



MILWAUKIE

Dogwood City of the West

To: Design and Landmarks Committee
From: Li Alligood, Assistant Planner and DLC Liaison
Date: October 20, 2010
Subject: Preparation for October 27, 2010, Meeting

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).

Jackson Street Bus Shelter Discussion

The TrueForm Discovery shelter recommended by the DLC for installation on Jackson St is no longer being produced. Katie will present a staff recommendation for a replacement shelter design.

Design Review Hearing Procedures

Following up on the September 22 meeting, the DLC will continue the discussion regarding the DLC's role and responsibilities within the land use process.

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

Enclosures

1. October 27, 2010, meeting agenda
2. September 22, 2010, meeting notes
3. Jackson Street Bus Shelter Project Update staff report



MILWAUKIE

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, October 27, 2010

- 1. CALL TO ORDER**
- 2. MEETING MINUTES** **5 min.**
 - a. September 22, 2010
- 3. INFORMATION ITEMS—None**
- 4. WORKSESSION ITEMS** **80 min.**
 - a. Jackson Street Bus Shelter discussion
Staff recommendation for alternative shelter design. (40 min.)
 - b. Design Review Hearings Procedures
Continuation of discussion of procedural issues with Design Review hearings, and staff suggestions about how we can improve the process. (40 min.)
- 5. APPLICATION REVIEW ITEMS—None**
- 6. OTHER BUSINESS** **5 min.**
 - a. Next meeting cancelled
- 7. ADJOURN**

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|-------------------------------------|
| FORECAST FOR FUTURE MEETINGS |
| November 24, 2010 No meeting |
| December 22, 2010 TBD |

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

**Design and Landmarks Committee
Meeting Notes
Wednesday, September 22, 2010**

Members Present

Becky Ives, Chair
Patty Wisner
Greg "Frank" Hemer
Jim Perrault

Members Absent

None

Staff Present

Li Alligood, Assistant Planner (DLC Liaison)
Katie Mangle, Planning Director
JoAnn Herrigel, Community Services Director

1. CALL TO ORDER

Chair Ives called the Design and Landmarks Committee (DLC) meeting to order at 6:30 p.m.

2. MEETING NOTES

a. July 28, 2010

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

3. INFORMATION ITEMS

a. New DLC Member

Recently appointed DLC Member Jim Perrault introduced himself. He has lived in Milwaukie for 12 years and worked with Pella Industries to assist with projects from conception to completion. He was familiar with all stages of residential and commercial development.

4. WORKSESSION ITEMS

a. Riverfront Park discussion

JoAnn Herrigel, Community Services Director, introduced **David Green, Chair of the Riverfront Advisory Board (RAB)**. Mr. Green had served on the RAB since 1990. The City was the applicant for the Riverfront Park land use application.

Ms. Herrigel provided an overview of past DLC discussions about Riverfront Park.

- The DLC heard and approved the Riverfront Park application (DR-09-01) on November 9, 2009; the Planning Commission heard and approved the application on May 25, 2010; and the City expected the joint permit from the Department of State Lands (DSL) and the US Army Corps of Engineers to be final in December 2010.
- At the November 9, 2010, DLC hearing, the DLC approved the application with a number of conditions.
- The design was still at 70% completion; before finalizing the design, the City was seeking input from the DLC and other involved parties.

Mr. Green stated that the RAB had discussed the DLC's conditions of approval with the designer, Gil Kelley of David Evans and Associates (DEA) and the presentation was the outcome of those discussions.

Ms. Herrigel stated that she would review the 7 conditions of approval. The first condition was to explore ways to manage stormwater from the roof of the restroom building. The construction of the roofline should take into consideration the location of plants beneath it.

Ms. Herrigel discussed the second condition of approval: the inclusion of natural materials and designs in the water feature. She noted that the DLC had been concerned about the angular, hard-edged nature of the water feature design.

