

Design and Landmarks Committee

Meeting Notes

Wednesday, May 26, 2010

Members Present

Becky Ives, Chair
Greg "Frank" Hemer
Sarah Knaup

Members Absent

Patty Wisner

Staff Present

Li Alligood, Assistant Planner (DLC Liaison)
Katie Mangle, Planning Director

1. CALL TO ORDER

Chair Ives called the Design and Landmarks Committee (DLC) meeting to order at 6:37 p.m.

2. MEETING NOTES

a. April 28, 2010

DLC Member Hemer moved to approve the April 28, 2010, DLC meeting notes as presented. **DLC Member Knaup** seconded the motion. The notes were approved unanimously.

Ms. Knaup asked if it was possible to receive the DLC notes and packet via e-mail in order to cut down on paper use.

- **Katie Mangle, Planning Director**, noted that it was possible unless there was an application review scheduled for the meeting.
- **The Committee** agreed that they would like to move in that direction.

Ms. Mangle asked if the DLC would mind if staff skipped the step of sending the draft minutes to the DLC for review; it was an extra step that was not taken for other committees and would reduce staff work load.

- **The Committee** determined that they no longer needed to receive the draft meeting notes for review.

3. INFORMATION ITEMS

a. Riverfront Park hearing

Mr. Hemer attended the May 11, 2010, Planning Commission hearing for Riverfront Park as a DLC representative. The hearing was continued to May 25, 2010, and was approved at that meeting with the DLC's suggestions intact.

4. WORKSESSION ITEMS

a. Metro PMLRT historic impacts presentation

Crista Gardner, Senior Planner at Metro, presented a document detailing the Portland to Milwaukie light rail project impacts on historic properties in Milwaukie.

Li Alligood, DLC Liaison, noted that Metro's historic property evaluation likely included properties that were not included in the City's historic inventory, because the City's inventory was conducted in 1988.

Ms. Gardner continued her presentation.

- Metro had been preparing Environmental Impact Statements (EIS) for the light rail project for the past 5 years. The initial EIS was prepared in 2005; the supplemental EIS was completed in 2008; and the final EIS was currently being prepared. The EIS included an evaluation of impacts to historic buildings and sites along the light rail alignment.
- She described the methodology of the historic impacts analysis. The area within a ½ block on either side of the light rail alignment was evaluated for historic properties. Historic properties were identified as those that would be more than 50 years old at the time of project construction.
- The evaluation was guided by federal criteria for eligibility for the National Register of Historic Places. The federal criteria included: A) Association with a historical event, such as a battle; B) Association with a historical person, such as President Lincoln; C) Distinctive characteristics of time period or method, such as architectural features; or D) Contained information important to prehistory or history.
- Three properties along the light rail alignment would be adversely affected by the project; one of the three properties, the R. Derwey House, was located in Milwaukie at 2206 SE Washington. The Derwey House met criteria C and D; it was associated with a jeweler, R. Derwey, and was a good local example of Dutch Colonial architecture. The project would be removing a portion of the property, which would reduce the size of the side yard.
- She noted that the building's eligibility for the National Register was already compromised by 3 things: it was being used as a business rather than a residence; some alterations had been made to the building; and the project would remove a portion of the side yard, which may alter the integrity of the setting.

Ms. Mangle clarified that the impacts of the project would not necessarily preclude the inclusion of the property on Milwaukie's local historic inventory.

Chair Ives requested a copy of the EIS when it was completed.

- **Ms. Gardner** noted that the EIS was not yet finalized, but that copies would be made available to City staff, and the historic property evaluations were public information and were located on the website of the State Historic Preservation Office (SHPO) (<http://heritagedata.prd.state.or.us/historic/>).

Ms. Gardner noted that 4 properties in Milwaukie would be indirectly affected by the noise and vibration impacts of the project and would require some mitigation: 2405 SE Harrison St; 2326 SE Monroe St; 2315 SE Wren St; and another property. She added that standards for impact mitigation were different for residential and commercial buildings and mitigation requirements were more substantial for residential buildings.

Ms. Mangle encouraged DLC members to attend the monthly light rail meetings if they had any questions about specific impacts or properties.

Ms. Gardner added that archaeological resource studies had been conducted along the light rail alignment, and noted that the locations of the sites were not public information—only certified archaeologists had access to information about site location and potential artifacts. Several sites had been located in Milwaukie, but there was a low probability that artifacts would be discovered in paved areas along the alignment.

b. Design Review training

Ms. Alligood presented an overview of local design review via PowerPoint.

- Zoning ordinances could guide the location, size, and bulk of buildings, but could not guide less tangible qualities of scale, design, and visual appeal.
- Design review in Milwaukie occurred within the frame of the Comprehensive Plan, Downtown Framework Plan, and downtown zones and design standards.
- The courts had determined that design review was a legal extension of the City's police power, but the decisions must be consistently applied and must be legally defensible.
- Per the ORS, stand-alone residential properties could not be required to submit to discretionary design review, though they could go through design review voluntarily.
- Any findings or conditions of approval must be related to the approval criteria—applications must be substantially compliant but did not need to be fully compliant with the design guidelines.

Chair Ives asked if design guidelines would eventually apply to areas outside of downtown.

- **Ms. Mangle** replied that staff would be working on design standards for residential areas throughout the city, but did not yet know if design guidelines would be expanded beyond the downtown zones.
- A general discussion of the City's public area requirements and commercial design standards followed.

The Committee reviewed photos of buildings in downtown Lake Oswego and discussed ways in which they were compliant or noncompliant with Milwaukie's Downtown Design Guidelines.

- A spirited discussion of the local appropriateness of the massing, materials, and scale of several Lake Oswego buildings followed.
- **Ms. Mangle** pointed out that concerns regarding maintenance of the building or landscaping, or functionality of windows, were outside of the purview of design review. However, it was appropriate for DLC members to add additional comments after the formal design review was completed.
- The role of the DLC was not to redesign a project, but to point out areas of the design that could be improved to better meet the guidelines.
- Site plans and the location of various structures on the site could be just as important as the buildings themselves.
- DLC members should feel comfortable asking for information that would help them make a decision, preferably before the application review. Staff could also provide additional information if needed.

5. APPLICATION REVIEW ITEMS—NONE

6. OTHER BUSINESS

a. Next meeting

The next meeting was scheduled for Wednesday, July 28.

b. Field trip

The Committee discussed taking a field trip in July or August.

c. South Downtown Steering Committee

DLC Member Wisner volunteered to serve as the DLC representative on the South Downtown Steering Committee. The DLC was scheduled to meet 4 times in the summer and fall of 2010.

7. ADJOURN

The meeting adjourned at 8:33 p.m.



Becky Ives, Chair