

**CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
MINUTES
Milwaukie City Hall
10722 SE Main St
MONDAY, OCTOBER 17, 2011
6:30 PM**

DLC MEMBERS PRESENT

Greg Hemer, Chair
Becky Ives
Patty Wisner
Chantelle Gamba

MEMBERS ABSENT

Jim Perrault, Vice Chair

STAFF PRESENT

Katie Mangle, Planning Director
Susan Shanks, Senior Planner
Li Alligood, Assistant Planner (DLC Liaison)
Damien Hall, City Attorney

OTHERS PRESENT

Jeb Doran, TriMet
Michelle Traver, TriMet
Simon Cooper, TriMet
Calvin Lee, TriMet
Mark Mikolavich, Waterleaf Architects
Carol Mayer-Reed, Mayer/Reed Landscape Architects

1.0 Call to Order – Procedural Matters

Chair Greg Hemer called the meeting to order at 6:32 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes – None

3.0 Information Items

There were no information items.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Meetings

- 5.1 Summary: Kellogg Lake light rail bridge Design Review
Applicant: TriMet
File: DR-11-01
Staff Person: Susan Shanks, Senior Planner

Chair Hemer called the public meeting to order and read the conduct of design review meeting format into the record. He asked if any Design and Landmarks Committee (DLC) Members had any ex parte contacts to declare. There were none.

Chair Hemer and **DLC Members Becky Ives, Patty Wisner, and Chantelle Gamba** declared for the record that they had visited the site. No DLC Members, however, declared a conflict of interest, bias, or conclusion from a site visit. No DLC Members abstained and no DLC Member's participation was challenged by any member of the audience.

Susan Shanks, Senior Planner, cited the applicable approval criteria of the Milwaukie Zoning Ordinance, Title 19 of the Milwaukie Municipal Code (MMC) as found on 5.1 Page 9 of the packet, which was entered into the record. Copies of the report were made available at the sign-in table.

Ms. Shanks presented the staff report via PowerPoint. She noted that denial of the application was not an option due to the Land Use Final Order issued by the State in 2008, and a continuation of the meeting was logistically problematic due to the 120-day decision deadline.

Katie Mangle, Planning Director, and **Ms. Shanks** took questions from the DLC as follows:

- Confirmed that the Planning Commission was the decision-making body and could revise the conditions recommended by the DLC, although it was the responsibility of staff to ensure the conditions were written to comply with the zoning ordinance and ensure that the recommendations and decision were sound.
- Conceptual designs for the pedestrian bridge would be used to take advantage of the in-water work during the light rail bridge construction. Funding for further connection design was being pursued.
- Both the design and adequacy of the pedestrian bridge lighting were important and would be addressed during the design process. Although the Code did not have specific standards, electrical engineers would provide recommendations.

Chair Hemer called for the Applicant's presentation.

Mark Mikolavich, Waterleaf Architects, presented an overview of the bridge design via PowerPoint. He described the goals and objectives of the design process; the bridge elements; design advancements; and how the design of the bridge addressed the applicable Design Guidelines.

Mr. Mikolavich and **TriMet staff** addressed questions and comments from the Committee as follows:

- An LED option for the light fixtures had been considered but longevity was an issue; a minimum level of foot candle was needed for safety and security for the duration of their lifespan, and the chosen fixtures were not available in LED.
- The walls and abutments would be cast in place with the same process and formliner for consistency.
- The stormwater on the platform, walkway, and trackway would be channeled and diverted.
- The transparent sound barrier wall would be on the west side of the bridge from SE 22nd Ave to River Rd over McLoughlin Blvd. The wall was approximately 3 ft high and the Cyclops light was 15 ft high. The reflection potential on the south barrier toward traffic on McLoughlin Blvd should be minimal but the lighting consultant would address the issue at trackway curves, etc. Tree planting options were also being explored.
- The columns were made of 4,000-5,000 psi concrete and therefore would be very difficult to damage.
- The power lines and poles would be removed and either rerouted to new poles or placed underground. The downtown area and bridge connections fell under further land use review and future worksessions would cover those details.
- The cantilever platform off the north abutment would be an extension of the concrete deck of the jump span.

Michelle Traver, TriMet Public Art Coordinator, reviewed the initial art concept for the bridge, which was a series of dots in patterned sections on the underside of the bridge to be visible to pedestrians, bicyclists, and auto traffic. The design was in the 60-90% phase which included addressing logistics, constraints, cost, and aesthetics. However, the pattern effect would be broken at the bridge seams so the design team was working to address the issue and understand the parameters of design, including location and number of dots, and cost considerations.

- A presentation to the public art advisory committee and staff was tentatively scheduled for mid-December.
- The artist for Tacoma Station would be presenting his final design concept at the SMILE Station at 6:30, Wednesday, October 19, at 8210 SE 13th Ave in Sellwood.

Carol Mayer-Reed, Mayer/Reed Landscape Architects, reviewed the wall treatment proposed for the Lake Rd abutment, noting considerations of scale and craft, aesthetics, constructability, and how to refine the pedestrian zone with texture that divided the walls without being too distracting or random.

The Committee took a break at 8:45 p.m. and reconvened at 8:55 p.m.

Chair Hemer called for public testimony in favor of, opposed, or neutral to the application.