- **Mr. Green** added that a great deal of thought had been given to the design of the water feature, and that the RAB was very supportive of the existing design and was concerned about changes to it. He suggested that the design of the fountain was ultimately a matter of opinion.
- **Ms. Herrigel** noted that the RAB had been looking at different options and materials, including aesthetic gratings, curved lines, adding planters and boulders to the plaza, and potentially adding "tributaries" to the straight line between sections of the water feature. She underscored that there were many opinions about the design of the water feature.

Ms. Herrigel moved on to the third condition, which was to include the history of Milwaukie in the design and features of the park. She discussed the industrial history of the waterfront and described the way the proposed materials reflected that history.

- The design group had chosen a palette of metal, cedar or ipe wood, concrete, and basalt. Basalt was naturally occurring throughout the Willamette River valley. The design of the overlook railings was very similar to the Oregon City waterfront park.
- The applicant intended to include interpretive signage throughout the park to represent important historical and natural features. She described various elements that could be programmed with interpretive signage.

The DLC asked general questions about the sign at the park entrance.

Ms. Wisner stated that she still had issues with the design of the water feature.

- She suggested that a female perspective was missing from the design.
- She felt that the straight perpendicular line of the water feature was not necessary to indicate entrance to the park. The straight lines of the park were rigid; irregular lines created less tension visually and permitted people to relax.
- She would be extremely disappointed if the water feature retained the current design.

DLC Member Perrault stated that he felt the basalt of the water feature referenced the basalt river valley of the Willamette River, such as the High Rocks area, and was appropriate for the location.

Ms. Wisner agreed that basalt was common throughout the Willamette River valley, but it was not visible in Milwaukie. She suggested that a talented designer would be able to design a water feature that referenced Milwaukie's water and that the current water feature missed the mark of what it could be.

Chair Ives noted that the DLC was concerned that the proposed water feature would resemble the Ira Keller fountain in downtown Portland.

Ms. Wisner suggested that the design of the fountain could be located anywhere in the country, and did not respond to the unique waters of Milwaukie.

Chair Ives suggested that the role of the DLC may be to push back on the design to make sure that it reflected the city.

Due to shortness of time, **Ms. Herrigel** quickly reviewed the final 4 conditions:

- Moving the restroom building closer to the playground area. This was under consideration and would require changes to many different areas of the design.
- Design for the view from outside of the park as well as within the park. The planter strip on McLoughlin Blvd would remain; view sheds from outside of the park were being considered, but the focus was on the experience within the park.
- Reduce the cold feeling of concrete throughout. The design team planned to extend the cedar siding of the restroom building further down the concrete base of the building, and was looking into options for stamped or stained concrete for the base of the building. The base was required to be concrete because the building was located within the flood plain.
- Reduce size of restroom building wings. The design team was considering this request. Reduction of the size of the “wings” would necessitate design changes in other parts of the building.

Ms. Herrigel noted that the DLC would need to review and approve the final design before permits were issued for development.

b. Design Review procedures discussion

Katie Mangle, Planning Director, provided an overview of the DLC over the past decade. The DLC began as the Historic Review Commission, then became the Design and Landmarks Commission, and was currently a sub-committee of the Planning Commission.

- Staff and DLC members had spent a lot of time in the past couple of years training and learning how to review applications, and the group had become much stronger as an institution.
- City staff was currently “tuning up” the City’s development review procedures, including the design review process. The strengths of the DLC, such as general feedback about design, had resulted in improved projects downtown. The parts of design review that were not working included duplication of staff efforts to write 2 sets of staff reports and findings, and that the DLC was not used to running public hearings and required a great deal of staff report.

118 • There were currently no public notification procedures for DLC hearings; design
119 review findings were essentially adopted by the time the application went to the
120 Planning Commission.

121 • Staff was not comfortable reigning in the creativity of the DLC during a land use
122 hearing, but it was necessary in order to adopt the findings to be forwarded to the
123 Planning Commission.

124 **Ms. Mangle** explained that staff had been reviewing the design review procedures, and
125 proposed that the DLC become an advisory group to the Planning Director.

