



# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee  
**From:** Li Alligood, Assistant Planner and DLC Liaison  
**Date:** May 19, 2010  
**Subject:** Preparation for May 26, 2010, Meeting

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Greetings! We will be in the **Community Room at the Public Safety Building** for next Wednesday's meeting at **6:30 p.m.** The agenda is enclosed (see Enclosure 1).

## **Light Rail Historic Impacts Presentation**

Staff from Metro will attend to discuss the impacts the Portland to Milwaukie Light Rail project will have on Milwaukie's historic resources. See Enclosures 3 and 4 for background information.

## **Design Review Training**

### *Evaluating Architectural Features*

At the December 2008 design review training session with Marcy McInelly of SERA Architects, the DLC determined that it would be helpful to have training in analyzing design elements, and evaluating them against Milwaukie's Design Guidelines. At Wednesday's meeting, we will review photos collected by committee members and explore designs that do meet the Guidelines and those that could be improved to better comply with the Guidelines. Bring your photos of Milwaukie and other communities to share.

### *Legal Aspects of Design Review*

We will review land use law and design review, including the legal parameters within which design review bodies work.

Let me know if you have any questions. See you next Wednesday at 6:30 p.m.!

## **Enclosures**

1. May 26, 2010, meeting agenda
2. April 28, 2010, meeting minutes
3. Portland to Milwaukie Light Rail Fact Sheet
4. Summary of Portland to Milwaukie Light Rail Historic Archaeology Effects



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*Dogwood City of the West*

## Design and Landmarks Committee Meeting Agenda

Public Safety Building, Community Room  
3200 SE Harrison St

6:30 p.m., Wednesday, May 26, 2010

1. **CALL TO ORDER**
2. **MEETING MINUTES** 5 min.
  - a. April 28, 2010
3. **INFORMATION ITEMS—None**
4. **WORKSESSION ITEMS** 80 min.
  - a. Metro PMLRT historic impacts presentation (40 min.)
  - b. Design Review Training (40 min.)
5. **APPLICATION REVIEW ITEMS—None**
6. **OTHER BUSINESS** 5 min.
  - a. Next meeting
7. **ADJOURN**

### FORECAST FOR FUTURE MEETINGS

- |               |                                                                |
|---------------|----------------------------------------------------------------|
| June 23, 2010 | 1. Jackson Street bus shelters update                          |
|               | 2. 2010/2011 DLC and Planning Dept Work Plan— <i>tentative</i> |
| July 28, 2010 | 1. TBD                                                         |

**\*NOTE:** If you will be late or are unable to attend, please call the Planning Department cell phone at 503-710-2187.

1                                   **Design and Landmarks Committee**  
2                                                   **Meeting Notes**  
3                                                   **Wednesday, April 28, 2010**

4   **Members Present**

5   Becky Ives, Chair  
6   Patty Wisner  
7   Greg “Frank” Hemer  
8   Sarah Knaup

9   **Members Absent**

10   None

11   **Staff Present**

12   Li Alligood, Assistant Planner (DLC Liaison)

13   **1. CALL TO ORDER**

14       **Chair Becky Ives** called the Design and Landmarks Committee (DLC) meeting to order at  
15       6:42 p.m.

16   **2. MEETING NOTES**

17       **a. March 9, 2010** (joint meeting with the Planning Commission)

18       **b. March 24, 2010**

19       **DLC Member Greg Hemer moved to approve the March 9, 2010, and March 24, 2010,**  
20       **DLC meeting minutes as presented. DLC Member Sarah Knaup seconded the motion.**  
21       **The minutes were approved unanimously.**

22   **3. INFORMATION ITEMS**

23       **a. Downtown project coordination**

24           **Li Alligood, Assistant Planner,** provided an overview of various projects underway in  
25           downtown Milwaukie.

- 26           • The South Downtown Concept Plan had been completed, and the “Group of 9” had  
27           disbanded. City Council had recently approved a contract for Walker Macy, the  
28           consultants that would work on the second phase, which would be the planning  
29           phase.

- A South Downtown Steering Committee would be formed and a DLC representative would be on the committee. She asked the Committee to consider which member would like to serve on the Steering Committee.
- Although it was a good idea for all of the groups working downtown to meet with each other, there was a question of who should convene that meeting. Many of the groups were working independently and City staff were not involved. The role of the DLC was to review applications that came before them rather than to plan events or act as a convener for downtown groups, though members may find that getting involved with other groups could satisfy their desire to do more “bricks and mortar” types of projects.
- Ms. Alligood suggested that DLC members attend meetings of individual groups if they were interested in finding out what the groups were working on.

