ILCC Ilex crenata 'Convexa'	CONVEXA JAPANESE HOLLY	1 GAL.	AS SHOWN
⊙	ILVO Ilex vomitoria 'Stokes Dwarf'	STOKES DWARF YAUPON HOLLY	1 GAL.	AS SHOWN
▨	IRTE Iris tenax	OREGON IRIS	1 GAL.	12" O.C.
▨	JUEF Juncus effusus	COMMON RUSH	1 GAL.	12" O.C.

NO.	DATE	BY	CHK.	APPD.	REVISIONS
15-14-12	SK/TS	MF			ISSUED FOR CONSTRUCTION

TS DESIGNED	05-03-11
DATE	
CM/AP DRAWN	08-10-11
DATE	
SK/TS CHECKED	04-23-12
DATE	
APPD. APPROVED	05-14-12
DATE	



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**GREENWORKS** **DAVID EVANS AND ASSOCIATES INC.** **TRIOMET**

CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: [Signature] DATE: 05-14-12 APPROVED: [Signature] DATE: 05-14-12

**PORTLAND TO MILWAUKIE LRT**  
EAST SEGMENT **Exhibit P9**  
LANDSCAPE PLANTING LEGEND

SCALE: 1"=20' DRAWING NO.: L15E-004 CONTRACT NO.: RH100544JB SHEET NO.: 268

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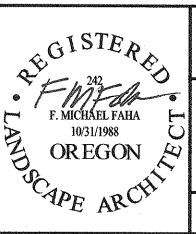
MASTER SHRUBS/GROUNDCOVER LEGEND CONT'D

TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING
	JUQC	Juncus effusus 'Quartz Creek'	1 GAL.	12" O.C.
	JUEN	Juncus ensifolius	1 GAL.	12" O.C.
	JUPA	Juncus patens	1 GAL.	12" O.C.
	JUCG	Juncus patens 'Carmen's Gray'	1 GAL.	12" O.C.
	JUEB	Juncus patens 'Elk Blue'	1 GAL.	12" O.C.
	JUTE	Juncus tenuis	1 GAL.	12" O.C.
	LEFO	Leucothoe fontanesiana 'Nana'	2 GAL.	AS SHOWN
	LIBB	Liriope muscari 'Big Blue'	1 GAL.	12" O.C.
	LIMU	Liriope muscari 'Evergreen Giant'	1 GAL.	12" O.C.
	LOIN	Lonicera involucrata	5 GAL.	AS SHOWN
	LOPI	Lonicera pileata	1 GAL.	AS SHOWN
	MAAQ	Mahonia aquifolium	3 GAL.	AS SHOWN
	MAAQ	Mahonia aquifolium	3 GAL.	24" O.C.
	MACO	Mahonia aquifolium 'Compacta'	2 GAL.	24" O.C.
	MANE	Mahonia nervosa	2 GAL.	AS SHOWN
	MARE	Mahonia repens	1 GAL.	18" O.C.
	MYCA	Myrica californica	5 GAL.	AS SHOWN
	NAFO	Narcissus 'Fortissimo'	3 BULBS	12" O.C.
	PATR	Parthenocissus tricuspidata	1 GAL.	AS SHOWN STAKED
	PEAL	Pennisetum alopecuroides 'Hameln'	1 GAL.	24" O.C.
	PHLE	Philadelphus lewisii	5 GAL.	AS SHOWN
	PHCA	Physocarpus capitatus	3 GAL.	AS SHOWN

TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING
	POMU	Polystichum munitum	2 GAL.	AS SHOWN
	RHMA	Rhododendron macrophyllum	5 GAL.	AS SHOWN
	RISA	Ribes sanguineum	3 GAL.	AS SHOWN
	RORA	Rosa 'Radcor'	3 GAL.	AS SHOWN
	ROCS	Rosa 'Radsun'	1 GAL.	AS SHOWN
	RONU	Rosa nutkana	3 GAL.	AS SHOWN
	RUHI	Rudbeckia hirta 'Goldsturm'	1 GAL.	18" O.C.
	SASC	Salix scouleriana	6' MIN. HT.	36/100 SF
	SALS	Salix scouleriana	LIVE STAKES	5' O.C.
	SARA	Sambucus racemosa	3 GAL.	AS SHOWN
	SPBE	Spiraea betulifolia 'Tor'	1 GAL.	AS SHOWN
	SPBU	Spiraea x bumalda 'Gold Flame'	1 GAL.	AS SHOWN
	SPDE	Spiraea densiflora	2 GAL.	24" O.C.
	SPDO	Spiraea douglasii	3 GAL.	AS SHOWN
	SPJA	Spiraea japonica 'Goldmound'	1 GAL.	AS SHOWN
	SYMO	Symphoricarpos mollis	2 GAL.	24" O.C.
	VAOV	Vaccinium ovatum	3 GAL.	24" O.C.
	VIDA	Viburnum davidii	2 GAL.	AS SHOWN
	VIED	Viburnum edule	2 GAL.	AS SHOWN
	VITI	Viburnum tinus 'Spring Bouquet'	5 GAL.	AS SHOWN

NO.	DATE	BY	CHK.	REVISIONS
15-11-12		SK/TS	MF	ISSUED FOR CONSTRUCTION

TS	05-03-11
DESIGNED	DATE
CM/AP	08-10-11
DRAWN	DATE
SK/TS	04-23-12
CHECKED	DATE
FME	05-14-12
APPROVED	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**GREENWORKS**

**DAVID EVANS AND ASSOCIATES INC.**

**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

DATE: 05-14-12

APPROVED: *Leah Robbins*

**PORTLAND TO MILWAUKIE LRT**  
EAST SEGMENT **Exhibit P10**  
LANDSCAPE PLANTING LEGEND

SCALE: 1"=20'

DRAWING NO.: L15E-005

CONTRACT NO.: RH100544JB

SHEET NO.: 269

**MASTER PLANTING MIXES LEGEND**

MIX A						
NOTES: WOODLAND UNDERSTORY MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
MARE	Mahonia repens	CREEPING MAHONIA	1 GAL.	3' O.C.	GROUPS OF 9, 12, OR 15	40%
POMU	Polystichum munitum	WESTERN SWORD FERN	2 GAL.	3' O.C.	GROUPS OF 9, 12, OR 15	30%
VAOV	Vaccinium ovatum	EVERGREEN HUCKLEBERRY	3 GAL.	3' O.C.	GROUPS OF 3, 5, OR 7	30%

MIX B						
NOTES: MAHONIA/SWORD FERN MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
MARE	Mahonia repens	CREEPING MAHONIA	1 GAL.	2' O.C.	GROUPS OF 5, 7, OR 9	60%
POMU	Polystichum munitum	WESTERN SWORD FERN	2 GAL.	2' O.C.	GROUPS OF 3, 5, OR 7	40%

MIX C						
NOTES: UPLAND RIPARIAN MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
MANE	Mahonia nervosa	DULL OREGON GRAPE	2 GAL.	3' O.C.	GROUPS OF 7, 9, OR 12	27%
PHCA	Physocarpus capitatus	PACIFIC NINE BARK	3 GAL.	3' O.C.	GROUPS OF 1, 2, OR 3	10%
POMU	Polystichum munitum	WESTERN SWORD FERN	2 GAL.	3' O.C.	GROUPS OF 5, 7, OR 9	27%
RISA	Ribes sanguineum	RED FLOWERING CURRANT	3 GAL.	3' O.C.	GROUPS OF 3, 5, OR 7	10%
RONU	Rosa nutkana	NOOTKA ROSE	3 GAL.	3' O.C.	GROUPS OF 1, 2, OR 3	10%
SPDO	Spiraea douglasii	DOUGLAS SPIREA	3 GAL.	3' O.C.	GROUPS OF 7, 9, OR 12	10%
SYAL	Symphoricarpos albus	SNOWBERRY	1 GAL.	3' O.C.	GROUPS OF 5, 7, OR 9	6%

MIX D						
NOTES: STORMWATER ZONE A						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
CAOB	Carex obnupta	SLOUGH SEDGE	1 GAL.	12" O.C.	GROUPS OF 9, 12, OR 15	20%
CAQU	Camassia quamash	COMMON CAMAS	1 GAL.	12" O.C.	GROUPS OF 5, 7, OR 9	5%
DECA	Deschampsia cespitosa	TUFTED HAIRGRASS	1 GAL.	12" O.C.	GROUPS OF 9, 12, OR 15	20%
JUEF	Juncus effusus	COMMON RUSH	1 GAL.	12" O.C.	GROUPS OF 9, 12, OR 15	30%
JUEN	Juncus ensifolius	DAGGER LEAF RUSH	1 GAL.	12" O.C.	GROUPS OF 9, 12, OR 15	25%

MIX E						
NOTES: STORMWATER ZONE B						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
COST	Cornus stolonifera	RED-TWIG DOGWOOD	1 GAL.	3' O.C.	GROUPS OF 7, 9, OR 12	20%
DECA	Deschampsia cespitosa	TUFTED HAIRGRASS	1 GAL.	3' O.C.	GROUPS OF 12, 15, OR 17	25%
MAAQ	Mahonia aquifolium	OREGON GRAPE	1 GAL.	3' O.C.	GROUPS OF 12, 15, OR 17	20%
RISA	Ribes sanguineum	RED FLOWERING CURRANT	1 GAL.	3' O.C.	GROUPS OF 3, 5, OR 7	10%
SPDO	Spiraea douglasii	DOUGLAS SPIREA	1 GAL.	3' O.C.	GROUPS OF 9, 12, OR 15	25%

MIX F						
NOTES: DESCHAMPSIA/JUNCUS MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
DECA	Deschampsia cespitosa	TUFTED HAIRGRASS	1 GAL.	12" O.C.	GROUPS OF 5, 7, OR 9	50%
JUPA	Juncus patens	SPREADING RUSH	1 GAL.	12" O.C.	GROUPS OF 3, 5, OR 7	50%

<table border="1"> <tr> <td>NO.</td> <td>DATE</td> <td>BY</td> <td>CHK.</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>				NO.	DATE	BY	CHK.					<table border="1"> <tr> <td>05-14-12</td> <td>SK/TS</td> <td>MF</td> <td>ISSUED FOR CONSTRUCTION</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>				05-14-12	SK/TS	MF	ISSUED FOR CONSTRUCTION					<table border="1"> <tr> <td>TS</td> <td>DESIGNED</td> <td>05-03-11</td> <td>DATE</td> </tr> <tr> <td>CM/AP</td> <td>DRAWN</td> <td>08-10-11</td> <td>DATE</td> </tr> <tr> <td>SK/TS</td> <td>CHECKED</td> <td>04-23-12</td> <td>DATE</td> </tr> <tr> <td>EMF</td> <td>APPROVED</td> <td>05-14-12</td> <td>DATE</td> </tr> </table>				TS	DESIGNED	05-03-11	DATE	CM/AP	DRAWN	08-10-11	DATE	SK/TS	CHECKED	04-23-12	DATE	EMF	APPROVED	05-14-12	DATE					<p>TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON</p> <p>CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232</p>				<p><b>PORTLAND TO MILWAUKIE LRT</b> EAST SEGMENT <b>Exhibit P11</b> LANDSCAPE PLANTING LEGEND</p>			
NO.	DATE	BY	CHK.																																																				
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SUBMITTED:				DATE: 05-14-12				APPROVED:				DATE: 05-14-12				SCALE: 1"=20'				DRAWING NO.: LI5E-006				CONTRACT NO.: RH100544JB				SHEET NO.: 270																											

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
MASTER PLANTING MIXES LEGEND CONT'D







MIX G						
NOTES: OAK MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
BADE	Balsamorhiza deltoidea	BALSAMROOT	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
BRCA	Bromus carinatus	CALIFORNIA BROME	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	20%
CAQU	Camassia quamash	COMMON CAMAS	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
FERO	Festuca roemerii	ROEMER'S FESCUE	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	20%
FERU	Festuca rubra	RED FESCUE	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	20%
FRCH	Fragaria chiloensis	BEACH STRAWBERRY	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
RAOC	Ranunculus occidentalis	WESTERN BUTTERCUP	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
SYMO	Symphoricarpos mollis	CREEPING SNOWBERRY	2 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	20%

MIX H						
NOTES: PLAZA MIX						
TEXT SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	SPACING	LAYOUT	PERCENTAGE
AQFO	Aquilegia formosa	RED COLUMBINE	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
ASSU	Aster subspicatus	DOUGLAS' ASTER	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
CAQU	Camassia quamash	COMMON CAMAS	1 GAL.	18" O.C.	GROUPS OF 3, 5, OR 7	5%
DEGT	Deschampsia cespitosa 'Goldtau'	GOLD DEW TUFTED HAIRGRASS	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	30%
FEID	Festuca idahoensis	IDAHO FESCUE	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	30%
KOCR	Koehleria cristata	JUNE GRASS	1 GAL.	18" O.C.	GROUPS OF 9, 12, OR 15	20%
SIID	Sisyrinchium idahoense	BLUE-EYED GRASS	1 GAL.	18" O.C.	GROUPS OF 5, 7, OR 9	5%

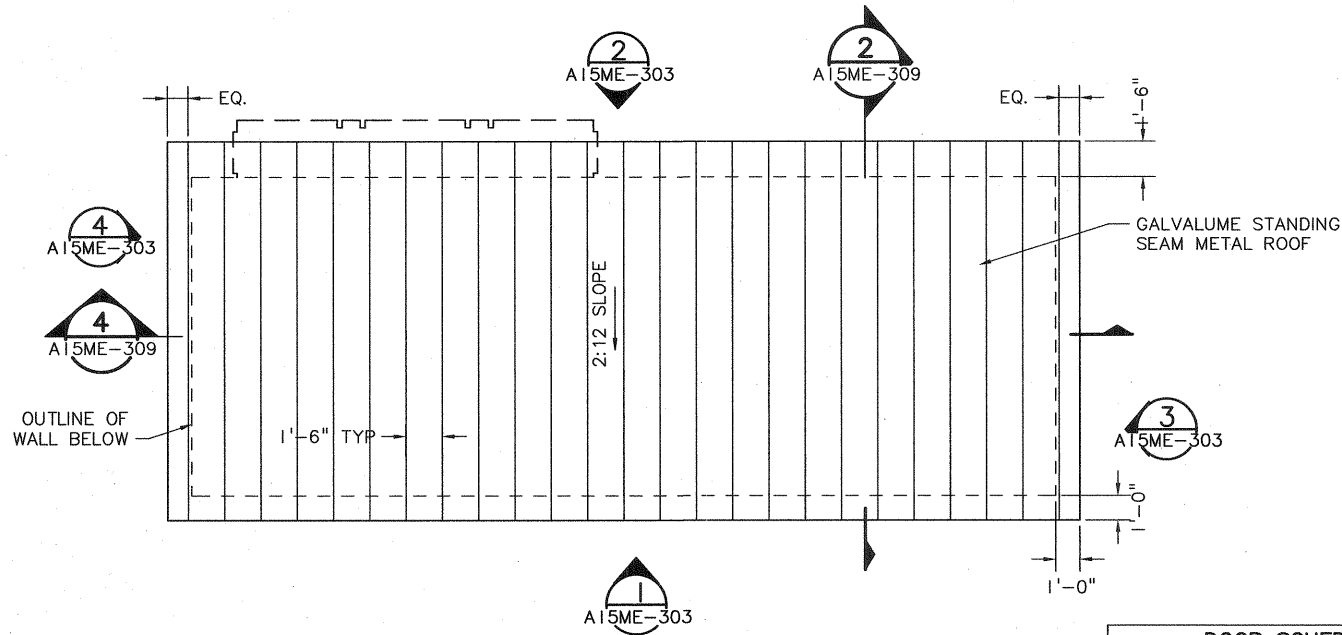
SEED MIX A			
NOTES: PERMANENT SEED MIX			
BOTANICAL NAME	COMMON NAME	% PLS	APPLICATION RATE
Achillea millefolium	COMMON YARROW	1.5%	2 LBS./ 1,000 SF
Alyssum maritimum	DWARF WHITE ALLYSSUM	2.5%	
Armeria maritima	SEA PINK	2%	
Bellis perennis	DWARF ENGLISH DAISY	1%	
Festuca ovina var. azay blue	AZAY BLUE SHEEP FESCUE	18%	
Festuca rubra var. sealink	SEALINK SLENDER CREEPING RED FESCUE	55%	
Limnanthes douglasii	DOUGLAS MEADOWFOAM	4%	
Nemophila menziesii	BABY BLUE EYE'S	5%	
Trifolium fragiferum	STRAWBERRY CLOVER	8%	
Trifolium repens	MICRO CLOVER	3%	

SEED MIX B			
NOTES: 1. PROTINE 705 PDX BY HOBBS & HOPKINS 2. PERCENTAGES OF SPECIES NOT AVAILABLE, ONLY AVAILABLE AS PROPRIETARY BLEND			
BOTANICAL NAME	COMMON NAME	% PLS	APPLICATION RATE
Achillea millefolium	COMMON YARROW	N/A	2 LBS./ 1,000 SF
Festuca ovina duriuscula	HARD FESCUE	N/A	
Lobularia maritima	SWEET ALYSSUM	N/A	
Lolium perenne	DWARF PERENNIAL RYEGRASS	N/A	
Trifolium fragiferum	STRAWBERRY CLOVER	N/A	
Trifolium repens	MICRO CLOVER	N/A	

LANDSCAPE MATERIALS	
	TYPE
	BARK MULCH AS SPECIFIED IN SPECIFICATION SECTION 32 93 00
	ROUNDED RIVER ROCK MULCH AS SPECIFIED IN SPECIFICATION SECTION 32 93 00, INSTALL GEOTEXTILE FABRIC UNDER ALL ROUNDED RIVER ROCK MULCH

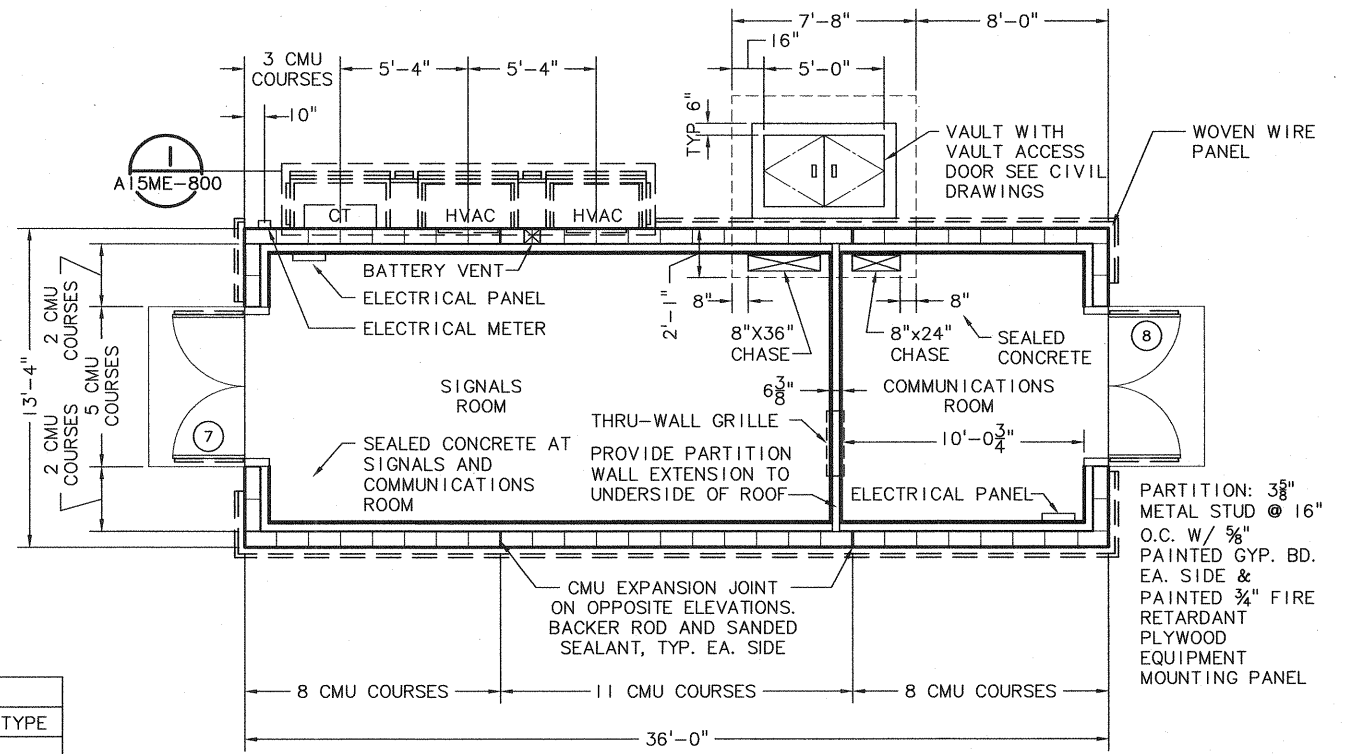
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NO.	DATE	BY	CHK.																										
TS DESIGNED	05-03-11																												
CM/AP DRAWN	08-10-11																												
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NO.	DATE	BY	CHK.																										

