MILWAUKIE
Dogwood City of the West

To: **Design and Landmarks Committee**

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

Date: **January 23, 2012**

Subject: **Preparation for January 30, 2012, Meeting**

Greetings! We will be in the City Hall Conference Room for next Monday's meeting at 6:30 p.m. See Enclosure 1 for the meeting agenda.

Downtown Light Rail Station

TriMet is preparing to submit the next light-rail-related land use application for City approval in late March. TriMet's light rail design team presented information about the various aspects of the station at the November 7 and December 5, 2011, DLC meetings.[1] The design team will return to discuss the following elements:

- Systems building at 21st Ave & Adams St and south of Monroe St
- Kellogg Bridge jump span lighting
- Station shelter design
- Station art concepts

See Enclosure 3 for a memo from the design team to TriMet staff. This discussion of the above elements explains the designers' recommendations to TriMet with regard to how finishes should be selected to best comply with the Milwaukie Downtown Design Guidelines. Images of each of these elements will be presented at the meeting.

Kellogg Bridge Appeal Hearing Update

Katie Mangle, Planning Director, will provide a brief update on the outcome of the appeal of the Kellogg Bridge land use application.

Downtown Street Trees

DLC Member Chantelle Gamba has requested a discussion of the preferred street trees identified in the Downtown and Riverfront Public Area Requirements (PARs) and the City of Milwaukie Public Works Standards.

See you next Monday at 6:30 p.m.!

Enclosures

1. January 30, 2012, meeting agenda
2. November 7, 2011, meeting notes
3. Memo from Mayer/Reed Landscape Architects

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[1] The November 7 meeting materials are available at http://www.ci.milwaukie.or.us/planning/design-landmarks-committee-17; the December 5 meeting materials are available at http://www.ci.milwaukie.or.us/planning/design-landmarks-committee-18.

AGENDA

MILWAUKIE DESIGN AND LANDMARKS COMMITTEE
Monday, January 30, 2012, 6:30 PM

CITY HALL CONFERENCE ROOM
10722 SE MAIN ST

1.0 Call to Order - Procedural Matters

2.0 Meeting Notes – Motion Needed

2.1 November 7, 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: Light Rail Station Area Design
Presenters: TriMet staff

7.0 Other Business/Updates

7.1 Kellogg Bridge appeal update

7.2 Downtown street tree ordinance discussion

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:

February 15, 2012	1. Light Rail Station Area Design worksession 2. Façade Improvement Program application review *(tentative)*
March 5, 2012	1. Riverfront Park/Klein Point after-action review 2. Façade Improvement Program application review *(tentative)*

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 Martin, Administrative Specialist II
Marcia Hamley, Administrative Specialist II

CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
NOTES
City Hall Conference Room
10722 SE Main St
MONDAY, NOVEMBER 7, 2011
6:30 PM

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

STAFF PRESENT
Katie Mangle, Planning Director
Li Alligood, Assistant Planner, (DLC Liaison)
Kenny Asher, Community Development and Public Works Director
Wendy Hemmen, Light Rail Design Coordinator

MEMBERS ABSENT
Patty Wisner

TRIMET STAFF PRESENT
Carol Mayer-Reed, Mayer/Reed Landscape Architects
Mark Mikalovich, Waterleaf Architects
Simon Cooper, TriMet Civil Engineer

1.0 Call to Order – Procedural Matters

Chair Greg Hemer called the meeting to order at 6:40 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes

2.1 September 28, 2011

DLC Member Becky Ives noted a correction on 2.1 Page 5 Line 141, to read: "**Ms. Ives** *discussed the successful combinations of older brick buildings and the use of wrought iron in upgrades, and how both replicating the images of history factory fixtures* ~~also questioned the possible contrast between the modern shelters and the traditional station building.~~"

DLC Vice Chair Jim Perrault moved to approve the September 28, 2011, Design and Landmarks Committee minutes as amended. Ms. Ives 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: Design update – Downtown Light Rail Station
Presenters: Carol Mayer-Reed and Mark Mikolavich

Katie Mangle, Planning Director, provided an overview of the light rail station design activities to date. The design team had been working off of the South Downtown Concept Plan, and the 2000 public area requirements were guiding the fixtures to be installed in the area. Some components of the station area development would require design review, and some would not.

