MILWAUKIE
Dogwood City of the West

To: **Design and Landmarks Committee**

From: **Li Alligood, Assistant Planner and DLC Liaison**

Date: **September 21, 2011**

Subject: **Preparation for September 28, 2011, Meeting**

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

Façade Improvement Program

The Committee will review two Façade Improvement Program applications and approve or deny each request. Please review the applications thoroughly prior to the meeting. See Enclosure 4 for more information.

Light Rail Station Worksession

TriMet is preparing to submit a land use application for components of the light rail station area, including: the design of the shelter; amenities such as receptacles and benches; type and location of railings; lighting; bike shelter and lockers; and surface types and colors such as the platform pavers. At this month's meeting, TriMet staff will present information about the shelter design. See Enclosure 5 for more information.

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

Enclosures

1. September 28, 2011, meeting agenda
2. June 1, 2011, joint DLC / Planning Commission meeting minutes
3. August 24, 2011, meeting notes
4. Facade Improvement Program applications and staff recommendations
5. Light rail station staff report

AGENDA

MILWAUKIE DESIGN AND LANDMARKS COMMITTEE
Wednesday, September 28, 2011, 6:30 PM

PUBLIC SAFETY BUILDING
3200 SE HARRISON ST

1.0 Call to Order - Procedural Matters

2.0 Meeting Notes – Motion Needed

- 2.1 June 1, 2011, joint DLC / Planning Commission
- 2.2 August 24, 2011

3.0 Information Items

4.0 Audience Participation – This is an opportunity for the public to comment on any item not on the agenda

5.0 Public Meetings – Public meetings will follow the procedure listed on reverse

6.0 Worksession Items

- 6.1 Summary: Façade Improvement Program application review (30 min.)
  Presenters: Li Alligood, Assistant Planner
- 6.2 Summary: Light rail station shelter design presentation (45 min.)
  Presenters: Bob Hastings, TriMet

7.0 Other Business/Updates

- 7.1 Upcoming meetings

8.0 Design and Landmark Committee Discussion Items – This is an opportunity for comment or discussion for items not on the agenda.

9.0 Forecast for Future Meetings:

October 17, 2011	1. Façade Improvement Program application review 2. Kellogg Bridge design review meeting
November 7, 2011	1. Façade Improvement Program application review 2. Light rail project update

Milwaukie Design and Landmarks Committee Statement

The Design and Landmarks Committee is established to advise the Planning Commission on historic preservation activities, compliance with applicable design guidelines, and to review and recommend appropriate design guidelines and design review processes and procedures to the Planning Commission and City Council.

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.

2. **DESIGN AND LANDMARK COMMITTEE MEETING MINUTES.** Approved DLC Minutes can be found on the City website at www.cityofmilwaukie.org

3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org

4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.

Public Meeting Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Committee members.

1. **STAFF REPORT.** Each design review meeting starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommendation with reasons for that recommendation.

2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Committee was presented with its meeting packet.

3. **APPLICANT'S PRESENTATION.**

4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.

5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.

6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.

7. **QUESTIONS FROM COMMITTEE MEMBERS.** The committee members will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.

8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the Committee will take rebuttal testimony from the applicant.

9. **CLOSING OF PUBLIC MEETING.** The Chairperson will close the public portion of the meeting. The Committee will then enter into deliberation. From this point in the meeting the Committee will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.

10. **COMMITTEE DISCUSSION AND ACTION.** It is the Committee's intention to make a recommendation this evening on each issue on the agenda. Design and Landmark Committee recommendations are not appealable.

11. **MEETING CONTINUANCE.** Prior to the close of the first public meeting, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Design and Landmarks Committee will either continue the public meeting to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Design and Landmarks Committee:

Greg Hemer, Chair
Jim Perrault, Vice Chair
Patty Wisner
Becky Ives
Chantelle Gamba

Planning Department Staff:

Katie Mangle, Planning Director
Susan Shanks, Senior Planner
Brett Kelver, Associate Planner
Ryan Marquardt, Associate Planner
Li Alligood, Assistant Planner
Alicia Stoutenburg, Administrative Specialist II

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 Patti 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,

Paula Pinyerd, ABC Transcription Services, Inc. for
Alicia Stoutenburg, Administrative Specialist II

_____	_____
Lisa Batey	Greg “Frank” Hemer
Planning Commission Chair	Design and Landmarks Committee Chair

CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
MINUTES
Milwaukie Public Safety Building
3200 SE Harrison Street
WEDNESDAY, August 24, 2011
6:30 PM

DLC MEMBERS PRESENT
Greg Hemer, Chair
Jim Perrault, Vice Chair
Becky Ives
Patty Wisner
Chantelle Gamba

STAFF PRESENT
Li Alligood, Assistant Planner, (DLC Liaison)
Kenny Asher, Community Development Director
Katie Mangle, Planning Director
Susan Shanks, Senior Planner

MEMBERS ABSENT
None

1.0 Call to Order – Procedural Matters

Chair Greg Hemer called the meeting to order at 6:35 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes

2.1 July 27, 2011

DLC Member Chantelle Gamba moved to approve the July 27, 2011, DLC meeting notes as presented. DLC Vice Chair Jim Perrault seconded the motion. The minutes were approved unanimously.

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 – None

6.0 Worksession Items

6.1 Summary: Kellogg Bridge Design
Staff Person: Susan Shanks, Senior Planner, and Jeb Doran, TriMet

Katie Mangle, Planning Director, informed the Committee that the land use application for the light rail bridge over Kellogg Lake had been submitted, and the worksession was a preview of the application and an opportunity to review the format of the design review public meeting. She noted that TriMet had included many design elements as requested by the DLC and the community, although some requested design elements had not been included and would be explained during the worksession

Susan Shanks, Senior Planner, noted that the Design Review application process would follow the new design review procedures adopted with the tune-up project, and reviewed the different types of land use applications submitted.

- The DLC would be reviewing the Design Review application, which was scheduled for the September 28, 2011, meeting of the Committee. The DLC would review the application against the Downtown Design Guidelines.
- Due to the state-mandated 120-day timeline, staff was anticipating that the Planning Commission would need two public hearings, which would only allow for one regularly scheduled DLC meeting. However, there was an option to schedule a special meeting. Ms. Shanks was the staff person for the application and she requested that any concerns, questions, or comments be directed to her.

Jeb Doran, TriMet, noted the consolidated timeline and wanted to address some issues raised at the June joint DLC / Planning Commission meeting and touch base with the group. He reviewed the changes to the bridge design from the beginning of the process to now

- Presented a Powerpoint that reviewed the specifics of the changes and improvements to the design of the bridge, as well the limitations of the requests and feedback of the DLC and community, as followed:
    - The jumpspan and transition had a thinner profile, with the continuation of steel façade and rock face treatments to the abutment to match the tubs at the south end.
    - Safety concerns beneath the bridge were addressed through more lighting and openings for lighting, more railings, and improvements to visibility through the thinner profile.

- Steel column wraps vs. concrete columns – There were structural concerns with the steel wraps with regard to inspections and repairs, particularly after seismic events. The steel wraps were also more susceptible to graffiti damage as the weathered steel treatment allows graffiti to absorb and cleaned graffiti shows as well. Concrete had better results for graffiti cleaning, and could incorporate design features that break up the look. Constructability was also a concern as with steel each pier would need individual forms, while concrete essentially needed one mold for all of the columns. Acid treatment for the concrete columns was an option for consideration.