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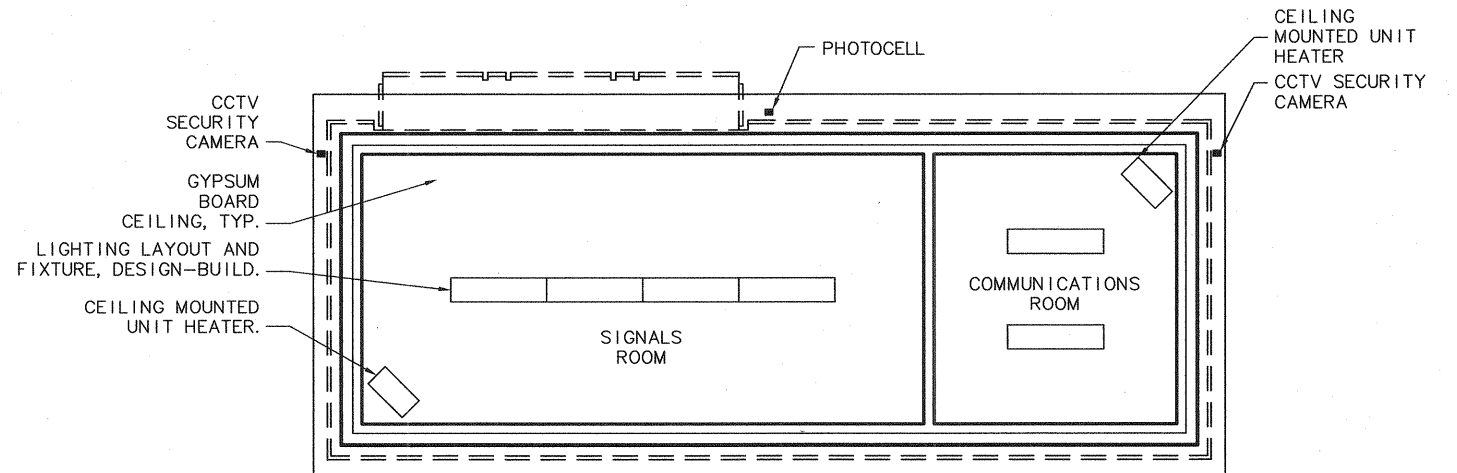


**ROOF PLAN**  
1/4" = 1'-0"  
A15ME-201

DOOR SCHEDULE		
DOOR No.	DOOR SIZE	DOOR TYPE
7	6'-0"x9'-0"	I-HR
8	6'-0"x9'-0"	I-HR



**FLOOR PLAN**  
1/4" = 1'-0"  
A15ME-201



**REFLECTED CEILING PLAN**  
1/4" = 1'-0"  
A15ME-201

NOTE: METAL PANEL SOFFIT JOINTS TO MATCH WALL PANEL JOINT LOCATIONS

NO.	DATE	BY	CHK.	APPD.	REVISIONS
	06/14/12	SE	DB		ISSUED FOR CONSTRUCTION

JYG	DESIGNED	01/27/12	DATE
JGG	DRAWN	01/27/12	DATE
SE	CHECKED	02/02/12	DATE
DB	APPROVED	04/20/12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

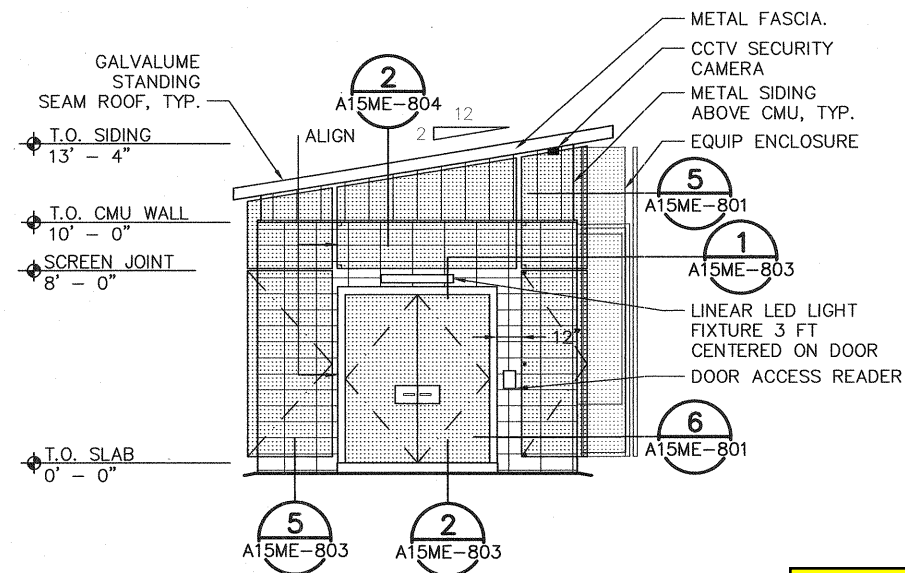
SUBMITTED: *jb* DATE: 05/14/12 APPROVED: *Leslie Robbins* DATE: 05/14/12

**PORTLAND MILWAUKIE LIGHT RAIL EAST SEGMENT**

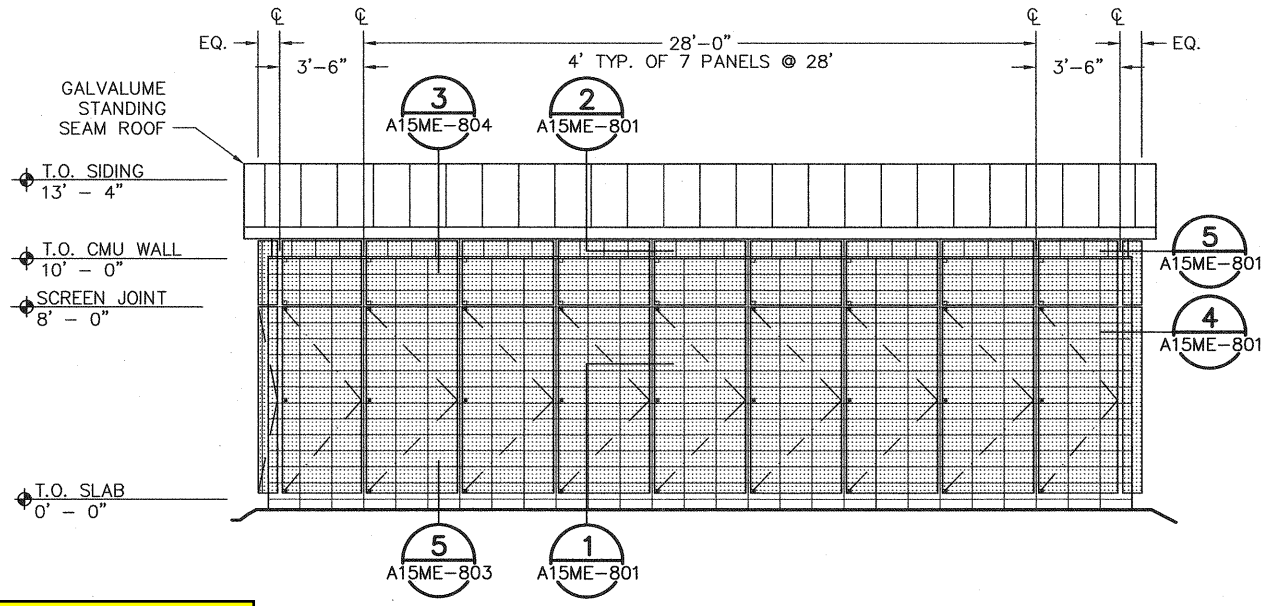
**Exhibit P13**

SIGNAL/COMM BUILDING PLANS  
FLOOR PLAN, ROOF PLAN AND REFLECTED CEILING PLAN

SCALE: 1/4" = 1'-0" DRAWING NO.: A15ME-201 CONTRACT NO.: RH100544JB SHEET NO.: 242



**SIG/COMM SIDE 1 ELEVATION** (3)  
 SCALE: 1/4" = 1'-0" A15ME-303



**SIG/COMM BACK ELEVATION** (1)  
 SCALE: 1/4" = 1'-0" A15ME-303

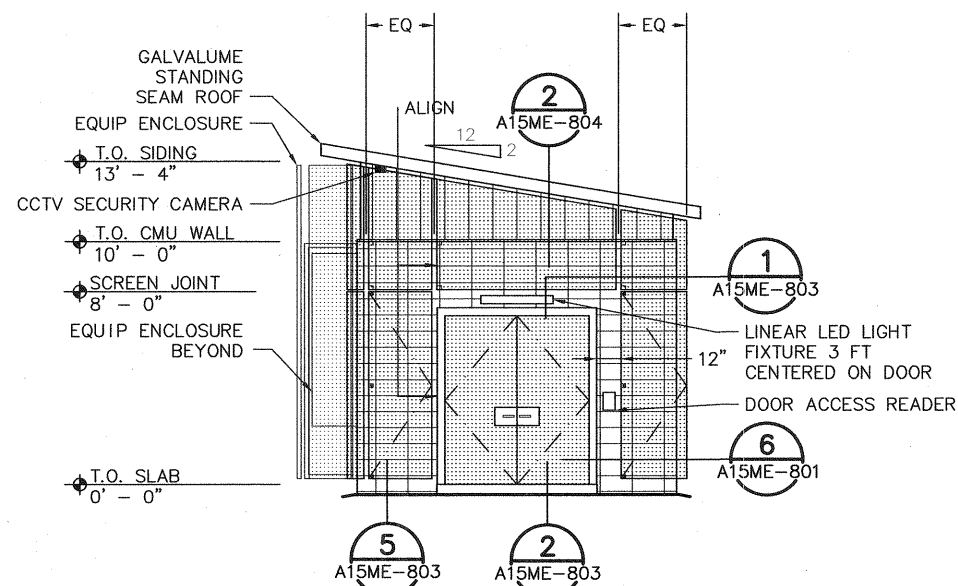
CMU block grey in color. Woven metal screen is galvanized. Galvalume Metal roof matches color appearance of woven screen

**ELEVATION NOTES**

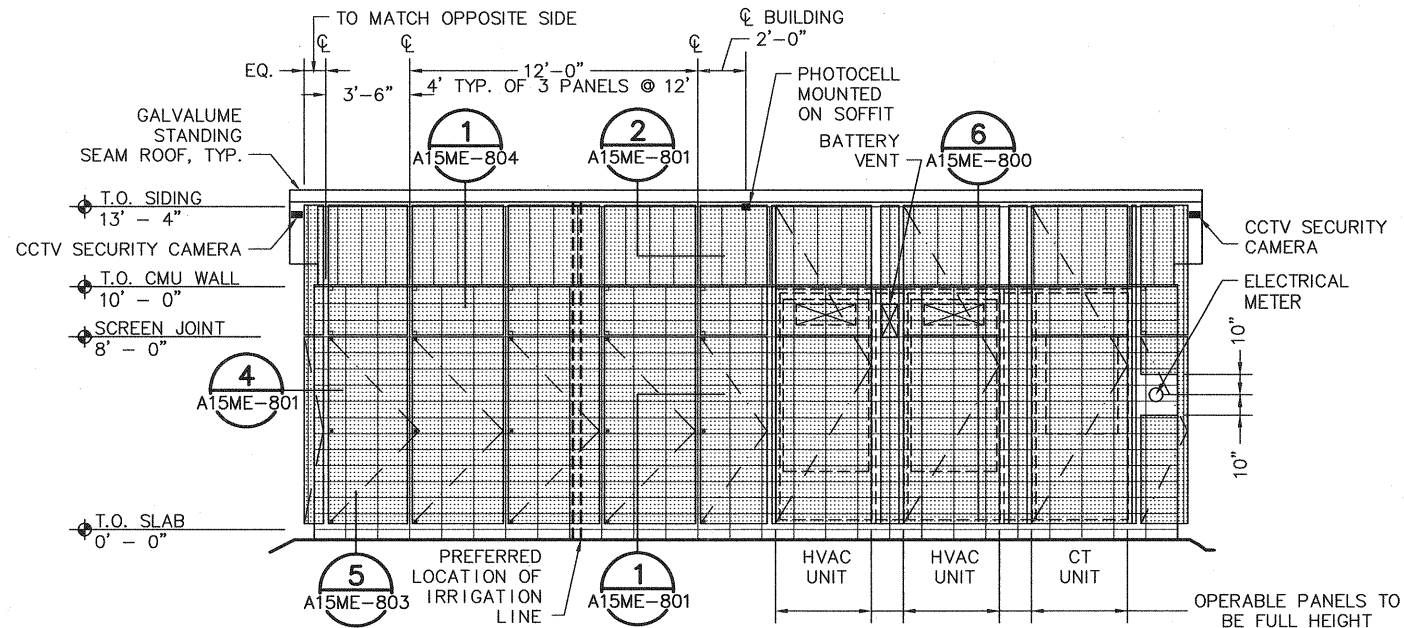
1. ALL WOVEN WIRE PANELS BELOW SCREEN JOINT ARE OPERABLE, TYP.
2. ALL WOVEN WIRE PANELS ARE 4'-0" WIDE UNLESS OTHERWISE NOTED.
3. SEE 6/A15ME-801 FOR TYPICAL DOOR JAMB, 1/A15ME-803 FOR DOOR HEAD, 2/A15ME-803 FOR DOOR THRESHOLD.

**ELEVATION LEGEND**

- [Grid Pattern] PAINTED CMU COLOR: TO BE DETERMINED BY PROJECT ENGINEER
- [Vertical Lines] METAL LAP SIDING FINISH: TO MATCH CMU COLOR
- [Dotted Pattern] WOVEN WIRE PANEL GALVANIZED FINISH



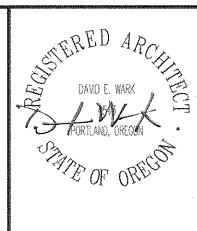
**SIG/COMM SIDE 2 ELEVATION** (4)  
 SCALE: 1/4" = 1'-0" A15ME-303



**SIG/COMM FRONT ELEVATION** (2)  
 SCALE: 1/4" = 1'-0" A15ME-303

NO.	DATE	BY	APPD.	CHK.	REVISIONS
	05/14/12	SE	DB		ISSUED FOR CONSTRUCTION

JYG	DESIGNED	01/27/12	DATE
JGG	DRAWN	01/27/12	DATE
SE	CHECKED	02/02/12	DATE
DB	APPROVED	04/20/12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

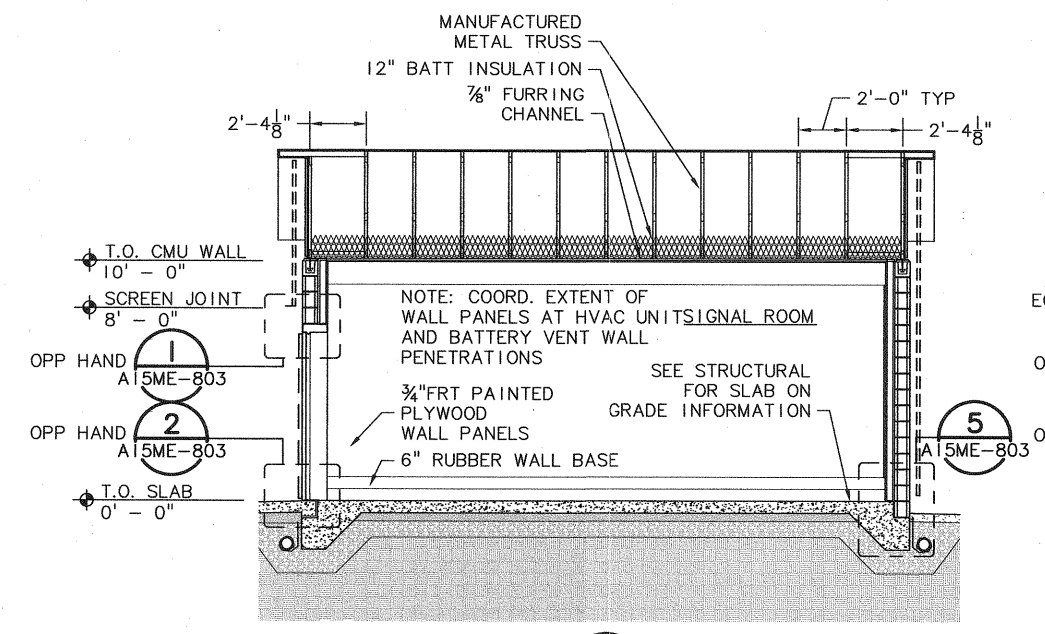
**TRIOMET** CAPITAL PROJECTS DIVISION  
 710 NE HOLLADAY STREET  
 PORTLAND, OREGON 97232

SUBMITTED: *db* DATE: 05/14/12 APPROVED: *Leah Robbins* DATE: 05/14/12

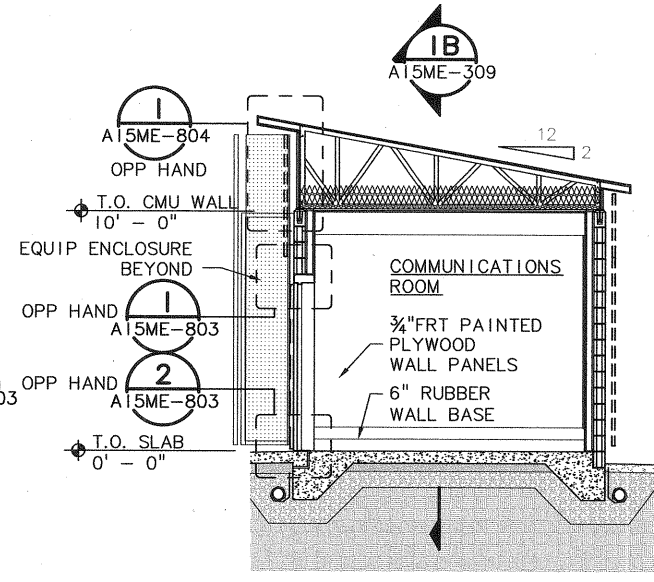
**PORTLAND MILWAUKIE LIGHT RAIL**  
 EAST SEGMENT **Exhibit P14**  
 SIGNAL/COMM BUILDING - ELEVATIONS

SCALE: AS NOTED  
 DRAWING NO.: A15ME-303  
 CONTRACT NO.: RH100544JB  
 SHEET NO.: 248

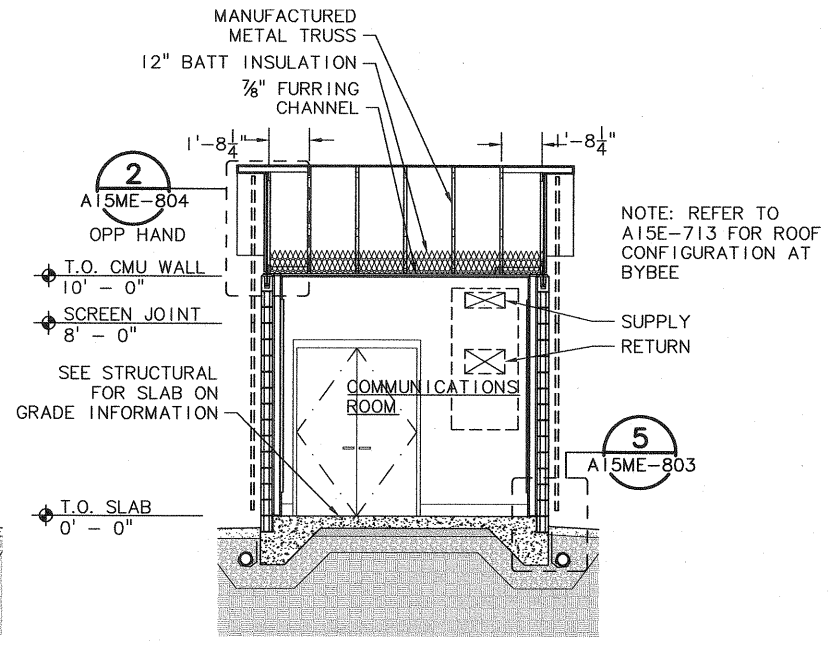




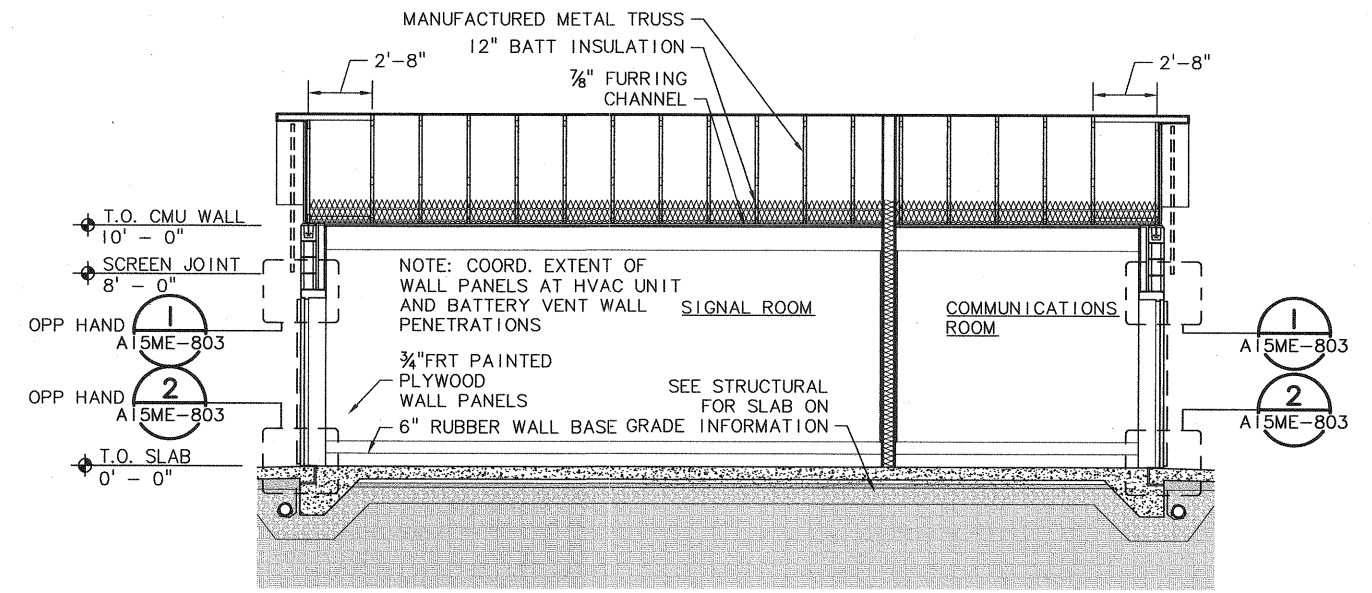
**SIGNAL CROSS SECTION 3**  
SCALE: 1/4" = 1'-0" A15ME-309



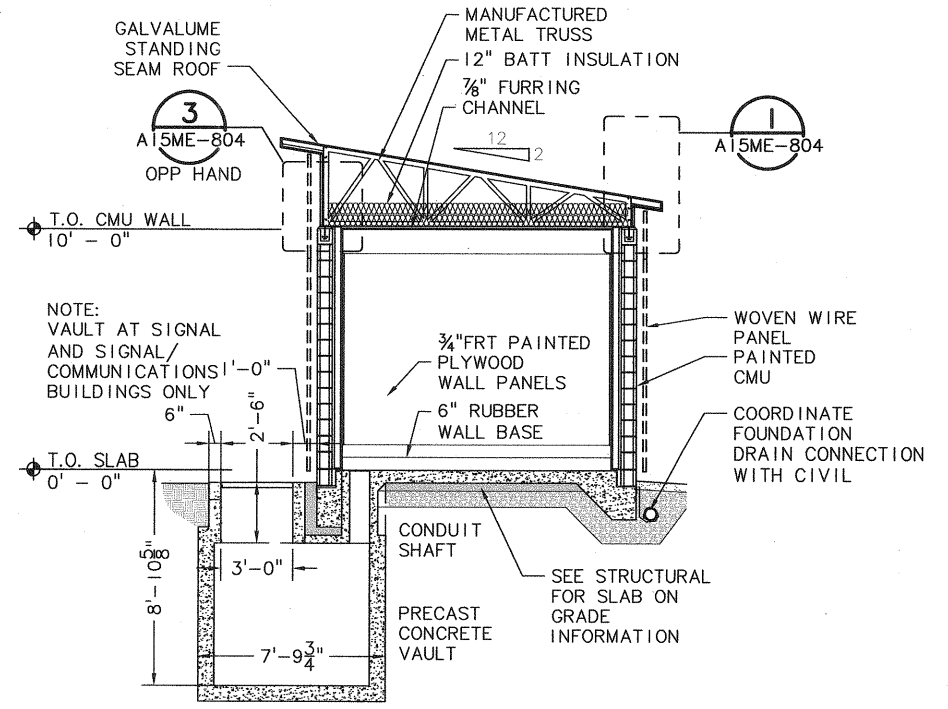
**COMM CROSS SECTION 1**  
SCALE: 1/4" = 1'-0" A15ME-309



**COMM CROSS SECTION 1B**  
SCALE: 1/4" = 1'-0" A15ME-309



**SIGNAL/COMMUNICATIONS CROSS SECTION 4**  
SCALE: 1/4" = 1'-0" A15ME-309



**TYPICAL CROSS SECTION 2**  
SCALE: 1/4" = 1'-0" A15ME-309

NO.	DATE	BY	APPD.	REVISIONS
05/14/12	SE	DB		ISSUED FOR CONSTRUCTION

JYG	DESIGNED	01/27/12	DATE
JGG	DRAWN	01/27/12	DATE
SE	CHECKED	2/2/2012	DATE
DB	APPROVED	4/20/2012	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

