

**CITY OF MILWAUKIE
JOINT SESSION
PLANNING COMMISSION
AND
DESIGN & LANDMARKS COMMITTEE
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, March 9, 2010
6:30 PM**

COMMISSIONERS PRESENT

Jeff Klein, Chair
Nick Harris, Vice Chair
Lisa Batey
Teresa Bresaw
Scott Churchill
Christopher Wilson

STAFF PRESENT

Katie Mangle, Planning Director
Susan Shanks, Senior Planner
Li Alligood, Assistant Planner
Beth Ragel, Community Services

COMMISSIONERS ABSENT

None

DLC MEMBERS PRESENT

Becky Ives, Chair
Greg Hemer
Sarah Knaup
Patty Wisner

DLC MEMBERS ABSENT

None

1.0 Call to Order – Procedural Matters

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

2.0 Minutes

2.1 Planning Commission Minutes—January 26, 2010

Commissioner Batey stated that Vice Chair Newman's declaration of recusal on 5.2 page 3 should read, "...Commissioner Newman recused himself, declaring that his property was ~~continuous~~ *contiguous* with the Applicant's property."

Commissioner Bresaw moved to approve the January 26, 2010, meeting minutes as corrected. **Commissioner Wilson** seconded the motion, which passed unanimously.

2.2 Design & Landmarks Committee Minutes—January 27, 2010

DLC Member Knaup moved to approve the January 27, 2010, meeting minutes as presented. **DLC Member Hemer** seconded the motion, which passed 3-0-1, with **DLC Member Wisner** abstaining.

3.0 Information Items

Introductions were made.

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 Hearings

There were none.

6.0 Worksession Items

6.1 Light Rail Project Briefing—Part 2 Staff Person: Katie Mangle

Ms. Mangle introduced TriMet staff Dave Unsworth, Bob Hastings, and Leah Robbins.

- The light rail alignment was currently at 30% design. At that point, the City had achieved a great deal in terms of applying downtown Code and standards to the project, such as reducing the size of the Tacoma Park & Ride, traffic calming on Johnson Creek Blvd, maintaining freight access to industrial properties, no Park & Ride in downtown Milwaukie, bicycle and pedestrian improvements around the downtown light rail station, and recognition that many elements in downtown and in the Kellogg Creek area needed to be distinct. Outstanding design issues included final design of the Tacoma Park & Ride, bridges, mitigation for visual and noise impacts, and integration of public art.
- Stated that the City had a permitting role; parts of the project would be reviewed by the Planning Commission and/or the Design and Landmarks Committee (DLC).

Dave Unsworth, TriMet, stated that City staff had been wonderful representing the City of Milwaukie. He presented the project schedule via PowerPoint presentation.

- Preliminary engineering would be complete by the end of March 2010; 30% design was complete; final design approval was expected in October 2010; the final Environmental Impact Statement (EIS) was expected in May 2010; and the Record of Decision (ROD) was expected in July 2010.
- The Portland region was competing with every city in the United States for light rail dollars; Portland had been pretty successful in competing for money.

Commissioner Churchill asked what the approximate cost per mile of the proposed light rail alignment was.

- **Mr. Unsworth** responded that the cost was approximately \$200 million per mile.

Leah Robbins, TriMet, presented a Google Earth flyover view of the light rail alignment from the Tacoma Park & Ride to the Park Ave Park & Ride.

- The elevated track over Tacoma St was designed to accommodate future expansion of McLoughlin Blvd to 6 lanes.
- The bridge over Tacoma was designed to accommodate light rail when it was built. The Tacoma Park & Ride had been reduced by 200 spaces, though the building footprint remained the same.
- There had been talk of redevelopment of the Pendleton site, on McLoughlin Blvd just north of the Springwater Corridor. The owners were involved in conversations but there were access issues to the site.
- There were impacted properties along the alignment in the North Industrial Area, including the Beaver Heat Treating building (east structure) and the Anderson Siding building.

Anderson Siding would be relocated. The main tenet of the light rail alignment in that area was the retention of access to industrial sites.

