CITY OF MILWAUKIE
PLANNING COMMISSION
DESIGN & LANDMARKS COMMITTEE
Joint Session
MINUTES
Milwaukie City Hall Council Chambers
10722 SE Main Street
WEDNESDAY, June 1, 2011
6:30 PM

COMMISSIONERS PRESENT
Nick Harris, Vice Chair
Scott Churchill
Mark Gamba
Russ Stoll

STAFF PRESENT
Katie Mangle, Planning Director
Kenny Asher, Community Development and Public Works Director
Susan Shanks, Senior Planner

COMMISSIONERS ABSENT
Lisa Batey, Chair
Chris Wilson

DESIGN & LANDMARK COMMITTEE MEMBERS PRESENT
Greg "Frank" Hemer, Chair
Jim Perrault, Vice Chair
Patty Wisner
Chantelle Gamba

DESIGN & LANDMARK COMMITTEE MEMBERS ABSENT
Becky Ives

1.0 Call to Order – Procedural Matters
DLC Chair Hemer called the Design and Landmarks Committee (DLC) meeting to order.

Vice Chair Harris called the Planning Commission meeting to order at 6:35 p.m.

2.0 Minutes
2.1 March 17, 2011 PC/DLC Joint Session *(for DLC approval)*
DLC Member Jim Perrault corrected the notes to recognize himself as Vice Chair rather than Becky Ives.

DLC Member Patty Wisner moved to accept the PC/DLC Joint Session Minutes dated March 17, 2011 as corrected. Commissioner Churchill seconded the motion, which passed unanimously.

3.0 Information Items
Katie Mangle, Planning Director, thanked everyone for making it to the meeting and apologized for the venue change.

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 Joint Session Items

5.1 Summary: Portland to Milwaukie Project – Early review of the design for the proposed bridge over Kellogg Creek and McLoughlin Blvd
Presenter: Susan Shanks, Senior Planner; TriMet PMLR design team

DLC Chair Hemer reminded that in providing recommendations to TriMet, everyone should keep in mind the criteria on which the bridge application would be judged, which included the Downtown Design Guidelines and Willamette Greenway criteria.

Susan Shanks, Senior Planner, stated the only item on the agenda was to discuss the Kellogg Bridge structure, which would cross over the Kellogg Lake area and Hwy 99E/McLoughlin Blvd, land in the Island Station area, and then running alongside the Trolley Trail and McLoughlin Blvd. This was the last informal group discussion to provide input to TriMet on the design of the structure. TriMet would take the comments, do some red lines, and give them back to their consultants who would start preparing the actual land use application that would return in a formal hearing through the land use review process.

- A clipped copy of a portion of the zoning map had been distributed. She noted the portion of the structure located in one of the downtown zones from Eagle St to the north that would be going through Design Review with the DLC. After the DLC reviewed the design against the Design Review criteria and design guidelines, they would make a recommendation to the Planning Commission, who would then review the Design Review application along with the other components of the application which would be the Willamette Greenway, Water Quality Resource (WQR) and Habitat Conservation Area (HCA) reviews.
- Staff would get back to the commissions when the level of review for the Trolley Trail modifications was determined. A worksession would be held because the Planning Commission approved the Trolley Trail application as its own CSU application in 2008 and the TriMet project would be modifying the trail to some degree, which would be evaluated through some land use process.

Carol Mayer-Reed, Mayer-Reed Landscape Architects, noted that a memo had been sent last week addressing a number of issues; however, they would focus on the bridge for the evening's discussion. She confirmed that the Commission and DLC wanted to hear both the bridge and art presentations together before opening up to questions.

- She noted that Mr. Mikolavich had prepared a handout and that the plan showing where the bridge would be located was on the bulletin board.

Mark Mikolavich, Design Architect, Waterleaf Architecture, along with **Ms. Mayer-Reed,** reviewed the PowerPoint presentation and responded to questions and comments from the DLC and Commission with these key comments:

- The slide depicting an aerial view of downtown Milwaukie in the 1950s was shown and locations of the Lake Road platform, redevelopment parcel, and light rail alignment were identified. An overview of the proposed light rail route was provided with additional details reviewed using different slides, including one of the site plans displayed on the wall.
- As discussed at the last meeting, they were able to remove a column from the center of the lake, resulting in two sets of columns on each side of the lake with single columns used elsewhere along the structure.
- The route and connections of the Trolley Trail were reviewed. Trails in Kronberg Park were not part of the scope of this project, but were being shown just for reference.
- One item being worked on at the time of the last meeting was circulation at the tricky intersections at 21st Ave and Lake Rd and 21st Ave and Adams St. Pedestrian accommodations were made surrounding the Lake Rd and 21st Ave intersection, which

presented various engineering challenges and resulted in changes to the platform since the last meeting. Given the fixed length of the platform, extra room was needed to get the circulation to work. Trains required a safety overrun and even more room was needed at the acute angle for circulation and pedestrian access onto the platform itself. These resulted in a shift of the platform 20 ft farther to the south and an access that went over onto the bridge deck, which was something new than presented last time. At this point, they had access to the south end of the platform and the pedestrian routes on and off the platform were described.

  - The shifting of the platform also resulted in the platform entrance at the south end to be cantilevered over Lake Rd. Lake Rd would not be depressed at that point for clearances. A minimum clearance was required for the light rail bridge, and the cantilevered area was adjacent to it. Because of structural requirements, the cantilevered area could be shallower structurally, resulting in having more clearance over Lake Rd than the bridge.
  - The abutment wall had stayed in the same approximate location.
  - The pay station would be at the base of the stairs. The platform would adhere to TriMet's minimum lighting requirements for safety.

- The objectives and design goals were reviewed. Some of the objectives were to create a simple, elegant connector between Milwaukie and Oak Grove, bring a sense of craft to otherwise standard bridge elements, and enhance the sense of arrival to Milwaukie.
  - The new Kellogg Bridge was not seen as a gateway element, but did frame the entrance experience coming from the south to Milwaukie. The experience of the bridge had been considered from the vantage points of drivers, light rail riders, pedestrians, and bicyclists.
  - The design goals included the intention to create a graceful line across the landscape, referred to as a ribbon. A consistent material was desired in the spanning elements to maintain a consistent structural depth for the spanning elements to achieve the ribbon effect. They also wanted to provide textural and/or sculptural effects in the pedestrian zone to create visual interest and address the sense of craft.
- A rendering of a design representing the design during the environmental impact statement phase was shown that had not been previously presented. At that time, it was an all concrete bridge.
- A new rendering was presented depicting the preferred options expressed at the last meeting: tapered concrete columns with a steel drop caps on top, steel tubs, and concrete decks. The railings were also depicted.
- Since the last meeting, a more detailed study had been done in collaboration with the structural and civil engineers, which informed the design being presented:
  - Incorporated into the design was community policing through environmental design principles, which were basically safety and security principles.
  - There had been further development on the Lake Rd station design, the bridge abutments at each end of the Kellogg Bridge, and the Trolley Trail design, which now included landscaping, lighting, and site walls.
  - The consultants had also been working with the sustainability programs of TriMet and the design team and held meetings with the bridge artists to integrate their art.
- Certain elements of the design were reviewed as follows:
  - Railings would be weathering steel flat bar at about 5 ft centers. Stainless steel cable would be strung between the railings with a galvanized steel handrail on top.
  - The deck supporting the rail had about a 5-ft overhang beyond the edge of the supporting tubs which gave the effect of a narrower silhouette to the structure and reduced the visual mass of the bridge while also reinforcing the refined ribbon-like quality.