126 • The DLC would no longer hold hearings, but would hold public meetings earlier in the
127 land use process. The Planning Director would integrate DLC and public comments
128 into the staff report to the Planning Commission.

129 • Many design review applications would still need to be heard by the Planning
130 Commission because they included other types of applications.

131 • She clarified that the motivation for the recommendation was to make sure staff was
132 being most effective with their time, coming to the best outcomes, and adding
133 flexibility and predictability to the design review process.

134 **Ms. Wisner** stated that she had concerns about the DLC becoming an advisory
135 committee. She had been on the DLC since 1997, when it had decision-making powers
136 for historic resource applications.

137 • She was very much in favor of hearing applications earlier in the process, but saw it
138 as staff redefining the role of the DLC and pushing it further into the background of
139 the city review process.

140 • Had always been an advocate for restoring commission status to the DLC. Proposed
141 changes were based on making things easier for staff rather than serving the
142 interests of the committee or the City.

143 **Mr. Hemer** noted that the Planning Commission did not generally review DLC
144 recommendations and tended to adopt them as proposed. He felt that the DLC could
145 have a larger impact on projects if they were involved earlier in the process.

146 **Chair Ives** stated that the wording of the revised role of the DLC would be critical to
147 ensure that its input was taken seriously by applicants. The DLC had a good relationship
148 with the Planning Commission.

Ms. Wisner urged the DLC members to request commission status from City Council in order to make sure that staff was doing their best work to improve the city. The Planning Commission did not have to listen to the DLC; if the DLC was a commission it could speak directly to City Council.

Ms. Mangle clarified that a design review application would only go before the City Council if it was appealed.

The DLC agreed that a DLC member should continue to attend Planning Commission hearings on design review applications to explain the DLC's recommendations and concerns.

Ms. Mangle noted that it was easier to get the DLC involved earlier in the process if it was not within the framework of a land use decision. By removing the DLC from the land use decision process, members could make more opinion-based comments and potentially have more impact on the project.

- What the DLC offered was valuable, and some of it was outside of the land use decision process. Recent projects had been much improved by DLC comments and input.
- The issue was not with the DLC itself but the procedures that guide the City's design review hearings and land use decisions.
- Staff was working to put together a system that best utilized limited City resources, built on the strengths of the DLC, and minimized the weaknesses.

Mr. Hemer noted that there were many planning projects taking place in the downtown area, such as the South Downtown Plan and the light rail line. The DLC would have a stronger voice earlier in the process than at the end of the process.

Ms. Wisner needed to leave the meeting.

- **The DLC** agreed to meet for coffee the following week to continue the discussion.

Ms. Wisner left the meeting at 8:10 p.m.

Ms. Mangle stated that staff had considered recommending that the DLC be established as a commission, but that status would require a higher level of organization and commitment from the members than was currently present, and would challenge City budget and staff resources.

179 **Ms. Alligood** distributed update pages and copies of the 2009-2010 DLC work plan for
180 the DLC notebooks.

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

182 **6. OTHER BUSINESS**

183 **a. Next meeting**

184 The next meeting was scheduled for Wednesday, October 27, 2010.

185 **7. ADJOURN**

186 The meeting adjourned at 8:20 p.m.

187 _____
188 Becky Ives, Chair



MILWAUKIE

Dogwood City of the West

To: Design and Landmarks Committee

From: Katie Mangle, Planning Director

Date: October 20, 2010, for October 27, 2010, Worksession

Subject: Jackson Street Bus Shelter Project Update

ACTION REQUESTED

Review the staff recommendation to select an alternative bus shelter design, and advise staff how to customize the shelter for the downtown Milwaukie location. This action would advise the City Engineer to approve placement of this shelter type in the public right-of-way.

BACKGROUND INFORMATION

The City and TriMet have worked closely over the past two years to design a new streetscape on Jackson St between Main St and 21st Ave, to replace the tired facilities known as the Milwaukie Transit Center. In addition to extensive pedestrian amenities, the project will feature two new, high-quality bus shelters. The Jackson Street project, which is now under construction, will eliminate the other bus stops and bus layover locations in the existing transit center area, and construct full streetscape improvements on Jackson St. See Attachment 1 for an illustration of the streetscape design.