**The Committee** discussed various activities downtown, including the Milwaukie Farmers Market and Main Street Milwaukie.

They suggested that the DLC should have an informational booth at the Farmers Market to show images of historic Milwaukie and to recruit new members. The City currently staffed a booth at the Milwaukie Farmers Market and the Committee could possibly share that booth.

#### **4. WORKSESSION ITEMS**

##### **a. Historic properties presentation**

**DLC Member Patty Wisner** presented a PowerPoint slide show that described the properties on the City’s Historic Inventory. The presentation will be used as an educational tool and to orient new DLC members. She planned to have it posted on the City’s web site to provide information about Milwaukie’s treasures.

**The Committee** suggested that it would be a useful tool to create interest in Milwaukie’s historic properties.

##### **b. Milwaukie Character discussion**

**Ms. Alligood** presented an overview of the discussion from the March 24, 2010, meeting and reviewed the draft definition of “Milwaukie Character” for committee comment.

“Milwaukie is a historic, family-oriented small town with a wealth of natural and cultural features. It is the gateway between Portland and rural Clackamas County, and shares amenities with each. The historic downtown is compact, pedestrian-friendly, and people-oriented. An eclectic collection of architectural styles reflect periods of prosperity, and the numerous brick, stone, stucco, and wood buildings reflect the local materials. The city’s streams, springs, and lakes are its defining landscape features, as is its location on the Willamette River. The residents enjoy access to nature and the numerous green spaces in the downtown area. The community is proud of its history and excited about its future, and has high expectations for the quality and design of new development in downtown Milwaukie.”

**The Committee** generally agreed that the definition described what they felt about Milwaukie and would like to see happen there.

**Ms. Wisner** suggested the definition also include a reference to capitalizing on the creativity of local and regional residents.

**The Committee** discussed how to apply the Milwaukie Character guidelines, and what types of questions they could ask while reviewing an application for compliance with the design guidelines. They agreed that they wanted to encourage designs that:

- Respected the views of downtown and allowed people inside the building to enjoy them.
- Complemented their immediate natural surroundings.
- Used colors that harmonized with the surrounding structures and natural amenities.
- Were well-executed, innovative, functional, and showed a creative spirit.

## **5. APPLICATION REVIEW ITEMS—NONE**

## **6. OTHER BUSINESS**

### **a. Vice Chair elections**

**Mr. Hemer nominated Ms. Wisner for the position of Vice Chair. Ms. Wisner accepted the nomination. Ms. Knaup seconded the motion. The motion passed unanimously.**

### **b. Next meeting**

The next meeting was scheduled for Wednesday, May 26.

**Chair Ives** requested that an agenda item be added to the May 26 meeting to allow the Committee to review images of buildings and designs that appealed to them.

**Ms. Alligood** asked the Committee to continue to take photos of buildings and details that reflect Milwaukie Character for the May meeting.

**c. E-mail review of meeting minutes**

**Ms. Alligood** asked if the Committee wanted to continue to receive meeting minutes by e-mail prior to their meetings. **The Committee** asked that the practice continue.

**d. Riverfront Park hearing**

**Ms. Alligood** announced that the Planning Commission would be holding a public hearing on the Riverfront Park application on May 11. The Committee recommended the application for Planning Commission approval at its November 4, 2009, meeting.