- In response to community concerns, the length of elevated structure over the Union Pacific tracks had been reduced from over 3,000 feet to about 1,300 feet.

Commissioner Churchill:

- Asked Ms. Robbins to show where the elevated structure began and ended.
 - **Ms. Robbins** indicated that the elevated structure began south of Moore St and returned to grade to the west of Malcolm St. She indicated that the light rail line must be elevated in that section to go over the Union Pacific track.
 - Noted that the crossing at Malcolm St was the first at-grade crossing coming into Milwaukie. The City adopted a quiet zone; the Memorandum of Understanding (MOU) between the City and TriMet would incorporate quiet zone-compatible design elements.
- Asked if the quiet zones of the main Union Pacific line would follow later than the light rail quiet zones.
 - **Ms. Robbins** stated that she could not speak to the freight rail line quiet zone implementation.
- Asked for an explanation of the retention walls proposed for the banks north and south of Harrison St.
 - **Ms. Robbins** confirmed that retaining walls would be required south of Harrison St, to the east of the light rail tracks.
- Asked what the differential in height of the retaining walls would be.
 - **Ms. Robbins** stated that the peak height of the retaining walls in that area would be between 12 ft and 15 ft and would vary by grade. She stated that those elements were not designed, but would be part of the conversation during final design.
- Questioned Ms. Robbins' statement that 30% engineering did not include retention walls.
 - **Ms. Robbins** clarified that the 30% engineering included height and materials for construction cost engineering, but did not include the retaining wall design.

Ms. Robbins continued the Google Earth tour of the light rail alignment.

- Noted that the downtown light rail station had a 2-platform configuration, which was different from the initial proposal. She pointed out that the downtown crossings included future right-of-way widths as required by the City's downtown public area requirements.
- There would be one pier in the water when the bridge was built over Kellogg Creek; the structure would be designed to allow for a future pedestrian pathway underneath the light rail structure.
- Subject to revisions of the Community Service Use (CSU) determinations for the Trolley Trail, the facility south of downtown would create the most open and green environment possible. She noted that the use of a property owned by ODOT along McLoughlin Blvd would permit the Trolley Trail to separate from the light rail line and avoid impacting the existing large sequoia along McLoughlin Blvd.
- Noted that the Park Ave Park & Ride now had 600 spaces, as opposed to the 1,000 spaces originally proposed.

Bob Hastings, TriMet, provided an overview of the Conceptual Design Report (CDR). He noted that the final report was the result of efforts by many stakeholders. The purpose of the final design phase was to flesh out characteristics and qualities of design that had been discussed.

- TriMet had been working with City and Clackamas County staff to determine what the design expectation was. Key considerations had been identified, and the next step was to

create a vision for urban design through the different station areas. It was important to work together on the Tacoma Park & Ride design.

- At this point the scope and extent of the project had been described. The design elements would come along as the project was fleshed out. The question for downtown Milwaukie was how to bring the vision the City had for the community and deliver on it within the scope of the project?
- Provided a review of opportunities and challenges via PowerPoint presentation.
 - The design concept would build on the South Downtown Concept planning. The City had done a conceptual design for the station area, which was a very constrained site. The proposed light rail station building was not part of the scope of the TriMet project but was being considered in the overall design
 - Noted that there were several components of TriMet transit designs which included consistency among fixed elements, public art at stations, and elements that reflected individual station identity. The elements and systems buildings could be designed to reflect Milwaukie's character.

Commissioner Churchill:

- Asked if TriMet had done any specific designs in the past that incorporated neighborhood identity.
 - **Mr. Hastings** stated that the west side of Portland had more neighborhood-specific designs, as well as some areas in North Portland along the Interstate Ave light rail line.
- Asked specifically which portions of the Interstate Ave line had incorporated neighborhood-specific designs.
 - **Mr. Hastings** stated that light rail station areas in Overlook and other residential areas had different designs than non-residential areas. It was important that station design was context-sensitive.

Mr. Unsworth provided an overview of the land use and permitting process. He discussed the various downtown zones and design review processes.