    - The supporting beams would be a trapezoidal-shaped, weathering steel element. A sample of the weathering steel was circulated to the Commission and DLC members.
- At the last meeting, interest had been expressed in a tapered steel tub. Upon further analysis by the structural engineers, it was determined that the core actually needed to be 6 ft as opposed to 5 ft in diameter.
    - The structural core was actually pored first. In order to get the tapered configuration, a shell was actually cast around the core that had to have a minimum thickness of about 4 in plus 2 in of clearance between the inside face of the shell and the outside face of the structural core. The result was a much larger, squatter column element than they had hoped. The concern was that this would become a disproportioned looking element.
- The heights shown were very accurate. The minimum clearance over River Rd was 16½ ft from the road surface to the underside of the tub. As one moved north from River Rd, the minimum clearance requirement was still 16½ ft, but the actual clearance was closer to 20 ft from grade to the underside of the deck.
- The structural core of the twin columns on either side of the lake was only 4 ft in diameter.
- Another consideration with the columns' size was visibility when driving on and off the side streets. They wanted to make sure that both bicyclists and motorists could see around the columns.
- An opportunity to give a different texture to the columns was explored by applying weathering steel elements to the base of the column. This seemed to create an overly busy effect distracting from the craft of the column and the other elements. They recommended some similar texture be added in the zone but not with weathering steel.
- Staining the concrete elements to match or harmonize with the steel elements was also explored.
    - From a sustainability standpoint, the stain itself was not a benign element and had some toxicity. There was concern about staining these elements over a relatively sensitive environmental area. In order to get an even stain, the entire concrete surface would first have to be etched with a light acid which would then have to be washed off. Again, this also raised concern because of the environmental area.
    - The consultants liked the contrast between the natural concrete and the weathering steel and the honesty of the expression of those materials. So, the recommendation was to move away from a stain solution for the concrete.
- It was hard to believe the stain and etching process could not be encapsulated, obviously the materials would not be left open to the soil. It seemed excessive to eliminate that as an option at this point.
        - Only staining the columns had been discussed, not the platform. Pre-stained concrete should be used rather than staining in place. Taking staining off the table for environmental issues was absurd.
    - **Mr. Mikolavich** explained there were issues with getting an even effect when prestaining the concrete. Integrated color concrete was rather expensive as the additive had to be added to the entire bulk of the column even though they were only trying to achieve a surface effect.
    - It was noted that surface staining did fade and would not look the same in ten years.
- It had been previously suggested to have the columns completely encased in weathering steel and not striped. This would give a natural blending effect with the bridge and the natural area of the lake.
        - It was noted that the Commission and DLC still wanted to see this option as they had previously discussed it quite extensively. Concrete would not blend with the natural elements.

- **Mr. Mikolavich** responded that option had not been explored, as they understood there was a stronger interest in concrete than an all-steel solution. They agreed to return to it as a discussion item later in the meeting.

- An overview was given of the current proposal following direction from the last meeting and subsequent investigations with these key comments:
  - The columns were about 6 ft in diameter, and a simple, round form with surface relief at the base and a slightly different board form treatment at the top, which simulated 2-in boards. The character was still sculptural because of the texture and form. The textural treatments would create visual and tactile interest at the pedestrian level and has proved to discourage graffiti and tagging at other TriMet installations.
    - The column capital was still a weathering steel element as expressed as a preference at the last meeting. The sides of the element were sloped at the same slope as the sides of the tubs.
  - The cantilever on the top plate was similar to the type of cantilever over the edge of the tubs. The cantilever also served to hide the bearing plates between the top plate and the underside of the tub.
  - The Overhead Contact System (OCS) poles supporting the overhead electrification system would be an I or H section in plan and would have a galvanized finish, which would help those elements recede against the sky. The poles were round and painted black consistent with the City's design standards in the immediate station areas.
  - The railing system was slimmer in profile than was shown in the last meeting. The flat bar scheme almost disappeared when viewed straight on.
  - The tubs were also slimmer since the last scheme, because there had been some structural design refinement.
  - The drop cap was slightly deeper than the previous scheme. Structural requirements increased the depth from 2 ft to 3 ft from the bottom of the steel to the top of the cap.
    - There would be at least a 6 in, and as much as a 12 in, gap between the top of the cap and the bottom of the tub, and in that zone the bearing plates transferred the load from the spanning elements to the support elements.
  - One concern with the I-beam plan regarded perching birds, and the proposal with this gap posed a gigantic perching challenge around the columns.
    - An anti-bird mechanism would need to be installed. One measure used really narrow wires that virtually disappeared visually but prevented perching. It did not look like the Nixalite multi-prong devices that were often seen.
  - The overhang of the platform was 5 ft on each side of the bridge. In the earliest schemes, the overhangs were as little as 18 in to 2 ft, and they had worked hard with the structural engineers to push those back. As they refined the section through the spanning elements, they were able to place them on center under the tracks which was actually more efficient structurally than placing it off center.
- Previously used images were reviewed with the current scheme to show the different conditions along the alignment. Views of the bridge from other vantage points were also displayed. Key comments included:
  - The number of columns had been reduced from 14 to 10; some of the vertical curves of the bridge itself had been smoothed out.
  - The guardrails intended to protect the columns had been reduced in number from 6 to 2. The face of one guardrail would be of the same weathering steel used on the bridge structure.
  - Mechanically stabilized earth (MSE) walls would be utilized to retain earth and soil to support the decks. These were part of a family of elements along with the Trolley Trail wall treatments. Similar relief treatments would be used on the abutment walls as used on the columns.