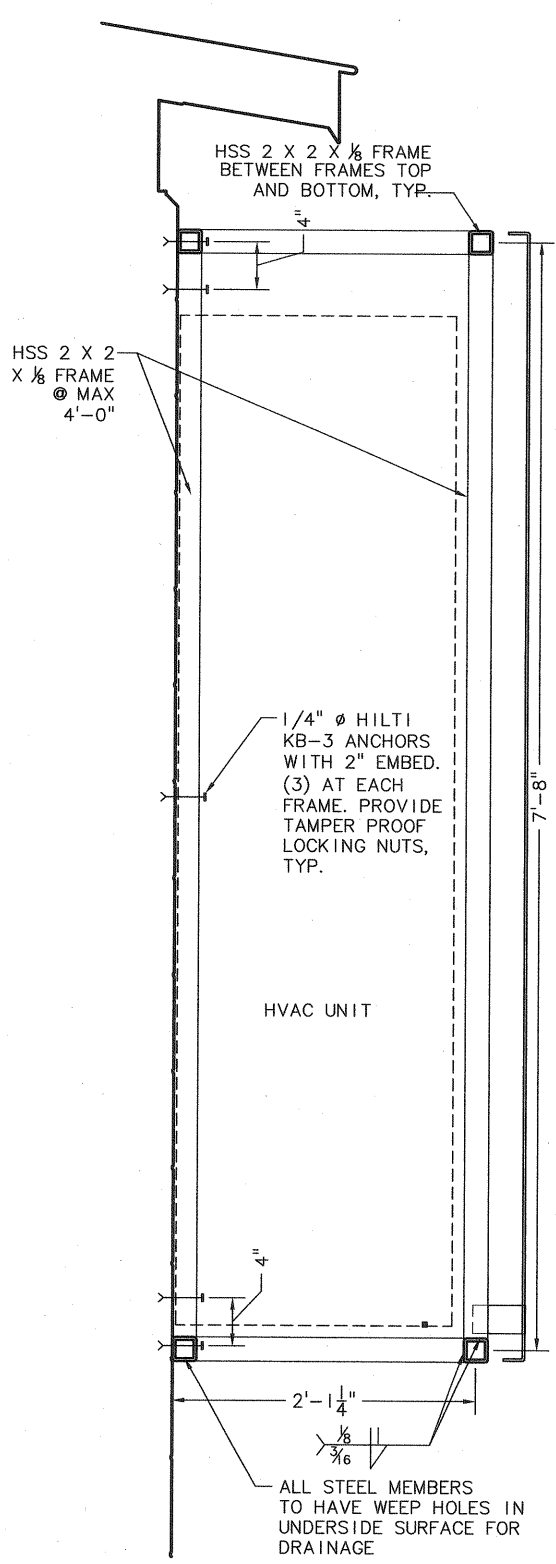
**Hennebery Eddy Architects Inc.**

**TRI MET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

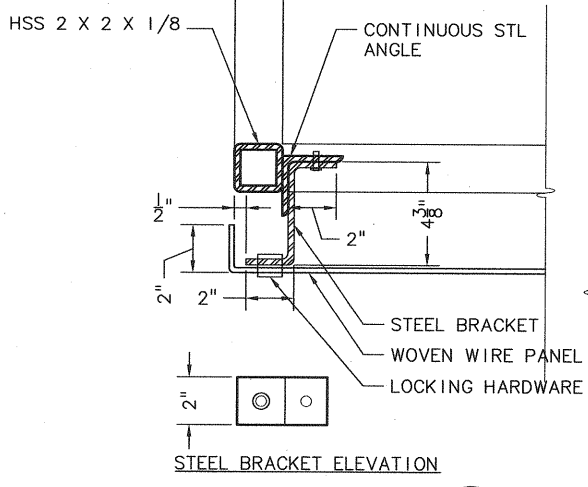
SUBMITTED: *h* DATE: 5/14/2012 APPROVED: *Leslie Robbins* DATE: 5/14/2012

**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT **Exhibit P15**  
SIGNAL/COMM, SIGNAL AND COMM BUILDING - SECTIONS

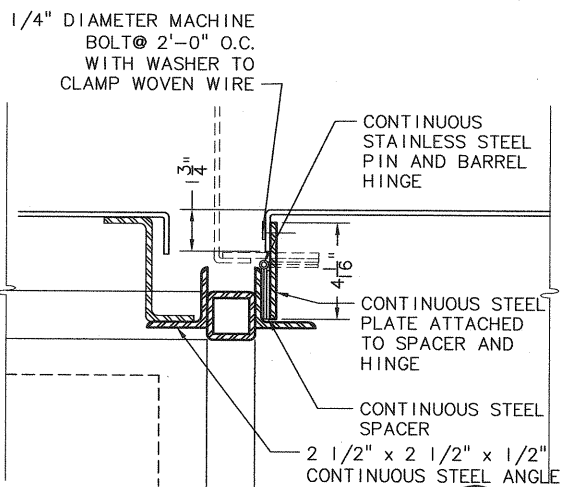
SCALE: AS NOTED DRAWING NO.: A15ME-309 CONTRACT NO.: RH100544JB SHEET NO.: 254



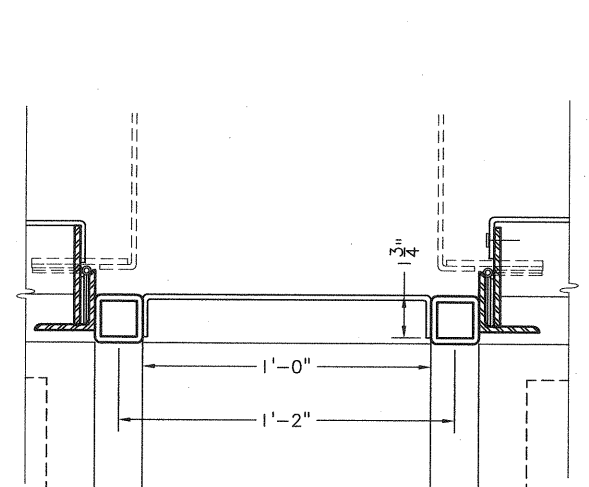
**HVAC SCREEN DETAIL 6**  
SCALE: 1 1/2" = 1'-0" A15ME-800



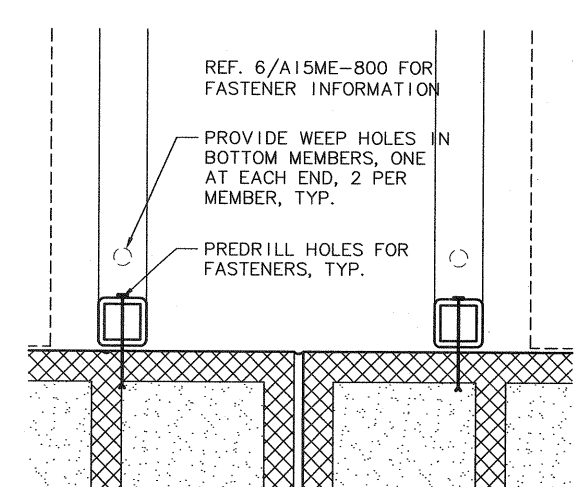
**HVAC SCREEN DETAIL 5**  
SCALE: 3" = 1'-0" A15ME-800



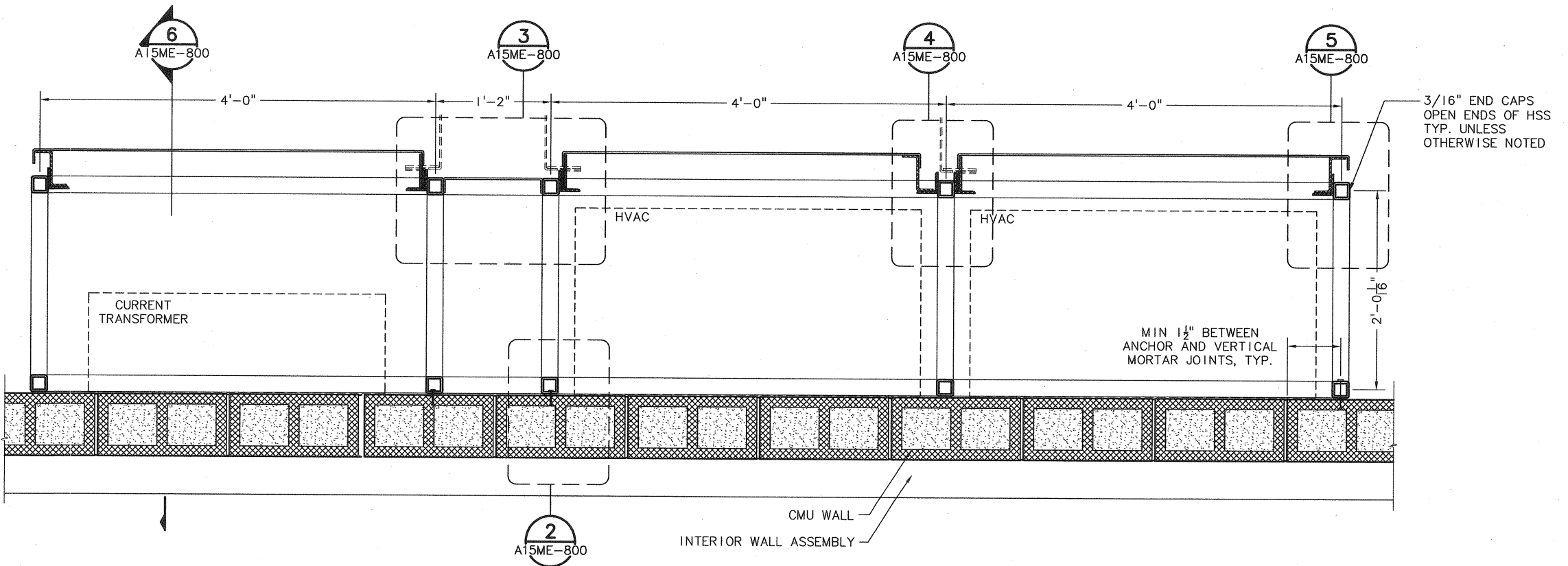
**HVAC SCREEN DETAIL 4**  
SCALE: 3" = 1'-0" A15ME-800



**HVAC SCREEN DETAIL 3**  
SCALE: 3" = 1'-0" A15ME-800



**HVAC SCREEN DETAIL 2**  
SCALE: 3" = 1'-0" A15ME-800



**HVAC SCREEN ENLARGED PLAN 1**  
SCALE: 1 1/2" = 1'-0" A15ME-800

NO.	DATE	BY	CHK.	DB	ISSUED FOR CONSTRUCTION
05/14/12	SE	DB			ISSUED FOR CONSTRUCTION

JG	01/27/12	DATE
JG	01/27/12	DATE
SE	02/02/12	DATE
DB	04/20/12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

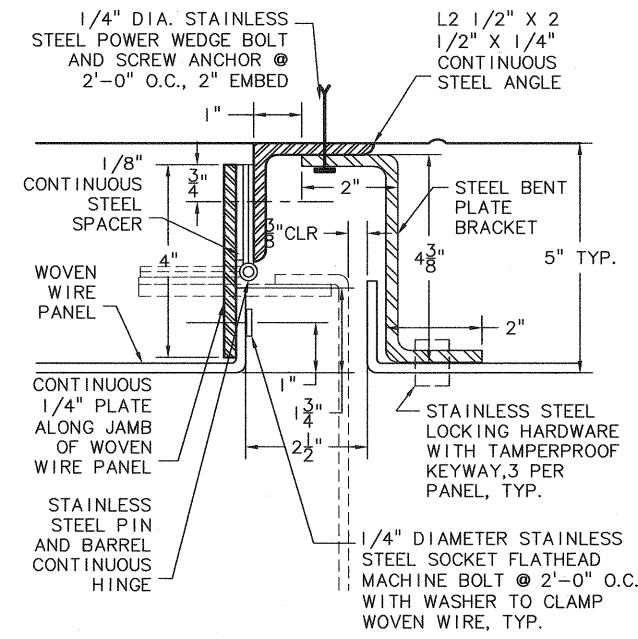
TRI MET CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: [Signature] DATE: 05/14/12 APPROVED: [Signature] DATE: 05/14/12

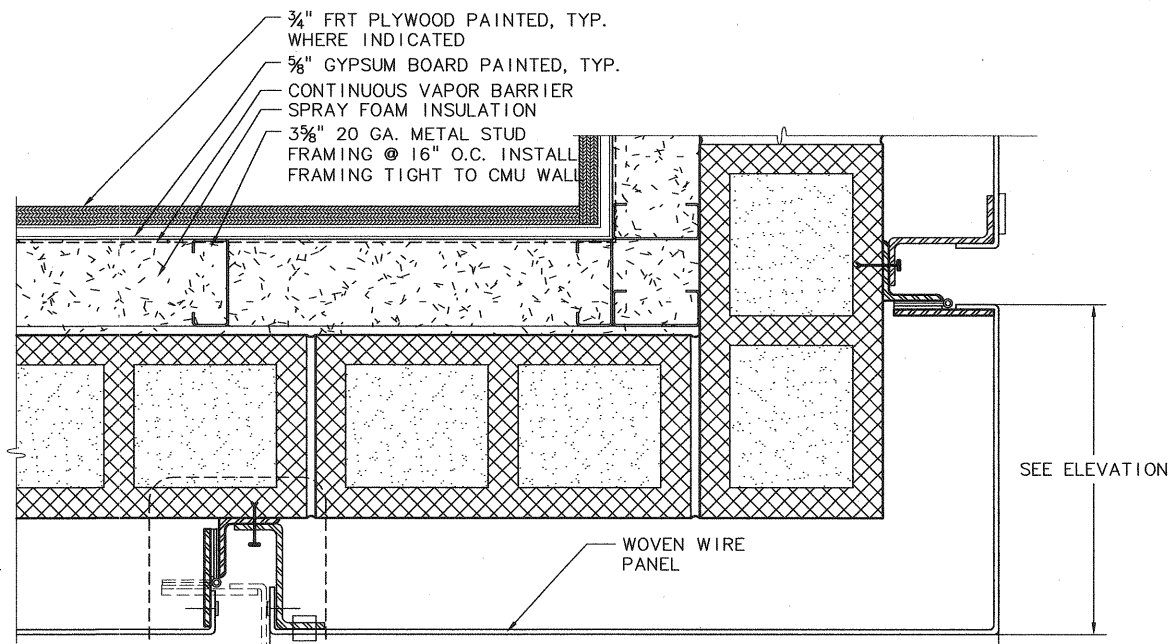
PORTLAND MILWAUKIE LIGHT RAIL  
EAST SEGMENT  
EXTERIOR DETAILS

Exhibit P16

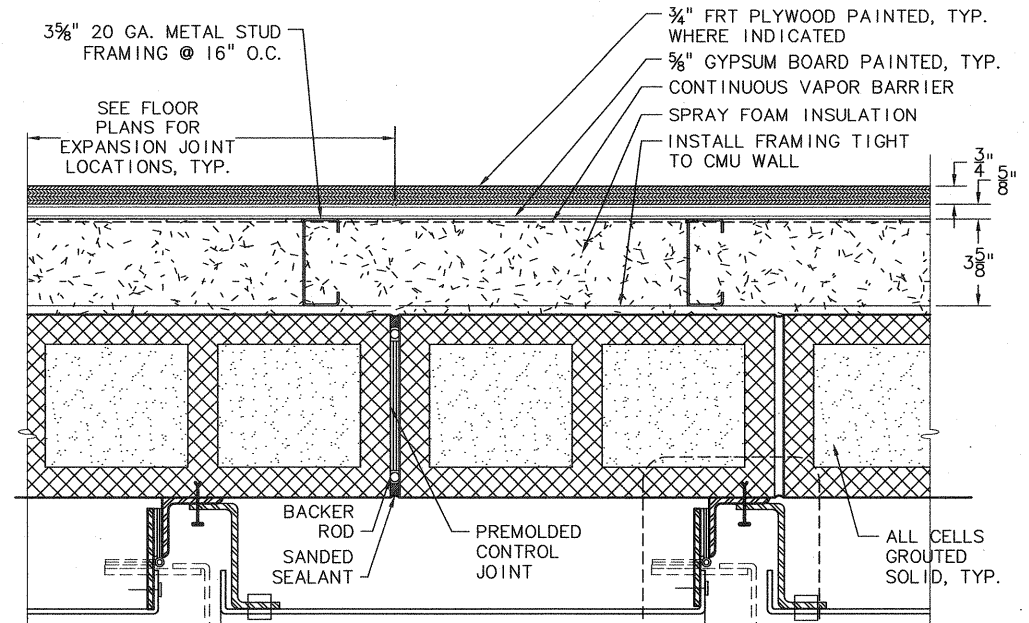
SCALE:	AS NOTED	DRAWING NO.:	A15ME-800	CONTRACT NO.:	RH100544JB	SHEET NO.:	256
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**WOVEN WIRE PANEL DETAIL 3**  
SCALE: 3" = 1'-0" A15ME-801

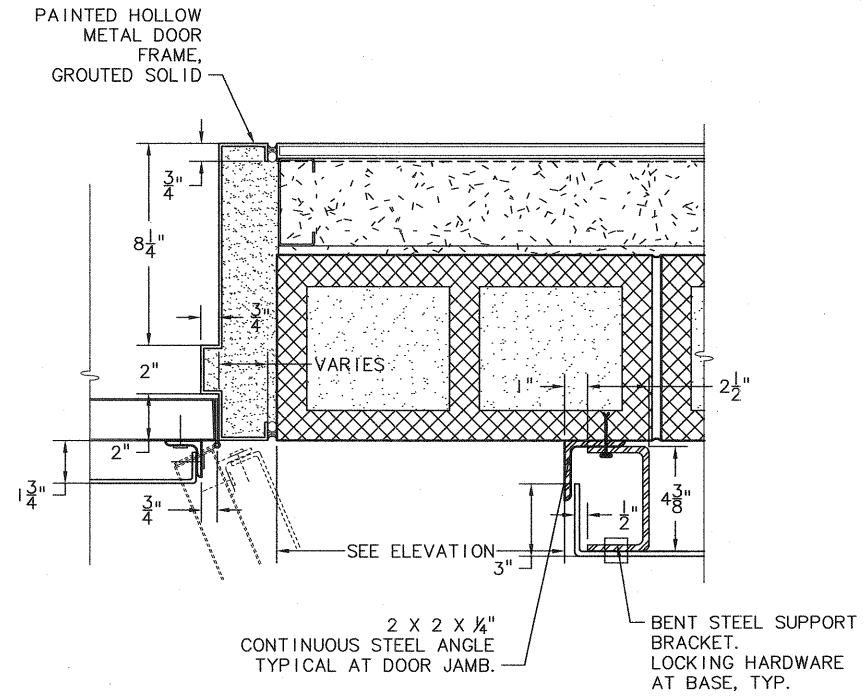


**WOVEN WIRE PANEL DETAIL 4**  
SCALE: 3" = 1'-0" A15ME-801

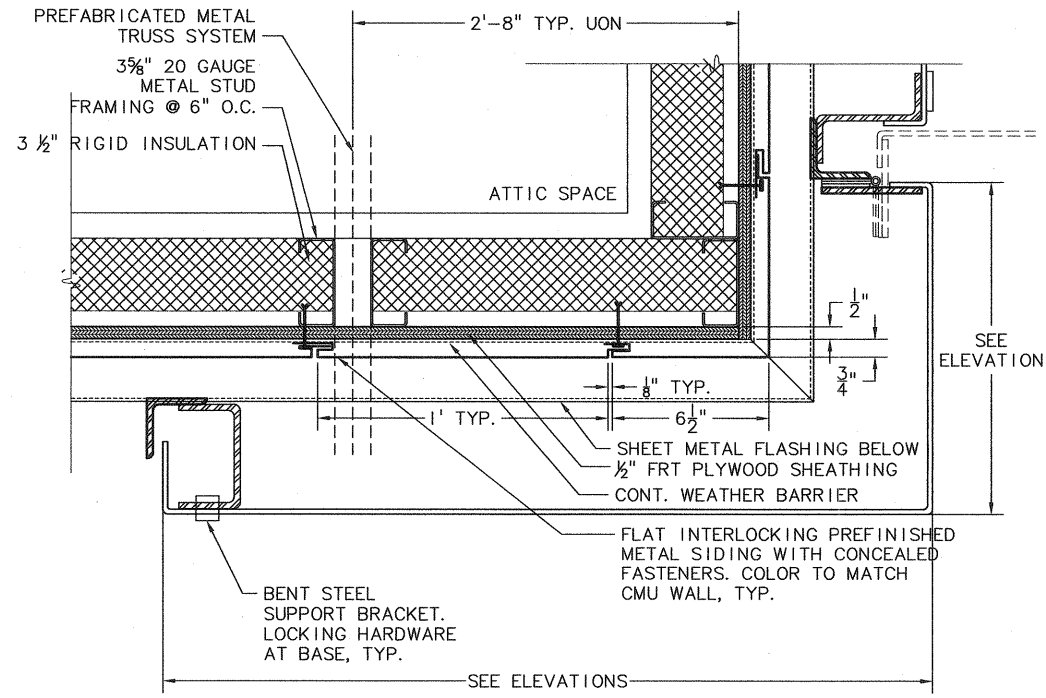


**WOVEN WIRE PANEL DETAIL 1**  
SCALE: 3" = 1'-0" A15ME-801

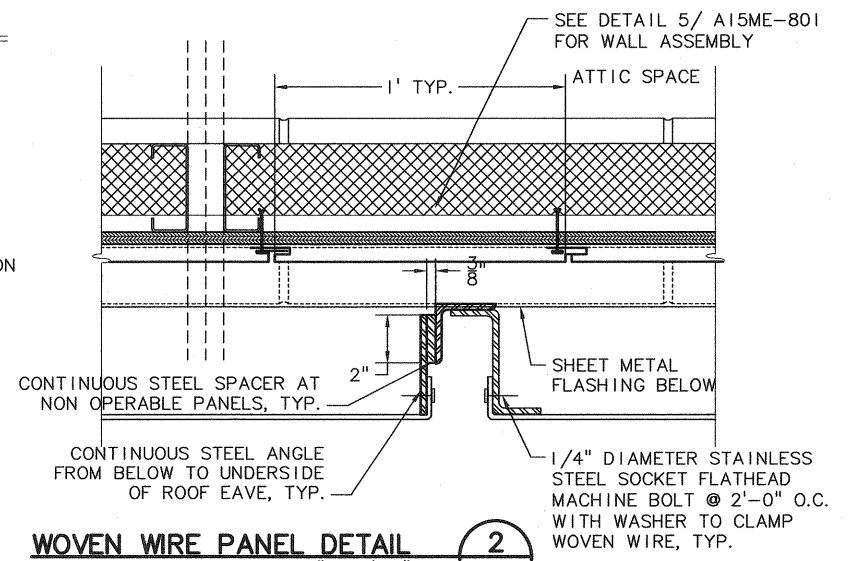
- NOTE:
1. ALL EXTERIOR STEEL TO BE HOT DIPPED GALVANIZED
  2. ALL CMU TO BE GROUTED SOLID