- Stated that TriMet would use the Downtown Design Guidelines and pull out location-specific characteristics. Design review input would be needed during final design.
- Provided information about the Land Use Final Order (LUFO), which was passed as House Bill 3478. The land use decision was made to put light rail along this alignment, and local government must issue land use approvals and permits. However, the City could apply reasonable conditions.

DLC Member Wisner asked TriMet staff to explain why the light rail tracks elevated after crossing Tacoma St.

- **Ms. Robbins** stated that the light rail tracks were on the west side of the freight tracks south of Tacoma station. In order to serve the downtown Milwaukie station, the tracks needed to be on the east side of the freight tracks. That location was the best and most efficient way to get there.
- **Ms. Mangle** added that the light rail tracks were prohibited from crossing freight tracks at grade.

Commissioner Batey:

- Asked if the design for the future bridge pier in Kellogg Lake was being designed with consideration for the future removal of the Kellogg dam.
 - **Ms. Unsworth** stated that TriMet was supportive of the dam being removed; where the creek would be reestablished was unknown. The desire was to connect between the

downtown Milwaukie light rail station and the Island Station neighborhood, and TriMet was trying to plan for that up front.

- Noted that both the Tacoma and Park Ave Park & Ride garages had been downsized and asked whether it was because ridership on the I-205 light rail line was not as high as expected.
 - **Ms. Robbins** responded that the mitigation that would be required at Park Ave to meet the requirements of a 1,000-space Park & Ride included much more acquisition and demolition than identified in the earlier EIS. TriMet conducted a utilization survey of existing Park & Rides in 2009 and determined that inner core Park & Ride utilization was much higher than terminus garages. Terminus garages were over capacity and underutilized.
 - There were also lessons learned from the recent I-205 Green Line project. The lower Park & Ride utilization was due to current economic conditions, but TriMet also didn't want to overbuild in the McLoughlin corridor due to the potential for a future connection to Oregon City. The Tacoma Park & Ride mitigation requirements did not change after the EIS, but by reducing the size of the garage the potential visual impacts to the Ardenwald neighborhood and potential traffic impacts were reduced.

DLC Chair Ives stated that the DLC had recommended and was really hoping for unique bus shelters on the Jackson St transit facility, and asked if there was any thought of using the same shelters at the bus facility near the downtown Milwaukie light rail station.

Ms. Wisner noted that the DLC wouldn't want to limit what options would be seen during the station design process.

Mr. Unsworth responded that those questions related to the City's architectural compatibility and contrast guidelines.

Mr. Hastings stated that the design process would be about finding whole parts of the project and how they coordinated with the City of Milwaukie. There would be discussions about the potential for the project to clarify where downtown Milwaukie was, and what delineated the district. That process involved thinking about light rail as transit and movement as well as light rail.

Ms. Wisner stated concerns about the visual impact of the bridge over Kellogg Lake, and asked if there was an option to dye the concrete to a more natural color, rather than cold gray concrete.

- **Ms. Robbins** stated that the structure was partially concrete and partially steel. There were opportunities to color concrete, but it was not built all at once so there was difficulty in getting consistent color. There were also issues with the longevity of colored concrete and future repairs. Paint had the same long-term maintenance issues. Aesthetics were still being discussed. TriMet went to more costly structure type than was originally proposed.
- **Mr. Hastings** stated that the question was how did the bridge begin to reflect the context? That was part of the inventory of the neighborhood and different areas adjacent to the alignment. Potential strategies such as color and texture would be considered during design process. The current effort was for the overall alignment.

Commissioner Bresaw noted that the electrical system cabinets did not look that great and were very utilitarian. She asked if TriMet had considered alternative placement or screening of the cabinets.

- **Mr. Hastings** responded that there would be some cabinets located near pedestrian uses, and some that would be located in less visible locations. The locations related to where the downtown design review areas were located and where the City decided that it wanted a level of aesthetic review. Simple things like color schemes throughout the alignment could have a strong impact.