- The pedestrian bridge was not part of the scope of the light rail bridge project, but was shown to give a sense of what might be seen at full build-out. The general anticipated size and configuration were used to design the light rail bridge to support it.
  - Trusses used to support the pedestrian bridge would rest on a projection from the base of the column and spanned from double column to double column with a 14-ft wide deck in between.
  - Openings in the deck would let daylight through to light the area under the bridge during the day.
- Guardrails would keep people from toppling off the stairs and overhang. They were proposed to look like a set of railings used in other parts of downtown Milwaukie. It was a different design than the standard TriMet railing and unique to the Milwaukie area.
- Because conditions at Lake Rd were actually unique from the rest of the bridge, it changed the structural system and had different support columns. The abutment wall supported a cantilever as well as the end of the bridge. A different kind of treatment could be used than the south abutment, because those abutments were never experienced adjacent to each other.
- The end of the bridge transitioned to a concrete slab rather than continuing the tubs into the station because of the clearance required to come across Lake Rd. The tubs needed to be almost 7 ft deep, which was several feet too deep to get clearance.
- The clearance heights at various locations of the Lake Rd crossing and abutment were reviewed. The pedestrian bridge would spring from a different location and at a lower level. The presentation included a plan view showing where the pedestrian bridge would hit and swerve over to the right.
- The last columns coming into the Lake Rd station seemed very engineering-driven, not aesthetically-driven. The flat span of concrete just landed on a clunky element.
  - **Mr. Mikolavich** explained it was an odd condition as it had to perform so many functions. Another scheme that was L-shaped to account specifically for those conditions could be explored as a better solution. That design ended up looking a lot lighter.
- **Commissioner Gamba** stated the whole concept of transitioning for the last 40-ft of the bridge seemed like an afterthought. It did not look elegant at all, but completely unplanned.
  - **Ms. Mayer-Reed** replied that had troubled them as well. The rest of the bridge was a ribbon traveling through the landscape, but as it came in and around the end of the platform, they were starting to look at it more as a lengthening of the platform itself and the architecture that held up the platform. This space would be very different from anything else on the bridge project. They were looking at different architectural treatments and railings. There were furnishings in this zone and more pedestrians; it was sort of like an outdoor room with a street underneath. The bridge really began at the pair of columns. They certainly welcomed any suggestions on the matter.
  - **Mr. Mikolavich** agreed that this area was an exceptional condition and was different than the rest of the alignment. One thing they explored recently, but were unable to resolve, was that maybe those should be more wall-like elements corresponding to what was on the other side of Lake Rd. They could make something handsome of that, but ran into difficulty making something that looked good which also had the same level of transparency the current design represented. They would continue to study the issue given the level of concern.
  - **Ms. Mayer-Reed** clarified that in order to use the same structural system as used for the rest of the project, many more columns would be needed. There was a good engineering rationale for changing the structural system, because this was a relatively short span and it could be done a bit differently.

- **Commissioner Gamba** confirmed the clearance distance over Lake Rd would be about 6½ ft if the tubs continued on into the station. He asked why the platform would still have to be 2 ft if the rest of the decking for the train was only about 8 in.
  - **Mr. Mikolavich** clarified that the deck was not self-supporting; but the planks actually supported the deck. The deck was just there to support maintenance staff on a curb and the rail lines themselves. The actual bearing was done by the tubs and concrete planks.
- There had been some preliminary studies and would be continuing studies regarding noise and acoustic issues arising from the noise generated by the train leaving the station and coming around the corner over McLoughlin Blvd. A key change could occur from some of the studies in that some portions of the transparent railing could become more opaque. They would work to balance the desire for transparency with the desire not to acoustically disturb some of the neighbors.
- **Commissioner Churchill** asked if any acoustical studies were planned regarding the resonance underneath the concrete deck, which could be an uncomfortable experience for pedestrians when the trains go over the bridge.
  - **Jeb Doran, Urban Designer, TriMet,** responded such studies were actually already underway. They had already met with several private property owners that had already been identified as having potential noise impacts. Kerrie Standlee was the acoustical engineer who had done some field measurements and begun to put the study together. TriMet intended to submit that to the City and have continued discussion once they had more information.
  - Part of the analysis would look at existing structures along the alignment with similar characteristics such as curve, materials, and location over streets and water. That noise information would be submitted as well.

Commissioner Churchill:

- Confirmed that one reason the bearing points were being split between 2 columns was so the pedestrian bridge could run between them. In the last presentation, there was talk that it could not be asymmetrical and be bearing on and supported by those columns, which was why it needed to be symmetrical underneath. If it was structurally independent, there was no reason why it could not go back to a single column at those bearing points again.
  - **Mr. Mikolavich** clarified it was actually not entirely independent of the columns. The columns would have little flanges or benches that supported each end of the truss. If not, the truss would have to be deeper and span considerably farther.
- Stated it sounded like an asymmetrical cap could still be done at the base of the 2 columns, or a single column, without huge structural implications. The language identified a single column and he preferred the flared column. He was curious why a single column was not being considered at those points.
  - **Mr. Mikolavich** stated when they looked at the single columns early in the process even before the last March meeting, the clear width of the pedestrian bridge between the trusses was around 14 ft. When 12 in or so for each side of the trusses plus a clearance for the column was taken into account, the cantilever off a single column was more than could reasonably be done to support it.
  - **Calvin Lamb, TriMet, Structural Design Task Lead,** clarified the history of the pedestrian structure, noting they were trying to create an environment that did not preclude the construction of a pedestrian structure while also trying to get the best bang for the buck. The only thing that would be needed for a future pedestrian structure was to create the spanning elements. The 2 columns created the substructure so that in-ground construction would not have to be done at a future point in time.

- Suggested a single column with an enlarged base could be used that would be asymmetrical so a pedestrian bridge could be supported without L brackets off the side of the columns. There seemed to be a lot of structural incongruity. It would simplify things to get away from the double column and utilize a single, tapered column at both points in Kellogg Lake.
    - **Mr. Lamb** indicated the elevation of the twin columns, which addressed being outside the floodplain, adding that creating a cap created an exceptionally large structure. By replacing the twin columns with a single column, a large element would hang off to one side that would not have a structure on it at this time. Until a structure was put into place, the configuration would look a little odd. It would function in an asymmetric situation causing a different type of loading into the column system and the drilled chaff foundations underneath, creating much larger foundations.
    - **Mr. Mikolavich** added they had actually considered single columns with asymmetric loading. Aside from the structural issues, it pushed the outer edge of the pedestrian walkway beyond the edge of the bridge above, which got into environmental issues regarding shading.
    - Also, when considering single columns and trying to avoid the asymmetric condition, they looked at conditions where the pedestrian bridge aligned with the center line of the columns, which would drive the kind of truss that would be required. They were worried that it would put them into the realm of a more expensive bridge. There were a series of considerations that led them to the current solution, but they would keep the conversation open.