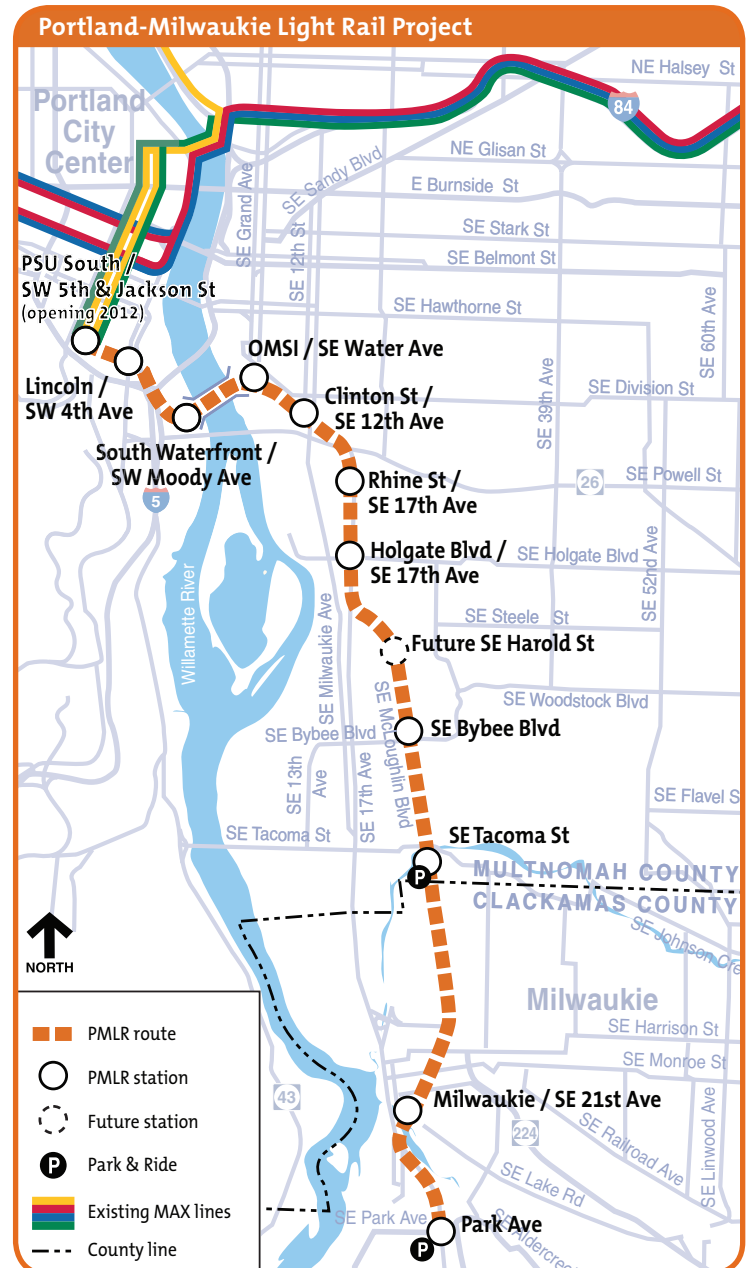
She requested that a member of the DLC attend the hearing in order to answer any questions the Planning Commission had about the Committee's recommendation, and suggested that all members attend the hearing in order to observe how the Planning Commission reviewed the DLC recommendation.

**7. ADJOURN**

The meeting adjourned at 8:15 p.m.

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Becky Ives, Chair



## Critical infrastructure and a new multi-use bridge

This light rail project also is viewed as an essential part of the infrastructure for development in the South Waterfront District and redevelopment along the Central Eastside.

The project will include a new multi-use bridge across the Willamette River, between OHSU's future South Waterfront campus on the west bank and OMSI on the east bank. The bridge will provide convenient access to downtown Portland and OHSU jobs and services from SE Portland and Milwaukie, carrying Portland-Milwaukie light rail and providing a new route for buses, bikes and pedestrians.

- Bus Lines 9, 17 and 19, which now use the Ross Island Bridge, will relieve congestion by using the new bridge.
- The bridge will be designed to accommodate Portland Streetcar in the future.
- The bridge will be designed to accommodate connections to future Willamette River greenways as development occurs.

## Anchor for Innovation

Portland-Milwaukie Light Rail Project will serve as an anchor for the Innovation Quadrant, connecting PSU, OHSU, OMSI and Portland Community College's Workforce Training Center.

- Visitors to OMSI are expected to grow from 900,000 to 1.4 million annually.
- OHSU will have 19,800 jobs on Marquam Hill and 4,500 at the South Waterfront by 2030.
- PSU is the region's No. 1 transit destination with 27,000 students and 4,000 employees today. Forty percent of people traveling to PSU go by transit. Within 10 years, PSU expects 35,000 students and nearly 4,800 employees.

## Project funding

Project costs are approximately \$1.4 billion. The Federal share is expected to range from 50 to 60 percent (\$710 to \$850 million) of the total costs.



*A new Willamette River bridge south of the Marquam Bridge (above) will carry transit, cyclists and pedestrians.*

To date, \$412.5 million in local, regional and state funds have been identified for the project.

