

**Design and Landmarks Committee
Meeting Minutes
Wednesday, January 27, 2010**

Members Present

Becky Ives, Chair
Greg Hemer
Sarah Knaup

Members Absent

Siri Bernard, Vice Chair
Patty Wisner

Staff Present

Li Alligood, Assistant Planner (DLC Liaison)
Kenny Asher, Community Development and Public Works Director
Katie Mangle, Planning Director
Susan Shanks, Senior Planner
Wendy Hemmen, Light Rail Design Coordinator

1. CALL TO ORDER

Chair Becky Ives called the Design and Landmarks Committee (DLC) meeting to order at 6:40 p.m.

2. MEETING MINUTES

a. November 9, 2009

DLC Member Sarah Knaup stated that the November 9, 2009, hearing was actually held on a Monday rather than a Wednesday.

Ms. Knaup moved to approve the November 9, 2009, DLC meeting minutes with the correction noted. DLC Member Greg Hemer seconded the motion. The minutes were approved unanimously.

3. INFORMATION ITEMS

a. New DLC Liaison Introduction

Li Alligood, Assistant Planner, introduced herself to the group. This was her first formal meeting as DLC Liaison. She stated that she was very excited to be working with the Committee and was pleased with the strong group that had developed during the past year or so that Associate Planner Brett Kolver had been DLC Liaison.

b. Return of Sarah Knaup

The group welcomed Ms. Knaup back to her first DLC meeting in several months.

4. WORKSESSION ITEMS

a. Debrief on Riverfront Park Meeting

Katie Mangle, Planning Director, asked the DLC members about their reactions to, or thoughts about, the November 9, 2009, Riverfront Park design review meeting as part of the ongoing Committee training.

Chair Ives noted that she had realized it was not the role of the DLC to give the applicant ideas but rather to evaluate the design being presented. She stated that she had respect for the design process and the amount of time spent on the Riverfront Park design.

- Had used her own experience in other committees to inform her understanding of the design and consensus process that the Riverfront Board had undergone.
- Was pleased to see the applicant had considered every angle of the design.

Mr. Hemer stated that the DLC needed to have a stronger sense of what “Milwaukie Character” is, so that the Committee could provide guidance to applicants about how to meet that guideline.

- The design training the Committee had undergone recently had been important in determining what that character was.
- Was pleased with the choice of bus shelters the Committee had made for the Jackson Street transit stops. They were not like other buildings in town and created an eclectic character downtown.

Ms. Alligood suggested that perhaps “eclectic” is part of Milwaukie’s character, as there are a number of buildings from different eras in the downtown area.

Mr. Hemer asked if the DLC members had overstepped their bounds at any point during the meeting.

Ms. Mangle suggested that it was not a good idea to bring outside materials to DLC meetings, because it could be unfair to the applicant. Although some background information can be useful and illuminating, it should be included in the packet that goes out prior to the meeting. Any comments or questions about the application should be tied to the Downtown Design Guidelines (Design Guidelines).

- Many of the comments were overarching and she felt that the DLC would ultimately impact the project for the better, but many of the comments were not directly related to the Design Guidelines.
- Vice Chair Siri Bernard had made some good points about the design of the bathroom and had concerns about how the design met the Design Guidelines.

Mr. Hemer and **Chair Ives** stated that they had enjoyed the applicant presentation and didn’t mind the length because they had learned a great deal.

Chair Ives noted that she had spent a lot of energy looking at other types of designs for fountains, etc., but realized she should have spent that time evaluating the application against the Design Guidelines.

She noted that she felt she was still learning after the Immoveable Foundation Church and Milwaukie Town Center design reviews.

Ms. Alligood stated that the Committee would continue to identify the massing, scale, and themes of buildings that are attractive to them, in order to further identify “Milwaukie Character.”

Ms. Mangle stated that Chair Ives would be asked to present the DLC recommendation to the Planning Commission when the Riverfront Park land use application was heard by the Planning Commission. Currently, the applicant was working on additional analysis and the hearing date was unknown. Some of the conditions for a Planning Commission approval decision would require the applicant to return to the DLC for a final review.

Any changes to the Riverfront Park land use application would likely be related to environmental analysis and would not involve the proposed design.

Ms. Mangle asked if the length of the hearing was a concern for DLC members. Because the presentation was quite long, deliberations were cut a bit short and she was somewhat disappointed that they didn’t have time to have more discussion.

- **Chair Ives** noted that it was important for DLC members to come prepared and with questions for the applicant.
- **Mr. Hemer** noted that this was a significant project for downtown Milwaukie, and he felt it was appropriate to discuss the application for as long as necessary.

b. Historic Photo Presentation Update

Ms. Alligood provided an update on the project in DLC Member Patty Wisner’s absence. She stated that a “bare bones” but functional historic photo presentation had been compiled. Ms. Wisner had been working on the final design. Upon completion, the presentation would be available in PowerPoint format on the City web site and for community use.

DLC members discussed the historic building reshoot project. All of the photos had been retaken with the exception of one photo, which would be taken by Chair Ives.

Chair Ives stated that DLC members and the Main Street Milwaukie Design Committee would visit the Milwaukie Museum on February 21 to do research for the historic photo presentation and the Design Elements project.

c. Light Rail Update

Wendy Hemmen, Light Rail Design Coordinator, presented an update of the Portland to Milwaukie Light Rail Transit (PMLRT) project.