Commissioner Churchill:

- Asked if the locations of the required structures had been identified during engineering.
 - **Ms. Robbins** stated that the substations and signal communications buildings had been located. The location of electrical cabinets could be tweaked.
- Noted that at 30% engineering, the location of the substations and signal communications buildings were determined within a few meters of the final location.
 - **Ms. Robbins** stated that the level of determination depended on the facility, and what type of building or structure it was. If those buildings moved, they moved in large changes. Smaller things on the platform or at gated crossings changed in a smaller fashion.
- Suggested that it would be useful to the Commission and the DLC to understand which elements of the preliminary engineering plans were fixed and requested that those elements be pointed out in the meeting packet.
 - **Ms. Robbins** provided a review of the plans contained in the meeting packet.

Commissioner Batey asked Ms. Robbins to explain the difference between traction power substation and signal/communications bungalows.

- **Ms. Robbins** stated that the signal/communications bungalows were smaller structures and gave information to the transit tracker or other automated systems. The downtown traction power substation was located between Washington St and Monroe St. Residential property would need to be purchased for that location. A bungalow was located on Adams St east of 21st Ave on property owned by TriMet. Bungalows needed to be located close to stations. The Park Ave station had three buildings clustered nearby.

Ms. Wisner asked for more information about the large sequoia tree near the Park Ave station.

- **Ms. Robbins** stated that the project affected mature fir trees along the route south of Kellogg Lake; TriMet had maneuvered the Trolley Trail so that it would not require removal of the tree. The tree was the remainder of sequoias planted along McLoughlin Blvd decades ago. TriMet would be replanting trees that were removed, and they planned to plant the most mature trees possible.

Commissioner Churchill:

- Noted that there was a very important feature to address, and asked what the strategy was for light poles as the light rail line came into downtown.
 - **Mr. Hastings** responded that the strategy for light poles would be determined by the urban design/streetscape plan for the project. TriMet didn't know yet, but there was the ability within the project to make those decisions. The question of where to shift from industrial to downtown designs was still being identified and determined. Parts and pieces were what would be coming in the next several months. The design palette would be identified by October 2010.
- Stated that it appeared the budget had been downsized, as in the reduction of size at the Tacoma and Park Ave Park & Rides. He was concerned that the budget would be driving design decisions too much and there would be utilitarian lighting and materials in downtown Milwaukie. He requested that TriMet be in constant communication with both the

Commission and the DLC about those design decisions and asked TriMet staff to keep downtown's urban landscape in the forefront.

- **Ms. Robbins** noted that during the last budget exercise, TriMet upgraded the budget for catenary poles in downtown Milwaukie. The lighting would be part of the downtown public area requirements.
- Expressed concerns about the retaining walls along the alignment and stated that he hoped they were not utilitarian, and he preferred basalt to interlocking keystones.
 - **Ms. Mangle** added that the City had been sharing the public area requirements with TriMet, and those were the assumptions that TriMet was working with in the design and budget.
- Noted that there was an emphasis on downtown Portland and the quality of the pedestrian experience there, and he hoped Milwaukie was treated equally in terms of design and consideration.

Chair Klein stated that though Milwaukie was a small portion of this project, it didn't mean the structures built there should be compromised. He warned that the requests that the City would be making would be astronomical. The City was trying to move forward while looking back to grab its history. Chair Klein did not want standard TriMet structures. TriMet was very good at this, and Milwaukie was not experienced in this area. Many people had stood up and said "these are the things we want to see". He supported the project up to the point where he would go kicking and screaming if things didn't happen as requested.

Commissioner Churchill stated that while Milwaukie was a small fish, it was a vocal fish. Downtown Milwaukie was impacted far more than other neighborhoods along the alignment. He would hold Metro and TriMet accountable and expected stellar performance.

Chair Klein noted that the city was already bisected by McLoughlin Blvd/99-E and Hwy 224. There were many barriers that divided the city, both theoretical and physical

- **Ms. Robbins** assured that TriMet was committed to a quality project along the entire length.

DLC Member Hemer stated that he had served on the light rail Citizens Advisory Committee (CAC) for a number of years and had been very impressed with the amount of time TriMet had spent listening to citizens and local groups—they had gone above and beyond what he expected in terms of listening to the public. He believed that TriMet would come forward with great ideas.