**DOOR JAMB DETAIL 6**  
SCALE: 3" = 1'-0" A15ME-801



**WOVEN WIRE PANEL DETAIL 5**  
SCALE: 3" = 1'-0" A15ME-801



**WOVEN WIRE PANEL DETAIL 2**  
SCALE: 3" = 1'-0" A15ME-801

NO.	DATE	BY	CHK.	DB	ISSUED FOR CONSTRUCTION
05/14/12		SE		DB	ISSUED FOR CONSTRUCTION
		APPD.			REVISIONS

JG	01/27/12	DATE
DESIGNED		
JG	01/27/12	DATE
DRAWN		
SE	02/02/12	DATE
CHECKED		
DB	04/20/12	DATE
APPROVED		



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

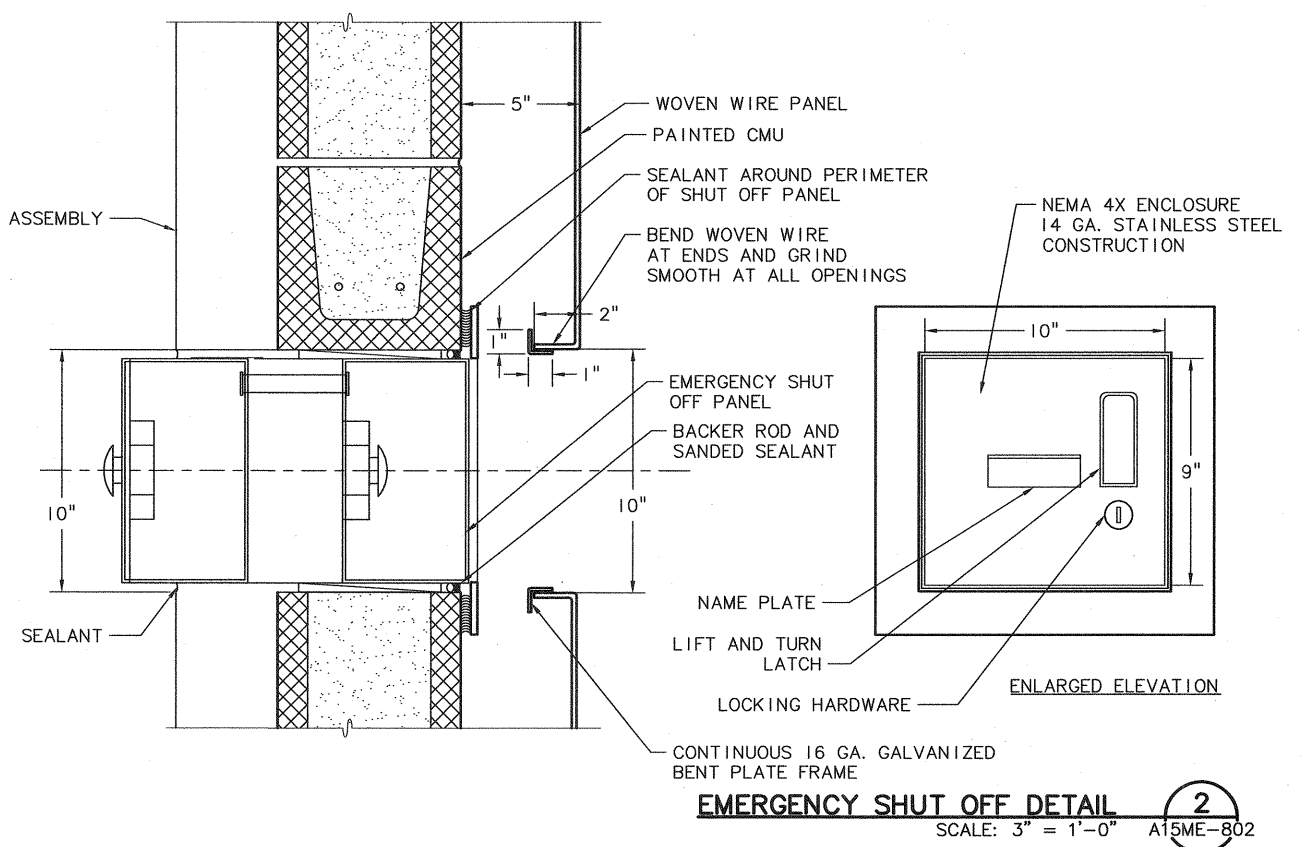
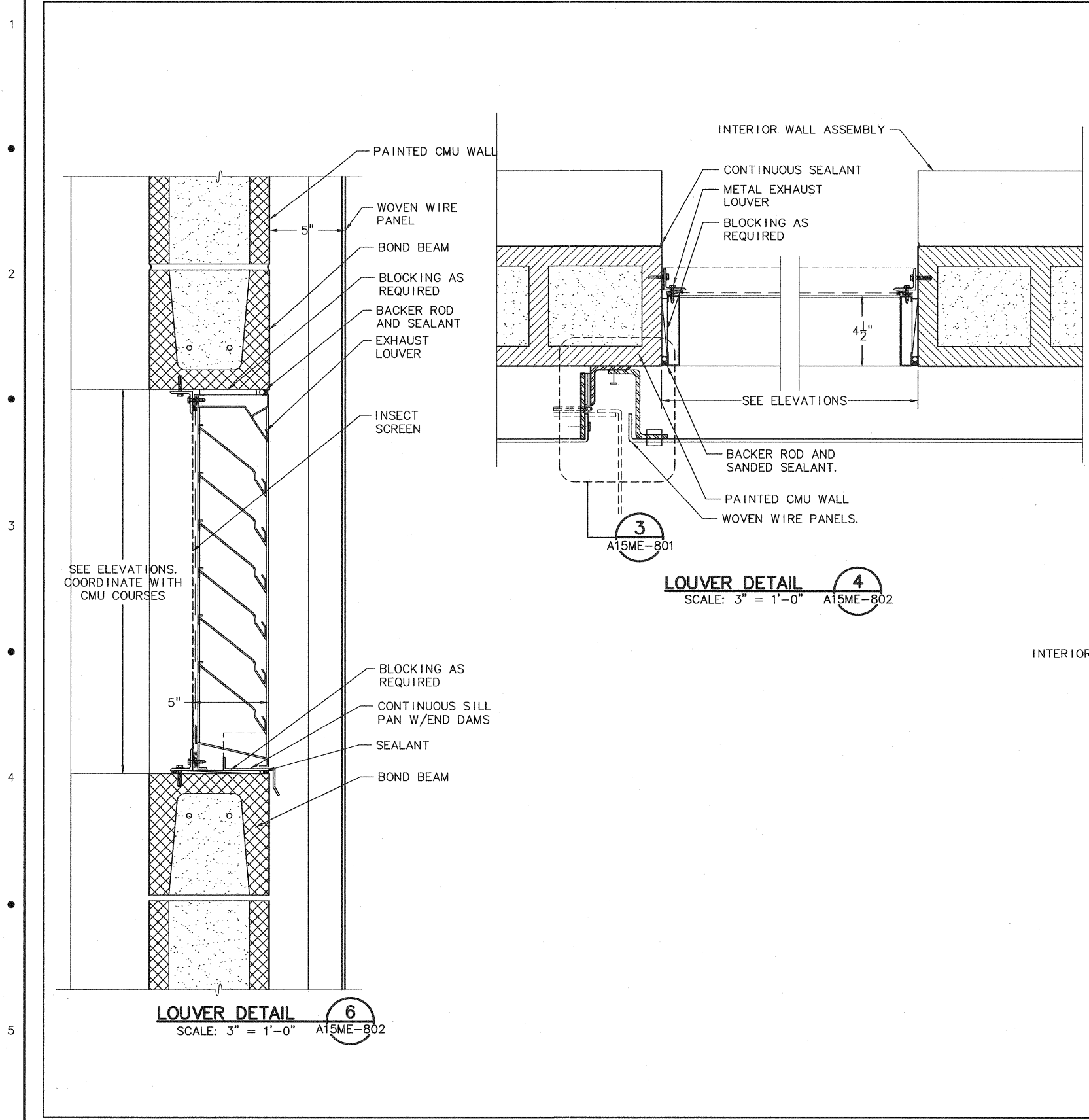
**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: *b* DATE: 05/14/12 APPROVED: *Leah Robbins* DATE: 05/14/12

**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT  
EXTERIOR DETAILS

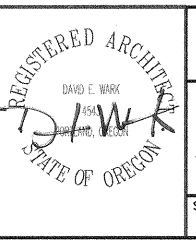
**Exhibit P17**

SCALE: AS NOTED DRAWING NO.: A15ME-801 CONTRACT NO.: RH100544JB SHEET NO.: 257



NO.	DATE	BY	CHK.	REVISIONS
	05/14/12	SE	DB	ISSUED FOR CONSTRUCTION

JG	01/27/12	DATE
JG	01/27/12	DATE
SE	02/02/12	DATE
DB	04/20/12	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

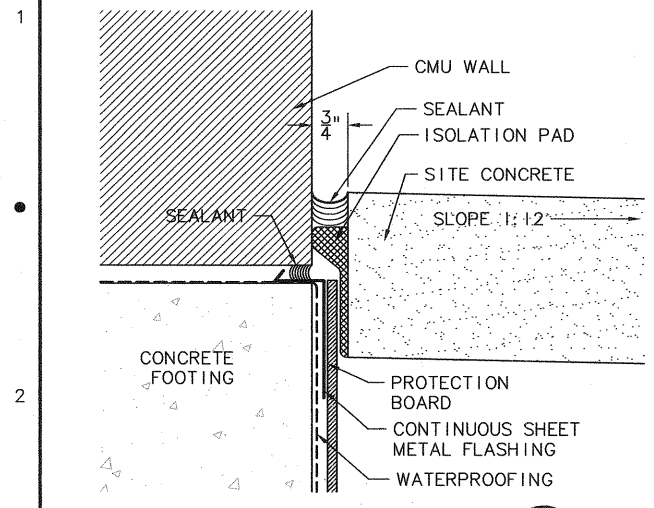
**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: *db* DATE: 05/14/12 APPROVED: *David Robinson* DATE: 05/14/12

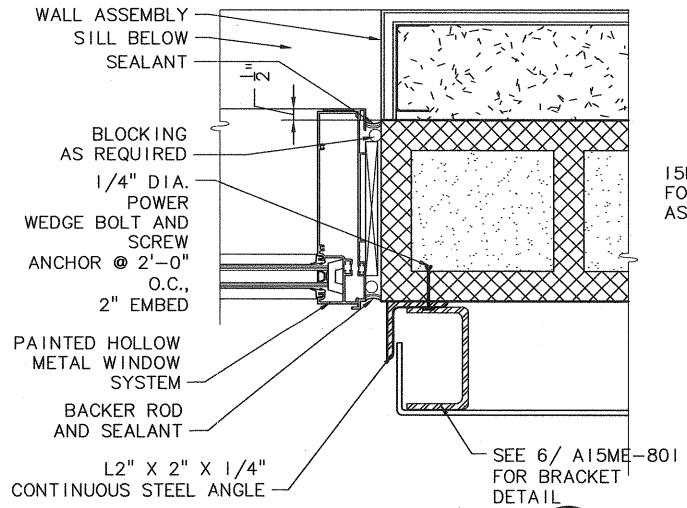
**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT **Exhibit P18**  
EXTERIOR DETAILS

SCALE: AS NOTED DRAWING NO.: A15ME-802 CONTRACT NO.: RH100544JB SHEET NO.: 258

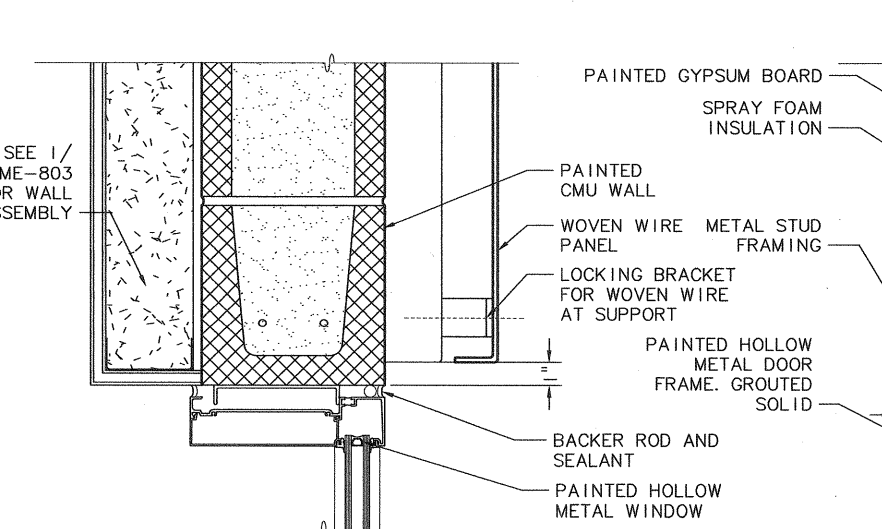
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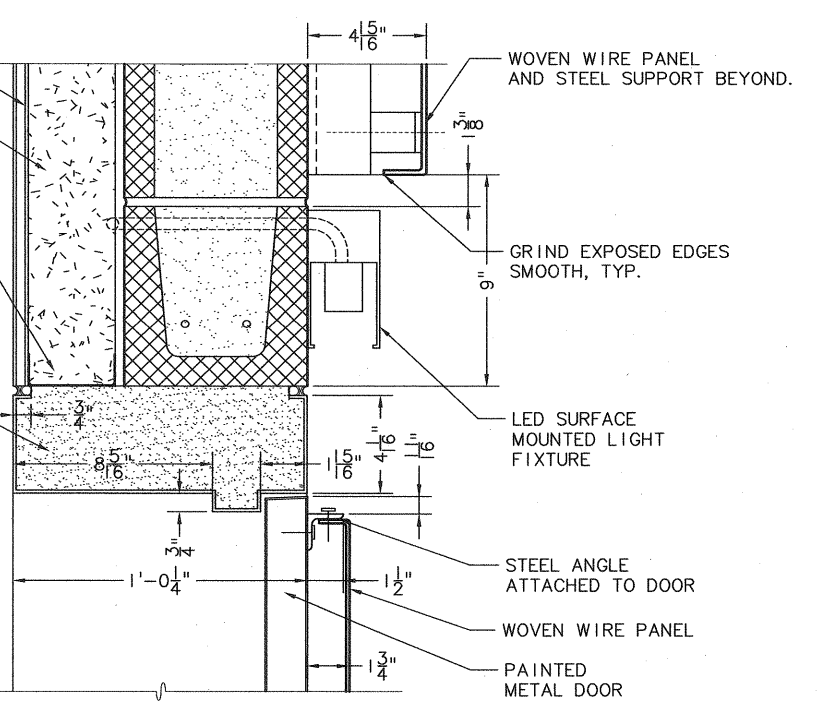
**PERIMETER JOINT DETAIL 6**  
SCALE: 6" = 1'-0" A15ME-803



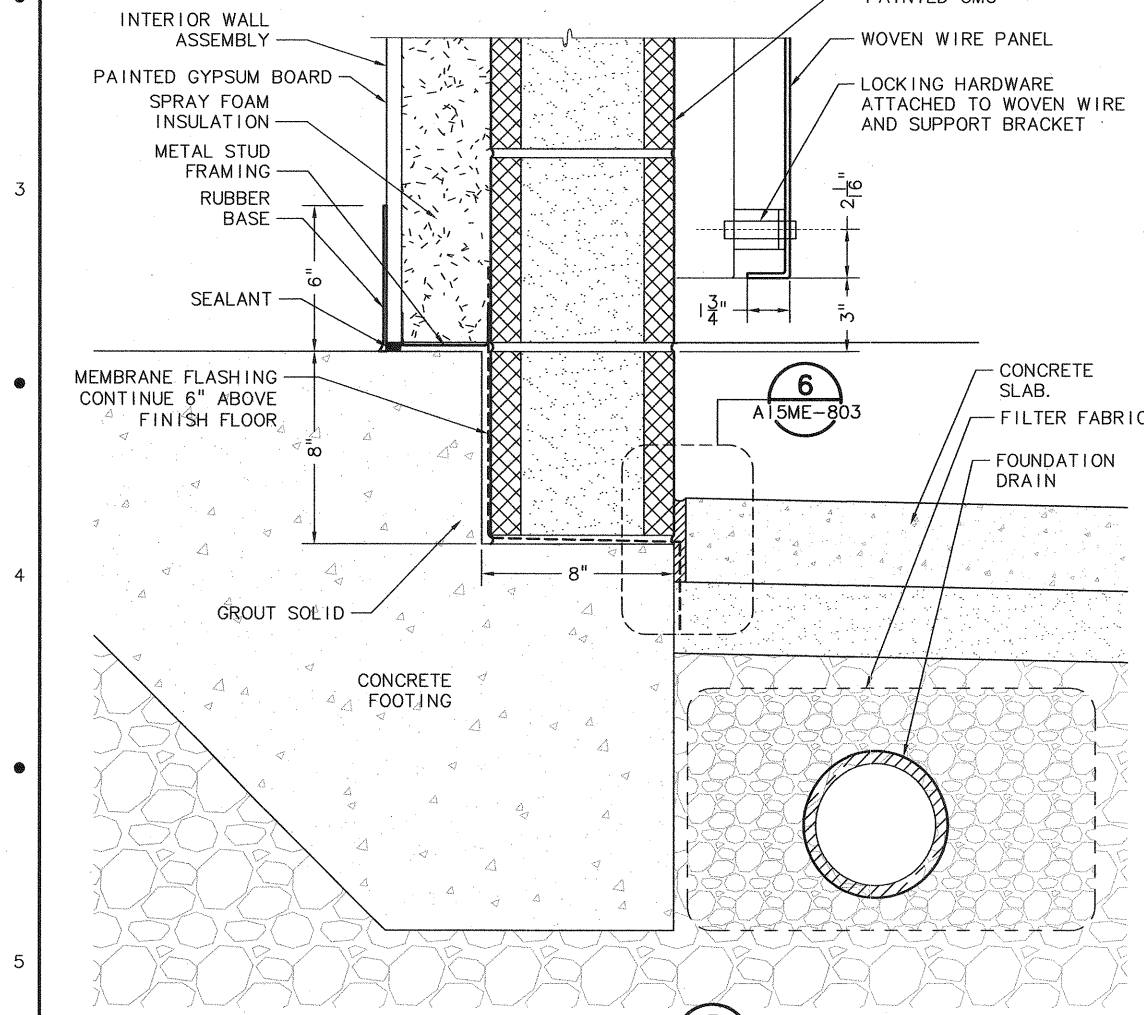
**WINDOW JAMB DETAIL 3**  
SCALE: 3" = 1'-0" A15ME-803



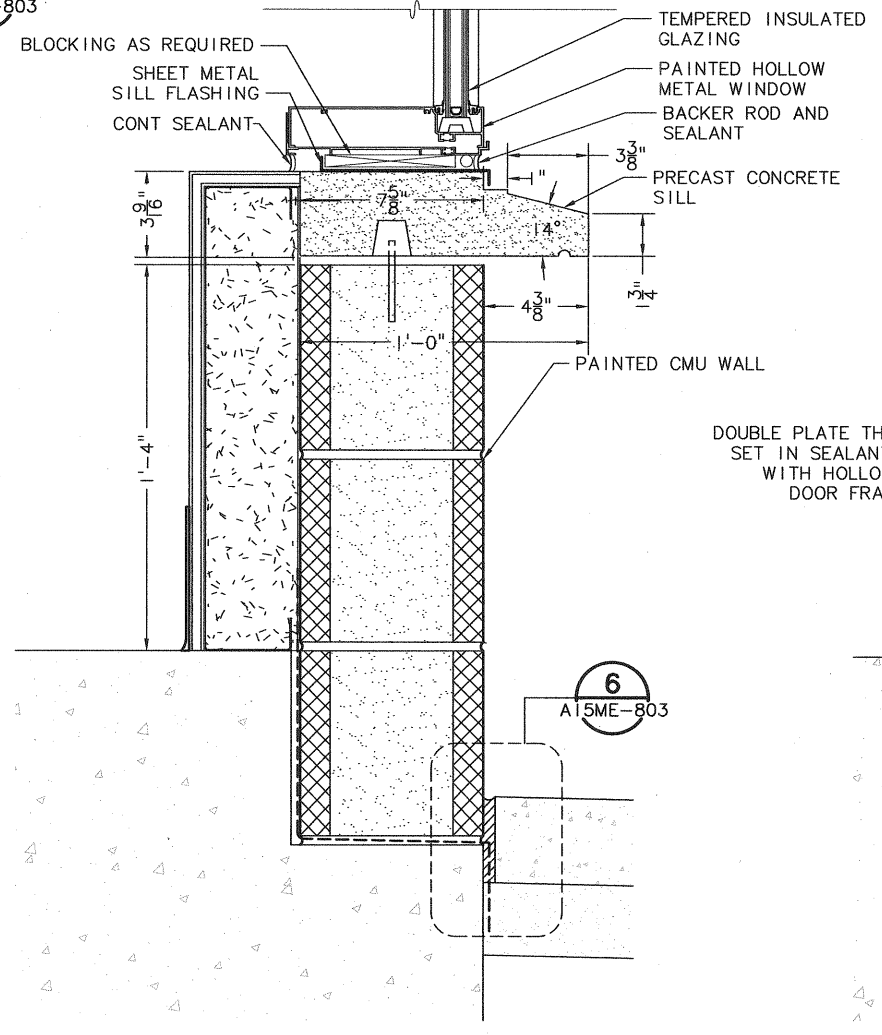
**WINDOW SILL DETAIL 4**  
SCALE: 3" = 1'-0" A15ME-803



**DOOR HEAD DETAIL 1**  
SCALE: 3" = 1'-0" A15ME-803



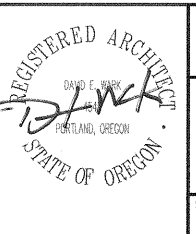
**WALL BASE DETAIL 5**  
SCALE: 3" = 1'-0" A15ME-803



**DOOR THRESHOLD DETAIL 2**  
SCALE: 3" = 1'-0" A15ME-803

NO.	DATE	BY	CHK.	ISSUED FOR CONSTRUCTION
05/14/12	SE	DB		ISSUED FOR CONSTRUCTION
				REVISIONS

JG	01/27/12	DESIGNED	DATE
JG	01/27/12	DRAWN	DATE
SE	2/2/2012	CHECKED	DATE
DB	4/20/2012	APPROVED	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

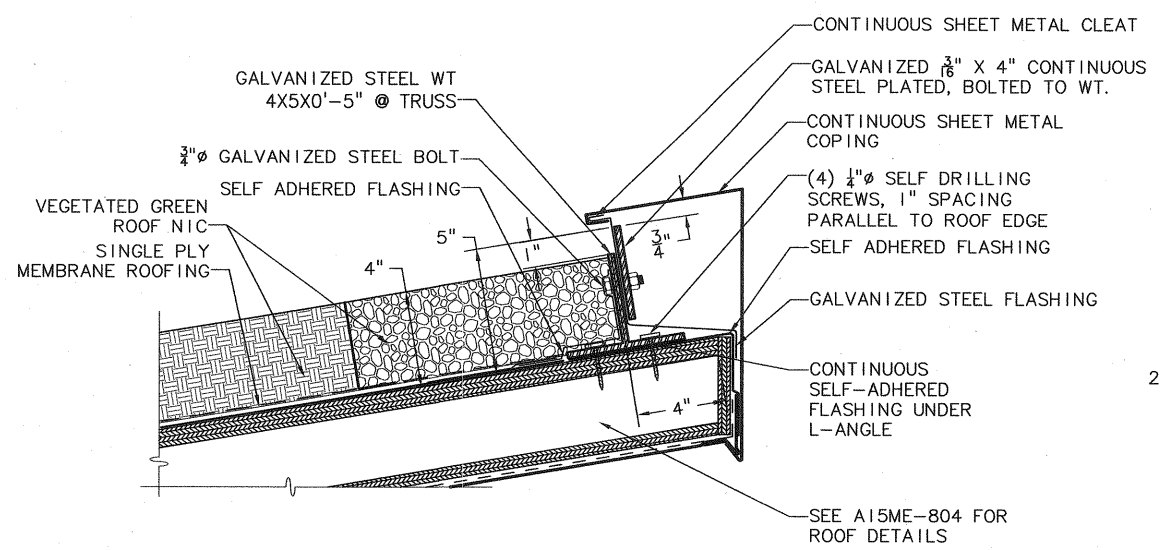
**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: *[Signature]* DATE: 5/14/2012 APPROVED: *[Signature]* DATE: 5/14/2012

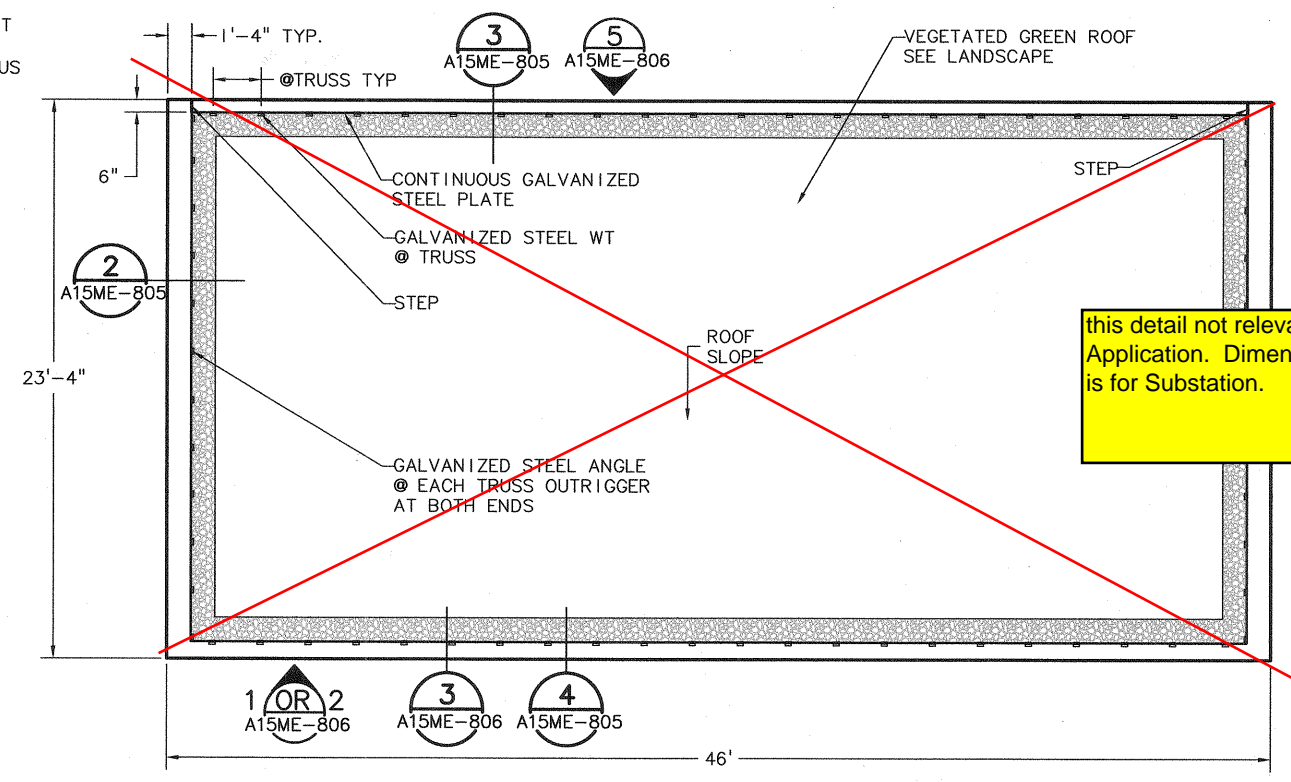
**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT EXTERIOR DETAILS Exhibit P19