Based largely on the DLC's recommendation, as well as feedback received at a March 2009 public open house, TriMet selected the Discovery shelter for the Jackson Street project. The Discovery shelter was originally designed for a streetscape project in Dundee, England. Over the past year, City staff have worked closely with TriMet staff to refine the design of the shelters to meet the Milwaukie project's needs and budget. Though the shelter was scheduled to be installed next month, TriMet recently learned that the company will not fulfill its contractual obligation to deliver the Discovery shelter.

A. History of Prior Actions and Discussions

- **June 24, 2009:** DLC reviewed three shelter options presented by staff and recommended that the City and TriMet select the Discovery shelter as the high capacity bus shelter for the Jackson Street improvement project. The committee listed TriMet's cantilevered glass shelter as a second choice.

- **October 15, 2009:** Staff briefed the committee on progress made on the final design of the shelter. The DLC authorized Chair Ives to sign a letter to TriMet in support of the agency's decision to contract with TrueForm to manufacture a Discovery shelter specifically for Milwaukie.
- **July 28, 2010:** The DLC provided input on aspects of the final design of the Discovery shelter, including roof color and plinth wall design. These preferences were incorporated into the final plans for the Discovery shelter, which was scheduled to go into production in October 2010.

JACKSON STREET SHELTER SELECTION

Selection and Loss of the Discovery Shelter

In 2009, the DLC made a recommendation that TriMet pursue the Discovery shelter. Project staff prepared for the DLC meeting by conducting a thorough review of high capacity shelters available on the market. The review included "off the shelf" products, those available in TriMet's inventory, and feasible custom-designed options. Following this review, staff concluded that there were three recommended options.

Of the three options identified by staff, the DLC's conclusion at the end of the discussion was documented in the meeting notes as follows:

"A lot of interest existed in the TrueForm shelter and how it could be customized. The cantilever shelter would be a good "Plan B" choice, especially if issues arose with the TrueForm shelter.

If the cantilever shelter were chosen, the north Jackson St shelter would have two columns and the south Jackson St bus shelter would have one column. The cantilever shelter would meld easily with the surrounding environment and would match Dark Horse very well. TriMet would ask if the color of the rafters could also be changed with powder-coating."¹

TriMet had worked with TrueForm to develop final design plans for the Discovery shelter, and until recently had confirmation that the shelter would be delivered as promised. Just as the shelter was due to go into production to meet a November installation deadline, TriMet learned that the company's US division has gone into receivership and would not be fulfilling its outstanding contractual obligations. The unexpected news of the closure of the TrueForm US office means that TriMet must select an alternate shelter for the Jackson Street project.

Despite the disappointing news, the Jackson Street project will be completed with two new, high-capacity bus shelters that provide the same amenities as would be featured in the TrueForm shelters (LED lighting, flat panel real time display, windscreen, leaning rail, seating, graffiti resistance, etc.). What will change as a result of TrueForm's bankruptcy is the look and design of the new shelters, and the installation date. In the *best* case, the newly selected shelters will be installed 3 months late (March 2011 vs. December 2010).

¹ Minutes for the June 24, 2009, DLC meeting, Page 2

Revised Shelter Selection Recommendation

City and TriMet project staff have discussed the options available for the Jackson Street project, and are seeking the DLC's concurrence with the staff recommendation. Project staff recommends procurement of the TriMet Cantilevered shelter, for reasons that involve not only the design of the structure itself, but also the design and construction of the shelter's foundation. See Attachment 2 for illustrations of the Cantilevered shelter design.

