

RESOLUTION NO. 41-2010

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ACCEPTING THE PORTLAND-MILWAUKIE LIGHT RAIL CONCEPTUAL DESIGN REPORT PUBLIC DISCUSSION DRAFT AND PROVIDING RECOMMENDATIONS FOR ADDITIONAL INFORMATION TO BE INCLUDED IN THE FINAL VERSION OF THE REPORT .**

**WHEREAS**, through resolutions 51-2008, 59-2008, 69-2008, and 87-2008, the City Council has made repeated commitments in support of the Portland-to-Milwaukie light rail project (PMLRT); and

**WHEREAS**, the City's Comprehensive Plan and related land use and transportation plans envision Milwaukie as a livable community with strong neighborhoods and a revitalized downtown; and

**WHEREAS**, downtown Milwaukie in particular is planned to become more pedestrian-oriented than it is today, and more supportive of Milwaukie's business and neighborhood communities; and

**WHEREAS**, the PMLRT project will have enormous influence on the City's achievement of these goals, including the revitalization of downtown and the ability of the City to attract investments in downtown; and

**WHEREAS**, the design of the PMLRT project will largely determine whether the project helps the City achieve its plans and goals; and

**WHEREAS**, the design of the PMLRT project must be carried out with a high degree of sensitivity and respect for Milwaukie's plans and goals; and

**WHEREAS**, the February 2010 Public Discussion Draft Conceptual Design Report was released by TriMet for public review and comments, and comments were solicited from the Planning Commission, Design and Landmarks Committee, and all of Milwaukie's Neighborhood District Associations; and

**WHEREAS**, the Conceptual Design Report begins to address Milwaukie's concerns and desires about the integration of the project into the community given what is known about the project at 30 percent design completion; and

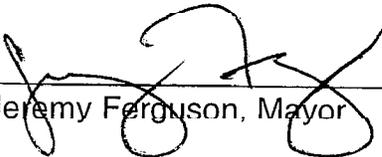
**WHEREAS**, the final version of the Design Report should evidence how the PMLRT project will sufficiently address Milwaukie's concerns and desires about the integration of the project into the community;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council accepts the Conceptual Design Report and herewith requests that the final version of the report include, as evidence of the project's responsiveness to Milwaukie's desires and concerns, information related to the recommendations listed in Exhibit A; and

**BE IT FURTHER RESOLVED**, that Council directs city staff to work closely with TriMet, in consultation with the Planning Commission and the Design and Landmarks Committee, on the design of the PMLRT project.

Introduced and adopted by the City Council on 5/18/10.

This resolution is effective on 5/18/10.



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Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:  
Jordan Schrader Ramis PC



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Pat DuVal, City Recorder



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City Attorney

Document2 (Last revised 09/18/07)

## **EXHIBIT A**

### Conceptual Design Report – City of Milwaukie Recommendations

The Milwaukie City Council requests that TriMet, in collaboration with City staff, finalize the Conceptual Design Report, to be reviewed by the Planning Commission (PC), Design and Landmarks Committee (DLC), and City Council prior to the completion of the project's final design phase. The report should describe how the project will respond to the following City of Milwaukie recommendations:

#### **A. Safety and Security Recommendations**

##### A1. Crime Prevention Through Environmental Design (CPTED)

- a. Coordinate with City staff to review the inclusion and design of CPTED features at and around Milwaukie-area stations (and parking structures).
- b. Design the light rail trackway to discourage pedestrian access and trespassing in the freight and light rail corridor and clearly designate safe routes.
- c. Ensure the Lake Road "tunnel" (under the light rail structure) is designed to best practice CPTED standards.
- d. Support the City of Milwaukie efforts to put eyes on the downtown Milwaukie Station through development of the adjacent property with the provision of space for Milwaukie Police presence.

##### A2. Security Operations Plan

- a. Coordinate with Milwaukie Police to develop an operating plan for monitoring and patrolling the three Milwaukie-area stations (and two parking structures).
- b. Provide security cameras and lighting at Milwaukie-area stations (and park-and-rides) and share research results related to best practices for monitoring security cameras (per 2008 MOU).
- c. Work with area public and private schools to develop a safety education process for students and schools in the vicinity of light rail.