Carol Mayer-Reed, Mayer/Reed Landscape Architects, and **Mark Mikolavich, Waterleaf Archiects,** reviewed the proposed station area elements via PowerPoint presentation.

- Station elements were categorized as “elements of consistency” and “elements of distinction.”
    - The “elements of consistency” were standard throughout the alignment and were intended to provide comfort and understanding for riders.
    - The “elements of distinction” could be changed to reflect the station community and surroundings.
- Bikes would be prevented from riding directly across the tracks by “Z-bars” in the center of the street.
- The fare zone on the platform would be accessible only for ticketholders. Currently, wheelchair access was only available from the north end of the platform.
- Pedestrians would be directed through the station area by environmental cues, such as railing design
- The DLC had recommended keeping the weathered steel cladding on the cantilevered platform, and the designers agreed with the recommendation.

- It was important that the form liners matched at the corners for an authentic look. The project contractors, Stacy & Witbeck, were skilled in that area.
- Platform furnishings were the same throughout the alignment (elements of consistency), with the exception of the railings leading to the platform.
- The proposed shelter had a glazed glass roof with a slightly steeper gable than standard. It was different than the shelters on Jackson Street.
- The signal communications building design at Main and Adams streets was standard throughout the alignment. The roof configuration could change, as well as the surface treatment.
- TriMet was exploring the use of photovoltaics or a green roof on buildings along the alignment.
- Lighting engineers on the project were acutely aware of glare issues regarding bicyclists, drivers, and the freight train.
- Many utilities in the station area would be undergrounded as part of the public improvements to be constructed by TriMet. PGE would place vaults periodically through the system; some would be underground and some would be above ground.
- Street trees would be installed along the streets as part of the public improvements, and other plant materials would be installed in the stormwater treatment areas.
- Audible warnings at traffic signals were required by law, especially near multiple trackways.
- Trees would be planted along McLoughlin Blvd as a condition of approval for the Trolley Trail, and would help mask views of the Kellogg Treatment Plant.

The Committee suggested the following:

- Painting bike/pedestrian lanes on the multiuse sidewalk along 21st Ave.
- Consider requiring a different, taller type of tree to be planted along McLoughlin Blvd as part of the Trolley Trail application.

Chair Hemer commended the design team for doing an excellent job and listening closely to feedback from the DLC.

7.0 Other Business/Updates

7.1 January 2012 meeting date

Li Alligood, Assistant Planner, noted that the regularly scheduled January 2012 meeting fell on January 2, which was a City holiday. **The Committee** agreed to discuss an alternative date at the December meeting.

8.0 Design and Landmarks Committee Discussion Items

8.1 Recommended conditions of approval for WG-11-01 (Kellogg Bridge)

DLC Member Chantelle Gamba requested clarification of the conditions of approval recommended by the DLC to the Planning Commission for land use application WG-11-01, review of the Kellogg Bridge structure.

Ms. Mangle explained that the DLC had recommended a condition regarding the lighting on the jump span. Staff had determined that the information available was too nebulous, and had drafted a condition which required DLC review of the lighting as part of the land use review for the platform design.

9.0 Forecast for Future Meetings:

December 5, 2011	1. Façade Improvement Program application review
	2. Light rail design update
TBD	1. Façade Improvement Program application review
	2. Light rail design update

Meeting adjourned at approximately 8:40 p.m.