Chair Klein noted that some people said the money being spent on light rail was too much, while others said it was nowhere near enough to accomplish what needed to be done.

Chair Klein asked each DLC and Commission member to make a comment, and reminded to be clear about their concerns because they were also providing direction for City staff.

Mr. Hemer stated that the Tacoma bridge wasn't very well designed for pedestrian traffic into the Sellwood-Moreland neighborhood. He was also concerned about how the buses would interact with the light rail and what it meant to downtown. Would there be a shuttle service? Would the bus transit facility on Jackson St move? He asked TriMet to consider those issues and future traffic patterns.

DLC Member Knaup stated that she had lived in North Portland and was very impressed with what happened in her community after light rail came through. She was not nervous about what the outcome would be, because of the positive impacts she had seen in North Portland. The

challenge was defining what Milwaukie character meant, because that would be an important piece to guide design.

Ms. Wisner stated that she had three concerns.

- Light rail would be a whole different animal coming into Milwaukie, and would permanently disrupt some of the things the residents loved about Milwaukie. The new bridge would be to east of the Kellogg Lake trestle and would block views of it. A bridge could be utilitarian or a thing of design beauty. She would love to see a bridge that enhanced the feel of Kellogg Lake and didn't take away from it. Everyone that travels McLoughlin Blvd had seen the seasons change over Kellogg Lake.
- People wanted a beautiful small town in Milwaukie, and didn't want the coldness and harshness of downtown Portland. They wanted a pedestrian scale and a warm and quality feeling that gave structures longevity. That included lighting and signage. They wanted a different feel for downtown Milwaukie, something that reflected its character as a residential town.
- She had always had a strong concern about what would happen to traffic on the east/west connector streets and didn't think those concerns had been solved.
 - **Ms. Robbins** noted that the upcoming monthly meeting on light rail would spend a lot of time on traffic modeling, including worst case scenarios. She invited anyone interested in those questions to attend the meeting.

Chair Ives stated that her brother lived in North Portland and she was impressed by the changes in the area when the light rail went in.

- She echoed Mr. Hemer's concerns, and was also astounded by the number of people that climbed the barrier on McLoughlin Blvd and ran across.
- She was glad to hear that TriMet had the Downtown Design Guidelines. The verbiage was very heavily reviewed and stood true, but the images were not consistent with the verbiage in the book. The DLC was working on determining what those images should be.

Commissioner Wilson shared Commissioner Batey's concern about the planned pier in Kellogg Lake. The goal was to have fish spawn in the creek, and he was not sure if the pier would hinder or help.

- He was concerned about the bridge for pedestrians, and felt it was a good idea but the fish should be considered.
- Three of his five kids would be at Milwaukie High School when the light rail line opened, and he was concerned about the safety of the students at the high school. He suggested training for the kids at the school.
 - **Ms. Robbins** stated that TriMet had a very active education process with all of the schools near the light rail alignments.
 - **Mr. Hastings** added that there were always a lot of surprises. The outcome of the Interstate light rail process was that the way to educate the parents was through the kids. They were early adopters of the light rail line and became the educators.
 - He appreciated the comments because the designers wanted to hear hopes, wishes, and aspirations. They wanted to hear what communities did want, rather than what they didn't.

Commissioner Wilson noted that there had been questions about inconsistencies in regard to scale when reviewing the Trolley Trail application, and had concerns about access to the Elks Lodge facility near the Park Ave station.

- **Ms. Robbins** noted that the back side of Elks Lodge facility will be along 27th Ave, and the new roadway access was only for the Elks Lodge.

Commissioner Harris had concerns that included the bridge over Kellogg Lake and the aesthetics of retaining walls, lighting, and catenaries in downtown Milwaukie. Concerns had been expressed that would have a very significant impact on downtown. With the reduction of parking spaces at the Park & Rides, would bicycle parking be reduced?

- **Ms. Robbins** said that the biking facilities identified in plans were well beyond what TriMet had built to date and would not be impacted.