- Discussed sections along the length of the PMLRT line, from downtown Portland to the Lake Rd Park and Ride, and pointed out the location of Milwaukie-area light rail stations and areas of interest on an aerial photo.
- The DLC would have an important advisory role as specific components of the light rail design become less conceptual and more concrete.

The Committee discussed various components of the light rail alignment within and outside of Milwaukie.

Ms. Mangle clarified that light rail planning was distinct from the South Downtown Project process; the South Downtown Project was happening because the light rail station would be located there and the City needed to determine what they wanted to do there. There was a distinction between what TriMet has to do and what the City wants to do.

Chair Ives expressed concern about the various downtown planning projects taking place concurrently, including the light rail planning, South Downtown Project, and the Main Street Milwaukie program. She questioned how all of those processes would be coordinated.

Ms. Mangle described some of the components of the light rail that could be subject to design review, including substations in the downtown area and the new Kellogg Creek Bridge, among others. The Committee would review small, individual applications rather than one large application like Riverfront Park.

Kenny Asher, Community Development and Public Works Director, described the interrelation between the various planning projects taking place downtown and his view of the DLC's role in shaping the light rail project.

- Design Review applications would start appearing in a year or so. The City would be working with consultants to determine the design of the light rail line and associated structures.
- The South Downtown project would be happening simultaneously with the light rail project, but the South Downtown project would not be a discussion of architecture as much as the form the development would take.
- There would be architectural differences between each of the buildings reviewed downtown, but the role of the Committee was to use the Downtown Design Guidelines (Design Guidelines) to ensure consistency among them.

Ms. Hemmen discussed the timeline for the light rail line planning and construction processes.

- New bridge over the Willamette would be built in 2011, which was an important date for the project to hit.
- Heavy civil construction, such as grading and dirt moving, near Kellogg Lake would begin in 2012.
- Most of the civil construction on the line would be done by 2014.
- Light rail segment would be operable in 2015.

Susan Shanks, Senior Planner, provided an overview of the land use permitting process for the light rail. She is managing the City's land use review and permitting process for the project.

- The project was a series of discrete land use applications. The land use review process was parallel to other, larger processes and projects. The DLC would play a large role in assisting the City negotiations with TriMet during the design phase, in both an advisory and a reviewing body role, because everything within the Downtown Zones may be subject to design review by the Committee.
- Metro issued a Land Use Final Order (LUFO) which ensured that the light rail alignment could be built across jurisdictions, but individual jurisdictions retained the ability to conduct local land use and design review. The LUFO was the result of a "meta land use authority" granted to Metro by the State and was a means to prevent one jurisdiction from halting a regional, multijurisdictional project, but the design and other considerations were subject to local jurisdictional oversight and regulation.
- The locally preferred alternative (LPA) and the location of the individual light rail stations and maintenance facilities were adopted by local jurisdictions and included in the LUFO.

Mr. Asher stated that staff wanted to make sure that the light rail project was sensitive to the city and its needs.

- Felt it was important for Milwaukie to have light rail service; communities that were connected to light rail had different futures than those that were not. A light rail station would encourage additional investment in downtown Milwaukie.
- The impact of the station would be felt most strongly around the downtown light rail station area because of the new activity in the area and the new bridge over McLoughlin and Kellogg Creek.
- Wanted to enlist the support of Milwaukie residents for the project. The Committee was very important during this process, because ultimately the project required permits in order to succeed. The Committee was stronger than it was even a couple of years ago.
- In order to make the project successful, Milwaukie has to speak with a unified voice.

Ms. Mangle suggested that the Committee begin educating themselves about the proposed designs sooner than later so they could be actively involved in the process.

Mr. Hemer praised City staff and TriMet for their continuing public outreach efforts and attempts to keep the public informed.

He requested a future presentation of the South Downtown Concept.

Mr. Asher stated that the South Downtown Concept began prior to the final LPA and was now more directed toward planning around the light rail station than previously.

- The South Downtown Concept talked about who would live in the area and what would be built. It didn't currently contain a well-defined program—what would be built—or a drawing of actual spaces and structures. A new consultant would be moving forward with implementation and the process would reopen to new participants.
- Several components of the light rail project included: the light rail station; the environment around the station, such as bicycle and pedestrian access to the station; and the “Triangle Site” to the east of the light rail platform.
- Everything else (i.e. west of Kellogg Creek) was part of the South Downtown planning process.
- The planning work that was done downtown was very important in determining the location and design of the light rail platform and would continue to be important.
- Stated that the South Downtown Pattern Language was on the City web site for Committee review.

Ms. Mangle clarified that a TriMet Park-and-Ride would not be located in downtown Milwaukie because it would cause downtown intersections to fail. It was possible for the City to build its own parking garage in the future.

Chair Ives thanked City staff for the presentation.

5. APPLICATION REVIEW ITEMS—None

6. OTHER BUSINESS

a. DLC Notebook Page Updates

Ms. Alligood distributed updated pages for the DLC member notebooks.

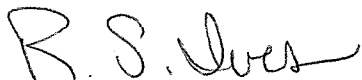
b. Next Meeting

Ms. Alligood stated that the next DLC meeting would be on March 9, 2009, at 6:30 p.m. and would be a joint worksession with the Planning Commission. The subject would be a continuation of the light rail briefing received at the January 27 DLC meeting.

DLC members determined that the March 9 meeting would take the place of the regularly scheduled February 24 DLC meeting and the March 24 meeting would be held as scheduled.

7. ADJOURN

The meeting adjourned at 8:52 p.m.



Becky Ives, Chair