The options are summarized in the following table:

| Summary of Shelter Selection Recommendation | | | |
|---|---|---|---|
| Alternatives | Design Implications | Cost Implications | Schedule Implications |
| Select TriMet Cantilevered Shelter | <ul style="list-style-type: none"> DLC selected as "back-up" shelter in 2009. Simple, high-quality design. DLC will advise on customized details. Plans and final products exist and are well-understood. | Minimal | <ul style="list-style-type: none"> No impact to streetscape project. Bus stops and street would open on schedule, in December. Final shelter foundation would be constructed with the rest of the sidewalk in November. Shelter installation delayed by 3 months. No future closure of bus stops. |
| Seek Other Shelter Design | <ul style="list-style-type: none"> Potential to find another unique shelter. | <ul style="list-style-type: none"> Additional cost to design custom shelter. Additional cost to construct temporary and final shelter foundation. | <ul style="list-style-type: none"> No impact to streetscape project. Bus stops and street would open on schedule, in December. Temporary (asphalt) shelter foundation would be constructed with the rest of the sidewalk in November. Permanent shelter foundation and shelter installation would be delayed by 6-10 months. Final construction and installation would require bus stop closure and impact circulation. |

Recommendation : TriMet Cantilevered Shelter

Based on the DLC's recommendation that the TriMet Cantilevered shelter be the back-up design, staff is recommending that the City direct TriMet to finalize design features and procure a version of this shelter for the Jackson Street project. The Cantilevered shelter represents TriMet's best design and quality materials. Additionally, because the designers and fabricators who created this shelter recently produced them for the downtown Portland transit mall project, delay to the Milwaukie project would be minimized.

Staff believes the cantilevered shelter would complement the Jackson St streetscape, adjacent City Hall building, and new sculpture garden. Additionally, elements of the shelter would be customized for the Milwaukie site.

These elements may include:

- Color of the benches and roof structure. To retain custom features unique to City of Milwaukie, the stainless steel rafters could be galvanized and painted silk grey.
- Glass glazing on the roof - could be a custom tint.
- Bench selection.
- Wind screen etching and placement. The laminated patterns in the windscreen could be configured to coordinate with the modern shelter design style.

The cantilevered shelter option would minimize disruption to transit customers and downtown circulation, because the foundation could be poured in November as the contractor completes the new sidewalks. Design and manufacturing of the shelters could begin immediately, and could be installed in March. Selecting the TriMet cantilevered shelter would not only follow the DLC's original recommendation, but also would also minimize delay, impact to the public, and project expense.

Alternative: Seek Other Options

An alternative to choosing the TriMet cantilevered shelter design would be to start over with the development of a custom shelter for the Jackson Street site. This may be a viable option, as there are other companies and shelter designs that could work for the Jackson Street and meet project budget. However, since this would require a new search for alternatives and additional shelter design, it would add at least 6-10 months to the schedule. The foundation upon which a shelter sits is closely related to the structure of the shelter itself. Therefore, the foundation can not be constructed until a shelter design is selected.

Choosing to start over with the shelter selection process would have the following implications to the completion of the Jackson Street project:

- Uncertainty about the shelter design would delay the contractor's ability to construct the shelter foundation and complete the sidewalks on Jackson Street.
- A temporary or concrete surface (and temporary shelters) would be constructed in November 2010
- The permanent shelter foundation would be constructed in the late spring or summer, when the shelter fabrication is complete and ready to be installed. This would cause a short-term disruption to bus routing and street usage.