Cindy Tyler, 1959 SW Morrison, Portland, OR was supportive of the project and liked the changes to the jump span, cantilever, and weathering steel. She suggested a clear film that was currently used on TriMet windscreens to be used on the weathering steel for graffiti maintenance. Regarding the proposed pedestrian bridge, she questioned where the lighting would be located.

Len Gregor, 12705 SE River Rd, stated his concern about nesting birds on the double columns at each end of pedestrian bridge, and suggested welding an inverted ledge. He asked what the earthquake withstanding of a single column was.

Chair Hemer called for the Applicant's rebuttal.

Jeb Doran, TriMet Project Engineer, noted that TriMet did not currently use any sort of clear film for the windscreens but used etched glass panels that could be cleaned or replaced when they were damaged.

Mr. Mikolavich noted that since the pedestrian bridge was still in design, lighting was a detail that had not been addressed. However, the intention was for slender pole-mounted lighting along the bridge as well as the paths leading to the bridge. Solutions for nesting birds continued to be looked at. Narrow steel wires were considered but only deterred larger birds. However, the width of the perches was only about 4-5 in. where a small sloped piece of steel could be a solution.

Calvin Lee, TriMet Structural Engineer, explained that the bridge was designed for a 500-year service event and a 1,000-year no-collapse event. A service event probabilistically could only occur once every 500 years in which the bridge could be repaired and returned to service. A no-collapse event was where the bridge may not be repairable but would not collapse.

Mr. Doran confirmed that there were security measures in place on the cantilever and pathway, including intrusion detection which would alert authorities and TriMet.

Chair Hemer closed the public testimony portion of the meeting.

The Committee discussed the application and the key issues as follows:

- Preferred the weathering steel cladding of the jump span to continue the ribbon effect and the thinner profile of the cantilevered platform area.
- Samples or scaled photos of the actual intended wall treatment for the abutment and piers should be provided.
- The light fixtures under the jump span were too utilitarian and not visually attractive. More effort should be put into exploring LED or more energy efficient options.
- Column treatments were too industrial and rigid. The patterning should be more randomized or textured to feel more organic and reflect the natural surroundings of Kronberg Park and Kellogg Creek. What were the options or constraints of varying the column treatments, and which columns should have a different treatment?
 - **Mr. Doran** noted for cost consideration, the goal was to have one board form for all of the columns; however, options for variations in spacing, height, and a curved nature could be explored. He reminded the Committee that the columns could not be wrapped in weathering steel due to inspection requirements.
 - **The Committee** agreed that all of the columns from Kellogg Creek to the south abutment should have the same treatment, whether it was the current treatment or a revised treatment.

Ms. Shanks reminded the Committee that although the reflectivity of the Cyclops light and the transparent noise wall would be addressed by TriMet designers, it was outside of the design review parameters.

Ms. Mangle reminded the Committee that although the design was at 60%, the conditions of approval should contain detailed requirements to shape the project. The conditions were the Committee's recommendations to the Planning Commission. They outlined the expectations of the project by the end of design, and guided staff in reviewing the project during the permitting process. The Committee needed to review and vote on those conditions tonight.

The Committee discussed the recommended conditions of approval and revisions to condition #5 proposed by staff and handed out at the meeting. The Committee discussed requirements for additional information about column treatments, lighting under the jump span, and the incorporation of CPTED principles in the landscaping plan.

Ms. Wisner moved to recommend approval to the Planning Commission with the Conditions of Approval provided by staff and amended by the Design and Landmarks Committee. **Ms. Ives** seconded the motion, which passed unanimously.

6.0 Worksession Items – None

7.0 Other Business/Updates

7.1 New meeting scheduling starting in November

Li Alligood, Assistant Planner, reminded the Committee that the new meeting schedule would begin Monday, November 7th, 2011, at the City Hall Conference Room. The meetings would continue to be scheduled for the first Monday of the month at City Hall.

8.0 Design and Landmarks Committee Discussion Items

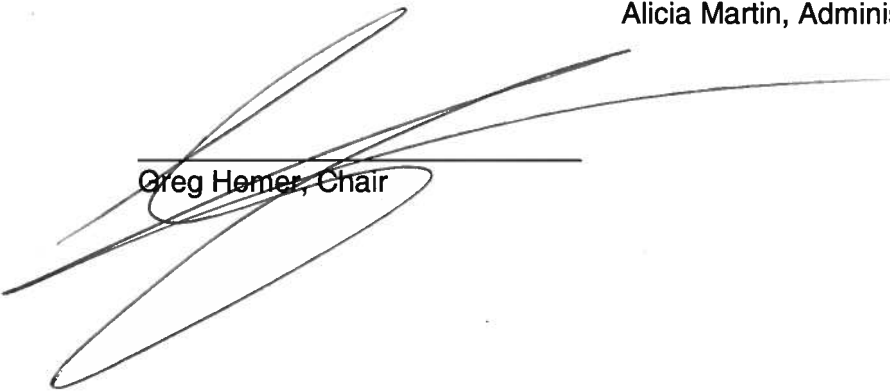
9.0 Forecast for Future Meetings:

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| November 7, 2011 | 1. Worksession: Façade Improvement Program application review |
| | 2. Worksession: Light rail design |
| December 5, 2011 | 1. Worksession: Façade Improvement Program application review |
| | 2. Worksession: Light rail design |

Meeting adjourned at approximately 10:25 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II



Greg Homer, Chair