Commissioner Bresaw noted that the light rail in downtown Portland was balanced in scale because of the tall buildings. Milwaukie did not have those and that was why they were so concerned about the scale of the light rail and the buildings.

- Requested screening of electrical cabinets.
- Was concerned about noise for pedestrians walking beneath the bridge over Kellogg Lake, and asked that noise from the light rail be a consideration in design.
- Hoped there would be a choice of bollards and lights. Belgian cobblestones break up concrete—whatever could be done to make the environment better for pedestrians.

Commissioner Churchill shared Ms. Wisner's concern about the bridge over Kellogg Lake. It was the gateway to Milwaukie and could be a very poor gateway to the south end of the city. There was a huge cost but materials could be massaged and considered.

- Asked for consideration of basalt finish retaining walls, such as those along US 101 through San Rafael, CA, for example. Those were shotcrete material that had been acid-washed, had some durability, and seemed to hold up well. The forms were a bit artificial but softer than seen in a regular retaining wall. He asked TriMet to stay away from keystones if possible, or screen with vegetated growth.

Commissioner Batey was concerned about plantings that would be done to replace trees that were removed. She requested that the TriMet team consult with the Parks and Recreation Board (PARB) regarding native plants and habitat.

- Aligned herself with the comments of those who said they were excited about the North Portland project, and looked forward to light rail in Milwaukie.

Ms. Wisner noted that in the 1990s, a member of the Lake Road Neighborhood District Association (NDA) named Milt kept saying that Milwaukie had very unique soil, and he was concerned about heavy construction in Milwaukie. She asked if TriMet had done core samples on soil.

- **Ms. Robbins** stated that the special properties of the soil had to do with noise and vibration, meaning it transmitted vibrations well. Metro was finishing up noise and vibration testing. TriMet had done geotechnical work for large structures and would do more with final design. The structures would stand up to seismic loading and other key requirements.

Chair Klein stated that all of the comments from the DLC and Commission had been really helpful. He added that he hoped the Park Ave station would be used as an example of a gem of the TriMet line. He hoped TriMet would have patience with Milwaukie so they could give feedback and show their desires for what they hoped to see, and that the budget could be flexible enough to accommodate those desires. He thanked the TriMet staff for their presentation.

The Commission and DLC took a brief recess and reconvened at 8:34.

Ms. Mangle stated that David Aschenbrenner, who was present at the meeting, was on the Citizen's Advisory Committee for light rail. He asked her to remind the DLC and Commission that there were a lot of Milwaukie representatives on the committee who were attending a lot of meetings about light rail. Once the design issues, treatments, and elements they wanted were identified, the more they were able to speak with one strong voice, the more likely they would be to get what they needed as a community.

6.2 City Hall Sculpture Garden project briefing
Staff Person: Beth Ragel

Beth Ragel, Community Services Program Specialist, was the staff liaison for the City's Arts Committee, and the City Hall Sculpture Garden would be one of their biggest projects. She asked for feedback from the members present about the design, the proposed movement of Memorial Rock, and the replacement of the dogwood trees that flanked the City Hall exit. She provided a background of the project.

- The City received stimulus funds for the Jackson Street Improvement project, and decided to do a project on the south lawn of City Hall to complement it. She received an \$18k grant from the Clackamas County Tourism and Cultural Affairs Commission (CCTCAC) to do public art on the site. In October, she issued a call for proposals for the sculpture garden. In November, she gathered a selection committee, which interviewed two designers. The selection committee agreed unanimously on the design of Gardens by Rebecca, owned by Becky Ives. They liked the natural, open, northwest feel. She described the proposal. Ms. Ives was asked to do design work for the front of City Hall to complement the new sculpture garden, although the entire vision couldn't be funded immediately.
- Tryon Creek Landscaping was selected to construct the project under Ms. Ives management. The design kept the openness of the south lawn and maintained public access.
- **Ms. Ragel** asked for input about the dogwood trees next to entrance of City hall and the movement of Memorial Rock to the center of the triangle-shaped bed in front of City Hall. Her research didn't indicate that the specific location of the rock was chosen for any particular reason.