Thom Faulders, Kellogg Creek Bridge Artist, gave a brief overview of the strategy for the artwork via PowerPoint presentation. His partner, Andre Caradec, was not able to attend the meeting.

- As a number of things with the bridge were in flux and still being determined, they were interested in generating a strategy for the art that would accentuate the decisions as the bridge continued to be designed, while also accentuating the location. They attempted to develop a set of ideas that would start to situate the new bridge within its context.
- They did their own sets of analysis. By understanding a series of thresholds, the areas underneath the bridgeway could become areas of opportunities. The art could start to accentuate, understand, integrate, or synthesize these local zones somehow.
    - A number of different strategies were considered to understand the motion dynamics and how a fixed element could start to accentuate or recognize the presence of movement.
- The underside of a bridge was often undesirable, so they looked for ways to accentuate the underside of the bridge and create an outdoor urban space or urban room.
- The artists studied various systems of moving particles, including flocking birds, schools of fish, and leaf canopies, that when studied as a whole became larger, flexible, adaptable systems and unique figurations. They wanted to create a similar system using their strategy.
- Conceptually, they had been interested in the idea of application and how to integrate onto the bridge itself and looked for different ways to adhere to various surfaces that were somewhat accommodating and opportunistic.
- As a strategy, they proposed to simply start to understand different nodes along the path. Based on those nodes, most of it would be wrapping the underside. They were very interested in the broad surfaces of the double tub condition and the perceptual differentiations created by playing one geometrical shape against another. The artists' pattern adhered to the underside of the bridge were rather dynamic and exciting.
    - They intended to adhere only to the underside of the bridge and not come down the columns to retain the continuity and ribbon like effect.

    - Bits and pieces of the artwork might be seen from afar, but for the most part, it became very dynamic from underneath. The geometry of the elements being played against each other resulted in a constant dynamic change and shift in the artwork as bicyclists or cars passed.
    - While the elements could be singled out individually, from a distance a virtual pooling of green would be seen, similar to how a tree's leaves look singular up close, but from afar a field of green was visible.
    - The art would start to accommodate a bright presence of space inside the tubs that would normally be quite dark.
- They proposed using botts, which are used as line markers on roadways and very durable. They would customize the color and a very large number of these small, inexpensive elements adhered directly onto the surface of the tubs and underneath the bridge would provide the desired figuration.
- They acknowledged that the art was for the cyclists and pedestrians near the area. They also wanted the bridge design to become a marker and identity for the Milwaukie.
- There were ongoing discussions about the locations for the artwork. Although it was shown mostly along the curve, in other meetings interest had been expressed in locating it closer to Lake Rd. Where the artwork was located would depend on the final bridge configuration.
- They were interested in going over the water potentially, but the bike path was still on hold at the moment.

DLC Chair Hemer called for a brief recess, and reconvened the meeting at 8:21 p.m. He then called for clarifying questions from the DLC and Planning Commission.

Commissioner Stoll agreed that because of the seismic recommendations, the tapered columns were starting to look a bit massive. He was willing to go back to cylindrical, but he was still wedded to the idea of the metal cladding.

- He agreed the metal 'blades' could be too busy and suggested looking at the same width of blades with greater spacing so fewer blades were used, or looking into wider blades. He asked if the consultants had looked at other ways of cladding the columns with metal.

DLC Chair Hemer requested that the discussion focused on the art; other concerns could be addressed later.

Discussion regarding the artwork for the light rail continued with the following comments and questions from the Commission and DLC with responses from TriMet's design team as noted.

- **Mr. Faulders** clarified that both he and his partner were both from the Bay Area.
- **Michelle Traver, TriMet, Public Art Coordinator,** clarified that the Art Advisory Committee for TriMet, which included members from the Milwaukie community, had selected the artists for the project.
- The artists were talking with ODOT about where to place the botts so they would not interfere with traffic. One idea was to place the art are where there was a lot of action, such as an intersection, but that could also create problems should drivers want to look up instead of paying attention to the road. Such things would have to be seriously considered when placing the artwork. A lot of interest existed in placing the art in areas like the bike and pedestrian paths and the adjacent park.
- In Milwaukie, they were trying to really retain a sense of the natural environment which was why they were heavily pushing for the weathered steel look of the bridge and trying to get away from concrete. The bright lime green color was such a contrast to the natural weathered steel. Was there a possibility of working with a range of color in the composition?

- **Mr. Faulders** replied they were trying to determine type, size, and location of where this piece would go and how to synthesize the pattern being created relative to its local environment. Once that was determined, they were interested in exploring color possibilities.
  - The natural colors at the site were presently incredibly lime green; sometimes one forgets how green nature could be, but they understood the point, and were trying to look at various possibilities. They did want to have a light effect up there, because it could be rather dark between the tubs. They were interested in working with colors that would perceptually feel light and attractive.
- Lime green and brown was seen in nature quite a bit with the foliage, plant life, and soil.
  - The artists would be very interested in using different shades of green; however budgeting issues needed to be taken into consideration. They could go with more colors and fewer pieces or vise versa. The intention was not to be vague, but it was something they were trying to still determine.
- The botts were already manufactured and had proven to be incredibly resilient. Once the system was underway and a final bott count determined, they might be able to actually customize and mass produce the botts because of the scale of what they were working with.
- Adhesion had been considered and was critical. They were currently working with 3M on a 2-part bonding system to keep the bott there when first placed and last over time. They would be doing mockups with 3M's technical staff because it was important that the botts stayed in place.
- **Mr. Faulders** did not know if the botts had ever been used on COR-TEN or weathering steel, or if 3M had done this before. They were aware of the potential difficulty with the material. Weathering steel was a sloughing material except when sealed which stopped the oxidation. Presently, 3M was willing and able to bond the botts with COR-TEN, but the artists wanted to be further convinced and were doing their own research. The entire bott would have a continuous seal all the way around.

Comments and clarifying questions from the Commission and DLC about the proposed Kellogg Bridge were addressed by the TriMet design team as follows:

- The type of lighting used depended on the area. TriMet's standard for lighting in and around the station area was an induction lamp. In and around downtown Milwaukie, they would use Milwaukie's standard lights. Underneath the bridge would be some induction lamps at both ends. Other safety and security devices were being looked at for those areas for Capital Community Television cameras and other things to combine with the intrusion detection for the top of the bridge.
  - Induction lamps were highly efficient and had long lives. They were more efficient than fluorescent and slightly less efficient than LED.
- Very early on the design team had pushed to look at cantilevered and other options rather than the center-running walkway. However, environmental permitting essentially pulled in the reins on that. The Federal Environmental Impact Statement (FEIS) for the project had an environmental opinion that laid out some guidelines about staying within the shadow lines of the bridge because of salmon habitat in the water. The design team was not sure they could achieve a split walkway within the shadow lines of the current bridge, which was why they pulled back from that design.
  - While the shadow impact on the water when splitting the walkway was essentially the same, the column width and required clearances around the columns for ADA clearances started to push them outside of the envelope.
  - For most of the bridge length, the deck was 32-ft wide. They had spent some time considering a split solution because it moved away from the problems with an offset,

asymmetrical structural situation. They had moved away from this solution mainly because a column in the middle of the pathway was an obstruction that might create safety and security issues as it was a hiding place. There were also concerns about shadowing and structural support.