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Greg Hemer, Chair

Mayer/Reed

M E M O R A N D U M

To:

Jeb Doran
710 NE Holladay Street
Portland, OR
97232

Tel (503) 962-2141
Fax

Project:	PMLRT East Segment			**Project Code:**	PME
Date:	01.19.12	**Sent via:**	Email	**No. of pages:**	2
Subject:	Milwaukie Station				
By:	CMR/RAH	**Copies to:**	file , Waterleaf		

319 SW Washington Street, Suite 820 Portland, Oregon 97204 **T** 503.223.5953 **F** 503.223.8076

The east segment urban design team has reviewed the roof and façade treatment design proposals for the systems buildings along the LRT alignment from OMSI station through Park Avenue, reviewed lighting suggestion and recommendations for the “jump span” of the Kellogg Bridge over Lake Road and the proposed treatment for the platform shelters. Below are recommendations for each that respond to the City of Milwaukie Design Guidelines including: Reinforcing and Enhancing the Pedestrian System, Defining the Pedestrian Environment, and Promote Architectural Compatibility.

1 - Systems Buildings

Current options for the systems buildings’ roofs are standing metal seam, photovoltaic panels or a sedum green roof. Current options for the facades are either ceramic glazed CMU or a metal screen.

We understand that these proposals have taken into consideration the initial installation costs as well as the long term operations and maintenance concerns. Mayer/Reed’s team has reviewed the proposals from an urban design perspective, weighing the overall alignment design objectives along with general conversations and input from some of the local stakeholders from OMSI station through Park Avenue and as they apply to the City of Milwaukie Architecture Guidelines including: Wall Structure, Green Architecture and Building Security.

Roof Treatments

Two options are suggested for the roof treatment as appropriate, depending on visual and solar exposure. As a rule, we propose PV panels where appropriate if the orientation offers suitable solar access; but that green roofs are used for all others.

The following are our recommendations for roof treatment for each building in Milwaukie:

- Monroe Substation Building – Photo Voltaic panels, potentially reorient building roof to accommodate solar exposure.
- Lake Rd. Sig/ Com – green roof, as proposed
- Park TPSS – green roof, as proposed
- Park Sig/ Com – green roof, as proposed
- Park OCB – green roof, as proposed

Façade Treatments

We feel the systems buildings should be one of the elements of consistency, providing a common language along the entire alignment. A predictable appearance will help reinforce the identity of the alignment, contributing to the family of consistent design elements along with the welded wire fencing, platform furnishings and signage, the train rails, and electrification pole system.

We recommend that the façade treatments be:

- Consistent for the entire project, while giving unique identity to the Orange line
- Simple, understated and well-detailed
- Warm in tone / color
- Visually recede in its context, rather than stand out or attract attention
- Where possible, include climbing plants for added graffiti resistance and more naturalized appearance

Therefore, our recommended building façade treatment is the metal screen option. We believe that the texture and detailing of the screens will be appropriate in the context of all of the station areas ranging from urban neighborhoods to more commercial and industrial sites. The screens add to the sense of care and craft for these small buildings and enhance the pedestrian experience particularly in Milwaukie where there is an urban downtown context.

We recommend perforated weathering steel as the material for the façade screens. The screen material may have a fairly open mesh or perforation to resist tagging with graffiti paint. The screen will add to the play of light and shadow, thereby diminishing the overall scale of the buildings. The screens do not have to be the same gauge on all sides of the building. Perhaps there is a hierarchy in the design to distinguish front from back or top to bottom. We do not encourage recognizable imagery, custom art work or decorative patterning that varies from station to station; rather allow the public art be one of the strong distinguishing features of each of the stations instead.

2 – Lighting at Kellogg Bridge Jump Span

In response to comments from the DLC and PC on the design team's previous proposal for lighting at the jump span, we are proposing a lighting solution that utilizes linear LED luminaires mounted at intervals in recesses in the concrete slabs that span Lake Road. During the day this solution presents an uncluttered lighting design, and a richer pattern and texture at the bottom of the jump span slabs. In the evening and at night, the lighting solution creates a pleasant, safe feeling, well-lit environment that accentuates the architectural treatment of the adjacent concrete walls, and a visually interesting pattern of lights at the ceiling of the space. This proposed solution responds to the City of Milwaukie Design Guidelines as explained below.