Chair Klein asked what the budget for the front landscaping would be.

- **Ms. Ragel** replied that there was a \$2,000 budget to replace the trees flanking the entrance, as well as some planters on the front steps.

Ms. Ives described the design. She gave credit to DLC Member Wisner because over the last several years she had spoken so passionately about the importance of Milwaukie's streams and rivers.

Chair Klein:

- Was glad to see that the triangle-shaped bed plantings would be replaced.
- Verified that the grand scheme was unfunded and asked what the total cost would be.
 - **Ms. Ragel** estimated that the total cost would be about \$20,000.

Commissioner Batey:

- Stated that she had a resident in her neighborhood who was a very active member of Friends of Trees, and always raised concerns about trees planted around town that were not native. The landscaping plan called for hemlocks, but also called for maples. She suggested that anytime there were plantings in public spaces, the PARB should be consulted.

- **Ms. Ives** clarified that the dogwoods in front of City Hall would actually be replaced with Mountain Hemlocks. Most landscapers had gone to “regionally appropriate”, because it is so difficult to determine whether a plant is truly native. She agreed that any plantings in public spaces should be regionally appropriate.
- Stated that she was not a plant expert but heard it from many quarters. She reiterated that using the PARB and Mark Hughes as a check against what should be planted was a good idea.

Ms. Wisner:

- Suggested smoothing off a top of a boulder and incising a directory of the park as it related to streams/rivers/islands around the town.
- Commended Ms. Ives on her design.

Ms. Ragel stated that the CCTCAC asked for a plaque to be installed in the garden, but it could be as small or large as the Commission and DLC wanted. There could be many different ways to provide markers within the garden indicating the meaning of various components.

Mr. Hemer asked if the garden was easy to maintain or costly.

- **Ms. Ives** responded that it was very easily maintained, and regular maintenance would be done by the contractor that currently cares for the City Hall lawn. The garden reduced the lawn area and maintenance required.

Commissioner Bresaw was really happy that the pink dogwoods would be removed, and thought replacement trees would be an improvement.

Ms. Ragel asked if anyone had comments about moving the Memorial Rock. There were none.

Chair Klein encouraged the placement of trash cans around the site, because there was often trash in the triangle bed. He thought the plan was great.

6.3 Scope of Work for Upcoming Code Amendment Projects—Review Procedures and Residential Standards
Staff Person: Katie Mangle

Ms. Mangle stated that the next phase of the Smart Growth Development Code project was funded by a Transportation Growth Management (TGM) grant from the State of Oregon. The project would include residential standards and administrative provisions. The DLC would be involved in residential standards. She introduced the scope of work for consultant and asked for input from the Commission and DLC before it went to City Council. There was none.

7.0 Planning Department Other Business/Updates

There was none.

8.0 Planning Commission Discussion Items

There were none.

9.0 Forecast for Future Meetings:

Planning Commission:

March 23, 2010

1. Public Hearing: ZA-10-01 Parking Chapter Amendments
2. Worksession: Discussion of permit time limits

April 13, 2010

1. Public Hearing: DR-09-01 Riverfront Park *tentative*

Design & Landmarks Committee

March 24, 2010

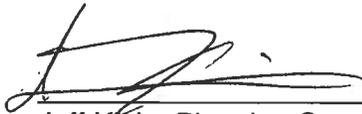
1. Worksession: Main Street Reconnaissance Survey overview
2. Worksession: Historic Photo project presentation *tentative*
3. Worksession: Milwaukie Character discussion

Ms. Mangle thanked the DLC and Planning Commission members for all of the thoughtful comments.

Meeting adjourned at 9:06 p.m.

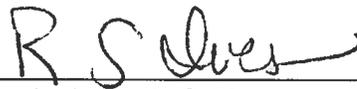
Respectfully submitted,

Li Alligood, Assistant Planner for
Alicia Stoutenburg, Administrative Specialist II



Jeff Klein, Planning Commission Chair

Nick Harris, Planning Commission
Vice Chair



Becky Ives, DLC Chair