## **B. Planning and Permitting Recommendations**

### B1. Station Development Strategies

- a. Coordinate with the City of Milwaukie, affected property owners, and other public and private partners on comprehensive station development strategies for the Tacoma, Downtown Milwaukie and Park Avenue stations in support of redevelopment desired by the local jurisdictions.
- b. Coordinate with City staff on the disposition, reuse and redevelopment of remnant or other TriMet-owned parcels in the City of Milwaukie, including the railroad right-of-way west of the existing freight tracks between Adams and Lake Road.

### B2. Bus Service Planning

- a. Undertake a conceptual bus plan to evaluate Milwaukie's transit service needs for 2015-2020, prior to opening of light rail. The plan should include options for future service for Main Street north of Harrison Ave, and new east-west bus service options for the Johnson Creek Blvd corridor.
- b. Demonstrate an increase of new Milwaukie bus service (i.e. non-light rail) equivalent to service hours saved by terminating line 33 in Milwaukie (see Milwaukie Comprehensive Plan Transit Savings Reinvestment Policy, Chapter 7 pg 11).
- c. Identify new location for line 70 and 75 bus layovers currently using 21<sup>st</sup> Ave and Jackson St near City Hall.

### B3. City of Milwaukie Review Process

- a. Ensure the project complies with the terms of TriMet's June 2008 MOU with Milwaukie concerning future transit improvements in the City of Milwaukie.
- b. Ensure the project is properly evaluated through Milwaukie's adopted land use review and permitting processes to allow for staff, DLC, and PC examination and public comment opportunities.
- c. Ensure that project elements comply with all applicable design review criteria, zoning standards and Public Works Standards (including downtown streetscape standards as described in the Downtown Milwaukie

Public Area Requirements and the undergrounding of overhead utilities in downtown, as described in the Public Works Standards).

- d. Coordinate with Milwaukie Planning staff regarding Milwaukie's ongoing projects to improve its development codes. Review and provide comment on draft revisions to assure that project-specific needs are addressed to avoid unnecessary variance requests or specific code amendments in the future.

B4. Public Utilities and Streets

- a. Design sidewalks, street crossings, vehicle lane widths, and streetscapes to comply with Milwaukie Public Works Standards (PWS). Street improvements shall include but are not limited to: sidewalks, curbs, travel lanes, planter strips, pavement markings, parking strips, bike lanes, signage, crossing protections, driveways and ramps, road bed, street furniture, utility infrastructure, and all other elements within the public right-of-way.
- b. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the public right-of-way, and develop design and construction plans to mitigate for identified impacts to all rail crossings of City streets
- c. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the municipal water and sanitary sewer systems, and provide mitigation in accordance with the City of Milwaukie Public Works Standards (PWS). Waterlines and sewer lines impacted by station location, rail crossings, or other project construction will be relocated outside of freight and light rail trackway, per the PWS, and encased as required. Costs for utility relocation will be included in the PMLRT project budget.
- d. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the storm drainage system along the entire alignment in Milwaukie. Design and provide mitigation in accordance with the City of Milwaukie PWS and Water Quality Standards.

## **C. Urban Design Recommendations**

### C1. North Industrial Structure

- a. Coordinate with City staff on the design of the elevated structure in the North Industrial area. Design the structure to include graffiti-proof finishes and minimize the visual changes experienced by residents of the adjacent Ardenwald neighborhood by using, for example, plant screening vegetation where warranted and feasible.