SCALE: AS NOTED DRAWING NO.: A15ME-803 CONTRACT NO.: RH100544JB SHEET NO.: 259

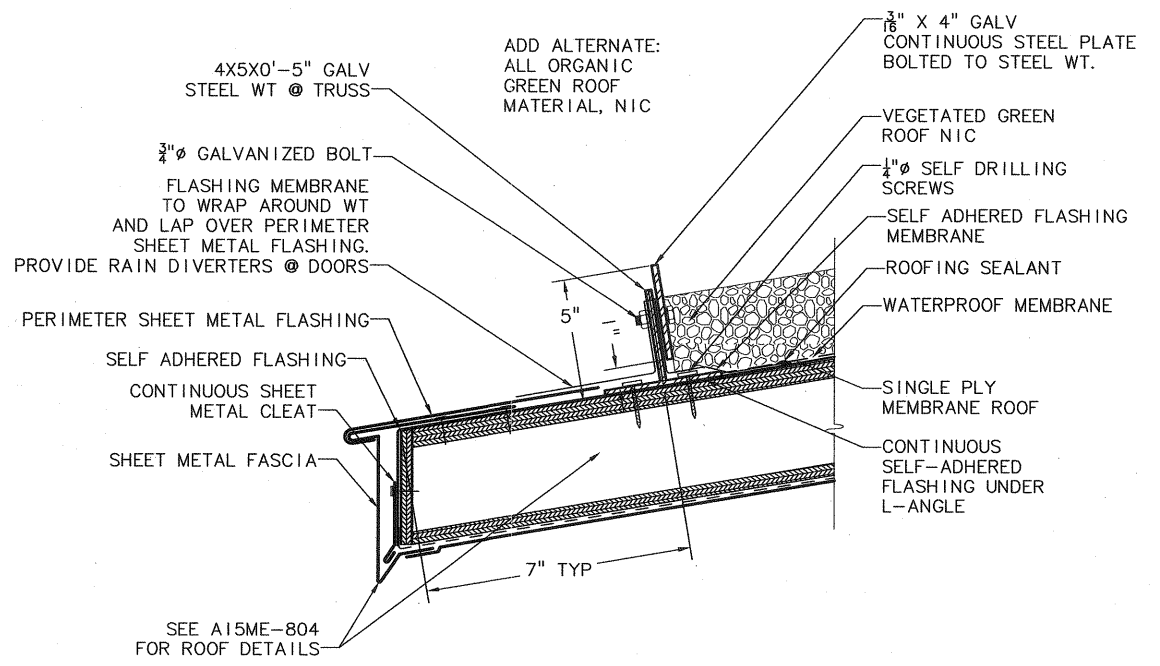
ADD ALTERNATE:  
ALL ORGANIC  
GREEN ROOF  
MATERIAL, NIC



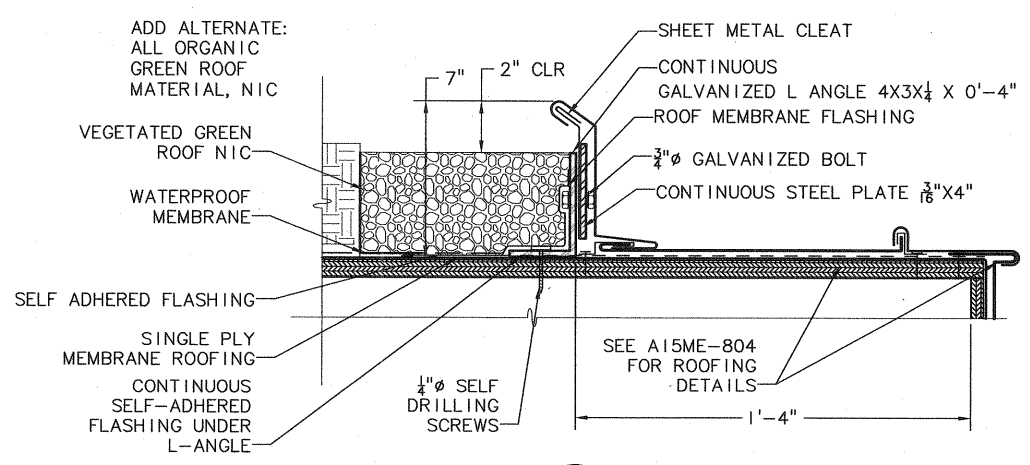
**GREEN ROOF DETAIL 3**  
SCALE: 3" = 1'-0" A15ME-805



**GREEN ROOF PLAN SHED 1**  
SCALE: 1/4" = 1'-0" A15ME-805



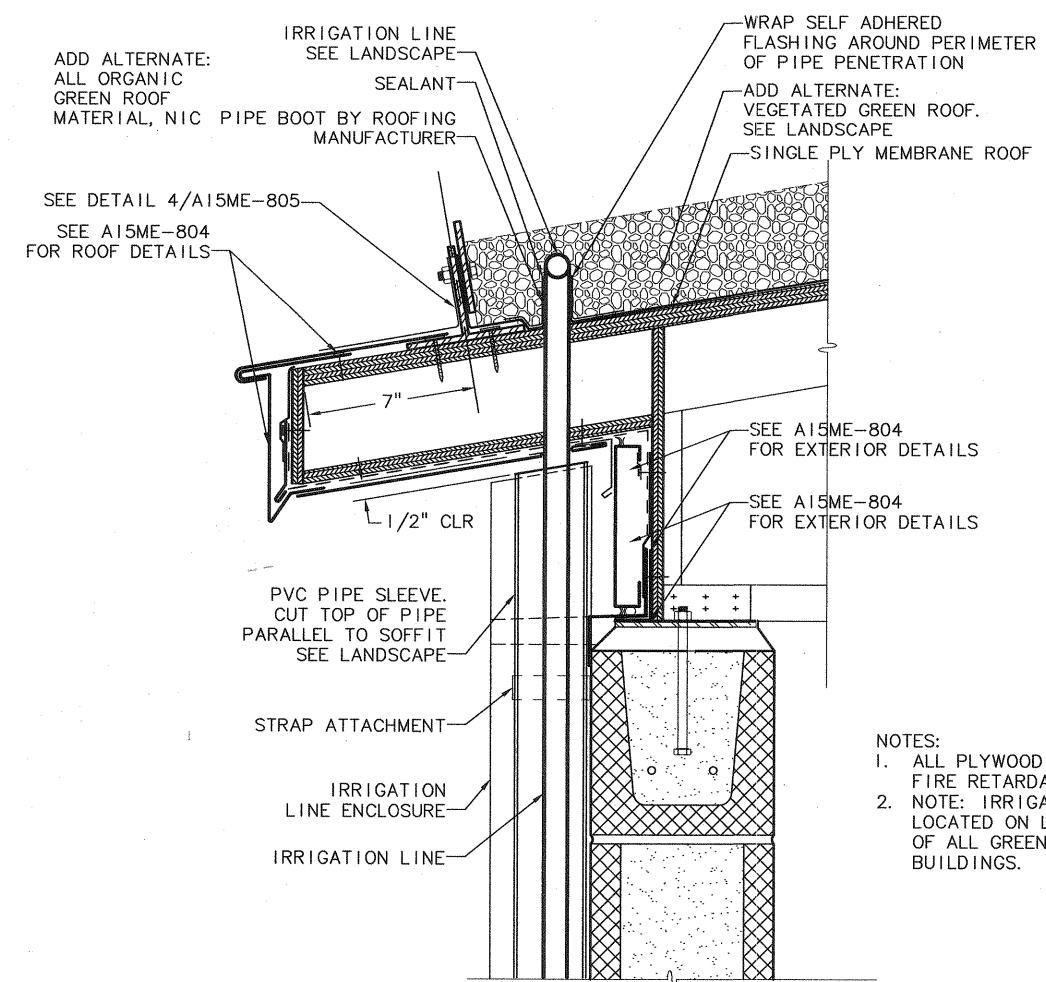
**GREEN ROOF DETAIL 4**  
SCALE: 3" = 1'-0" A15ME-805



**GREEN ROOF DETAIL 2**  
SCALE: 3" = 1'-0" A15ME-805

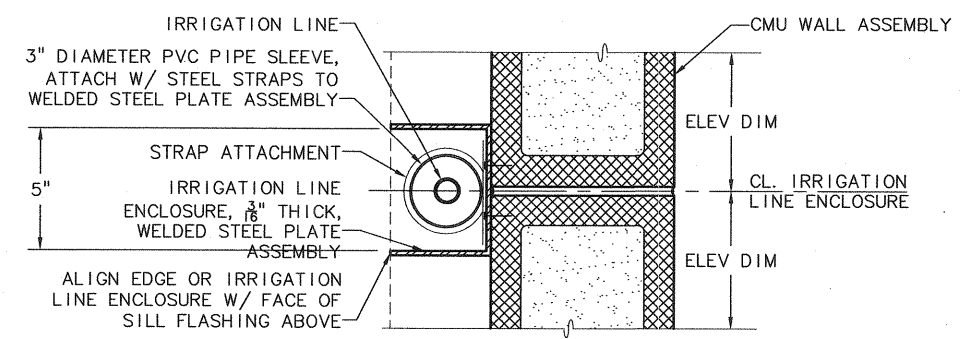
NOTES:  
1. ALL PLYWOOD SHALL BE  
FIRE RETARDANT

				JG DESIGNED 01/27/12 DATE JG DRAWN 01/27/12 DATE SE CHECKED 2/2/2012 DATE DB APPROVED 4/20/2012 DATE			TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON <b>Hennebery Eddy Architects Inc.</b>		CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232		<b>PORTLAND MILWAUKIE LIGHT RAIL EAST SEGMENT GREEN ROOF DETAILS Exhibit P20</b>			
05/14/12 SE DB ISSUED FOR CONSTRUCTION NO. DATE BY APPD. REVISIONS								SUBMITTED: <i>[Signature]</i> DATE: 5/14/2012 APPROVED: <i>[Signature]</i> DATE: 5/14/2012		SCALE: AS NOTED DRAWING NO.: A15ME-805 CONTRACT NO.: RH100544JB SHEET NO.: 261				

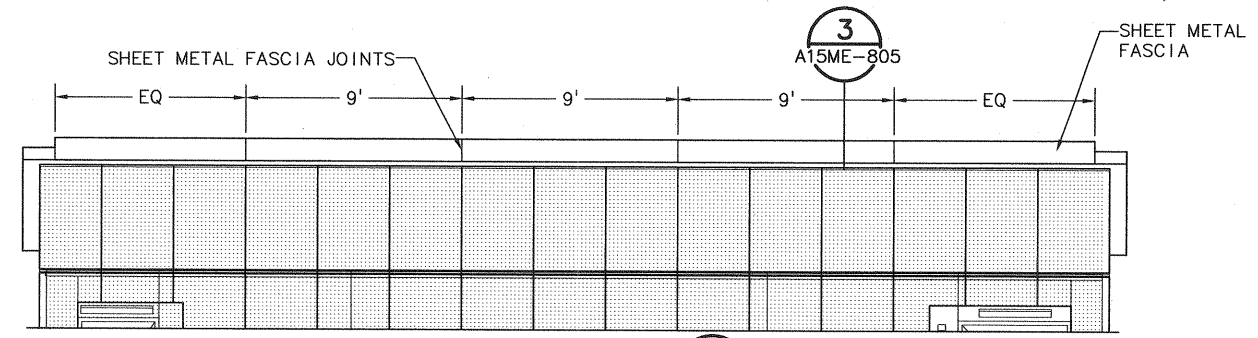


**EXTERIOR DETAIL** 3  
SCALE: 3" = 1'-0" A15ME-806

- NOTES:
1. ALL PLYWOOD SHALL BE FIRE RETARDANT
  2. NOTE: IRRIGATION LINES LOCATED ON LOWER EAVE OF ALL GREEN ROOF BUILDINGS.



**EXTERIOR DETAIL** 4  
SCALE: 3" = 1'-0" A15ME-806



**PARTIAL UPPER EAVE ELEVATION** 5  
SCALE: 1/4" = 1'-0" A15ME-806

NO.	DATE	BY	APPD.	REVISIONS
	05/14/12	SE	DB	ISSUED FOR CONSTRUCTION
		CHK.		

JYG	01/27/12	DATE
DESIGNED		
JYG	01/27/12	DATE
DRAWN		
SE	2/2/2012	DATE
CHECKED		
DB	4/20/2012	DATE
APPROVED		



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.**

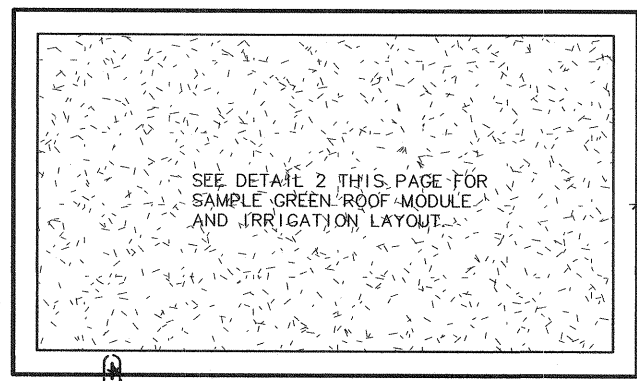
**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

SUBMITTED: *DE* DATE: 5/14/2012 APPROVED: *Leed Robbins* DATE: 5/14/2012

**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT **Exhibit P21**  
GREEN ROOF DETAILS

SCALE: AS NOTED DRAWING NO.: A15ME-806 CONTRACT NO.: RH100544JB SHEET NO.: 262

NOTES:  
 SEE LEGEND BELOW FOR IRRIGATION SYMBOLS.  
 SEE ARCHITECTURE DRAWINGS FOR BUILDING DIMENSIONS.  
 SEE SITE SPECIFIC LANDSCAPE DRAWINGS FOR GREEN ROOF LOCATIONS AND ORIENTATIONS.



CLEARANCE REQS. FOR GROUNDING MAT (ALL SIDES) 17'-0" FOR TPSS, 15'-0" FOR SIG/COMM, SIG AND COMM.

SEE DETAIL 2 THIS PAGE FOR SAMPLE GREEN ROOF MODULE AND IRRIGATION LAYOUT.

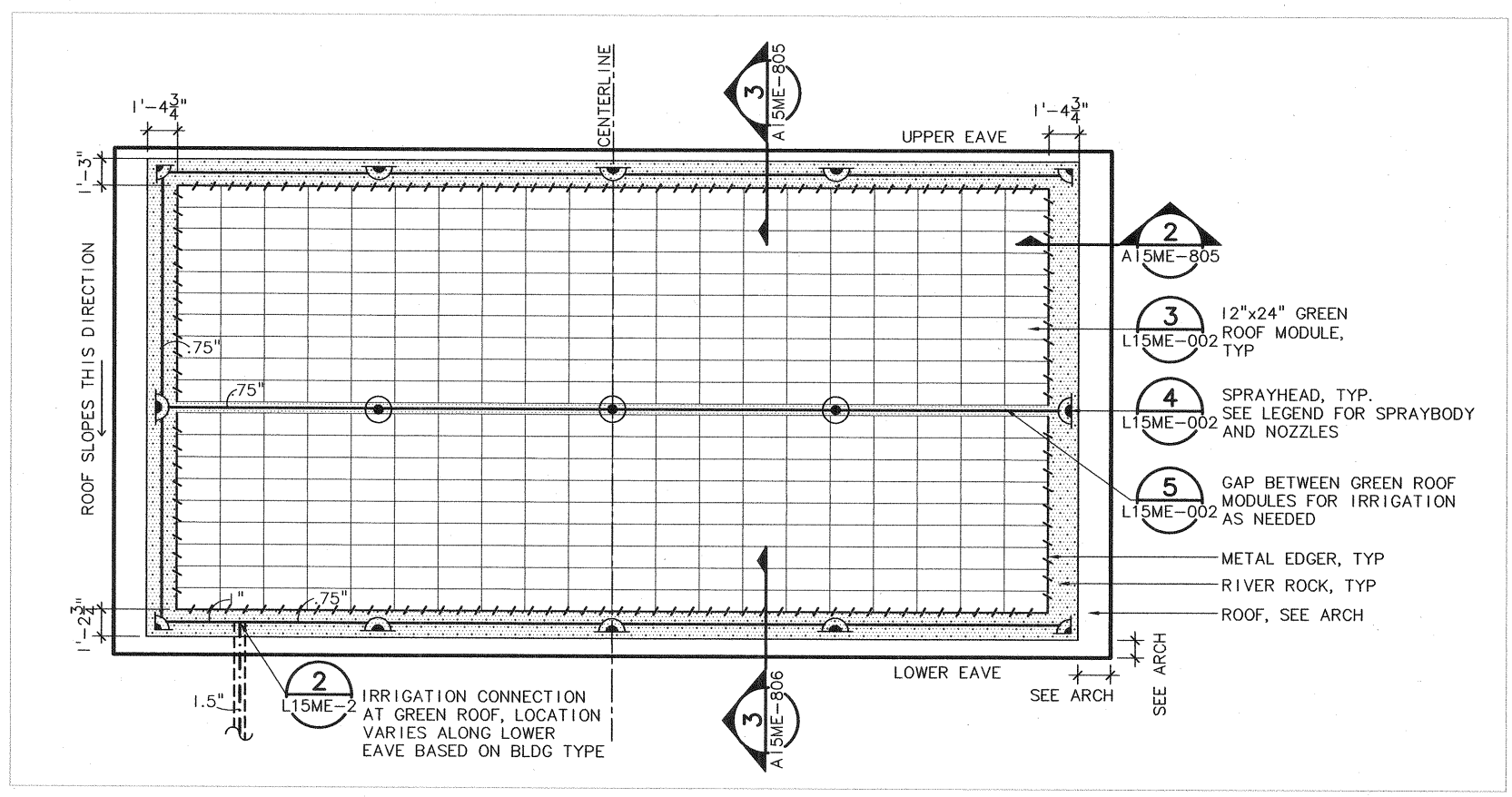
- 2 GREEN ROOF IRRIGATION CONNECTION AT ROOF. SEE ARCH FOR ATTACHMENT, FINISH AND ROOF PENETRATION.
- 1 IRRIGATION LATERAL, SEE PIPE SIZING CHART
- 6 LOCATE VALVE BOX BEYOND GROUNDING MAT. EXACT LOCATION TO BE DETERMINED BY INDIVIDUAL SITE CONDITIONS. RESIDENT ENGINEER TO APPROVE LOCATIONS IN FIELD.
- 13 QUICK COUPLER

SEE GREEN ROOF DETAILS L15ME-002 BEYOND THIS LINE

SEE SITE SPECIFIC IRRIGATION DRAWINGS BEYOND THIS LINE

CONNECT MAINLINE TO SITE IRRIGATION SYSTEM. VERIFY MINIMUM DYNAMIC PRESSURE AT VALVE INLET OF 45PSI. REFER TO INDIVIDUAL STATION IRRIGATION DRAWINGS FOR MAINLINE LOCATIONS. CONNECT CONTROL WIRE TO SITE IRRIGATION CONTROLLER, LOCATION VARIES.

**GREEN ROOF SITE PLAN** 1  
 SCALE: N.T.S.



**GREEN ROOF SAMPLE LAYOUT PLAN (BASED ON TPSS SHED ROOF)** 2  
 SCALE: 1/4" = 1'-0"

EQUIPMENT							
SYMBOL	DESCRIPTION						
	REMOTE CONTROL VALVE, SEE SPECS AND DETAILS						
	GATE VALVE, SEE SPECS AND DETAILS						
	QUICK COUPLER, SEE SPECS AND DETAILS						
	MAINLINE, SEE SITE SPECIFIC IRRIGATION DRAWINGS						
	LATERAL LINE, SCHEDULE 40 PVC, SIZED AS NOTED OR PER SIZING CHART						
	LATERAL LINE, POLYETHYLENE, SIZED AS NOTED OR PER SIZING CHART						
	IRRIGATION SLEEVE, 3" SCHEDULE 40 UVR PVC						
SPRAY HEADS							
SYMBOL	SPRAY BODY	NOZZLE	GPM	PSI	RAD.	FLOW RATE*	PIPE SIZE
	RAINBIRD 1804-SAM-PRS	10Q	.39	30	10'	0-6 GPM	3/4"
	RAINBIRD 1804-SAM-PRS	10H	.79	30	10'	6-10 GPM	1"
	RAINBIRD 1804-SAM-PRS	10F	1.58	30	10'	10-26 GPM	1-1/2"
	RAINBIRD 1804-SAM-PRS	12Q	.65	30	12'	*FLOW RATE= TOTAL GPM RUNNING THROUGH A GIVEN LENGTH OF PIPE	
	RAINBIRD 1804-SAM-PRS	15Q	.92	30	15'		
	RAINBIRD 1804-SAM-PRS	15H	1.85	30	15'		

**IRRIGATION LEGEND** 3  
 SCALE: N.T.S.

- GENERAL NOTES (THESE APPLY TO ALL DETAILS SHOWN ON SHEETS L15ME-001 AND L15ME-002):
- BEFORE WORK BEGINS, COORDINATE WITH SITE SPECIFIC LANDSCAPE AND IRRIGATION PLANS TO CONFIRM LOCATION OF IRRIGATION CONTROLLER, AVAILABILITY OF A DESIGNATED STATION FOR GREEN ROOF IRRIGATION AND MINIMUM PRESSURE/FLOW REQUIREMENTS.
  - LOCATION OF IRRIGATION POINT OF CONNECTION WILL VARY AT EACH INDIVIDUAL SITE.
  - LAYOUT: CENTER WHOLE GREEN ROOF MODULES (WHEREVER POSSIBLE) IN BOTH DIRECTIONS SO THAT THE ROCK BAND IS THE SAME WIDTH ON OPPOSING EDGES AND WITHIN THE GIVEN MINIMUM/MAXIMUM DIMENSION. MODULES SHOULD BE CONSISTENT IN THEIR ORIENTATION, BUT MAY BE ROTATED 90 DEGREES TO BEST FIT ANY GIVEN BUILDING TYPE AND MAXIMIZE COVERAGE.
  - SAMPLE IRRIGATION AND GREEN ROOF MODULE LAYOUT PROVIDED IN DETAIL 2 FOR CONTRACTOR'S CONVENIENCE. PRIOR TO INSTALLATION CONTRACTOR TO SUBMIT COMPLETE SHOP DRAWINGS FOR APPROVAL FOR EACH GREEN ROOF SITE, INCLUDING MODULE LAYOUT, SPRAYHEADS AND PIPE SIZING CALCULATIONS USING THE PROVIDED CHART.
  - ONCE INSTALLED, ADJUST SPRAYHEADS TO ACCOUNT FOR ROOF SLOPE AND TO ACHIEVE HEAD-TO-HEAD COVERAGE WHILE MINIMIZING OVERSPRAY.
  - SEE GREEN ROOF PLANTING AND IRRIGATION SPECIFICATION SECTION 075501 FOR ADDITIONAL REQUIREMENTS. SEE ARCHITECTURAL SPECIFICATIONS FOR WATERPROOFING AND SLIP SHEET.
  - IF FALL ARREST ANCHORS FALL WITHIN GREEN ROOF PANELS, TRIM PANELS TO FIT AND FILL GAP WITH ROUNDED RIVER ROCK. SEE ARCHITECTURAL DRAWINGS FOR LOCATIONS.