- The design team had not been asked to consider options for a wall on top of the platform, so materials such as Plexiglas had not been considered. The Preliminary Engineering designs did have concrete parapet walls on the side. If the noise analysis determined that any areas required some sort of noise protection, they would try to keep with the original concept of a light structure, and would look at alternatives to concrete.
- They had moved away from considering the tapered column presently. When the column got a foot bigger, it became an enormous chunk of concrete and did not look right; it was too big in relation to other elements and was disproportionate. They also wanted to be sensitive to issues the neighborhood had raised with regard to sight lines and security around the column. The bigger column made a much bigger hiding place. **Mr. Mikolavich** stated he preferred a more slender column that tapered, if possible.
- **Ms. Wisner** noted that the DLC and Commission had expressed a strong preference to see the columns match in color to the tubs to avoid a busy look of transitioning colors from gray to the weathered steel to the upper deck. She still wanted to see plans for a tapered column completely color matched to the tubs, whether it was wrapped steel or colored another way.
  - The transition between the tubs to the station looked unsolved at this point. She challenged the design team to create a transition that somehow used the weathered steel into the station area along with the color transition of some color harmony. The materials could possibly be used to blend and soften that transition better.
- The height of the bridge bed was 16½ ft over River Rd from the deck to the base of that abutment at ground level and then it tapered to 14 or 15 ft coming down into the abutment on the south end as it went by the Trolley Trail because the ground rose a little and the bridge was falling.

DLC Chair Hemer called for public comment.

Cindy Tyler, 1959 SW Morrison Ave, Portland, OR stated she was generally interested in the entire project. Regarding the north end of the bridge and the transition to the station, there was an issue with the 2 ft high expanse of concrete in the dual tuning fork columns holding up the 7 ft high steel tubs. To make the transition unnecessary, she suggested extending the steel tubs all the way to the abutment. They could gain the appropriate clearance from Lake Rd by lowering its grade 5 ft. This had been done in other areas and might save all the architectural piecemealing.

Mr. Perrault stated they could run into the problem of undermining the existing trestle structure by going down to that level.

Greg Bowman, Milwaukie resident, stated he was disappointed that the pedestrian bridge over Kellogg Lake was not included in the project. For such a massive project that really highlighted the pedestrian bridge in Portland, it seemed $1.4 million was a miniscule amount of money to attach the pedestrian bridge. If the dam came down, the creek returned to prior conditions and the salmon were running, the pedestrian bridge would look great and the access would be great. He asked that TriMet reconsider putting the bridge back in the project.

Dion Shepard, 2136 SE Lake Rd, stated the bridge was hideous, including the materials and design, and was not what the community wanted to see there. The materials and noise were also a concern. She was also concerned that a train driver needed an additional 20 ft, when

other drivers, including those with semi-trucks, knew enough to moderate their speed prior to a stop sign so another 20 ft was not necessary.

- She was concerned about having issues this late in the game with the placement of the platform and allowing enough time or space for train drivers to stop safely. This was the first time the issue had come up.
- She hoped the DLC and Planning Commission would really take TriMet to task to see about making the project better.
- On the other side of what was currently there was a rock wall. This project looked like something that might be seen on the industrial side of Milwaukie, not downtown.

Ms. Wisner asked if she was concerned about the entire bridge or only the transition section over Lake Rd.

- **Ms. Shepard** replied the bridge was a concern because of the noise. She realized there was a desire to make it very transparent, but people needed to also realize that if Kronberg Park was to be used as a park and Kellogg Creek was going to be restored, the audible impacts were just as great as the visual impacts. Some of this could be screened with landscaping, but noise could not be shut out. The noise from the hard surfaces would bounce back over to the lake and to the park land as well.

DLC Chair Hemer understood the platform was extended out to be able to slow the trains down; they could not slow down in front of Adams St because of time or a safety issue. He asked if there was any way to not extend the platform without closing down Adams St.

- **Mr. Doran** replied the only way to get away from extending the platform was if there was no access to the south edge of the platform. The station setback would be kept regardless. The issue was that as trains approached the station, the signal system had the capability to control train speeds down to a certain speed, and if it detected they were going over that speed, it would stop them. After that, the operator was relied on. They tried to maximum the distance so the operator would have the maximum amount of time to stop the train before it got into the intersection. This was called overrun protection. To eliminate incidences with cars and trains, they wanted to maximize the setback.

Commissioner Churchill

- Commented that another way to handle overrun protection was to reduce the speed heading northbound.
  - **Mr. Doran** noted they had already reduced the speed, and the signal speed reduced the train down to 15 mph, which was the minimum amount they could get control. Because trains weighed so much, they needed a considerable amount of distance to stop.
- Found it hard to believe that controllers could not get the speed down to 5 mph.
  - **Mr. Doran** stated that at some point, the operator had to make a decision to stop the train, and if they were late doing so, TriMet wanted to make sure they had the distance to still stop before going into the street. In early designs, from the curb to the top of the block was 50 ft, which was not enough. They looked at how to reconfigure this access to push that back further, which actually gained an additional 41 ft.
- Suggested slowing the train down further before it got to the station when heading northbound so drivers would need less of a cushion and safety zone.
  - **Mr. Doran** responded many factors had to be considered, including timetables for train arrival. There was a point where the train hit that speed and then began to decelerate down to zero, and they were just making sure to maximize that safety cushion to the greatest extent possible.

- Stated that technically, a controller speed issue was resulting in a huge platform change and affected the architecture of the platform in the station. It seemed as though the tail was wagging the dog.

David Aschenbrenner, 11505 SE Home Ave, stated he liked seeing the daylight open area over Lake Rd between the 2 pillars and the end of the platform, even though it was smaller.