DLC Member Becky Ives arrived at 7:00 p.m.

- Board form treatment options – Columns now had tapered I-beams with an open column cap and raised board form lines, which would control and channel water staining for aesthetics.
- For bird prevention the Audubon Society had a wire protection recommendation which TriMet was optimistic about.
- Pedestrian bridge – although currently not included in the project due to funding, TriMet was still looking for funding and working toward including it. The bridge structure was being designed with the assumption that the pedestrian bridge will be built in the future.
- Split versus single columns - split columns provided more support for the bridge. Problems with the single column option included an increase in column width with the bridge width, which would change the visual impact and ribbon effect, and cause issues with the pedestrian bridge.
- Noise - the noise analysis found the only issues were on the track and were being addressed by small walls along track/bridge. Most wall options would take away from ribbon effect. However, Paraglas was a transparent product that was durable, maintainable, met guidelines, and maintained transparency. He passed a sample around for examination.

Mr. Doran addressed questions and comments from the DLC:

- The only potential areas for accessibility to graffiti were the public access areas.
- Caternary poles would be black in downtown and weathered steel along the rest of the Milwaukie alignment for cost and maintenance reasons. The variation of the poles would be softened once the trees filled in.

- The project was at 60% and well on the way to 90% without being over budget.
- A Tiger III grant and the ConnectOregon fund were being considered for funding options for the pedestrian bridge. The design team was working with a contractor on how to include the pedestrian bridge without increasing the costs for environmental permitting by planning the construction period during fish windows.
- Although structural angles were harder to soften due to functionality and clearances, board form treatments and design could continue to be looked at to soften the column patterns in order to look more natural rather than rigid and horizontal.

DLC Member Jim Perrault left at 7:30 p.m.

6.2 Summary: South Downtown Concept Plan
Staff Person: Katie Mangle, Planning Director

Kenny Asher, Community Development and Public Works Director, noted the South Downtown Concept Plan was scheduled for the September 6, 2011, City Council meeting. Staff had asked Council to adopt the Concept Plan by resolution. He reviewed the history of the South Downtown Concept Plan, and described the potential of and special features surrounding the area around SE 21st Ave and SE Main St. A primary purpose of the Concept Plan was to connect downtown to neighborhoods and parks.

Ms. Mangle noted that the adopted Downtown and Riverfront Framework Plan and the South Downtown Concept Plan had many similar ideas and concepts, including the mixed-use, people-oriented development; connection to parks and creeks; etc. However, there were specific use and anchor ideas that were different in the South Downtown Concept Plan. She noted the Concept Plan was geared toward smaller scale development and activity rather than bigger scale campus-type development. The light rail project increased the sensitivity of circulation and accessibility of the area.

Mr. Asher reviewed the City's history with the Center for Environmental Structure (CES) beginning in 2008, and the humanist development philosophy they worked by. CES had worked with the "Group of 9" to create a Pattern Language for south downtown that highlighted the aspects of the area that the community wanted to celebrate and preserve.

- Due to communication issues, the City changed firms and partnered with Walker Macy to extract implementable ideas from the Pattern Language, and the project was now in Phase 4.
- He reviewed the South Downtown Concept Plan document and drawings, noting the public space circulation, plaza location, preserved views, and pedestrian connectivity with the light rail station. The next step was to get direction from City Council, who had been asked to adopt the idea and vision by resolution.

Ms. Mangle reviewed Attachment 2 of the staff report and noted that Mr. Asher and she had reviewed the Pattern Language in depth to tease out the essentials and conflicts and determine the realities of implementation. She reminded the Committee that the DLC would be responsible for reviewing many of the aspects of the project as it moved forward, and encouraged their feedback and questions while reviewing the list.

Mr. Asher clarified that along with staff's request for Council to endorse the Concept Plan, a resolution would approve a work plan for the Planning and Community Development departments, which involved zoning code changes and other work to allow for the implementation of the Concept Plan and light rail station area plans. He reviewed the aspects of the Pattern Language that would be carried forward:

- The granularity and texture pattern allowed for development of the area over time with incremental changes, to make it more livable and comfortable. There would need to be a balance between flexibility and restrictions of development.
- The pattern that new construction is unregulated was inconsistent with other patterns and went too far. Although the City wanted to allow for faster transitions for development, there still needed to be some regulation.
- The scattered courtyards pattern was not possible due to space constraints.
- The pedestrian experience pattern was not mentioned specifically in the list, but was an important element. Pedestrian orientation to buildings should be added but the list was building-specific and did not address all of the Pattern Language; however, the pedestrian experience was in the Walker Macy documents.
- The colonnade feature was important, and the buildings themselves would create the pedestrian space and experience.

- The second level of the buildings needed to play into the plaza too, which could help create a human scale.
- Plazas worked best when there was an outdoor room feel. The pavilion would help create that feel and could be used for both public space, such as art, and the lower level can be used for storage for events and maintenance, etc.

Mr. Asher added that for early implementation, the Community Development Department understood that there needed to be more activity in that part of town. Some ideas to start using the area included adding a mid-week Farmers' Market, cleaning and painting buildings, adding food carts, closing the street for events, etc.

- Work for the light rail station and with property owners was still continuing.
- He reminded the Committee that design in the area would be very important and the DLC would have an important role. He assured the Committee that staff would return to the group with more ideas for implementation in the future.

Ms. Mangle verified that the DLC supported staff's direction on this project.

7.0 Other Business/Updates

7.1 DLC regular meeting schedule

Li Alligood, Assistant Planner, reminded the Committee that there were longstanding conflicts between the DLC meetings, Neighborhood District Association leader meetings, and internal scheduling issues for staff.

- She had reviewed the City calendar for potential meeting days, and suggested that any schedule change would not take effect until after the September meeting.

The Committee agreed to change the regularly scheduling meetings to the first Monday of the month, beginning in November.

8.0 Design and Landmarks Committee Discussion Items – None

9.0 Forecast for Future Meetings:

September 28, 2011 1. Public Meeting: Kellogg Bridge Design Review
2. Worksession: Façade Improvement Program application review

October 26, 2011	1. Worksession: Façade Improvement Program application review
	2. Worksession: Light rail project update

Meeting adjourned at approximately 8:38 p.m.

Respectfully submitted,

Alicia Stoutenburg, Administrative Specialist II

_____

Greg Hemer, Chair

MILWAUKIE
Dogwood City of the West

To: **Design and Landmarks Committee**

From: **Li Alligood, Assistant Planner**

Date: **September 21, 2011 for September 28, 2011, Meeting**

Subject: **Downtown Façade Improvement Program application review**

ACTION REQUESTED

Review Façade Improvement Program (FIP) applications and approve or deny based on the criteria and priorities established by the DLC, the City, and Metro.

BACKGROUND INFORMATION

A. Façade Improvement Program

The Façade Improvement Program (FIP) was established in March 2011, and began accepting applications in May 2011. All properties located in the downtown zones[1] east of McLoughlin Blvd are eligible.

The purpose of the FIP is to improve the pedestrian environment by encouraging business and property owners to make external improvements to their buildings. These improvements should enhance the character and aesthetics of downtown Milwaukie and create a more attractive and vibrant commercial district.