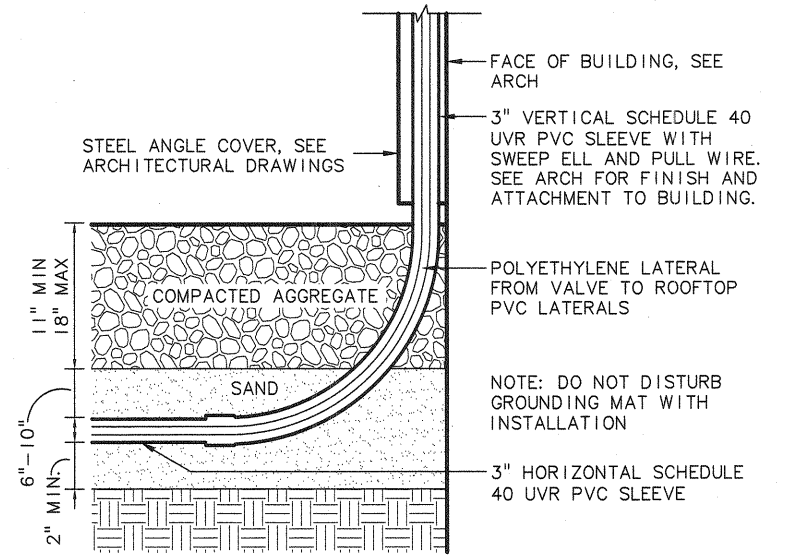
ABBREVIATIONS:

ARCH	ARCHITECTURE
BLDG	BUILDING
L.O.W.	LIMIT OF WORK
MAX.	MAXIMUM
MIN.	MINIMUM
REQS	REQUIREMENTS
SIM	SIMILAR
SPECS	SPECIFICATIONS
TYP	TYPICAL

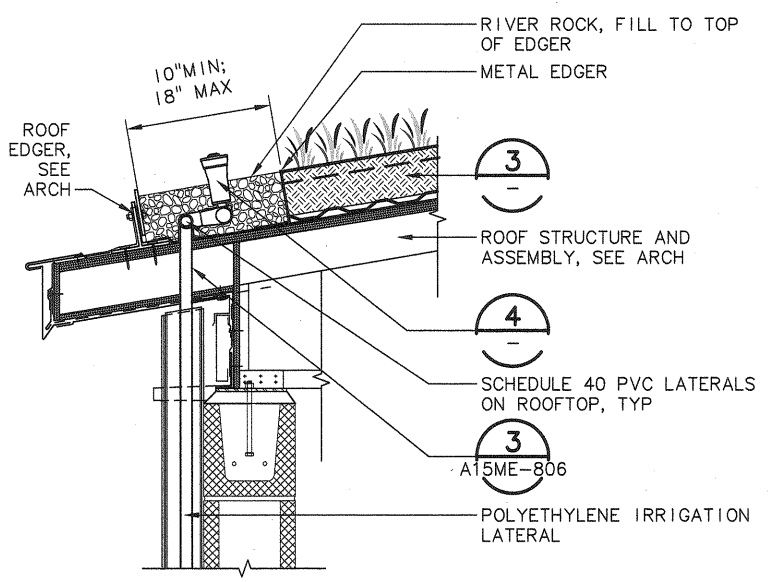
**GENERAL NOTES AND ABBREVIATIONS** 4  
 SCALE: N.T.S.

JH 10/15/11 DESIGNED DATE EK 10/28/11 DRAWN DATE KL 11/10/11 CHECKED DATE JH 5/14/12 APPROVED DATE			TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON		PORTLAND MILWAUKIE LIGHT RAIL EAST SEGMENT LANDSCAPE GREEN ROOF DETAILS							
ISSUED FOR CONSTRUCTION 5/14/12			Hennebery Eddy Architects Inc. 1100 nw glisan #3B portland OR 97209 T 503 295.2437	lango.hansen LANDSCAPE ARCHITECTS PC	CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232	Exhibit P22						
NO.	DATE	BY	APPD.	REVISIONS	SUBMITTED	DATE	APPROVED	DATE	SCALE	DRAWING NO.	CONTRACT NO.	SHEET NO.
	5/14/12			ISSUED FOR CONSTRUCTION		5/14/12		5/14/12	AS NOTED	L15ME-001	RH100544JB	263

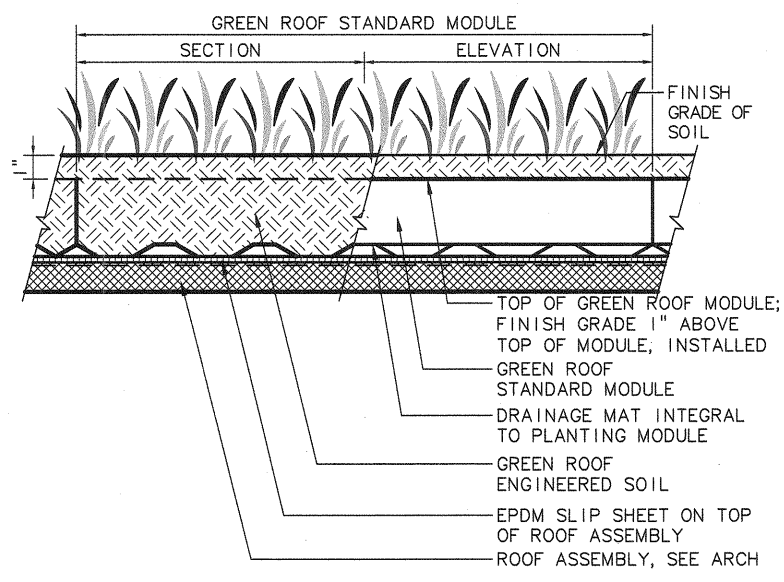




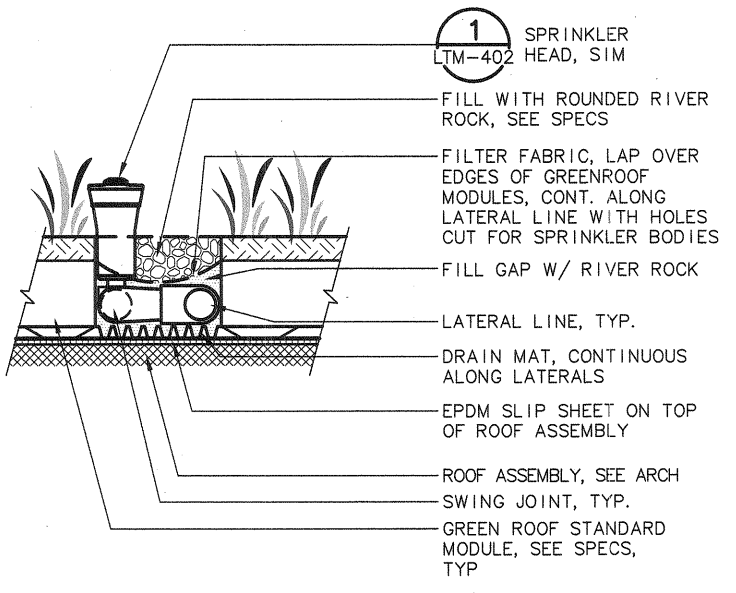
**IRRIGATION SLEEVE TO VERTICAL TRANSITION** 1  
SCALE: 1 1/2" = 1'-0"



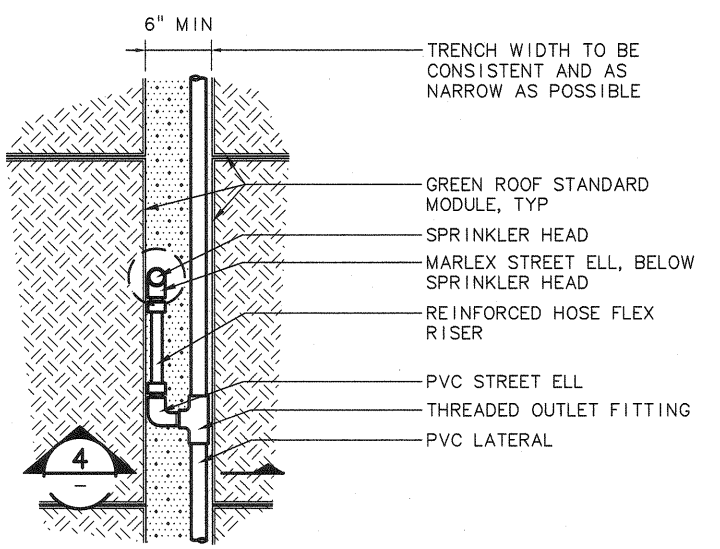
**GREEN ROOF EDGE CONDITION** 2  
SCALE: 1 1/2" = 1'-0"



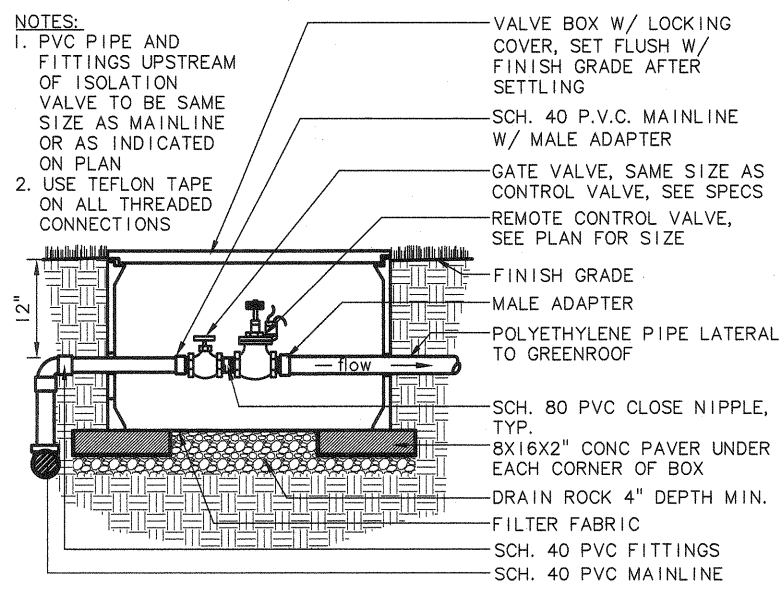
**GREEN ROOF MODULE** 3  
SCALE: 3" = 1'-0"



**SPRAYHEAD AND GREEN ROOF IRRIGATION** 4  
SCALE: 3" = 1'-0"



**GREEN ROOF IRRIGATION TRENCH** 5  
SCALE: 1 1/2" = 1'-0"



**VALVE BOX** 6  
SCALE: N.T.S.

NO.	DATE	BY	APPD.	REVISIONS
5/14/12				ISSUED FOR CONSTRUCTION

JH	10/15/11	DESIGNED	DATE
EK	10/28/11	DRAWN	DATE
KL	11/10/11	CHECKED	DATE
JPH	5/14/12	APPROVED	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Hennebery Eddy Architects Inc.** | lango.hansen | LANDSCAPE ARCHITECTS PC  
1100 nw glisan #3B portland OR 97209 T 503 295.2437

**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

DATE: 5/14/22 | APPROVED: [Signature] | DATE: 5/14/12

**PORTLAND MILWAUKIE LIGHT RAIL**  
EAST SEGMENT  
LANDSCAPE GREEN ROOF DETAILS  
Exhibit P23

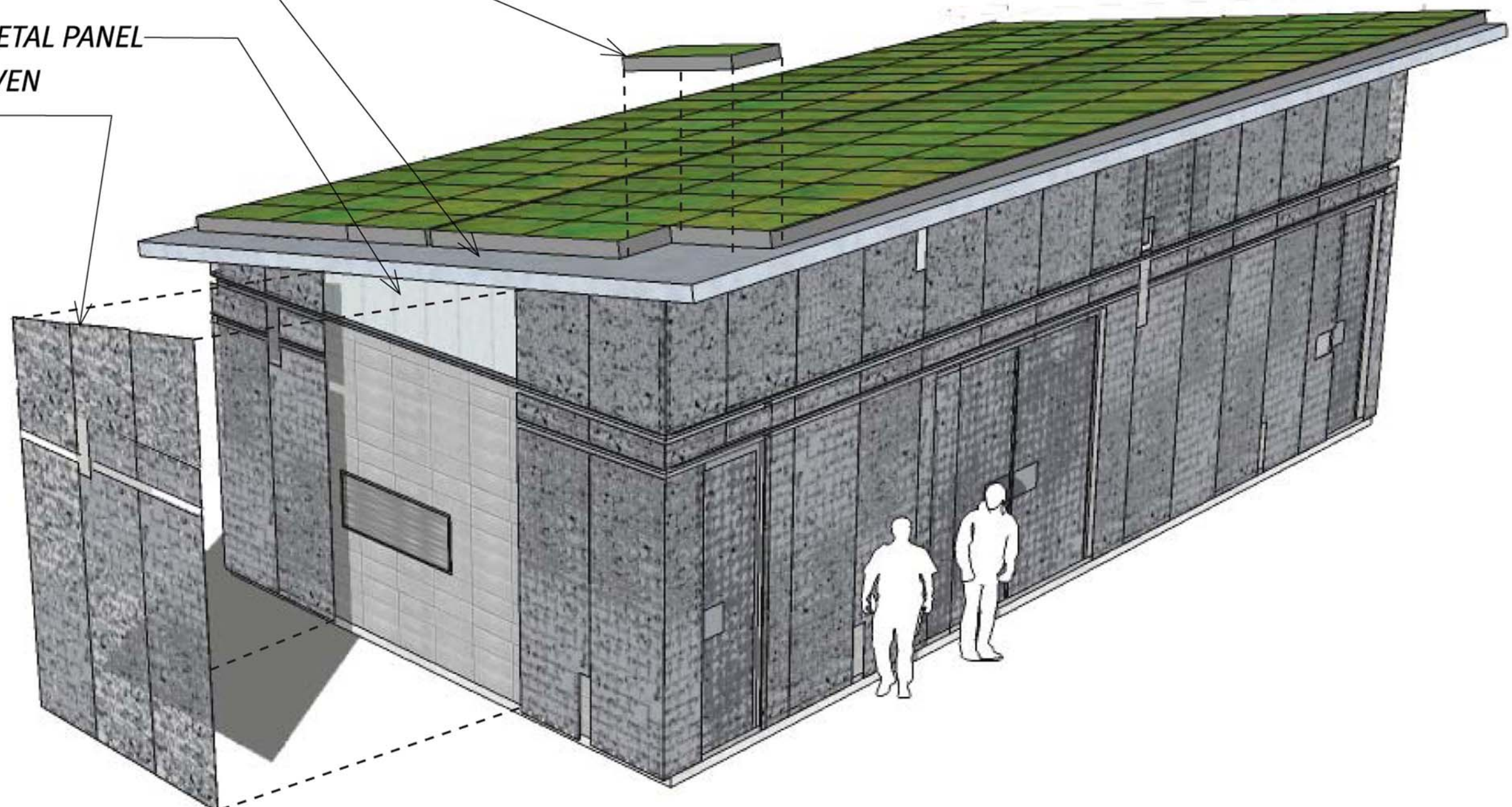
SCALE: AS NOTED | DRAWING NO.: L15ME-002 | CONTRACT NO.: RH100544JB | SHEET NO.: 264

PRE-VEGETATED GREEN ROOF MODULE

BUILT-UP ROOF

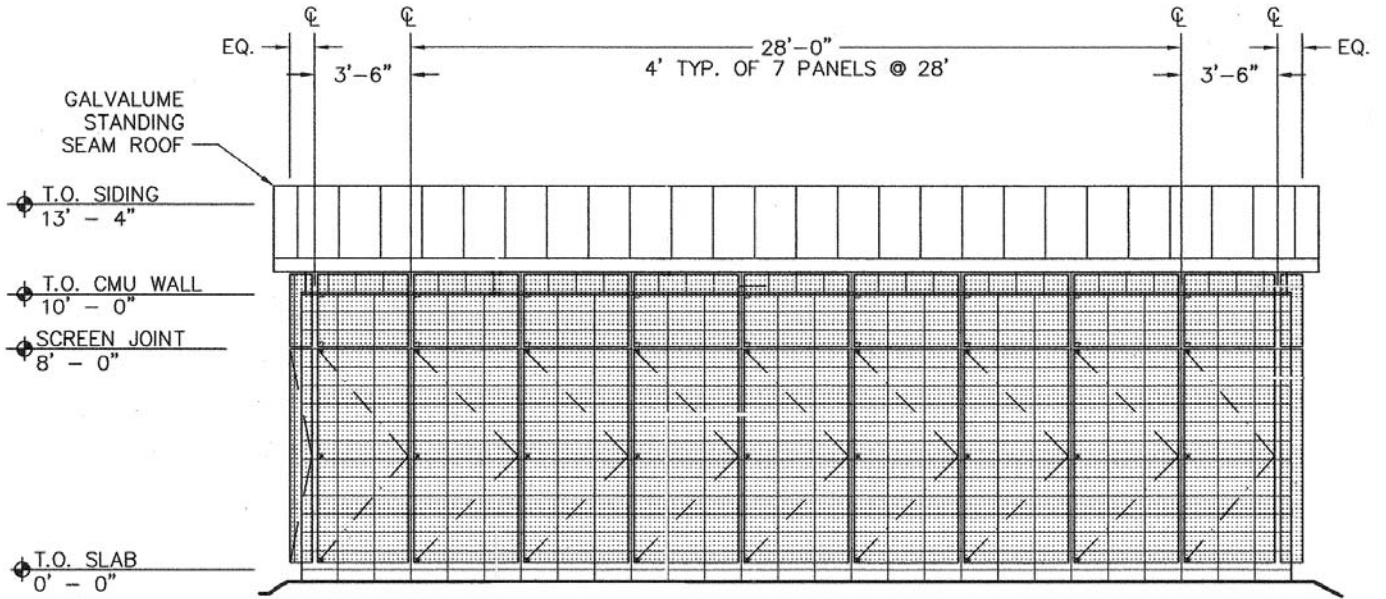
INTERLOCKING METAL PANEL

GALVANIZED WOVEN  
WIRE MESH



**TPSS WITH MODULAR GREEN ROOF AND GALVANIZED WOVEN WIRE MESH**

# Green Roof Diagrammatic Rendering



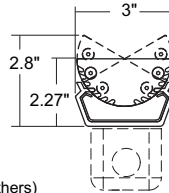
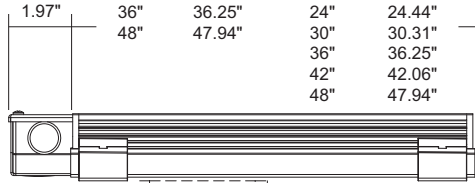
Sig Com Building With Galvanized Roof



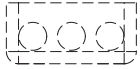
The WINLINE SURFACE LINEAR 400 SERIES are the largest of Winona Lighting's linear LED luminaires. Models 402/404/403W/405W are high performance linear LED luminaires suitable for the illumination and grazing of walls, ceilings, and other planes.

**FIXED MOUNT**

model 402/403W		model 404/405W	
Nominal Length	Installed Length	Nominal Length	Installed Length
12"	12.57"	12"	12.57"
24"	24.44"	18"	18.50"
36"	36.25"	24"	24.44"
48"	47.94"	30"	30.31"
		36"	36.25"
		42"	42.06"
		48"	47.94"



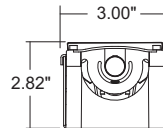
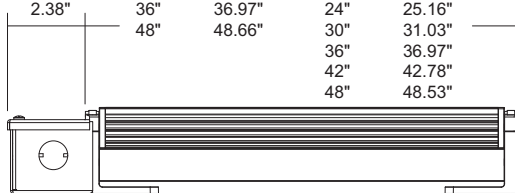
Surface End Feed (only one required per run)



Alternate wiring choice:  
Recessed Bottom Feed (RB)  
Use standard switch box (by others)  
(only one required per run)

**ADJUSTABLE MOUNT**

model 402/403W		model 404/405W	
Nominal Length	Installed Length	Nominal Length	Installed Length
12"	13.28"	12"	13.28"
24"	25.16"	18"	19.22"
36"	36.97"	24"	25.16"
48"	48.66"	30"	31.03"
		36"	36.97"
		42"	42.78"
		48"	48.53"



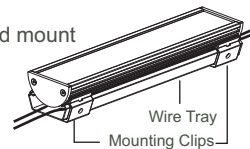
Surface End Feed (only one required per run)

**POWER AND DIMMING**

Winline 402/403W power consumption is 8W/ft (maximum run length 40'). Winline 404/405W power consumption is 15W/ft (maximum run length 28'). The Winline 400 series operates on 24VAC and can be dimmed with commonly available low voltage magnetic dimming equipment. A wide range of remote transformers are available in 120V and 277V primary (see page 19).

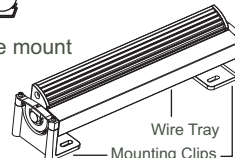
**FIXED MOUNTING AND ADJUSTING** — fixed mount

A unique 1-piece mount combined with an integral wire tray allows the 400 Series to be mounted almost anywhere. The luminaire snaps into the mount clips in seven positions enabling up to 60 degrees of adjustment in 10 degree increments.



**ADJUSTABLE MOUNTING** — adjustable mount

The 400 Series adjustable mount allows for 186 degree continuous rotation. Luminaire can then be locked into place once desired position is established.



**OPERATING TEMPERATURE** -22°F TO 122°F (-30°C to 50°C)

**COLOR AND LIGHT OUTPUT**

The 400 Series utilizes Nichia 183 white LEDs in five standard colors. Models 402/403W feature (6) LEDs/ft, while models 404/405W feature (12) LEDs/ft.