ATTACHMENTS

1. Jackson Street site plan
2. Cantilevered shelter design

MAIN STREET

ATTACHMENT 1



SUNSET RED MAPLE



SKYLINE HONEYLOCUST



KWANZAN CHERRY



BLUE OAT GRASS



DENSE SEDGE



COMMON CAMAS



BEARBERRY

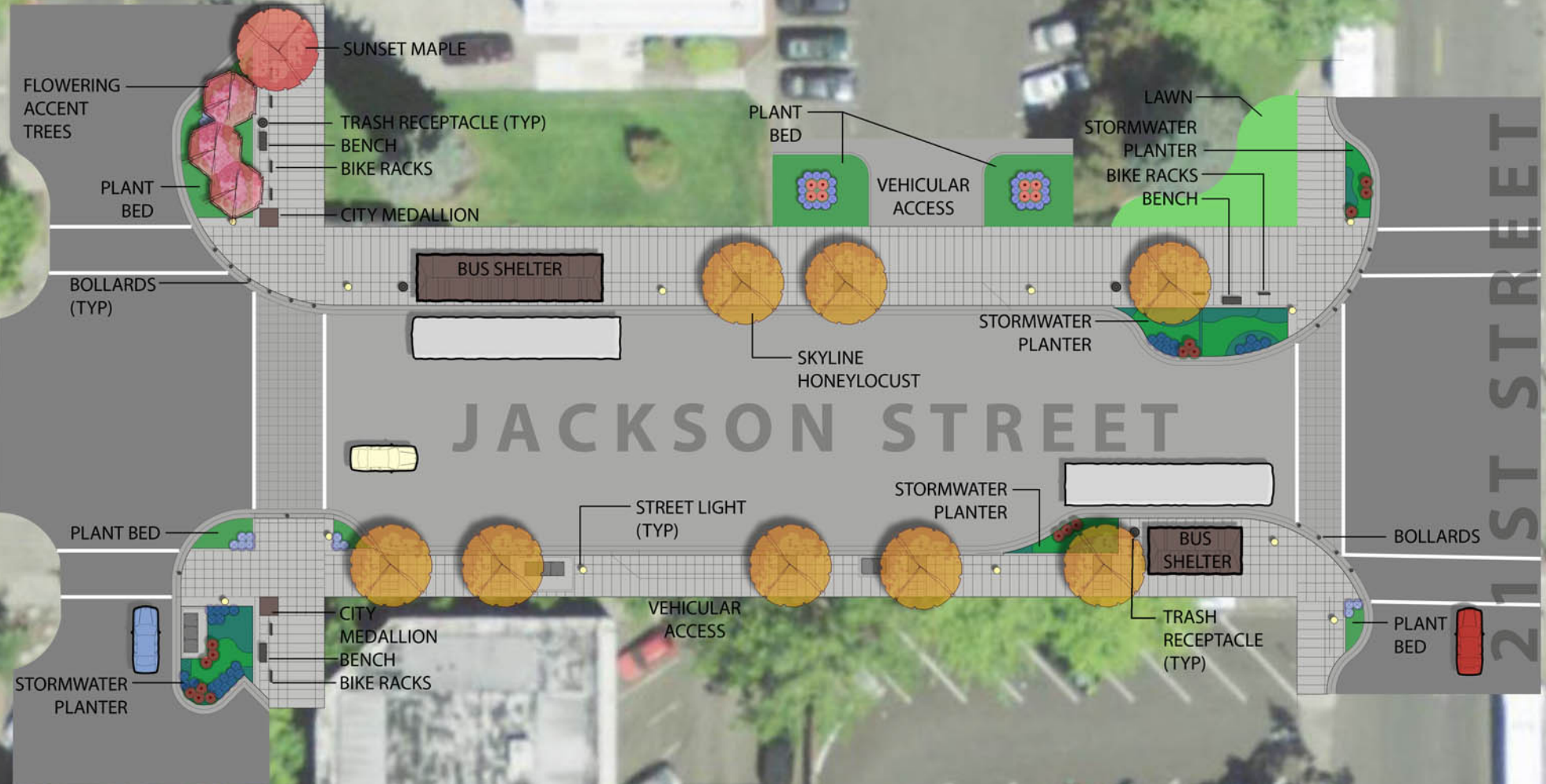


KELSEY DOGWOOD



TUFTED HAIR GRASS

PLANT MATERIAL



JACKSON STREET

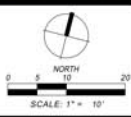
21ST STREET

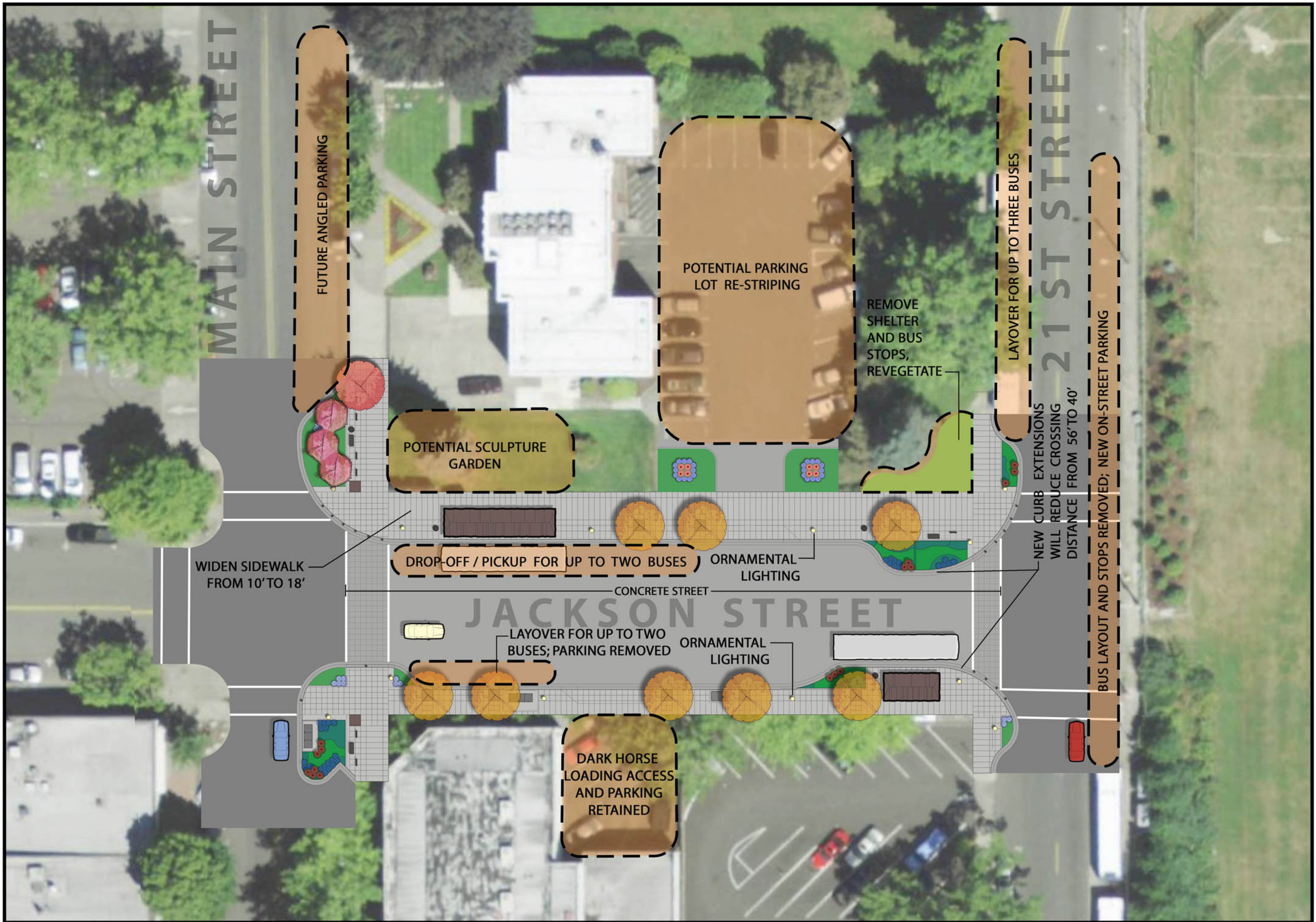
JACKSON STREET IMPROVEMENTS

SITE PLAN

JULY 30, 2009

HHP Harper Houff Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
200 SE Spokane Street, Suite 200, Portland, OR 97202
Phone: 503.221.1171 www.HHP.com Fax: 503.221.1171



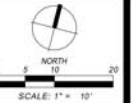


JACKSON STREET IMPROVEMENTS

SITE PLAN

JULY 30, 2009

HHP Harper
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LANDSCAPE ARCHITECTS • SURVEYORS
207 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.HHP.com fax: 503.221.1171