The matching grant program is funded jointly by Metro and the City. The maximum grant amount is $10,000, which must be matched by the applicant and is reimbursed upon completion of the approved project.

B. Application Overview

The program was funded at $50,000. To date, the DLC has approved grants in the amount of $36,427, and there is $13,573 remaining in the grant fund. Two applications have been submitted for consideration at the September meeting, requesting a total of $5,725 (see Table 1 for details).

See Attachment 1 for a map of property locations.

[1] Downtown Commercial Zone DC; Downtown Storefront Zone DS; Downtown Office Zone DO; and Downtown Residential Zone DR.

Table 1. Applications to be reviewed at the September 28, 2011, meeting

Applicant	Address	Amount Requested
A. Johnny Ashy, Nelson's Nautilus	10466 SE Main St	$2,100
B. Kevin Cavenaugh, Dark Horse Comics	10999 SE Main St	$3,625
Total	**2 properties**	**$5,725**

C. Staff Review and Recommendation

Staff has reviewed the applications to verify program eligibility and compliance with downtown design standards. Each staff recommendation includes the following information:

A. Background: Information about the zoning and use of the site, as well as any other site characteristics of note.

B. Proposal: The work proposed by the applicant.

C. Narrative: Each applicant has provided a narrative as part of the application; the narrative is included verbatim in the staff recommendation.

D. Eligibility: Staff has determined that each application meets the grant program eligibility requirements and downtown design standards. Where appropriate, staff has noted specific components of the project that will increase downtown liveliness and the pedestrian environment.

E. Amount requested: Staff has evaluated the project estimates submitted with each application and determined if they are reasonable. Staff has recommended the funding amount based on the proposal and eligible costs. This is not a recommendation of approval, but of the funding level in the case of approval.

F. Additional information: Where appropriate, staff has included suggestions for improving the aesthetic appearance of subject buildings.

G. Next steps: Some projects may require additional land use approvals before they can move forward. This section identifies which approvals, if any, are needed.

See Attachment 2 for staff recommendations and full application materials.

APPROVAL CRITERIA

The DLC, the City, and Metro have identified the following approval criteria for DLC review of the façade improvement grant applications:

- Will the proposal result in a noticeable improvement in the storefront or building?
- Will the proposal enhance downtown character and aesthetics?
- Will the proposal enhance the pedestrian experience?
- Is the cost of project low relative to impact ("bang for the buck")?

DECISION-MAKING PROCESS

Keeping in mind that the purpose of the program is to encourage visual improvements to private properties in downtown Milwaukie while allowing flexibility, the DLC has the following options when reviewing the grant applications:

- Approve all applications.
- Review and decide on applications individually.
- Postpone a decision on individual applications to a later date.

The DLC may adjust the amount of the grant awarded and offer comments and suggestions to the applicant. Per the terms of the grant program, the DLC may not provide conditions of approval or adjust design details.

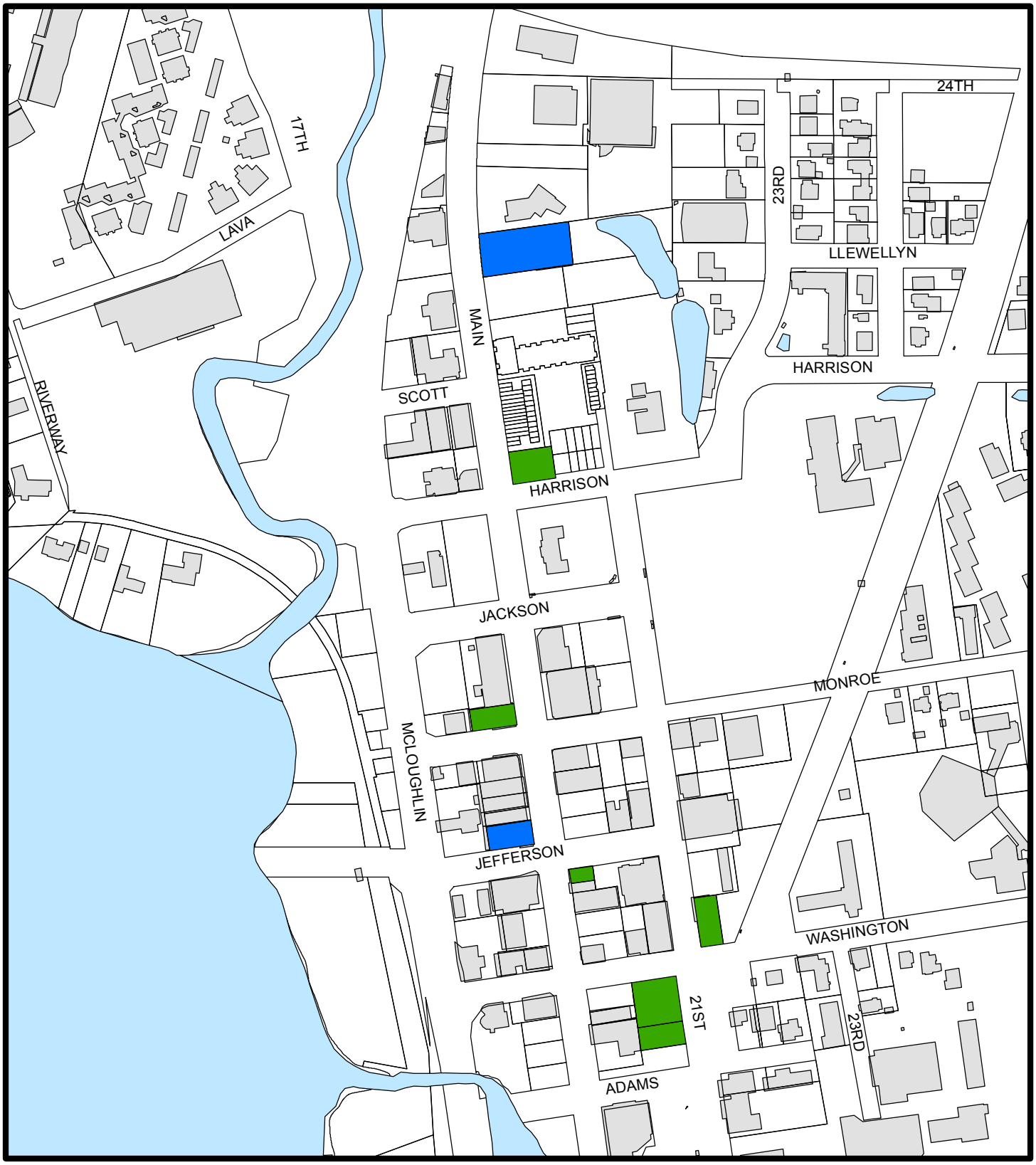
ATTACHMENTS

Attachments are provided only to the Design and Landmarks Committee unless noted as being attached. All material is available for viewing upon request.

1. Map of property locations (attached)
2. Application materials and staff recommendations (attached)
   A. 10466 SE Main St – Nelson's Nautilus
   B. 10999 SE Main St – Dark Horse Comics

ATTACHMENT 1

Facade Improvement Program Applications - 2011



Legend

- September 2011 Review
- Approved Applications
- Tax Lots
- Buildings

0 150 300 600 Feet

ATTACHMENT 2A

MILWAUKIE
Dogwood City of the West

DOWNTOWN FAÇADE IMPROVEMENT PROGRAM APPLICATION

STAFF RECOMMENDATION

Date: September 28, 2011

Applicant: Johnny Ashy

Owner(s): Nelson's Nautilus Plus

Address: 10466 SE Main St

Grant Request: $2,100

Funding Recommendation: $2,100

APPLICATION SUMMARY

A. Background

The site is located in the Downtown Residential Zone DR. The building was constructed in 1966.