LM79 Data - Based on WSL404/30°/3000K Test Report: BALL 15223

Color	Total Lumens	Lamp Watts	Lumens per Watt	CRI	Power Factor
ANSI-binned 2700K	1775	58.5	30.3	85.7	.97
ANSI-binned 3000K	1820	58.5	31.1	88.1	.96
ANSI-binned 3500K	2129	58.5	36.4	84.5	.96
ANSI-binned 4000K	2202	58.5	37.6	88.5	.96
non-ANSI-binned 5000K	2512	58.5	43.0	70.1	.95

Complete photometric data and submittals at [www.winonalighting.com](http://www.winonalighting.com)

Winline Surface Linear - <b>WSL</b>	<b>WSL</b>
	series

model 402 dry - <b>402</b>	
model 404 high output dry - <b>404</b>	
model 403W damp/wet - <b>403W</b>	model
model 405W high output damp/wet - <b>405W</b>	

<b>Total Run Length in Feet</b>	
402/403W offered in 12" increments	
404/405W offered in 6" increments starting at 12"	run length code
<i>ex. 60FT = 60 foot run</i>	
or	

**Preconfigured Run Length Code**  
see submittal at [www.winonalighting.com](http://www.winonalighting.com)  
(additional information see page 18)

**To Be Determined**  
TBD when run length unknown

12° high intensity close-up grazing - <b>12</b>	
30° tight linear flood - <b>30</b>	
60° wall and ceiling washing - <b>60</b>	beam spread
100° wall and ceiling washing - <b>100</b>	

ANSI-binned 2700K - <b>27K</b>	
ANSI-binned 3000K - <b>30K</b>	
ANSI-binned 3500K - <b>35K</b>	LED code
ANSI-binned 4000K - <b>40K</b>	
non-ANSI-binned 5000K - <b>50K</b>	

non-dimming 24 volt AC - <b>ND24V</b>	
dimming 24 volt AC - <b>DM24V</b>	voltage

fixed - <b>F</b>	
adjustable - <b>A</b>	mount

natural type III anodized aluminum - <b>NAA</b>	
semi gloss black paint - <b>SGB</b>	
semi gloss white paint - <b>SGW</b>	finish
custom paint finish - <b>CPF</b>	

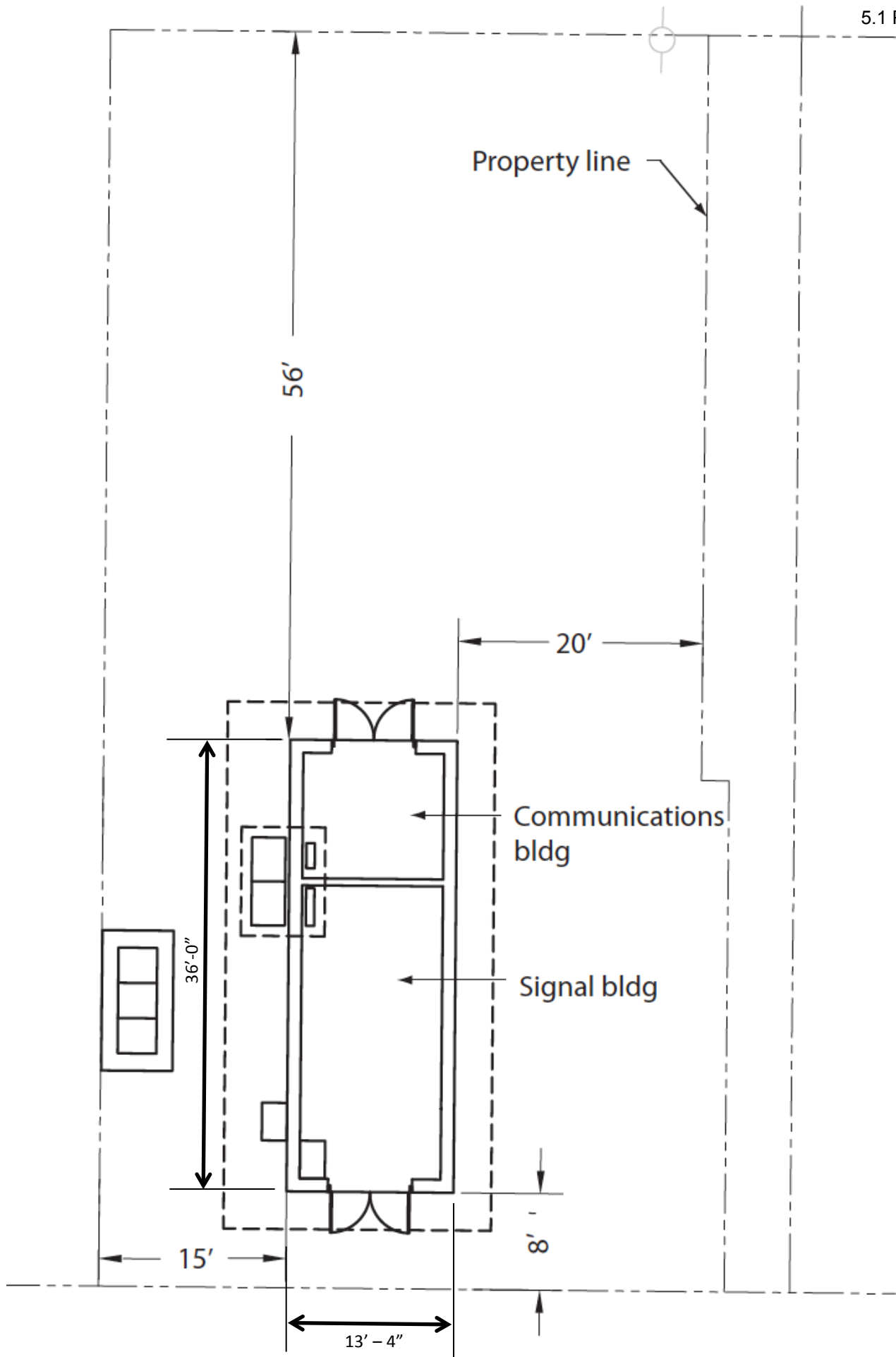
surface end feed - <b>SE</b>	
recessed bottom feed - <b>RB*</b>	power feed
<i>*available on F(fixed) only</i>	

none - <b>X</b>	<b>X</b>
	options

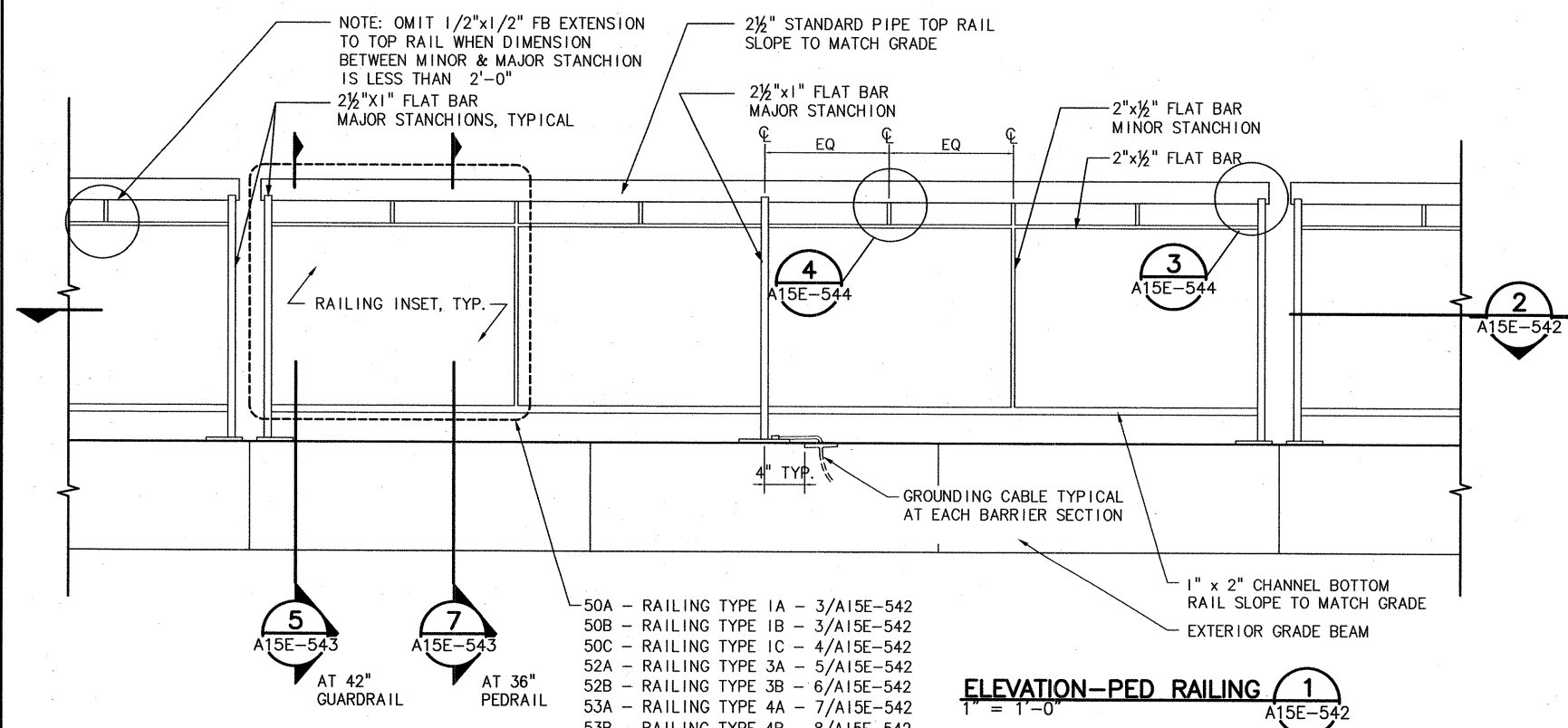
standard - <b>STD</b>	
modified - <b>MOD</b>	special



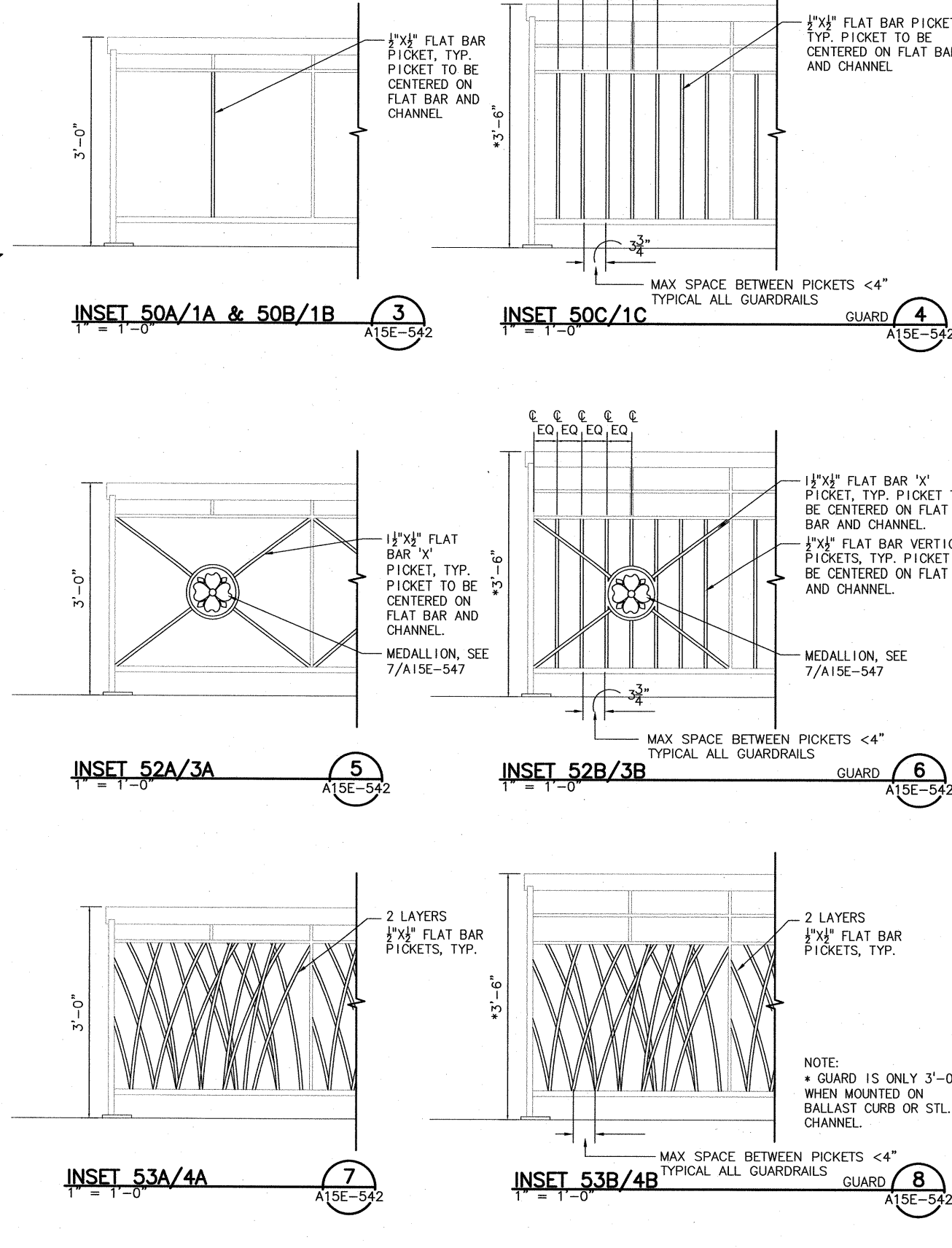
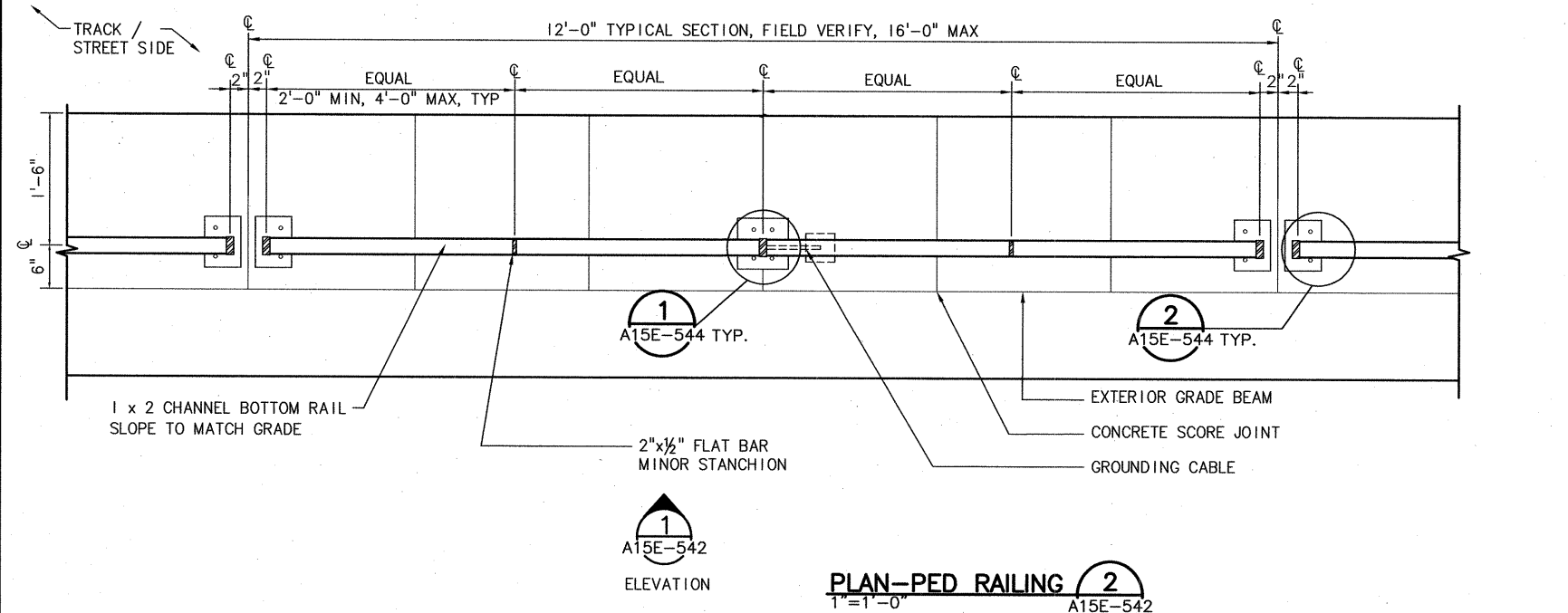
Winline Surface Linear 402/404 are ETL listed for dry location. 403W/405W are ETL listed for wet location. This complies with UL Standard 2108.



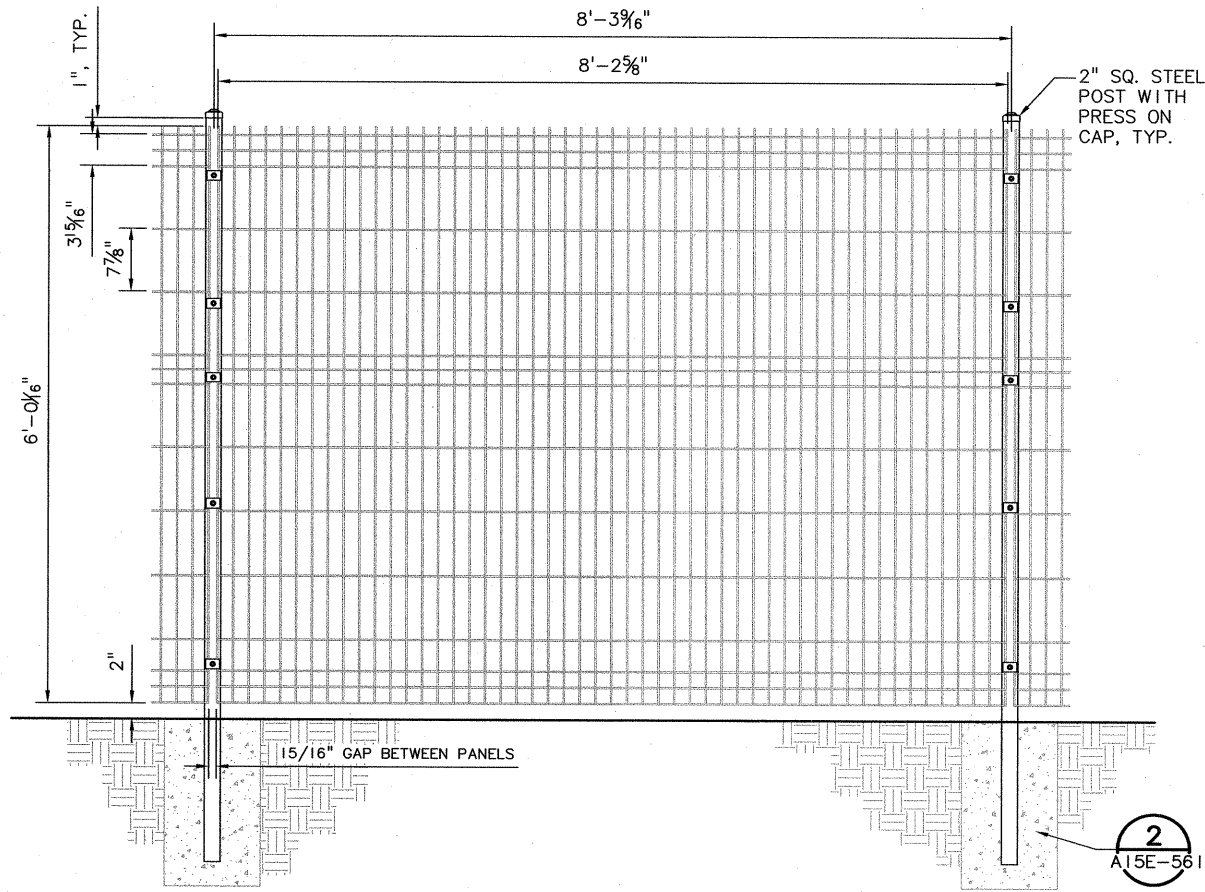
Sig Com Building Site Plan With Setback and Building Footprint Dimensioning



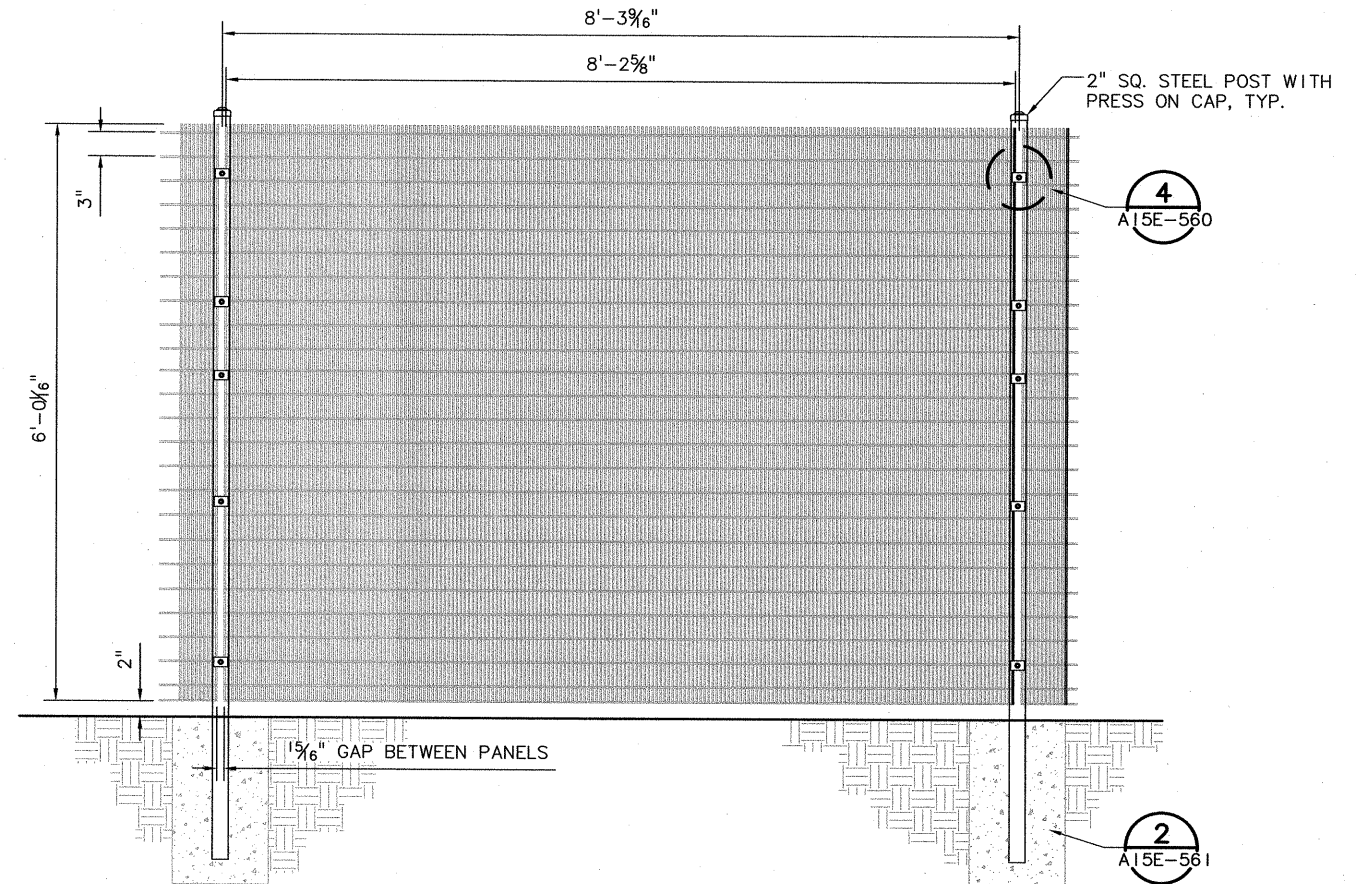
- GENERAL NOTES:
- SUPPORTS AND PICKETS TO BE VERTICAL, REGARDLESS OF PAVING SLOPE.
  - BUILD GUARD/PED-RAIL IN STRAIGHT SECTIONS TANGENT WITH SIDEWALK PROFILE.
  - HOT DIP GALVANIZE AFTER FABRICATION, TYPICAL, UNLESS OTHERWISE NOTED.
  - RAILING COMBINATION WITH INSET 52A AND 52B TO BE PAINTED P2 BLACK.
  - HANDRAIL, WHERE OCCURS, TO REMAIN STAINLESS STEEL FINISH.