### C2. Kellogg/McLoughlin Structure

- a. Design the bridge over Lake Road to create a well-lit pedestrian-oriented passage beneath the structure along Lake Road.
- b. Coordinate with the City on the bridge design over Kellogg Lake to anticipate the future restoration of the creek and riparian corridor and installation of a pedestrian bridge beneath the structure.
- c. Design the bridge over Kellogg Lake to enhance the feeling of the area and to meet the intent of the Willamette Greenway Zone.
- d. Design the bridge over McLoughlin and 21<sup>st</sup> Avenue to serve as a gateway for northbound travelers into Milwaukie, protect views into downtown and toward the Willamette River.
- e. Design the scale and details of the structure to be an asset to the Island Station neighborhood. Investigate alternative approaches to scale, depth of reveals, choice of materials (color, lighting, detailing), and placement and shape of columns west of McLoughlin.
- f. Work with City staff and affected property occupants and owners to mitigate the impacts of the project between Kellogg Lake and River Road, especially with regard to the placement of bridge columns and changes to visibility to and from commercial and residential properties.
- g. Design the entire structure to appear as seamless and coherent as possible, with architectural treatments that recognize the “gateway” aspect of the structure at the south end of downtown Milwaukie.

### C3. Bicycle and Pedestrian Access

- a. Provide adequate pedestrian and bicycle access to the three Milwaukie-area stations. Integrate Tacoma, Downtown Milwaukie and Park Avenue stations to adjacent neighborhoods by providing safe and direct bike/ped access through the provision of adequate sidewalks, bike zones, lighting, signage, street crossings, track crossings, public art, bicycle parking, etc.
- b. Continue working to resolve bicycle conflicts along the alignment and improve bike and pedestrian connections from adjacent neighborhoods to station areas. Pay particular attention to the bicycle and pedestrian access along SE 21<sup>st</sup> Ave into the Downtown Milwaukie station.
- c. Support the development of the Trolley Trail as part of right-of-way acquisitions and final design.
- d. Identify locations for expanded bike parking at stations beyond what is included in the current project scope.

### C4. Connections to Parks and Green Space

- a. Coordinate with Portland and Milwaukie to design and plan for improved connections to the existing Springwater Corridor trail to ensure safe and direct access between the station and the trail.
- b. Design the bridge over Kellogg Lake to accommodate a future pedestrian bridge under the light rail tracks, and to connect to future paths in Kronberg Park and along the restored Kellogg Creek.
- c. Design the Downtown Milwaukie station with pedestrian connections at both platform ends to facilitate easy and clear access between the platform and the City's future plaza and Dogwood Park at the south end of Main Street.
- d. Coordinate with Clackamas County and Milwaukie to design and plan for improved connections to the Trolley Trail to ensure safe and direct access and use of the trail.

C5. Public Art

- a. Work in collaboration with the Regional Arts and Culture Council, the Milwaukie Arts Committee, Clackamas County Arts Alliance, and the communities along the alignment with regards to public art.
- b. Explore creative incorporation of art along the alignment and at stations.

C6. Greenscaping

- a. Make extensive use of plantings/vegetation to soften the visual impact along the alignment where appropriate to mitigate the effects of light rail.
- b. Prior to 60 percent design completion, identify the size and condition of all trees to be removed in the City of Milwaukie. Develop a plan for tree protection, removal and replacement. The plan should estimate the affect on the canopy and resulting visual changes to surrounding properties.

C7. Finish, Fixtures and System Elements

- a. Design the finishes and system elements to be pedestrian scale and to lend the streetscape a sense of permanence and care. Finishes should comply, with or come closest to matching, those listed in the City's downtown Public Area Requirements document.
- b. Develop a menu of design options which support the basic urban design principles of the City of Milwaukie. The menu should include design options for fences, walls, overhead catenary systems, crossing arm barricades, substations, electrical cabinets, railings, stairs, bollards and lighting.

C8. On-Street Parking

- a. Coordinate with City staff on the design and implementation of on-street parking spaces to support downtown activities and help compensate for the loss of on-street parking resulting from the light rail project.
- b. Coordinate with City departments before, during and after construction of the light rail project to deter "park and hide" parking in Milwaukie neighborhoods. This may include supporting the city's implementation of neighborhood parking permit programs and increased levels of enforcement by TriMet.

- c. Coordinate with City staff on the provision and location of light rail quick drop areas.