B. Proposal

The applicant proposes to paint the exterior of the building in a new three-color scheme.

C. Narrative provided by applicant

The building structure is unique and still has a pleasing appearance. Painting the building with new, modern colors will give it a fresh, vibrant look, keeping in step with the goals of your committee.

D. Eligibility as determined by staff

The proposal meets the grant program eligibility requirements and the downtown design standards.

E. Amount requested

The applicant has requested a matching grant of $2,100. Staff recommends funding the full amount.

F. Additional information

The downtown design guidelines contain useful information and tips for making downtown buildings more attractive and pedestrian friendly. Pedestrian friendly buildings have transparent windows, providing "eyes on the street" that enhance pedestrian safety. They may also have canopies or awnings to protect pedestrians from the elements, attractive window displays to attract the eye, or sidewalk decor such as planters to add depth to the front facade. Small, inexpensive changes can make a big impact.

Staff suggests the applicant consider the following:

- Offset the setback of the building by installing a small wall adjacent to the sidewalk to improve the pedestrian experience.
- Mark a pedestrian walkway from Main Street to the front entrance of the building.
- Accentuate the parking area with additional landscaping.

G. Next Steps

If the grant is awarded, competitive bids will be expected for any project components over $5,000.

Downtown Façade Improvement Program
Application Form

An informational meeting with City staff is required prior to submission of this form.

Applicant:	Nelson's Nautilus Mil
(If applicant is not the building owner, attach either a lease specifying tenant's right to make improvements or letter from owner authorizing improvements.)	
Building location (address):	10466 S.E Main st. Milwaukie, Or. 97222
(See http://www.ci.milwaukie.or.us/gis/planning-maps)	
Property Owner (corp/legal name):	Mil Athletic LLC
(Attach copy of deed of trust or document establishing ownership.)	
Name listed on applicant's business registration:	Nelson's Nautilus Plus Milwaukie
Applicant's Mailing Address:	10466 S.E Main st. Milwaukie, Or. 97222
Contact name:	Johnny Ashy
Phone:	(503) 659-4111
Email:	nautilusplus.mil@comcast.net
Describe proposed work:	Repainting of building exterior with new, modern paint colors.
(Attach photo of existing building. Attach color/material samples and a sketch, if applicable.)	
How does the project contribute to an attractive and vibrant downtown environment?	The building structure is unique and still has a pleasing appearance. Painting the building with new, modern colors will give it a fresh, vibrant look, keeping in step with the goals of your committee.
(Please refer, where applicable, to Downtown Design Guidelines.)	
Total Project Cost Estimate and Grant Amount Requested	$ 4200.00 $ 2100.00
(Maximum grant is $10,000 and no more than 50% of total cost. Attach a detailed budget or formal estimate for any project element exceeding $1,000.)	

I, the undersigned, hereinafter "Applicant," submit this application for reimbursement of up to $2100.00 for façade improvement work described above under the City of Milwaukie's Downtown Façade Improvement Program.

I certify that the information provided above is accurate to the best of my knowledge. I understand that all costs for which I seek reimbursement must be documented. Under no circumstances will the reimbursement amount exceed $10,000 or 50% of total applicant incurred costs directly related to the project.

I understand that any work must be carried out under all applicable local, state, and federal laws; and in substantial conformance with the proposal approved by the City of Milwaukie ("City"). I have reviewed the "Program Guidelines" and hereby acknowledge that no reimbursement shall be made for work that is not eligible under the guidelines or that was completed in a manner that does not comply with the guidelines. I agree to repay the City if any amounts reimbursed to me are found to have been reimbursed in error.

I hereby release the City and Metro from any liability and relinquish any claim against the City and Metro for additional compensation related to the façade improvements described above. Further, I agree to indemnify Metro and the City, and their respective officers, agents and employees, and hold the City and Metro harmless in relation to any claims related to work performed by me or on my behalf by any contractor or sub-contractors in relation to the façade improvements described above.

John M Ashy
Signed

9/8/11
Date

Johnny Ashy
owner, manager
Printed Name & Title

Nelsons Nautilus M.L
Signed on behalf of

This pilot program is being funded by the City of Milwaukie and Metro.

Jul 05 11 03:29p
Jun 27 11 10:37a

VERHAALEN PAINTING, INC.

The Re-Paint Specialists

P.O. Box 910 • Oregon City, OR 97045
Office: 503-657-5570 • Fax 503-657-8828
Email: verhaalenpainting@yahoo.com
www.verhaalenpainting.com
CCB # 85508

EXTERIOR PROPOSAL

6/24/2011

To: Johnny
503-659-4111

RE: Nelsons Nautilus Plus
10466 SE Main Street
Portland OR.97222

Scope of work: wash, prep and paint front and right side of building

I, Ken Verhaalen, propose to furnish all materials and perform all labor necessary to complete the following:

Preparation to Include:

- Power wash exterior of building (front & right side) to remove loose dirt and fungus (kill fungus with bleach treatment).
- Replace cracked caulking around door frames, window frames, and along seams of siding.
- Scrape and sand peeling paint on siding and trim as needed.
- Primer bare wood with latex primer on siding and trim as needed.

Painting to Include:

- Spray all siding with two coats latex paint. Back roll weathered areas as needed.
- Roll and brush all trim with two coats latex paint.

All of the above work is to be completed in a substantial and workmanlike manner according to standard practices for the sum of:

Paint 25 gallons @ $30.00 per gallon of Sherwin-William's Super paint (Retail $45.50/gal)

Labor $3600.00 Paint $750.00

Total cost: $4350.00 (metal rails not included in bid)

Full payment to be made upon completion.

Notes:

Before Photo

Palette:

Wall
cypress green 509

Trim
caliente AF-290

ATTACHMENT 2B

MILWAUKIE
Dogwood City of the West

DOWNTOWN FAÇADE IMPROVEMENT PROGRAM APPLICATION
STAFF RECOMMENDATION

Date: September 28, 2011

Applicant: Kevin Cavenaugh for Dark Horse Comics

Owner(s): Suburban Explorations, Inc.

Address: 10999 SE Main St

Grant Request: $3,625

Funding Recommendation: $3,625

APPLICATION SUMMARY

A. Background

The site is located in the Downtown Storefront Zone DS. The building was constructed in 1923 and is listed as a "contributing" historic resource in the City's historic inventory.

B. Proposal

The applicant proposes the following:

- Remove the existing canopy
- Repair the work area at the building façade
- Paint the exterior of the building in a new color scheme using a minimum of three colors

C. Narrative provided by applicant

The current canopy isn't fitting with Main St, and the current monochromatic color scheme is….well…ugly.

D. Eligibility as determined by staff

The proposal meets the grant program eligibility requirements and the downtown design standards.

E. Amount requested

The applicant has requested a matching grant of $3,625. Staff recommends funding the full amount.