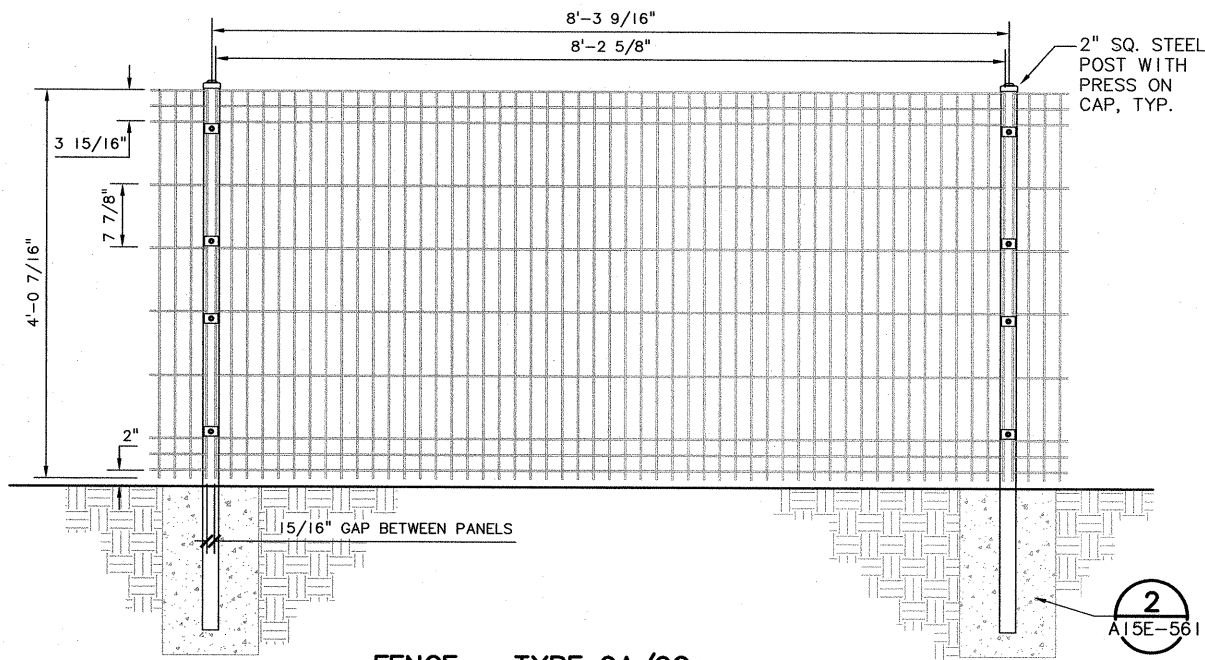
<p>MM DESIGNED 5-01-11 DATE</p> <p>MH DRAWN 2-12-12 DATE</p> <p>WB CHECKED 04-13-12 DATE</p> <p>APPROVED 5-14-12 DATE</p>		<p>REGISTERED ARCHITECT</p> <p>JON C. STYNER</p> <p>PORTLAND, OREGON</p> <p>STATE OF OREGON</p>	<p>TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON</p> <p>waterleaf architecture, interiors &amp; planning</p> <p>DAVID EVANS AND ASSOCIATES INC.</p>		<p>CAPITAL PROJECTS DIVISION</p> <p>710 NE HOLLADAY STREET</p> <p>PORTLAND, OREGON 97232</p>		<p>PORTLAND TO MILWAUKIE LRT EAST SEGMENT</p> <p>ARCHITECTURAL TYPICAL GUARD / PED RAILING ELEVATIONS</p> <p>EXHIBIT P28</p>		
<p>ISSUED FOR CONSTRUCTION</p> <p>NO. DATE BY APPD. REVISIONS</p>			<p>TRIMET</p>	<p>DATE: 5-14-12</p>	<p>APPROVED: [Signature]</p>	<p>DATE: 5-14-12</p>	<p>SCALE: VARIES</p>	<p>DRAWING NO.: A15E-542</p>	<p>CONTRACT NO.: RH100544JB</p>



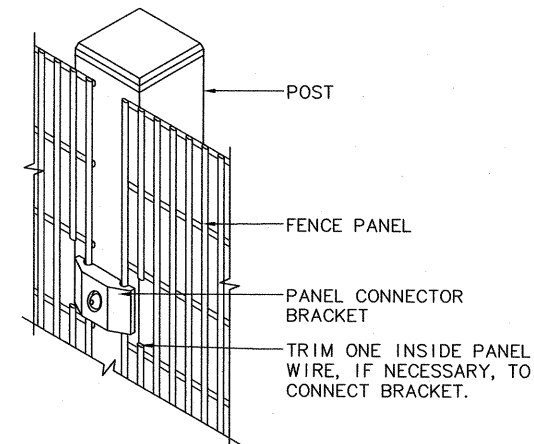
**FENCE - TYPE 9B/9D  
72" WELDED WIRE FENCE**  
SCALE: NTS



**FENCE - SCREEN  
72" WELDED WIRE FENCE**  
SCALE: NTS



**FENCE - TYPE 9A/9C  
48" WELDED WIRE FENCE**  
SCALE: NTS



**FENCE - SCREEN  
PANEL CONNECTION**  
SCALE: NTS



**NOTES FOR SHEETS A15E-500 AND A15E-501:**

1. FOR FENCE TRANSITIONS, REF. DET 2/A51E-562.
2. TYPE 9B WWM FENCE TO BE BLACK POWDERCOATED FINISH.
3. TYPE 9D WWM FENCE TO BE GALVANIZED FINISH.
4. FOR ALL FENCE PANELS THAT NEED TO BE CUT TO SHORTER LENGTHS, FILE THE CUTS SO THERE ARE NO BURRS OR SHARP EDGES. FOR TYPE 9A, PAINT ALL EXPOSED STEEL WITH ONE COAT ZINC ENRICHED PRIMER AND TWO COATS OF AUTOMOTIVE GRADE ACRYLIC PAINT TO MATCH FENCE COLOR AND GLOSS.

NO.	DATE	RAH	CMR	ISSUED FOR CONSTRUCTION
5-14-12		RAH	CMR	ISSUED FOR CONSTRUCTION
		BY	APPD.	REVISIONS
		CHK.		

JMS	06-01-11
DESIGNED	DATE
SPT	06-01-11
DRAWN	DATE
RAH	04-17-12
CHECKED	DATE
CMR	5-14-12
APPROVED	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**Mayer/Reed**

**DAVID EVANS AND ASSOCIATES INC.**

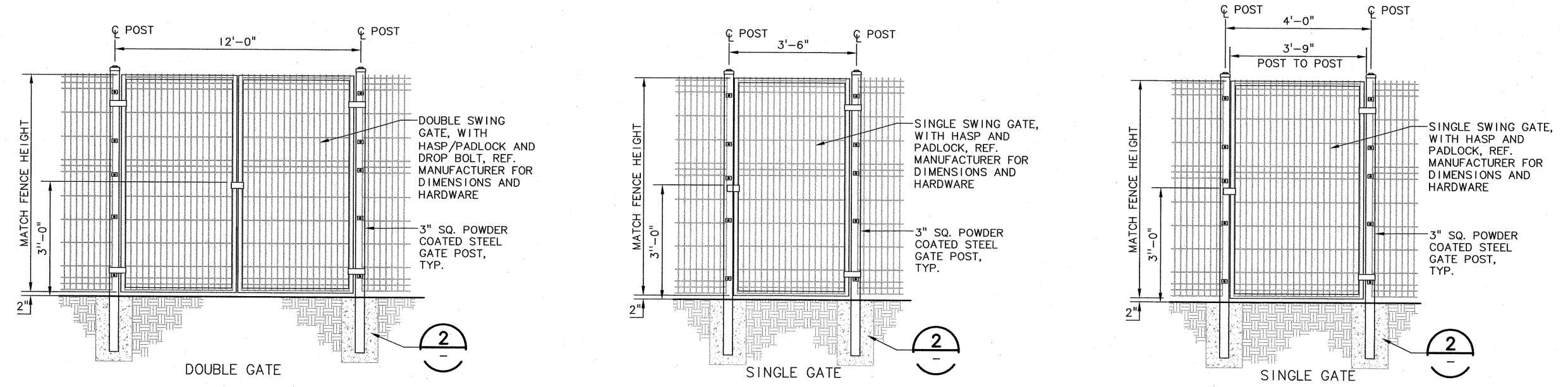
**TRIOMET** CAPITAL PROJECTS DIVISION  
710 NE HOLLADAY STREET  
PORTLAND, OREGON 97232

DATE: 5-14-12 APPROVED: *Leah Robbins* DATE: 5-14-12

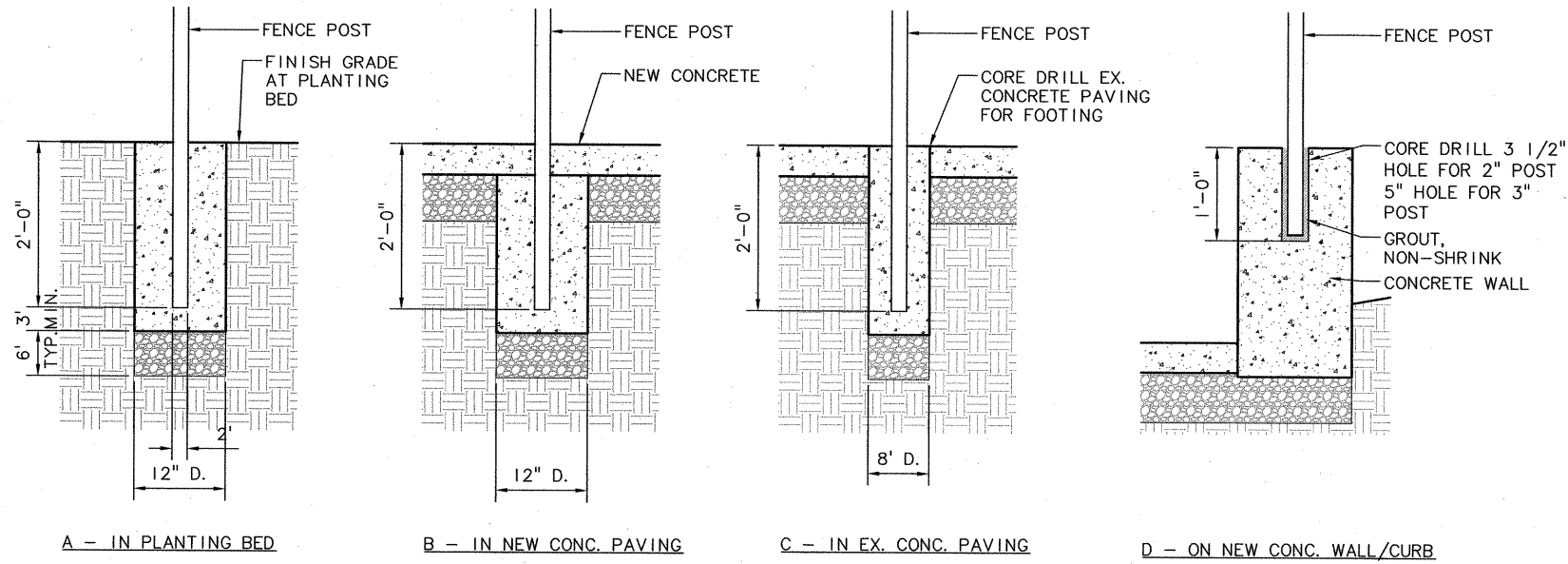
**PORTLAND - MILWAUKIE LRT**  
**EAST SEGMENT**  
ARCHITECTURAL DETAILS - FENCING

**EXHIBIT P29**

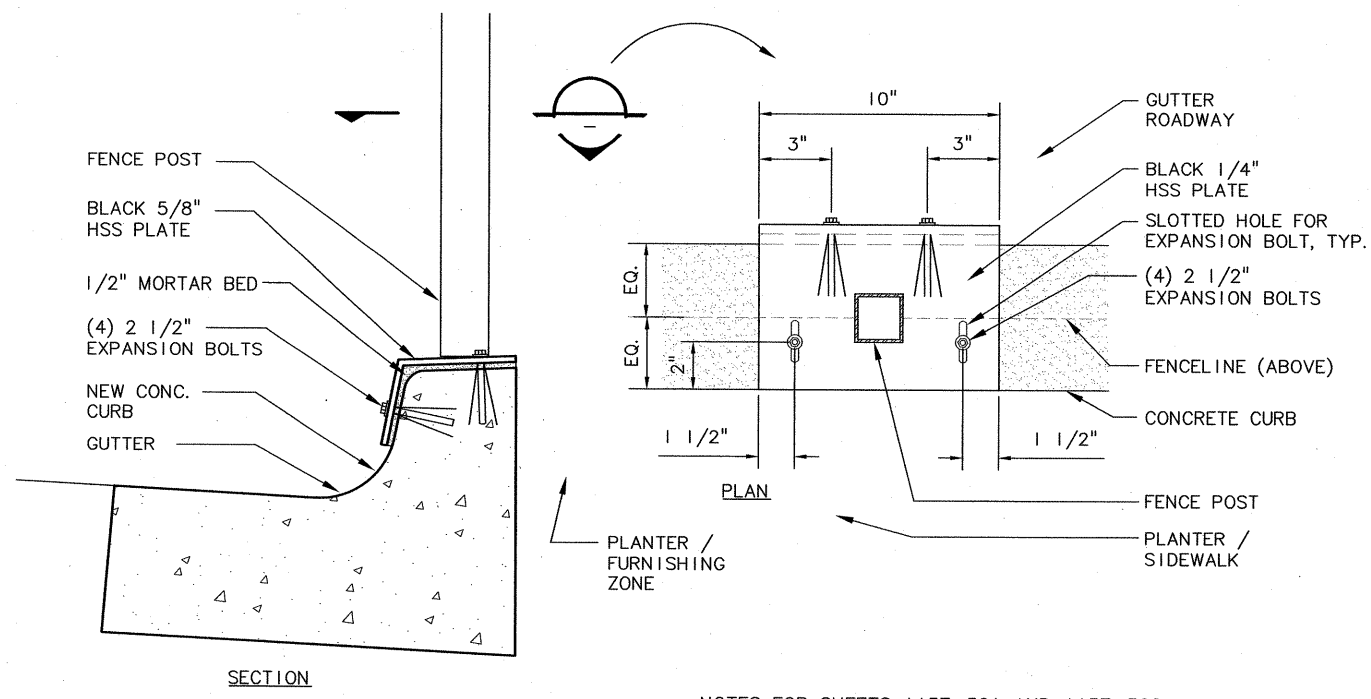
SCALE: VARIES DRAWING NO.: A15E-560 CONTRACT NO.: RH100544JB SHEET NO.: 199



**GATE - WELDED WIRE FENCE**  
**MATCH FENCE HEIGHT**  
 SCALE: NTS



**FENCE POST FOOTING - SECTIONS**  
 SCALE: NTS



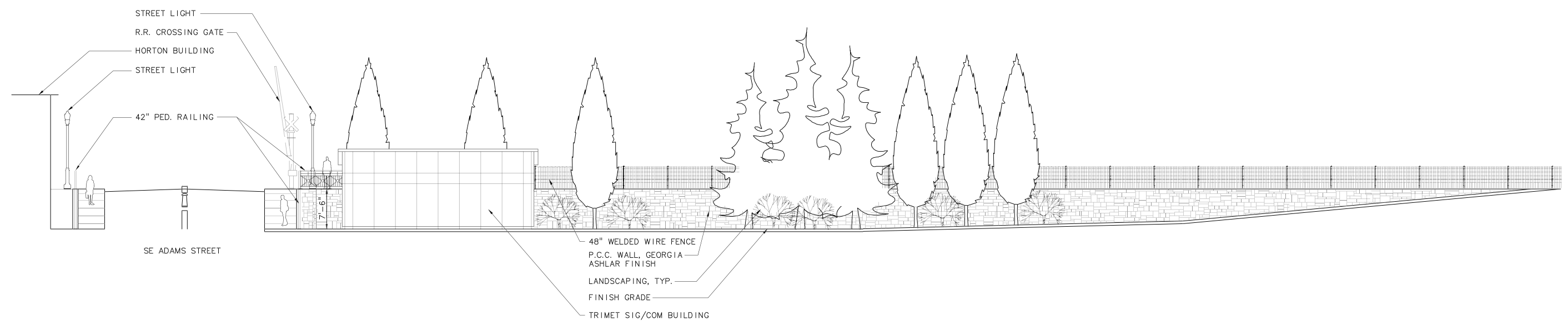
**FENCE POST MOUNT TO STD. CURB AND GUTTER**  
 SCALE: NTS

- NOTES FOR SHEETS A15E-561 AND A15E-562:
1. FOR FENCE TRANSITIONS, REF. DET 2/A51E-562.
  2. TYPE 9B WWM FENCE TO BE BLACK POWDERCOATED FINISH.
  3. TYPE 9D WWM FENCE TO BE GALVANIZED FINISH.
  4. FOR ALL FENCE PANELS THAT NEED TO BE CUT TO SHORTER LENGTHS, FILE THE CUTS SO THERE ARE NO BURRS OR SHARP EDGES. FOR TYPE 9A, PAINT ALL EXPOSED STEEL WITH ONE COAT ZINC ENRICHED PRIMER AND TWO COATS OF AUTOMOTIVE GRADE ACRYLIC PAINT TO MATCH FENCE COLOR AND GLOSS.

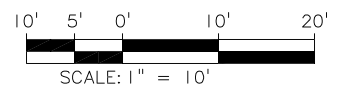
				JMS DESIGNED 06-01-11 DATE	 REGISTERED LANDSCAPE ARCHITECT CAROL MAYER REED OREGON	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON			PORTLAND - MILWAUKIE LRT EAST SEGMENT ARCHITECTURAL DETAILS - FENCING				
				SPT DRAWN 06-01-11 DATE		 Mayer/Reed	 DAVID EVANS AND ASSOCIATES INC.			CAPITAL PROJECTS DIVISION 710 NE HOLLADAY STREET PORTLAND, OREGON 97232			EXHIBIT P30
				RAH CHECKED 04-17-12 DATE		 TRIOMET	APPROVED: <i>Leah Robbins</i> DATE: 5-14-12			SCALE: VARIES			SHEET NO.: 200
				CMR APPD. 5-14-12 DATE		SUBMITTED: <i>[Signature]</i> DATE: 5-14-12	APPROVED: <i>[Signature]</i> DATE: 5-14-12			DRAWING NO.: A15E-561			CONTRACT NO.: RH100544JB
NO.	DATE	BY	CHK.	ISSUED FOR CONSTRUCTION REVISIONS									
5-14-12	RAH	CMR		ISSUED FOR CONSTRUCTION									



Jun 08, 2012 8:51am  
 R:\LA PROJECTS\PM\Drawings\Sheets\PERM\IT MIL DESIGN REVIEW\Milwaukie Wall Elevation Adams.dwg





**ELEVATION @ SE ADAMS STREET**  
 SCALE: 1" = 10'-0"



NO.	DATE	BY	APPD.	REVISIONS

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

**PRELIMINARY**


**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**  

**TRI MET**

CAPITAL PROJECTS AND FACILITIES DIVISION  
 710 N.E. HOLLADAY STREET  
 PORTLAND, OREGON 97232

SUBMITTED: \_\_\_\_\_ DATE: \_\_\_\_\_ APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

**PORTLAND – MILWAUKIE LRT**  
 EAST SEGMENT  
 ARCHITECTURAL  
 ELEVATION – MILWAUKIE

**EXHIBIT P31**

SCALE: MILWAUKIE WALL ELEVATION ADAMS  
 DRAWING NO.: \_\_\_\_\_ CONTRACT NO.: \_\_\_\_\_ SHEET NO.: \_\_\_\_\_

**Alligood, Li**

---

**From:** Larsen, Tom  
**Sent:** Thursday, June 14, 2012 10:32 AM  
**To:** Alligood, Li  
**Subject:** 2103 SE Adams - Tri-Met application.

Hi Li,  
I have no specific comment regarding this application.  
Thanks,

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



**List of Materials & Exhibits for Land Use File CSU-12-07**  
(CSU-12-07, DR-12-05, VR-12-04)  
**Portland Milwaukie Light Rail Signal and Communications Building**

The following documents are part of the official record for this application:

1. Application
  - A. Milwaukie pre-application conference report, November 17, 2011 (PA #11-012)
  - B. Submittal forms date stamped May 2, 2012 (land use application forms, property owner authorization, submittal requirements form, design review checklist, fee receipt)
  - C. Responses to code standards and criteria date stamped June 8, 2012
  - D. Site plans date stamped June 8, 2012
    - i) Exhibits D1 – D9 (Illustrative drawings)
    - ii) Exhibits P1 – P31 (Architectural plans)
2. Notification information
  - A. Application referral dated June 13, 2012
  - B. Design review meeting notice (DR-12-05)
    - i) Meeting notice, June 22, 2012
    - ii) Notice map
    - iii) Meeting notice affidavit, June 22, 2012
3. Materials from City Planning Staff
  - A. Letter deeming application incomplete, May 14, 2012
  - B. Letter deeming application complete, June 11, 2012
4. Materials Received at the Meeting/Hearing
  - A. July 2, 2012, Design Review Meeting
  - B. July 24, 2012, Planning Commission Hearing
5. Agency Comments
  - A. Tom Larsen, Building Official, June 14, 2012: No specific comments regarding this application.
6. Public Comments - None received



**To:** Mayor and City Council

**Through:** Bill Monahan, City Manager  
Kenneth Asher, Community Development and Public Works Director

**From:** Katie Mangle, Planning Director  
Li Alligood, Assistant Planner

**Date:** June 28, 2011, for July 5, 2011, Worksession

**Subject:** Design and Landmarks Committee Work Program for 2011-12

---

### **ACTION REQUESTED**

Review and discuss the 2011-12 Design and Landmarks Committee (DLC) Work Program.

### **HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

**August 2009:** Council met with the DLC to review the Committee's 2009-10 Work Program.

**May 2007:** Council met with the DLC to review the Committee's 2007-08 Work Program.

### **BACKGROUND**

The proposed work program is a plan for fulfilling the DLC's responsibilities for advising the Planning Commission as established in Title 2 of the Milwaukie Municipal Code, as well as for pursuing other projects of interest to the DLC with limited staff and budget resources.

The DLC serves the City by advising the Planning Commission and City Council on urban design, architecture, and historic preservation activities. It does this by reviewing development proposals in downtown and completing projects regarding historic landmarks and education and outreach. The Committee is currently filled by the following members:

- Greg Hemer (Chair)
- Jim Perrault (Vice Chair)
- Chantelle Gamba
- Becky Ives
- Patty Wisner

The DLC meets monthly. Joint meetings with the Planning Commission occurred on March 17, 2011, and June 1, 2011.

### **Accomplishments of 2010-11**

During the 2010-2011 fiscal year, the DLC returned to full strength with two new appointed members and met almost every month. The group continued to strengthen relationships with the Planning Commission and clarified how the two bodies would work together effectively. The Committee participated in a staff-led design elements training in July and August 2011, which resulted in a deeper understanding of aspects of “good” design and a refined definition of “Milwaukie character.”

The Committee held one public hearing on a Design Review application in downtown; continues to provide direction on multiple light rail design issues; and has provided City staff with recommendations on the design of the TriMet operator restroom planned for downtown.

The DLC also hosted a light rail design open house in January 2011, and is the decision-making body for the Downtown Façade Improvement Program launched in May 2011. Beginning in June, the monthly DLC meetings became the forum for light rail-related design updates.

### **Work Program for 2011-12**

The following is a summary of the projected DLC activities for 2011-12:

1. **Downtown Design Review.** For development proposals in Downtown zones, conduct public design review meetings to advise the Planning Commission on implementation of the Downtown Design Guidelines. Anticipated proposals for the coming year include:
  - Kellogg Lake bridge
  - TriMet operator restroom
2. **Post-Decision Limited Design Review.** Conduct design review meetings on development proposals when the Planning Commission has made design review a condition of approval or to assist with other City projects. Anticipated proposals to be reviewed in the coming year include:
  - Riverfront Park
3. **Historic Resources.** Review of Historic Landmarks alteration or demolition, and advise the Planning Commission on applications when City approval is required by Code. The Committee has expressed interest in increasing its role in historic preservation activities by establishing itself as a Historic Review Commission (HRC). Staff is supportive of this role; establishment of an HRC would be a key component of an inactive project to update the City’s outdated historic preservation ordinance. However, activating this project would have significant impacts on staff workload. See the Work Load Impact section below.
4. **Code Revision and Refresh Projects.** Participate in and advise the Planning Commission on code revisions relating to community design. Anticipated projects for the coming year include:
  - Residential development and design standards
  - Public area requirements modification
  - Ongoing work to refine downtown standards and the City’s design review process

- South Downtown implementation
5. **Committee Training.** Continue to develop the group's understanding of the particular design elements that make Milwaukie unique. Share photos of different places and buildings for comparison and to stimulate discussion of preferred design characteristics. Committee members have begun to collect photos for future updates of the Design Guidelines document.
  6. **Public Education.** Create resources that help the general public and potential developers understand the city's history and key design elements. Current ideas include:
    - Completion of a historic properties slideshow for the City web site.
    - Historic Reference Guide for Downtown – a resource document that helps future downtown development by providing historical information on existing and lost buildings and explaining the downtown context and character.

## **CONCURRENCE**

The DLC, Director of Community Development and Public Works, and Planning Director have reviewed and concur with the draft work program.

## **FISCAL IMPACT**

The work program will require a commitment of fiscal and staff resources. The adopted budget for FY 2011/2012 provides budget resources to support the work program, with the exception of a hearings reporter. The Planning Staff will continue to support monthly meetings of the DLC and their role in the City's design review and legislative processes. Staff will support training and other projects as resources allow.

## **WORK LOAD IMPACTS**

Staff will not be able to support many special DLC projects with the existing budget and staffing level. The proposed work program will not further increase the amount of staff time currently dedicated to supporting the DLC.

If Council directs the DLC and staff to pursue the establishment of a Historic Resource Commission and/or an update of the City's historic preservation ordinance, staff will need to discontinue the management of and assistance to the TriMet operator restroom in downtown Milwaukie in order to accommodate the revised work program.

## **ALTERNATIVES**

None.

## **ATTACHMENTS**

None.