

# Design and Landmarks Committee

## Meeting Notes

### Wednesday, July 28, 2010

#### Members Present

Becky Ives, Chair  
Greg "Frank" Hemer  
Patty Wisner

#### Members Absent

Sarah Knaup

#### 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 6:40 p.m.

#### 2. MEETING NOTES

##### a. May 26, 2010

DLC Member Hemer moved to approve the May 26, 2010, DLC meeting notes as presented. DLC Member Wisner seconded the motion. The notes were approved unanimously.

#### 3. INFORMATION ITEMS—None

#### 4. WORKSESSION ITEMS

##### a. Jackson Street Improvement Project design update

**Katie Mangle, Planning Director**, introduced the worksession item.

- The City Hall Sculpture Garden was nearing completion, and the Jackson Street project was on schedule to be completed by October. The shelters would be installed in November.
- **The Committee** had chosen the Discovery bus shelters for the Jackson Street project.

**Young Park, TriMet Manager of Capital Projects**, presented structural plans for the Jackson Street bus shelters.

- The shelters would be installed a month after the Jackson Street project was completed, because the roof of the shelter needed to be manufactured in England.

**Ms. Mangle** reviewed the plans for the Jackson Street project.

- New trees, wider sidewalks, and 2 bus shelters would be installed. The small shelter was 23 ft long, and the large shelter was 32 ft long.

**Mr. Park** described the bus shelters. The waiting environment within the large shelter was 20 ft, with “wings” extending 6 ft on each end.

- The roofs of the shelters were custom forms and were being fabricated specifically for Milwaukie. The large shelter roof would be 6 panels and the small shelter roof would be 3 panels.
- The shelters had been revised to fit into Milwaukie’s sidewalk environment. The width of the shelters had been reduced to 8 ft to allow for a 5-ft “clear zone” for pedestrian passage, and 3 ft between the shelter and the Jackson Street curb.

**Chair Ives** noted that the City Hall Sculpture Garden had been revised to allow for additional space behind the small shelter.

**Mr. Park** described the construction of the shelters.

- The base of the shelter would be poured as part of the Jackson Street sidewalk construction. The structure would be installed at that time, in anticipation of the shelter roof.
- Both of the shelters would have 32-inch integrated information monitors to indicate bus arrival times and other information.
- He proposed wrapping the concrete plinth walls in polished granite. The granite was salvaged from the downtown Portland transit mall.

**The Committee** agreed that wrapping the plinth walls in granite would be attractive and a good use of salvaged materials.

**DLC Member Hemer** suggested that the treatment of the bus shelters be considered in the context of Riverfront Park and the proposed structures.

**Mr. Park** requested the Committee’s assistance in choosing colors for the shelter roofs.

- He presented 2 shades of gray that had been selected by the TriMet architect.
- The paint finish could be gloss or matte; the DLC would determine the finish and the color.

**The Committee** discussed the color options. The shelters would be surrounded by the red brick of City Hall; flowering trees; black fixtures such as bike racks and street lights; and would need to function in a variety of seasons.

- The Committee chose 2 colors: Silk Gray as the first choice and Pebble Gray as the second choice.
- The Committee preferred a matte finish to a gloss finish.

**Mr. Park** reviewed the benches to be installed in the shelters.

- The benches were individual seats 19 inches from the ground; in contrast, the benches in the Portland transit mall were 24 inches from the ground. TriMet had received feedback from users indicating that the Portland transit mall benches were too tall. Each bench would also have an arm.
- There would be 6 benches in the large shelter and 2 benches in the small shelter to allow space for wheelchairs and standing passengers.
- There would also be space beneath the wings in the event there were multiple wheelchairs.

**Ms. Mangle** noted that there would also be standard benches on the sidewalk, so there would be additional seating outside of the shelter.

**Chair Ives** pointed out that the boulders in the City Hall Sculpture Garden had been sited and chosen to function as seating as well.

**Ms. Mangle** stated that the manufacturer also offered a leaning rail option, but the project team determined that benches were more functional and comfortable.

- **Mr. Park** noted that the feedback from the public indicated that benches were preferable to leaning rails.

**Ms. Mangle** thanked the Committee for their input and Mr. Park for attending the meeting.

**b. Design element training**

**Li Allgood, DLC Liaison**, noted that there was a second item on the agenda and suggested it be moved to a future meeting agenda.

- **The Committee** agreed.

**5. APPLICATION REVIEW ITEMS—NONE**

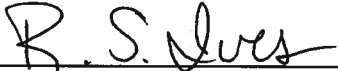
**6. OTHER BUSINESS**

**a. Next meeting**

The next meeting was scheduled for Wednesday, August 25, 2010.

**7. ADJOURN**

The meeting adjourned at 8:00 p.m.

  
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Becky Ives, Chair