F. Additional information

The downtown design guidelines contain useful information and tips for making downtown buildings more attractive and pedestrian friendly. Pedestrian friendly buildings have transparent windows, providing "eyes on the street" that enhance pedestrian safety. They

may also have canopies or awnings to protect pedestrians from the elements, attractive window displays to attract the eye, or sidewalk decor such as planters to add depth to the front facade. Small, inexpensive changes can make a big impact.

Staff suggests the applicant consider the following:

- Provide greater transparency to the interior of the ground floor by limiting window coverage. Full-length curtains can be replaced by partial blinds or café curtains and should cover no more than 50% of the window.
- Blade signs for current or future tenants.

G. Next Steps

If the grant is awarded, competitive bids will be expected for any project components over $5,000.

Downtown Façade Improvement Program
Application Form

An informational meeting with City staff is required prior to submission of this form.

Applicant:	DARK HORSE
(If applicant is not the building owner, attach either a lease specifying tenant's right to make improvements or letter from owner authorizing improvements.)	
Building location (address):	10999 SE MAIN ST.
(See http://www.ci.milwaukie.or.us/gis/planning-maps)	
Property Owner (corp/legal name):	Suburban Explorations, Inc
(Attach copy of deed of trust or document establishing ownership.)	
Name listed on applicant's business registration:	Suburban Explorations, Inc
Applicant's Mailing Address:	10956 SE MAIN Milwaukie, OR 97222
Contact name:	KEVIN CAVENAUGH
Phone:	N/A
Email:	KEVIN@TENPOD.ORG
Describe proposed work:	REMOVAL OF EXISTING (CIRCA 1970S) CANOPY. REPAIR OF WORK AREA AT FACADE. COMPLETE EXTERIOR PAINT JOB – MIN. 3 COLORS.
(Attach photo of existing building. Attach color/material samples and a sketch, if applicable.)	
How does the project contribute to an attractive and vibrant downtown environment?	THE CURRENT CANOPY ISN'T FITTING WITH MAIN ST, AND THE CURRENT MONOCHROMATIC PAINT SCHEME IS ..... WELL ..... UGLY.
(Please refer, where applicable, to Downtown Design Guidelines.)	
Total Project Cost Estimate and Grant Amount Requested	$7,250 COST, $3,625 GRANT REQUEST.
(Maximum grant is $10,000 and no more than 50% of total cost. Attach a detailed budget or formal estimate for any project element exceeding $1,000.)	

I, the undersigned, hereinafter "Applicant," submit this application for reimbursement of up to $_____ for façade improvement work described above under the City of Milwaukie's Downtown Façade Improvement Program.

I certify that the information provided above is accurate to the best of my knowledge. I understand that all costs for which I seek reimbursement must be documented. Under no circumstances will the reimbursement amount exceed $10,000 or 50% of total applicant incurred costs directly related to the project.

I understand that any work must be carried out under all applicable local, state, and federal laws; and in substantial conformance with the proposal approved by the City of Milwaukie ("City"). I have reviewed the "Program Guidelines" and hereby acknowledge that no reimbursement shall be made for work that is not eligible under the guidelines or that was completed in a manner that does not comply with the guidelines. I agree to repay the City if any amounts reimbursed to me are found to have been reimbursed in error.

I hereby release the City and Metro from any liability and relinquish any claim against the City and Metro for additional compensation related to the façade improvements described above. Further, I agree to indemnify Metro and the City, and their respective officers, agents and employees, and hold the City and Metro harmless in relation to any claims related to work performed by me or on my behalf by any contractor or sub-contractors in relation to the façade improvements described above.

Signed

9/1/11
Date

NEIL HANKERSON
Printed Name & Title
Exec. V.P.

Suburban Explorations, Inc
Signed on behalf of

This pilot program is being funded by the City of Milwaukie and Metro.

P.O. BOX 726 SHERWOOD, OR 97140
P:503.312.6898
E:leonelias72@gmail.com

PROPOSAL

LEON'S
GENERAL CONTRACTOR INC

August 30, 2011

Dark House Comics
10956 SE Main Street
Milwaukie, OR 97222

SCOPE OF WORK	TOTAL COST
Exterior	
Remove side metal roof	$ 800.00
Exterior painting of east and south of building	$ 5,800.00
Estimated repair costs around windows, doors, and walls	$ 650.00
Total	$ 7,250.00

Elizabeth Stanton Design
2803 SW Montgomery Drive
Portland, Oregon 97201
(503) 267-5396
beth_stanton@comcast.net

September 14, 2011

Paint Specifications for Commercial Building
Main St. – Milwaukie, Oregon

Scheme A
Body 1 = SW 7622/Homberg Gray
Body 2 – SW 6088/Nuthatch
Accent = SW 7630/Raisin
Trim = SW 7059/Unusual Gray

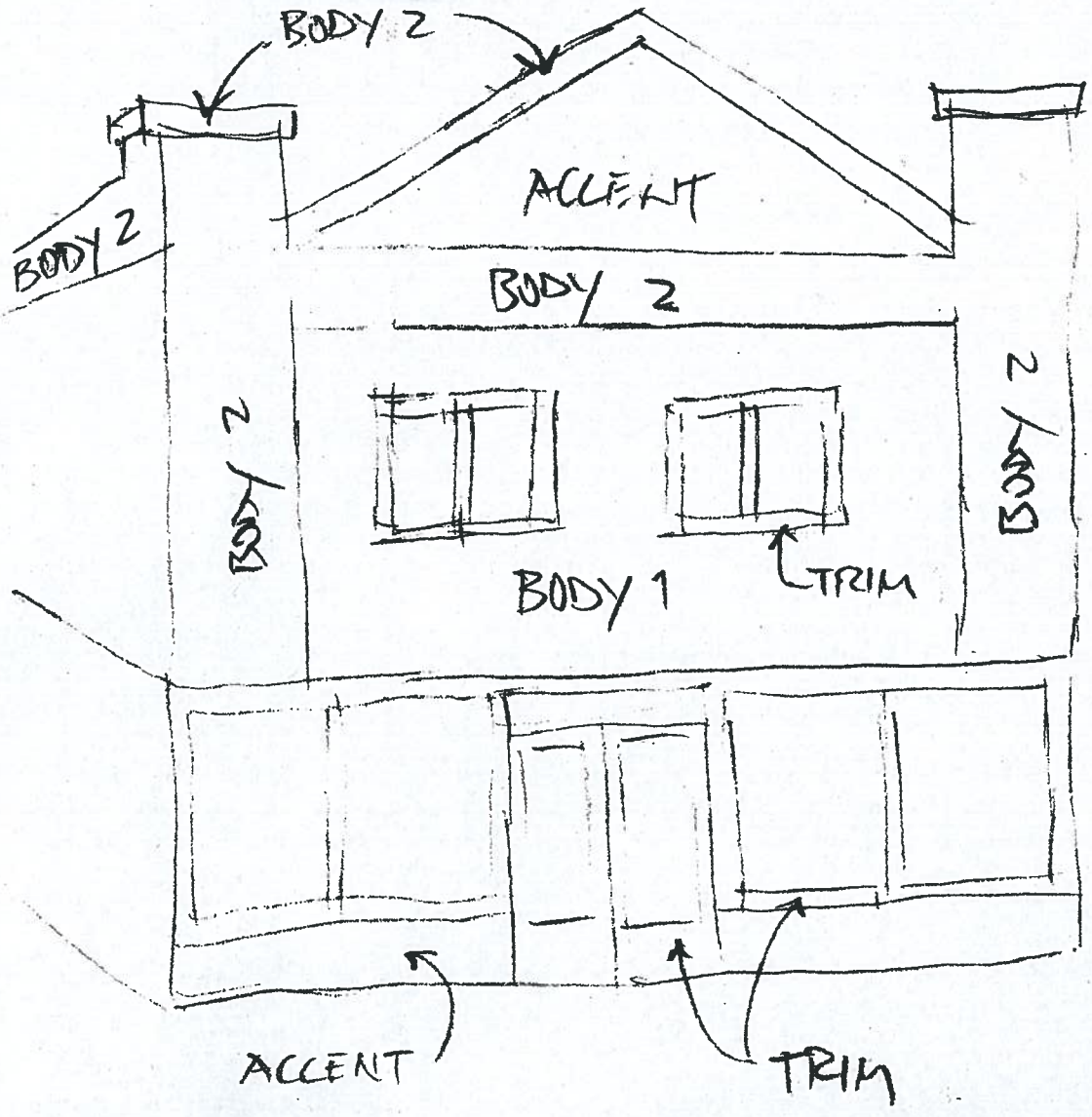
Scheme B
Body 1 = SW 6173/Cocoon
Body 2 = SW 7617/Mediteranea
Accent = SW 7602/Indigo Batik
Trim = SW 6172/ Hardware