- He did not really like the wood-like treatment at the top of the pillars. He leaned toward doing the column all in steel as opposed to the concrete pattern shown.
- He was not impressed with the wall treatments on both abutments. They could come up with a better design than the concrete pattern presented. The wall treatment issue really needed to be addressed and really played into the character and feel of things. It still seemed to be cold concrete and was something they wanted to move away from. The columns and concrete treatments needed a little more work.
- Art at the Lake Rd end of the structure needed to be addressed. The bott elements could be used under the Lake Rd part of the structure which could get a lot of bike and pedestrian use. Another place would be under the pedestrian bridge area, which he also wanted to see put back into the plan.
- He confirmed that Boston Ivy, which was mentioned in the plans, was not on the noxious weed list for the state of Oregon; it was a different type of ivy. He preferred native plants be used if possible.
- At the Lake Road station, he suggested that extending the steel beam over the columns rather than using cold concrete would be a step in the right direction.

Matt Menely, 2016 SE Lake Rd, echoed most of the prior public comments. The bike/pedestrian bridge should be fully designed and funded as part of the project. This was essentially to providing adequate access from the other side of the lake. The Lake Road station needed to be cleaned up and have a cleaner transition from the tubs into the station. He agreed with the idea of wrapping the columns with steel. He reiterated the bike/pedestrian bridge needed to be a big part of the project.

DLC Chair Hemer closed public comment and called for any additional technical questions regarding the bridge.

Commissioner Stoll:

- Asked why the platform had to be accessed at its very end.
  - **Mr. Doran** stated that part of that regarded fare zone enforcement. It was also a center platform and TriMet did not want people crossing the tracks for access.
- Noted one could go down to the Lake Rd end and take the little L that cantilevered off the street to go right along the edge of the embankment.
  - **Mr. Doran** indicated the level boarding areas, which were part of the criteria necessary to allow trains to align for level boarding, and this was above the tracks by 10 in. He indicated an area at grade with the tracks that was ADA accessible so a ramp was present at each end. It was also safer to control the crossing points to 2 distinct locations as an extra level of safety because signage and warning devices and other things could be placed to alert people to oncoming trains. The fare zone enforcement would have people coming to these points to buy tickets before entering the area where fare was required.
  - **Ms. Mayer-Reed** added they were pretty sure they did not want to lose the south entry to the platform.
  - **Ms. Mangle** added that when these technical issues did arise from the operation side of TriMet, the City was faced with losing the southern access and felt very strongly that

having a south access was important, not only to feed the high school and the neighborhood down Lake Rd, but to serve the south end of downtown and anyone coming from the future plaza. The connectivity throughout the area was already so limited that it was important that people had maximum access. Additionally, the platform environment would be safer if there were multiple points of egress. If one was on the platform and could only go to the north, they could feel trapped. What had been presented was a solution to the problem, but there could be further ways to improve that solution.

- **Mr. Doran** indicated the access points for disabled people. Citizens for Accessible Transport would be providing input on that access. No disabled access was available from the south end due to the elevation changes.

Commissioner Churchill commented an elevator would eliminate the need for a series of multiple switchbacks to allow the disabled access from the south end. As presented, they were forcing the disabled to go to the north end.

- **Mr. Doran** explained the distance to travel if the stairs were replaced with a ramp and extended would be about the same as the distance for at the north end. An accessible route at the north end was very important because of the bus and lift connections, and people with disabilities coming from that direction relied on the transit system.
- **Ms. Mangle** added that another important consideration was the future development of the triangle site and preserving that site so it was not be taken up with ramping.

DLC Member Chantelle Gamba:

- Asked where the elevation of the fee station on the south end was relative to the future proposed station building.
  - **Mr. Doran** indicated the station elevation was roughly the same as the crossing which was intentional to ensure good sight lines for approaching trains. With the stair system coming straight up, the fee station would be lower, causing concern about the sight lines not being as open as they could be if at the same elevation.
- Asked if she was looking out at the fee station from the second floor of the future proposed station building. She was thinking about security if people were in the building.
  - **Mr. Doran** responded there was a retaining wall at the grade of the existing track. The building design had not been completely flushed out, because it was not really part of the project. Generally, it would probably be with the second level of the building.
  - **Ms. Mangle** added the conceptual design of the building did have that at approximately the same level.
- Noted that no one really liked the very angular staircase and asked if kind of circular staircase had been considered which would be consistent with the ribbon idea.
  - **Ms. Mayer-Reed** responded the big challenge was geometry given the angle of Lake Rd coming in and 21st Ave more or less matching the rest of the downtown grid. They had not looked at a curved stair solution in that area. It was more straight forward in keeping with the idea that people arriving and departing the station would want to get there as quickly as possible.
    - **Commissioner Gamba** commented it would be the same number of steps.
- Stated a curved stair might soften the transition with the beautiful curve that came off the pedestrian bridge curving up to the station and the beautiful ribbon effect going across if it were not so angular.
  - **Ms. Mayer-Reed** stated that at this point, they needed to choose what geometry to follow. There was the area where they chose to make a curve around the intersection. They could look at the idea to see if it would soften it up. Once the building was in place,

it would probably look pretty good, because it was following the geometry of the building. At some point, they had to follow urban geometry versus landscape.
- She agreed they would be challenged by the whole Lake Rd issue anyway, so it was worth taking a look.

DLC Chair Hemer:
- Asked if the X lateral designed railing was stainless steel, gray tubing, or another material.
  - **Ms. Mayer-Reed** responded they were looking at flat bar wrought iron and that design would be used as a way finder of sorts for people to follow around the interesting intersection of 21st Ave and Adams St. This particular railing needed to serve as a guard rail so did not quite have the transparency of the X form with the little circle. They would make the design as simple as possible while still meeting the requirements of not being able to pass a 4-in sphere between any steel members, including the center one, because of height concerns. It was bar stock, so it would come off pretty light.
  - **Mr. Mikolavich** noted the TriMet standard for bar stock was used, which addressed a structural issue as well as the issue with the 4-in sphere. The major stanchions were 2½-in deep by 1-in thick. The minor stanchions were 2-in by ½-in; the actual pickets were ½-in by ½-in.
  - **Ms. Mayer-Reed** added there were ways to make some of it appear bolder and some lighter.

DLC Chair Hemer called for additional comments from the DLC and Commission.

Commissioner Gamba stated that he liked the concept of the art and where it was going. He would like to see it continued on as much of the bridge as the budget allowed.
- The concrete patterning needed improvement in all places. It would be nice to have some consistency and something that actually looked like part of the bridge design. Steel wraps on the columns would provide the ribbon effect, because then only the ribbon would be concrete and everything else, such as the columns and supporting tubs, would blend into the background. If they were not going with a tapered column, the weathered steel wraps were critical.
- This was the first time they had seen the transition over Lake Road, and it was really bad. It looked like it was just tacked on and needed to be addressed with materials, coloration, or something. He understood the issue with the height clearance over Lake Rd, but the whole transition was terrible and that would be the most viewed portion of the bridge with everyone coming from the Lake Rd side and coming across the pedestrian bridge.
- His big issue regarded the pedestrian bridge. In the Pedestrian Emphasis section of the Downtown Design Guidelines, the guideline under Reinforce and Enhance the Pedestrian System stated, “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." It seemed like making a pedestrian/bicycle bridge across the lake was an afterthought or something someone else needed to deal with, and at this point was flying completely in the face of the guidelines. They wanted as many people as possible to ride this train. There was a huge apartment complex right across the lake. Just by building that bridge, ridership would be increased. He would have a hard time voting for this project without the pedestrian bridge, specifically because Milwaukie's Design Guidelines required it.