## **D. Station Design Recommendations**

### **D1. Tacoma Station**

- a. Explore opportunities for redevelopment of the site with complementary uses, in addition to the park-and-ride structure. Design the final site plan to allow for redevelopment of the adjacent Bishop property.
- b. Coordinate with City staff, adjacent neighborhoods, and the Johnson Creek Watershed Council to improve the final park-and-ride design through material selection, screening, lighting, and artwork. Develop a site restoration plan that enhances the Johnson Creek riparian area.
- c. Continue to coordinate with Portland, ODOT, Milwaukie, and adjacent neighborhood residents on the final package of transportation improvements to SE Johnson Creek Boulevard, SE Tacoma and SE McLoughlin required to mitigate traffic from the Tacoma park-and-ride.
- d. Continue exploring grant opportunities for funding of enhancements of the site.

### **D2. Downtown Milwaukie Station**

- a. Coordinate station design with Milwaukie's South Downtown development plans.
- b. Design the station in anticipation of a joint development project to occur on the "triangle site" adjacent to the northbound platform.
- c. Consult with the DLC on the design of the station to ensure that the design supports future development on adjacent parcels and enhances pedestrian connections in the area.
- d. Develop the station design to ensure that platform infrastructure and amenities are located outside of the 21<sup>st</sup> Ave public right-of-way.
- e. Coordinate with City staff to design transit shelters and furnishings that are distinctive and complement the character of downtown Milwaukie.

- f. Coordinate with City staff to improve the design of access to both platforms. Emphasis should be placed on designing the access at the north end of each platform to be safe, universally accessible, and welcoming. Pedestrian access at the south end of the platform should be designed to minimize the construction of large retaining walls or ramps.
- g. Given the size, shape and grade changes on the “triangle site,” explore options for providing appropriate ADA access to the platforms and consider alternatives to TriMet standards.
- h. Integrate station lighting to provide a safe nighttime environment on the platform and under the bridge over Lake Road, such that lighting becomes a defining feature of the station.
- i. Coordinate with City staff and affected property owners to evaluate additional design options for the re-grading of the Adams Street right-of-way east of the LRT tracks. Evaluate alternative access changes to affected properties.

#### D3. Park Avenue Station

- a. Coordinate with City and County staff and adjacent neighborhoods to identify needed improvements to enhance bicycle and pedestrian connectivity to the station.
- b. Coordinate with the City and County staff, and adjacent neighborhoods and organizations to integrate Urban Green design elements into the park-and-ride construction plans.

### **E. Light Rail Construction**

#### E1. City of Milwaukie Quiet Zone

- a. Include supplemental safety measures in project design and construction required to implement a City of Milwaukie Quiet Zone on the Tillamook Branch at the Mailwell, Harrison, Monroe, Washington and Adams crossings. Support the City of Milwaukie application requesting FRA designation of a Quiet Zone for these crossings.
- b. Make use of shrouds, directional bells and other technologies available to reduce ambient noise levels (i.e. undirected noise) from the sounding of gate-arm bells.

E2. Property Impacts

- a. Minimize impacts to existing businesses and properties along the corridor.
- b. Work with City staff to relocate Milwaukie businesses impacted by property acquisition within the City of Milwaukie.
- c. Consider the future economic viability of acquired sites and parcels in project design.
- d. Minimize right-of-way acquisitions.
- e. Minimize the loss of on-street parking.
- f. Minimize the loss of access to properties.
- g. Minimize noise impacts.
- h. Where partial property impacts are necessary, coordinate with City staff and affected property owners to evaluate changes to property access, on-site parking, setbacks, and other aspects that may create nonconforming situations.
- i. Work with City staff to develop a lease arrangement for temporary construction staging on Kronberg Park.
- j. Coordinate with the City to plan for the future use and/or restoration of the ODOT yard in the Island Station neighborhood.

E3. Sustainability

- a. Coordinate with City staff to develop a sustainability plan that details how TriMet will incorporate sustainable practices in the design and construction of the PMLR project. Elements should include: reuse of materials from the careful dismantling/deconstruction/demolition of buildings; waste management practices that enable reuse and recovery of construction materials; incorporation of storm water plantings, vegetation and trees; reduced energy consumption; alternative power renewable energy sources; and low-emission vehicles and equipment.