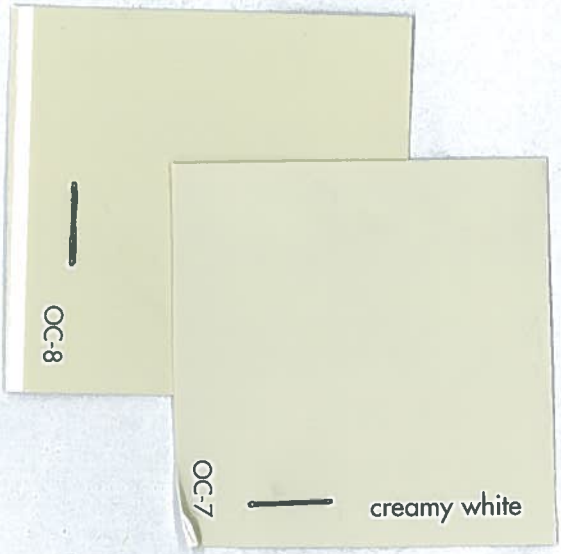
Scheme C
Body 1 = SW 7750/Olympic Range
Body 2 = SW 7735/Palm Leaf
Accent = SW 6117/Smokey Topaz
Trim = SW 6172/Hardware

Scheme D
Body 1 = SW 2848/Roycroft Pewter
Body 2 = SW 6118/Leather Bound
Accent = SW 7083/Darkroom
Trim = SW 7695/Mesa Tan