Commissioner Stoll stated that he had a lot of concerns about the station. He realized it was a new design and would be worked on further after hearing the concerns of the Commission. He would like to see an attempt at the L shape on the abutment or tuning forks.
- In general, he liked the way the bridge was moving. The overall shape had improved.

- He was still wedded to the idea of the metal cladding on the columns. The metal cladding also worked very well with cylindrical columns. As mentioned before, they could look at different spacing on the metal cladding.
- The new capital element looked too massive. He preferred the one that was split into 2 as it looked more elegant, and he also liked the flanges on it because it echoed where the Tillamook branch crossed McLoughlin Blvd, picking up a little bit of that old railroad bridge element.

Commissioner Churchill stated he had come away from the last joint session very encouraged and supportive of the work done to that point. A lot of that had to do with the use of the COR-TEN steel options, the tubs, and tapered columns. He was very disappointed to find that the tapered columns had been dropped. Although he understood the explanation for this decision, he did not agree with it. He believed there was a way to integrate a tapered COR-TEN steel jacket around the column, which would not add substantially to the column's profile. Many parts of southern and northern California were cladding existing concrete columns with a structural sleeve, so it was possible to make that a structural element to reduce the amount of structural steel inside the column. They would be getting stronger columns with less profile. He challenged the engineering group to look at that. He would not support the project unless he saw some logic behind this. He agreed that adding a foot of width to the columns and adding another 4 in on both sides all the way around created a rather massive column.

- He had concerns about the lack of ADA access to the platform from the south. They were creating a secondary route to the platform for those who were disabled, and it was not appropriate. They needed to make sure a lift was provided, and this needed to be part of the project budget.
- He agreed that the column capitals needed some better proportion review. He was not pleased with them.
- He agreed that not having the pedestrian bridge integrated as part of the project was a very poor decision. He understood the funding challenges, but there had been funding challenges all the way along the project.
- There were solutions that would avoid the double column impact as it crossed Kellogg Lake. He would like to see some creative form work around the landing of the COR-TEN structural tubs. He understood the dynamics of clearances, but there was a way to land that better at the north end.
- The stopping distance for the trains was the tail wagging the dog. He found it hard to believe they did not have motor controllers that would reduce the speed to 5 mph before approaching a station if it were really a concern that someone would overrun the station to Adams St. It seemed like TriMet used the excuse of stopping distance to extend the platform south and solve the clearance problem over Lake Rd.
- He was concerned about the acoustical environment underneath the platform that hung over Lake Rd. He appreciated the daylight punches, but thought they would be small and barely sufficient to solve the problem.
- Last time they met, he was excited about the project, but now he was feeling very pessimistic. He wanted to see much more integration of structural elements and thoughtfulness about the entire vision from the platform all the way to the landing along McLoughlin Blvd. It seemed very disjointed. He would not support what was presented tonight at all.
- As far as art, he was a bigger fan of integration of art into concepts. There were opportunities to integrate artwork into, with, and supporting this structure as opposed to applied art, which was highly conceptual. He was not a fan of putting green bott on the bottom side of COR-TEN steel. The beauty of the COR-TEN steel needed to stand on its own. He would rather see the emphasis of the artwork land at Lake Rd and look at the

opportunities to support artwork in that zone as opposed to the simplicity and beauty associated with the COR-TEN steel.

- **Ms. Traver** clarified an additional artist was hired to work at the Lake Rd station. This evening the focus had been on the Kellogg Bridge.

Planning Commission Vice Chair Harris wanted to see what it would look like with the COR-TEN clad columns and then with tapered columns.

- It would be nice if the images all showed bearings so they could get a better perspective. After about the midpoint in the packet, there were no bearings on the supports, and they were all flat together. If there was a variance between 6 in and 12 in, they might want to put it at 8 or 10 in so they could see more of the worst case scenario as opposed to best case scenario.
- He emphasized that the pedestrian bridge was hugely important.

DLC Chair Hemer was very disappointed that somewhere in the planning stages they ran out of road, stuck the station where they wanted it, and then extended the road as far as they could. All he could imagine was a big yellow sign with a flashing light saying "10 ft 6 in Clearance" at the top on the side of that bridge. He assumed some type of sign was required to let people know they would hit the top of a concrete bridge if driving through. Other things could happen in the city so that platform did not have to extend out like that, and he understood there was a cost issue associated with those things.

- He was disappointed about the ADA access. Each access should be able to be accessed by any individual. By not providing such access, it did not appear very friendly. If the building ended up with a second story level with the train, and that building had an elevator with 24-hour access, that was a different story. The City was building something with future hopes, and if it did not happen it would just look odd.
- He did not mind the dual columns and did not necessarily care about the steel wraps.
- He did care about the pedestrian bridge. He would much rather cut something else out of the budget to make that pedestrian bridge work.
- Design-wise, it would be nice to match the angle of the 2 columns with the train trestle, so when viewed, it would match. The view from Lake Rd would really not matter compared to what was seen on McLoughlin Blvd, because it was very well treed.
  - He was surprised no one raised questions about what would be done with the trees and what kind of plantings would be used to help with environmental and tree removal, and the vegetation loss.
- He would also like to see some idea about what would happen and what it would actually look like when the lake turned into a creek. He believed they would basically end up with an overgrown and unmaintained riparian zone.
- He could also see people attempting to jump from bridge to bridge, if the height was not planned carefully enough. There was a wood platform that allowed people to walk on the train trestle.
- He liked the very Romanesque and masculine design.
- He worried about the shadows. From his calculations, one would see 6 in of concrete; if it came 3 ft down and 5 ft out, the angle is actually 6 ft from the platform top, so maybe a little wave to that might solve the problem with the wave of the steel tubs going into the overextended street to make it fit in the spot where it was decided it needs to go. Instead of putting the steel wraps around the posts, slide them up at an angle like a triangle, so it would looked like it just faded in. Something real easy and simple, with a little extra steel carrying over.