## Timeline

Preliminary Engineering and Final Environmental Impact Statement.....	2009-10
Final Design .....	2010-11
Full Funding Grant Agreement .....	2012
Construction.....	2011-15
Service Begins .....	2015

## Stay involved

The project has a Citizens Advisory Committee that provides input and review of the project. Sign up for project email updates at [trimet.org/pm](http://trimet.org/pm). For more information, please call TriMet Community Affairs at 503-962-2150.

### Available in other formats:

[trimet.org](http://trimet.org)  
503-238-7433  
TTY 503-238-5811

**Favor de llamar al  
503-238-7433 si necesita ésta  
información en español.**

PMLR Project Fact Sheet / February 2010

Portland-Milwaukie Light Rail Project is a partnership among:





**Portland-Milwaukie Light Rail Project  
Summary of Historic and Archeological Effects  
Design and Landmarks Commission  
Prepared April 2010**

**Historic Resources**

There are 53 historic properties within the Area of Potential Effect (APE) of the Portland-Milwaukie Light Rail Project that meet the NRHP criteria of eligibility. To determine which properties meet the NRHP criteria, the project reviewed more than 80 potential historic resources in the SDEIS (2008), and then reviewed an additional 61 buildings that were identified within an updated APE in the FEIS (2010).

The NRHP criteria for historic properties include:

- Criterion A. The property is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B. The property is associated with the lives of persons significant in our past.
- Criterion C. The property embodies distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D. The property has yielded, or may be likely to yield, information important in prehistory or history. This criterion is generally associated with archaeological resources.

To be eligible, properties that qualify under one or more of the criteria must retain integrity of design, materials, feeling or setting.

**Effects of the Locally Preferred Alternative (LPA) to Park Avenue**

Of the 53 NRHP-eligible historic resources identified that are located within the APE of the overall Portland-Milwaukie Light Rail Project, 37 would have no effects from the LPA to Park Avenue, 12-13 would have no adverse effects and 3 would have adverse effects. The three adversely affected resources are:



Royal Foods Warehouse at SE 8th 10 Avenue in Portland, which was built in 1957 and is considered NRHP-eligible for its architectural merit. The distinctive qualities of the architecture include the fenestration patterns consisting of vertical windows arranged in a horizontal pattern, the use of glass block interwoven with brick surfaces, and the cantilevered overhang on the second level of the front façade. This building illustrates the blending of traditional features, such as materials, with the mid-century modern streamlined forms. The project would require the full acquisition of the property and full demolition of the building. It is considered a Section 4(f) use.



Westmoreland Park at 7605 SE McLoughlin Boulevard, which was constructed in 1937–39 as a City of Portland park and is considered to be an NRHP-eligible Historic District for its contribution as a major recreational facility in Portland and its relationship to the Depression era Works Progress Administration (WPA) program. The park was built in conjunction with the completion of SE McLoughlin Boulevard and was one of Portland’s largest WPA projects. The project and the City of Portland Parks Bureau would modify the existing duck pond into a functioning riparian wetland as a wetland mitigation site. While this would be an ecosystem improvement, the visual change from pond to riparian wetland was determined an adverse effect by the SHPO in a project proposed by the City of Portland in 2003. The NRHP-eligible Westmoreland Historic District would remain NRHP-eligible even though the duck pond would be converted to a wetland.



R. Derwey House at 2206 SE Washington Street, which was built in 1925. This Dutch Colonial style house was developed by a well-known Milwaukie jeweler and watchmaker named R. Derwey. It is architecturally significant as the best known example of a Dutch Colonial house in Milwaukie. The project would require the acquisition of land along the west side to within approximately 10 feet of the historic house. It is considered a Section 4(f) use.

The FEIS identifies five indirect effects to NRHP-eligible buildings that would be caused by the proposed project. The following buildings would have noise or vibration impacts requiring noise or vibration residential sound insulation treatments:

- **1635 SE Rhone Street** in Portland, with traffic noise impacts that would require residential sound insulation or window treatments.
- **2405 SE Harrison Street** in Milwaukie would have light rail transit (LRT) noise impacts that would require a noise wall, the location of which is to be determined. The noise wall would need to be

approximately 220 feet in length with a height of 6 to 8 feet, depending on the placement relative to the tracks; alternatively, residential sound insulation could be used.