Milwaukie Character Guidelines
Establish or Strengthen Gateways: At night, the lighting solution will reinforce the sense of a gateway that is created by the jump span walls, piers and ceiling by accentuating the walls and creating a soft even glow on the ceiling of the space as light is reflected off of the roadway and sidewalks. It will accentuate this transition space at the south entrance to the city by creating a frame of light.
Promote Architectural Compatibility: The lighting solution respects the character of the Kellogg Lake area, and the character of the bridge itself, through its uncluttered design that is, at the same time, sympathetic to the pattern and character of the bridge art proposal.
Use Architectural Contrast Wisely: The lighting solution highlights the gateway element at night, as noted above, distinguishing it in its surroundings.

Pedestrian Emphasis Guidelines
Reinforce and Enhance the Pedestrian System: The lighting solution enhances the pedestrian experience by creating a pleasant, well-lit environment. Visual interest is created in the pattern of lights at the underside of the jump span, and by accentuating the architectural wall treatments.
Define the Pedestrian Environment: The lighting solution creates visual interest during the day in the pattern and texture of reveals and light fixtures at the underside of the jump span. At night, the lighting creates an interesting pattern of points of light on the underside of the jump span, and accentuates the architectural wall treatment.

Architecture Guidelines
Wall Structure: The pattern of parallel lighting recesses alternating with the joints between the concrete slabs of the jump span, along with the pattern of the light fixtures themselves, creates a greater visual richness and variety in the “ceiling” of the jump span by breaking up the flat expanses of the concrete slabs. By accentuating the architectural wall treatment, the lighting reinforces a sense of enclosure at this point in the street.

Green Architecture: The linear LED light fixtures are low energy, use durable and minimal materials, have a long life, and require minimal maintenance.
Building Security: The lighting will provide sufficiently high levels of light for safe vehicular and pedestrian travel, and, as well, will create a sense of security because of the even lighting levels and the lighting of wall and ceiling surfaces.

Lighting Guidelines
Exterior Building Lighting: The light fixtures, and the recesses in which they reside, are an integral component of the visual composition of the bottom surface of the structural slabs that span Lake Road. The lighting design will provide an adequate level of lighting without glare. The effect of the light will be to articulate the architectural wall treatment at the piers and abutment each side of Lake Road, creating a visually interesting and safe pedestrian experience. Light will be reflected from the roadway and sidewalks back up onto the underside of the jump span, giving the sense of a bright room, and alleviating any cave-like effect. The fixtures themselves, being of sturdy construction and being recessed in the bottom of the concrete slabs, will thus be tamper resistant.

3 – Station Shelter

The proposed Milwaukie Station shelter is identical in form as the other shelters proposed at other stations but with some unique materials, color and finishes. This approach provides consistent structures in form allowing for consistency of elements along the alignment enabling simplified/standard maintenance procedures and visual identity for users.

The standard shelter is proposed to be built of very high quality materials. The durability of these materials will withstand the day to day use and minimize maintenance over time. It is also designed to be pedestrian friendly and provide comfort and interest to the users. Standard features include: a standing seam metal gable roof, silver/grey color, wind screen and bench. The Milwaukie shelter structure is proposed with the same standard features but with a glass roof and black structure. The black color is

consistent with Milwaukie's downtown character and will be more durable over time requiring less maintenance. The black structure supporting the glass roof will provide contrast between the elements and is reminiscent of older train stations and buildings where the architecture is featured and adds interest.

Art is also proposed on the columns of the shelter adding unique character to this station. Art on the columns is proposed to be granite sculptures by the same artist providing art at each end of the station.

Overall, the shelter will be consistent with the other shelters along the alignment but will have a unique color, roof and artwork distinguishing it as unique to Milwaukie but identifiable to users as a station and be of consistent materials and structure for maintenance purposes.

END