All colors are Sherwin Williams

SCHEME → PROPOSED



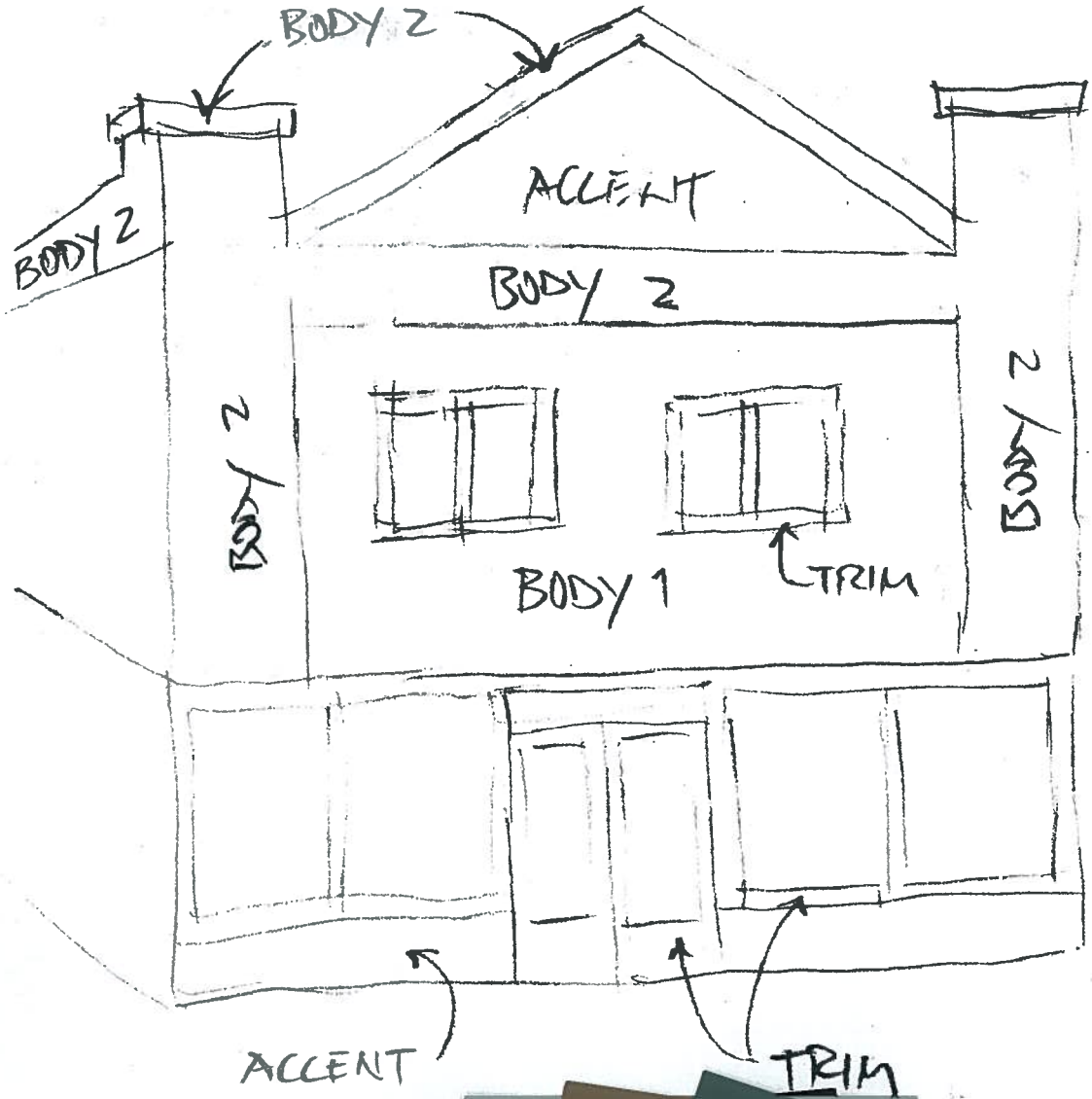


BODY

TRIM

ACCENT

SCHEME A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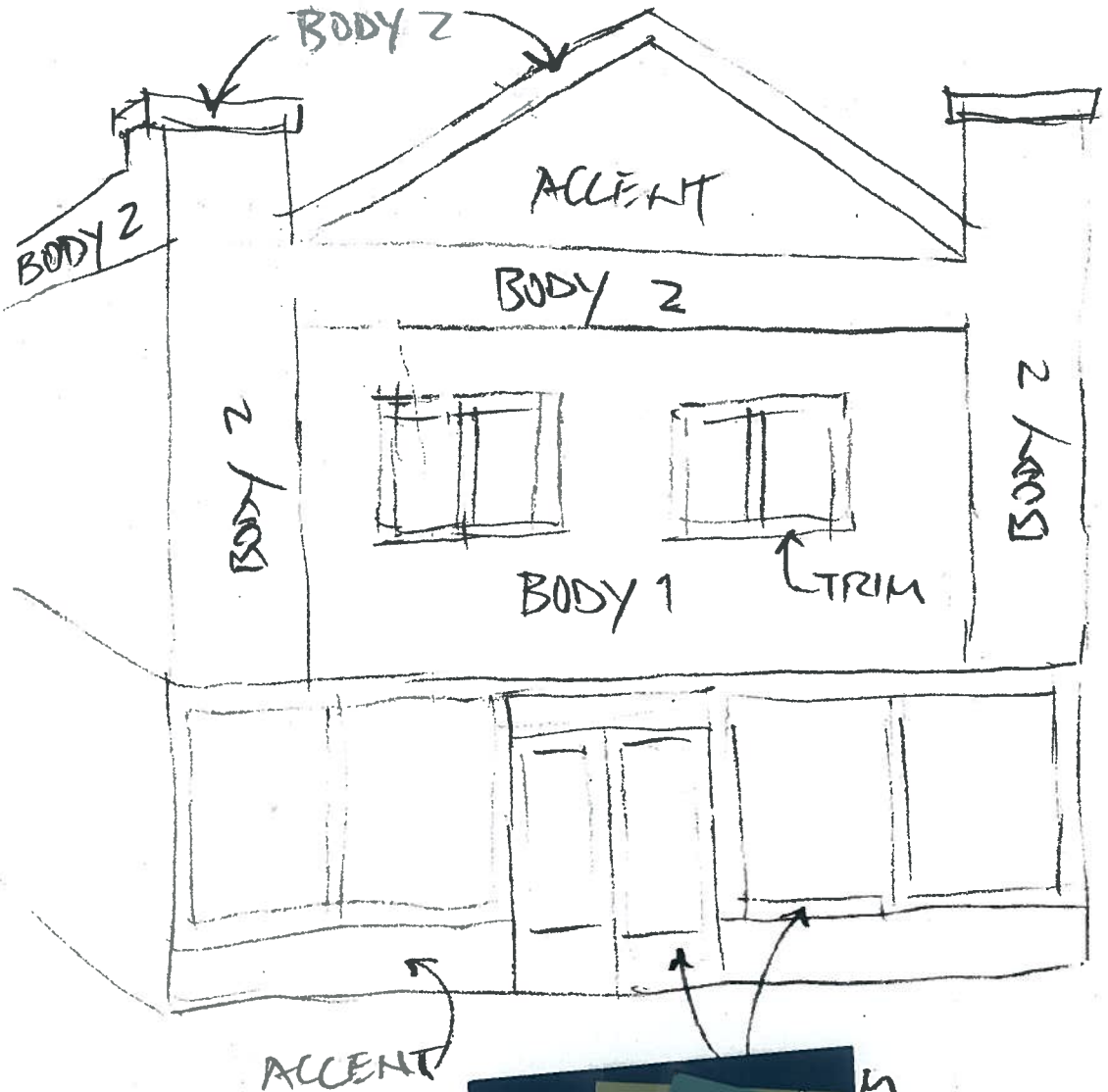
Nuthatch
Homberg Gray

SCHEME B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Mediteranea
Cocoon
SW 6173
FN174

SCHEME C


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TRIM
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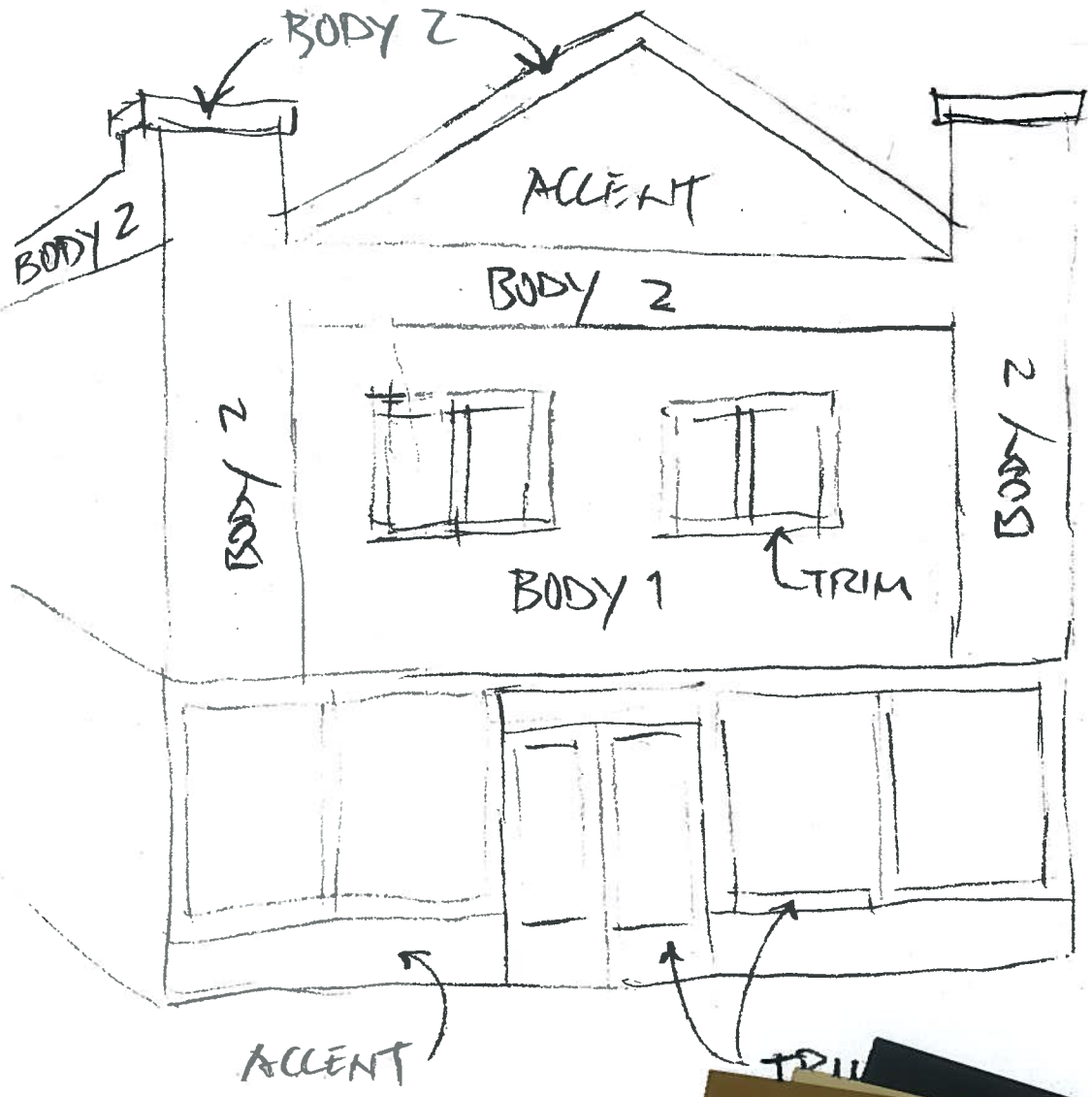
Hardware
Palm Leaf
Olympic Range
SW 7750

SCHEME D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FN119
SW 6118
EPP/29
SW 2848
Roycroft Pewter
Leather Bound
Darkroom
E94
7083
695

MILWAUKIE
Dogwood City of the West

To: **Design and Landmarks Committee**

From: **Katie Mangle, Planning Director**

Date: **September 21, 2011, for September 28, 2011, Worksession**

Subject: **Downtown Milwaukie Light Rail Station Shelter Design**

ACTION REQUESTED

None. This is a presentation for discussion only.