- **2406 SE Monroe Street** in Milwaukie would have LRT noise impacts that would be mitigated by using reduced level bells with shrouds (meeting the FTA moderate impact criteria), and further application of residential sound insulation may be required to eliminate residual noise impacts. Vibration impacts would be mitigated by treatments built into the project.
- **2206 SE Washington Street** in Milwaukie would have vibration impacts that would be mitigated by treatments built into the project.
- **2320 SE Wren Street** in Milwaukie would have LRT noises that would require a noise wall. A noise wall of 6 to 8 feet height is sufficient to mitigate noise from light rail vehicles, depending on the topographical conditions in the area; the affected home is on a hill overlooking the alignment. A detailed design is to be developed; however, this noise wall could be placed between the track and the trail, substantially below the grade of the house, or it could be built into the retaining walls. This would be similar to fencing and other landscaping/plantings to provide screening to minimize visual impacts and the loss of vegetation in the backyard of the property.

The impacts were reviewed by the Oregon SHPO and determined to be “no adverse effect,” but because mitigation required by FTA noise and vibration standards could cause potential adverse effects to the NRHP-eligible properties if not done appropriately, stipulations to avoid any adverse effect have been included in the MOA between the SHPO and FTA.

### **Archaeological Resources**

Five previously recorded archaeological resources are located within the APE. Four of these resources either have been previously removed and will not be impacted by the project or have been determined not eligible for inclusion in the NRHP. The fifth resource is located within the project APE in Milwaukie and has not been evaluated for NRHP eligibility; current project designs indicate that the archaeological site will not be impacted by construction activities. Six additional archaeological sites containing historic-period and/or prehistoric materials have been recorded near the project area.

There are also locations along the corridor that have the potential to contain significant archaeological resources. The project inventory identified areas with high probabilities for encountering archaeological resources. The probability reflects available information about other known resources that may be nearby, as well as areas that are typically associated with the presence of Native American and historic-period Euroamerican archaeological sites. The project has conducted additional field surveys and assessments to assist in determining the likelihood that a significant archaeological resource is present in an area that could be disturbed by the project.

An area where there is a reasonable expectation that a significant archaeological site may be present is noted as having a high probability. Thirty high probability areas for the presence of Native American and historic-period Euroamerican archaeological sites were identified within the APE. The areas include the following:

- Five high probability areas (HPA-1, HPA-2, HPA-20, HPA-21, HPA-22) are in downtown Portland; one is near a recorded archaeological site that is outside of the project APE, three for historic archaeological resources are located along SW Lincoln Street where the corridor is wider than the historic-period street, and the other high probability area is associated with a work space where a significant archaeological site, now removed, was previously recorded.

- Two additional high probability areas (HPA-9 and HPA-10) are positioned where the alignment transitions between downtown Portland and the South Waterfront area.
- Three high probability areas are located on the east side of the Willamette River near to the waterfront. One of these high probability areas (HPA-3) is located near a recorded archaeological site on the east side of the Willamette River. There is an additional high probability area (HPA-11) located between the UPRR and OPR rail facilities. The third high probability area (HPA-23) that is near these locations is found between SE Water Avenue and SE 2nd 33 Avenue.
- Five high probability areas (HPA-24, HPA-25, HPA-26, HPA-27, and HPA-28) are located along the proposed alignment in the outer neighborhoods of Portland and Milwaukie at locations where historic-period residences were formerly located.
- Two high probability areas (HPA-4 and HPA-5) were previously noted as 1 part of the *South Corridor Project SDEIS*. They are in the vicinity of Crystal Springs Creek and Johnson Creek.
- A high probability area (HPA-8) near SE McLoughlin Boulevard will pass through an area recorded as a former historic brick factory.
- An additional high probability area is located within Westmoreland Park (HPA-12) and would be related to a wetland mitigation site for the project.
- One high probability area (HPA-29) is defined in the vicinity of Crystal Lake in the northern portion of the city of Milwaukie.
- Three high probability areas (HPA-6, HPA-7, and HPA-16) are located north and south of Kellogg Lake.
- Three high probability areas (HPA-13, HPA-14, and HPA-15) for historic archaeological resources are within downtown Milwaukie.
- A high probability area (HPA-30) was also identified near the intersection of SE McLoughlin Boulevard and SE Park Avenue in Milwaukie.
- Three high probability areas (HPA-17, HPA-18, and HPA-19) are within the expansion area for the Ruby Junction Maintenance Facility. There are two identified sites containing prehistoric and historic-period archaeological resources in the vicinity. Maps indicate that a marsh was once present, and several areas within the expansion area do not appear to have been previously disturbed.