ATTACHMENT 2

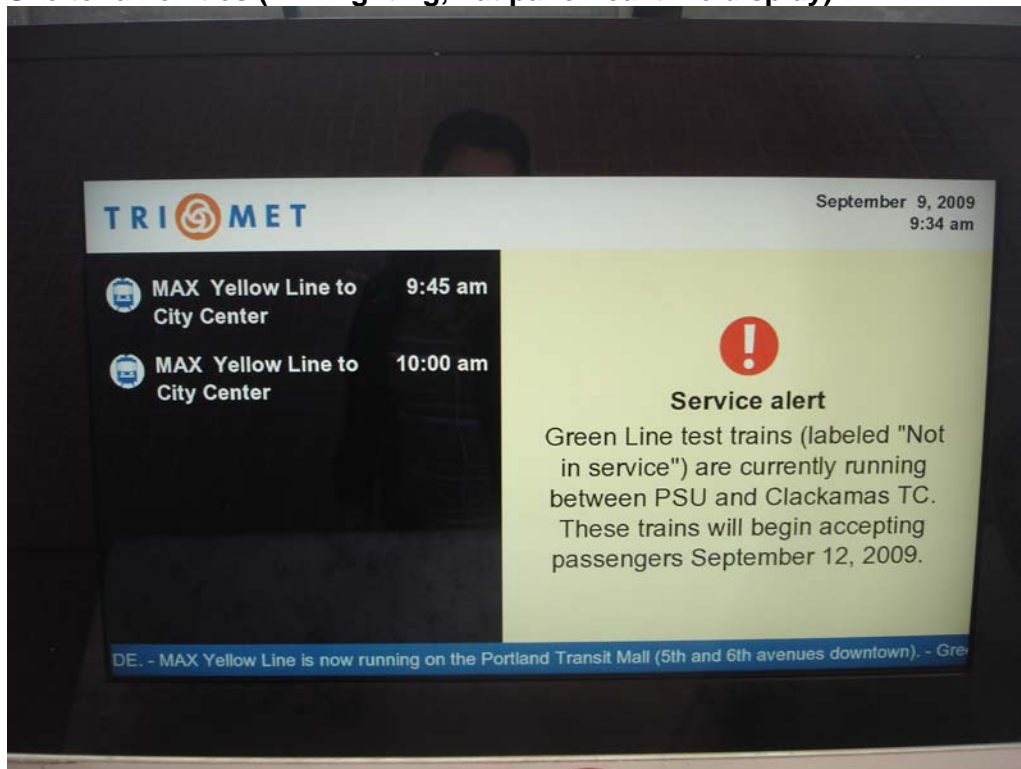
TriMet Cantilevered Glass Shelter, Type 1B



TriMet Cantilevered Shelter, Type 1BS



Shelter amenities (LED lighting, flat panel real time display)



ROOF PLAN - SHELTER 1B 

PLAN - SHELTER 1B (2)

SECTION - SHELTER IB & IBS 3

ELEVATION - SHELTER 1B (4)

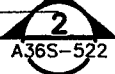
SCALE: $\frac{1}{2}" = 1'-0"$

SOUTH CORRIDOR PROJECT

PORTLAND MALL SEGMENT

SHELTER 1B

PLAN/SECTION/ELEVATION



2



4

SCALE: 1/2" = 1'-0"

| | |
|------------------------|-------------------------|
| GS DESIGNED | 02/10/07 DATE |
| TG DRAWN | 02/23/07 DATE |
| RRS CHECKED | 02/26/07 DATE |
| GSB APPROVED | 03/01/07 DATE |

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIOMET CAPITAL PROJECTS
AND
FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

SHELTER IBS
PLAN/ELEVATION

| | | | |
|-------------------------------|---------------------------------|------------------------------------|------------|
| SCALE: 1/2" = 1'-0" | DRAWING NO.: A36S-505 | CONTRACT NO.: RH070389BW | SHEET NO.: |
|-------------------------------|---------------------------------|------------------------------------|------------|