BACKGROUND INFORMATION

TriMet's Portland to Milwaukie Light Rail project includes one shelter on each platform, with space reserved to add a second shelter in the future. For most of the stations, the project will install a shelter modeled closely after those installed on the Interstate and I-205 light rail lines. However, at four stations (Lincoln St, South Waterfront, Bybee St, and Downtown Milwaukie), the project is proposing to install shelters that are somewhat custom-designed. See Attachment 1 for a summary of TriMet's approach to the shelter design, including preliminary drawings of the shelter proposed to be installed on the downtown Milwaukie platform.

The DLC and Planning Commission will review the shelter and other elements on the platform (generally the station area that is not in the public right-of-way) as part of a Design Review application expected later this fall. TriMet will present the preliminary design direction of the shelter structure at this meeting to get early feedback from the committee. The final shelter design will be presented in its context during a formal Design Review meeting in late 2011.

Though TriMet will prepare one shelter structure design for all three design district shelters, the intent will be to customize some aspects of the shelter to respect local conditions. Elements that could be customized include:

- Windscreen pattern
- Color of the metal elements
- Integration of art

There are several different aspects of the Milwaukie platform site that the DLC could consider when advising TriMet on how to customize the shelter: the downtown streetscape standards; the Jackson Street high capacity transit shelters; the proposed Triangle Site station building; and the potential for additional high capacity transit shelters to be located at 21st Ave and Washington St.

Downtown Streetscape Standards

In 2001, as part of the Downtown and Riverfront Plan, the City adopted street design standards for downtown. The Public Area Requirements (PAR) document directs the City to implement a high quality, balanced streetscape, and lists the specific types of lighting, benches, and other street furniture to be installed throughout downtown. (The sidewalk in front of the North Main development was built to fully implement the streetscape standards.) The specified color for all street furniture is black, and the City has directed TriMet to match this theme for all light rail-related street furniture (e.g., catenary poles, bollards, etc.) installed in downtown.

Jackson Street Bus Stops

The Jackson Street transit hub project will finally install the long-awaited high capacity transit shelters in October, 2011. The DLC played a significant role in guiding the design of those shelters: In 2009, the DLC made a recommendation that TriMet pursue the Discovery shelter. When that shelter became unavailable, the DLC selected the “Cantilevered Glass” shelter with a water-themed windscreen design.

Triangle Station Building

City Council recently approved a Memorandum of Understanding with TriMet to partner on the development of the Triangle Site adjacent to the platform. The vision for the building is for it to be both a landmark and a source of positive activity.

Bus Stops at 21st Ave and Washington St.

Bus stops to be located near the intersection of 21st Ave and Washington St are anticipated to be used by hundreds of people a day to transfer between bus service and the light rail trains. TriMet has not identified the exact location of the stops, nor the shelter type. However, staff recommends that the DLC consider the potential for future high capacity shelters to be located in this area when discussing the light rail platform design.

ATTACHMENTS

1. TriMet’s description of the approach to designing the Downtown Milwaukie station shelter

ATTACHMENT 1

Milwaukie/ Main Street Station Shelter

Basis of Design: Interstate MAX Shelter

- High quality materials
- Good weather protection
- Good visibility for safety & security
- Good integration with art Program

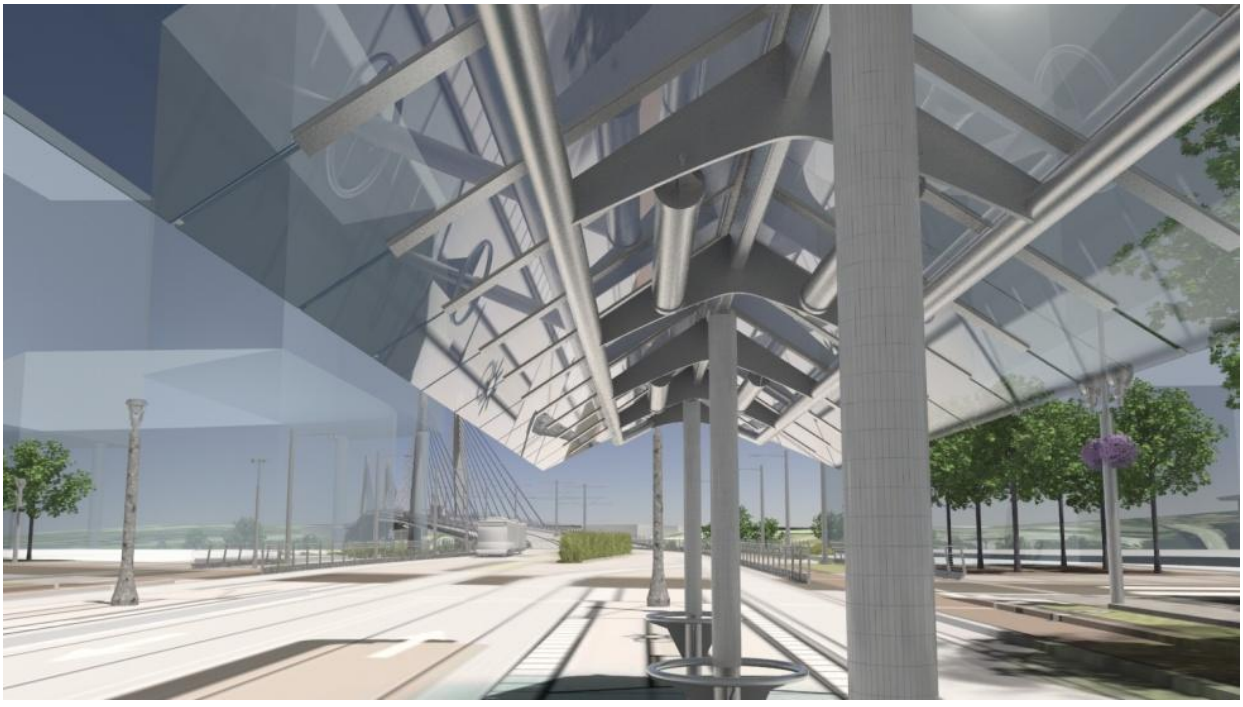
Lloyd District: NE 7th & NE Holladay Station

Interstate MAX: Killingsworth Station

Milwaukie/ Main Street Station Shelter

Upgrading Shelter:

- Highlight reflect portal to Milwaukie's emerging downtown
- Higher level of transparency with glass roof
- Elegant and subdued
- Focus emphasis to adjacent development
- Integration with Brian Goldbloom stonework on columns



Milwaukie/ Main Street Station Shelter

PMLR Next Generation Glass Roof Shelter