Full identification and evaluation of archaeological resources within some of the designated high probability areas is practically and logistically restricted due to factors such as property-owner consent or active use of areas, such as buildings, parking lots, or roads. For areas where access is limited by these factors, archaeological assessment will be completed immediately before or during construction at locations where construction activities may impact buried archaeological deposits.

### **Effects of the Locally Preferred Alternative (LPA) to Park Avenue**

The LPA to Park Avenue route will intersect the locations of five previously recorded archaeological resources, one recently recorded archaeological resource, and 25 high probability areas recommended for additional archaeological work. Four of the previously recorded resources either have been removed and will not be impacted by the project, or the recorded portions of them have been evaluated and determined to be not eligible for inclusion in the NRHP. The fifth recorded archaeological resource has not been evaluated for NRHP eligibility and is located within a portion of the proposed alignment near SE McLoughlin Boulevard in Milwaukie that may be impacted by the project, according to current construction plans.

Archaeological monitoring is recommended during construction activities in the vicinity of this site (HPA-8). One recently recorded archaeological site at HPA-6 also may be impacted by the project, and additional work is recommended to evaluate the site's eligibility for listing in the NRHP.

## **Mitigation Commitments**

### **Historic Resources**

The Portland-Milwaukie Light Rail Project would have three adverse effects to historic resources, with mitigation defined in a signed Memorandum of Agreement (MOA) with the SHPO, FTA, and Trimet and executed for inclusion in the FEIS. The Memorandum of Agreement is expected to be signed at the time of FEIS publication in May 2010. Mitigation measures defined in the MOA include documentation meeting the guidance provided by the Oregon SHPO. The properties with adverse effects requiring mitigation include:

- Royal Foods Warehouse and Office, 2425 SE 8th Avenue, Portland
- Westmoreland Park, 7605 SE McLoughlin Boulevard
- R. Derwey House, 2206 SE Washington Street, Milwaukie

Several properties have been found to have “no adverse effect,” and will be minimally impacted. The FEIS has identified secondary impacts to five additional historic built environment resources at 2405 SE Harrison, 2326 SE Monroe, 2313 SE Wren, and 2206 SE Washington streets in Milwaukie and 1635 SE Rhone Street in Portland. These impacts are considered to have “no adverse effect,” and the impacts would not alter the characteristics for which these resources are considered eligible for the NRHP. However, because the impacts require noise and vibration mitigation and that mitigation could have adverse effects to the historic buildings if done inappropriately, the MOA includes a commitment that all noise and vibration impacts meet the Secretary of the Interior Standards for Rehabilitation.

For 2206 SE Washington Street, 2313 SE Wren Street, and 1635 SE Rhone Street, where a small right-of-way acquisition is required, the property owners will be fully compensated in accordance with FTA policy and the Uniform Relocation Assistance and Real Property Acquisition Policies Act. No additional mitigation will be required.

### **Archaeological Resources**

Archaeological resources within the high probability areas may be affected by construction of the light rail project. Unlike historic buildings, many of the archaeological resources in the region are concealed beneath sidewalks, buildings, parking lots, and streets. The probability of encountering archaeological resources is based upon presence of preferred landforms or previous discoveries adjacent to or within the project area; however, it is usually not possible to locate archaeological resources before construction, when they are hidden under sidewalks and streets.

To minimize and mitigate the potential adverse effects if archaeological resources are encountered during construction, the MOA for the project defines the procedures and measures the project will follow as it continues beyond the FEIS and preliminary engineering and into construction. The MOA will be developed through consultation among the lead agencies, FTA, SHPO, appropriate Tribes, the ACHP, and other affected parties. For example, in preparing for construction or during construction an archaeological site is found, project construction plans will be reviewed in order to determine whether the site can be avoided by the project. If the site cannot be avoided, the site will be evaluated for its potential eligibility for the NRHP.

The MOA will include archeological monitoring plan, treatment plan, and inadvertent discovery plan. Among the measures in the MOA are additional subsurface testing, further shovel tests, and other exploratory excavations for buried archaeological sites to be conducted during final design and in early construction for those areas with exposed ground surface where access was not granted by the landowner. The MOA commits the project to follow the guidance of the ACHP covering the recovery of information from archaeological sites (ACHP 1999 and ACHP 2008). As defined in the MOA, geotechnical exploration and general construction activities that result in excavating materials within the probability areas shall be monitored by a professional archaeologist and, if requested, monitors from appropriate Tribes will be invited. Construction staff will also be provided training and instruction on the project's protection plan for archaeological resources.