- If funding were found for the pedestrian bridge, they would end up with a muddy trail and people bumping their heads at 4 ft because they did not want to get wet. The entire path could be traveled without getting wet.
- The electric poles were fine.
- He was worried about the acoustics and the pollution underneath Lake Rd. If vehicle access was allowed, exhaust needed a way to escape when traffic was backed up.
- They needed to determine where the water would go coming off the platforms, such as into a storm drain, and was there a chance of overspillage.
- He was worried about echo and the amount of noise produced by geese, seagulls, people, etc.
- The art was one of the coolest things he had ever seen. He loved the whole concept and design. However, they were missing what the concept would be coming the other direction. The same discussion about how everything ties in would apply to the other abutment. They needed to determine the starting and ending points for the art.
- He agreed the Design Guidelines required projects to enhance pedestrian access. The pedestrian bridge was a key element to the project. He would love to see some contingency funds found.
- He agreed with the slanting of the columns so the 2 columns matched the trail and believed in finding a better solution than extending an area [the platform] where it did not fit.

Ms. Wisner also advocated for the pedestrian bridge; gaining access there for bikes and pedestrians would be a real benefit, if at all possible.

- She favored an approach or direction to the tapered column. The vertical fluting did not express what was discussed in the last meeting. She was a strong advocate for the weathered metal cladding all the way on every surface of all the columns and not breaking up the unified color. Being able to blend in with the trestle and with the natural environment, the trees, and changes in seasons, was the best way to soften the whole bridge and keep the ribbon idea going.
- She was not too excited about the formed concrete surfaces presented, especially around the station area on Lake Rd. They had talked about some more creative options earlier in the process, so she was not too positive about what was presented tonight.
- She was very concerned about maximum sound abatement. She would like to see that explained more as more plans were presented regarding the Lake Rd station.
- She was very concerned about the need for an ADA lift on the south end, mainly because the whole mile east on Lake Rd and beyond was a big walkway for people. A lot of people, including older retired people, exercised on Lake Rd. It was a very well-traveled pedestrian way. There were condos and small apartments where retired people and disabled persons of all ages often resided. There was a strong likelihood that those citizens would be taking light rail into town at times.
- Being an artist and designer, she realized the appropriateness of where art is placed. The concepts of the flocks of birds and swarming masses of small images were very intriguing. She could see how visually interesting that could be on such an unusual structure. She was also very conscious about staying with Milwaukie's sense of place, its natural environment, and natural organic shapes, including the shapes of the animals and foliage. She was a little disappointed that it was so geometric, confining the concept down to the very uniform botts. She hoped to see an art concept that would incorporate irregular shapes hearkening to the natural environment in Milwaukie. She would also like to see a range of possible colors from bright to dull, dark to light, that could fill out the patterns and imitate a play of light where placed on the bridge. She would let the artist and DLC figure out where the emphasis of the art should be placed on the bridge. Obviously, it either had to be at the station end or the south end where it adjoined the park and ride area.

Mr. Perrault stated that in large part, he mirrored what had been stated. He would like to see the overhead power poles line up with the columns where possible to have some congruity as far as the vertical members.

- He encouraged a great deal more thought on the Lake Rd platform so hopefully it could be done much, much better.
- The pedestrian bridge was also key.

Ms. Gamba also noted the importance of the pedestrian bridge.

- She suggested softening the transition for the Lake Rd overpass by using curves, or if the tubs could not be extended all the way across because of clearance, carrying the element of the weathered steel through the concrete to create some continuity for the eye.
- They should explore Commissioner Churchill's idea of using the steel wraps on the columns to increase the structural integrity of the columns.
- She was appreciative of the art and encouraged the artists to think about using color as another layer of dynamism for that art. She did think of dots as being a natural form, but not necessarily lime green dots.

Ms. Mangle stated two other big meetings were coming up this month where they might learn more. At the DLC meeting on June 22, 2011, Ms. Mayer-Reed would be discussing walls and fences. Tonight, they focused on the geographic area that would be part of the application for the Kellogg Bridge which was abutment to abutment. Much more information would be presented at an open house scheduled for June 27, 2011.

Mr. Doran stated that many comments this evening were similar to those expressed by the design team and TriMet. The Lake Rd transition was a new element relative to the project. They acknowledged before the presentation that this needed to be looked at more closely. Additionally, they would be considering the columns and the other comments.

- TriMet was also very supportive of the pedestrian bridge. They had committed their time, funds, resources, and design team time to alter the design of the bridge to make sure they could not only keep from precluding the bridge, but also to support it. They put money into the structural design so the columns could support the pedestrian bridge to minimize some of the funding needed to complete the bridge. Efforts were ongoing to find money to make the pedestrian bridge happen at the same time as this project.
- They would explore the idea of the steel wraps further as a structural element. As an architectural treatment, they needed to keep in mind that during the biannual maintenance they needed to see the structural component of the concrete itself, so completely wrapping them in steel was not an option. If the steel was structural, that might change that conversation, and they would definitely look into it.

Commissioner Gamba asked how they would access the structural pillar if they were looking at a tapered column that had a concrete covering over a concrete pillar.

- **Mr. Doran** responded that concrete on the outside would reveal certain things that structural or aesthetic steel placed over the column would not. Maintenance considerations must be kept in mind when considering the idea of completely wrapping the columns in steel.

Commissioner Churchill encouraged them to look at the hundreds of miles of columns that had been wrapped in California with much greater spans, knowing they had to do the same inspections.

- **Mr. Doran** stated the other maintenance aspect was graffiti removal. Removing graffiti changed the appearance of the steel. Graffiti removal was handled much better by concrete than steel while also allowing easier removal.

Mr. Mikolavich appreciated the comments, particularly in that the DLC and Commission had touched on a number of things they had been aware of. The area around Lake Rd was a unique element that needed further resolution, and they would be looking at this along with the other issues raised.

DLC Chair Hemer thanked the consultants for coming and the public for their comments.

6.0 Worksession Items – None

7.0 Forecast for Future Meetings:

Planning Commission

June 14, 2011	1. Public Hearing: ZA-11-01/CPA-11-01 Natural Resource Regulations Amendments *continued from 4/26/11*
June 28, 2011	1. Joint study session with City Council on Residential Standards project and other land use items. 2. Worksession on electronic sign regulations

Design & Landmarks Committee

June 22, 2011	1. Storefront improvement program application review 2. Proposed bylaw revisions – review
July 5, 2011	1. City Council Joint Session
July 27, 2011	1. Storefront improvement program application review 2. Proposed bylaw revisions – review

Meeting adjourned at 9:55 p.m.

Respectfully submitted,

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Alicia Stoutenburg, Administrative Specialist II

Lisa M. Batey

Lisa Batey
Planning Commission Chair

Greg "Frank" Hemer
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