

**Pattern 1**

I'm concerned about street crossing to access Riverfront Park.

I'm concerned about "pads for housing related to the future light rail station" I don't want big cheap apartment buildings.

**Pattern 2**

2.6: I agree that the plaza is out of scale with down town Milwaukie, I think a smaller space would be easier to fill and feel more lively and energetic.

2.8: I have been fairly neutral on the "tower concept" however I do think a landmark/focal point is important.

2.11: I have always been concerned about not having vehicle access to businesses in the plaza area. A narrow road, maybe cobble stone or other slow bumpy surface, which is closed during events, could service the businesses while keeping the pedestrian friendly feel to the plaza. One thing that really needs to be considered is how bikes move through the plaza...bikes and pedestrians may need separate routes through the plaza.

2.14: I think that we need safe at-grade crossings AND a pedestrian bridge. A Bridge would be especially nice when there are big events at the riverfront. Plus the potential views of the river and riverfront park from the elevated walkway could be spectacular.

**Pattern 4**

4.3: I think we need a ped bridge

4.4 & 4.5: I think we need to take full advantage of the views from the SDT area towards the creek and river.

**Pattern 6**

6.11 & 6.12: I had thought the colonnade sounded dark...I much prefer the idea of glass canopies.

**Pattern 8**

8.8: A boardwalk or other seasonal trail through the creek area would be nice

**Pattern 13**

While I appreciate the desire to remove cars from downtown Milwaukie, I think that goal is unrealistic. In order for down town to thrive, people will need to come from all over to use the businesses...not everyone will be able to arrive on foot or by bike or train.

---

I would like to see Walker Macy present images of exiting built projects combining residential space as part of public plazas. Most importantly, if these combination have proved popular and successful as residences and also frequently used for public use. I'm concerned that residents may grow weary of the public's presence at all hours, also whether the public feels the residents resent the intrusion of the public.

---

Probably need to meet with high school leadership about access, possible roles for school, learning opportunities on site, Academy of the Arts, etc.

---

Referencing: *Walker Macy Evaluation of Pattern Language*

1.7- sounds like a good addition

2.6- I would point them towards [Jamison Square Park](#) in the pearl district as an example of what the plaza could look like (it also includes a nice interactive water feature that draws crowds).

2.11- I don't totally agree with the idea of keeping Main st open, but if it is done well (like some of the narrow streets (in Europe) they showed in their presentation, then I would see it as a possibility. If the street is wider along main street then I would prefer having very them as short term parking (5-15 min) and only for a few cars to as to allow for "kiss and ride" drop offs for the Lake road light rail- page 36 of Walker Macy's pdf presentation is a good example of what I would envision- not page 37 which I feel gives autos too much room for movement and parking.

Flow of traffic could look like this: cars head north on Main, drop off people in short term ("driver to remain at wheel") parking spots, then continue south on main, take left onto 21st to head back the direction they came. Alternate idea would be closing Main and having a large turn around culdesac type "circle" [like this](#) with low/no curbs and the ability to open it up to cars if needed for special events/deliveries.

2.13- not totally sure about the terrace idea. I think there could be one, but not too close to the hwy due to noise. Needs to be fleshed out further.

2.14- I think that if there is a parking garage at the cash spot site (which I think there should be, it's the best place to "hide" parking in the area) then the top of it should be at grade with Main street, and there should be a pedestrian overpass that comes from the west edge of the parking garage and goes over McLoughlin to the waterfront. I've already seen 1 ped hit by a car (last month) while crossing McLoughlin at Washington and have almost been hit crossing here on my bike a few times. This is a very wide crossing and people are more concerned with getting through the light than they are with peds/bikes. An ped bridge would really improve this. A good example would be the ped bridges from the PDX airport parking garage to the main terminal. They keep efficiently peds out of the way of the vehicles and everyone (peds and cars) move more smoothly through the space. A great example of this is in Tacoma with the "glass bridge" see [here](#) and [here](#) and [here](#). Creating an iconic ped structure over McLoughlin could slow traffic on McLoughlin, and draw curious folks off McLoughlin into downtown Milwaukie.

2.15 Yes- at the cash spot/ dental office site would be preferred.

2.21- I like the idea of a vertical element, but what about the "train depot" tower shown in the CDR? Could that be a duplication of vertical elements? This should be explored further. They even mention this in their revised pattern 5.2 "...serves as a dramatic and distinctive landmark for South Downtown."

3.13- see my comments on 2.11 above

4.2-4.3 see my comments on 2.14 above. Also, I don't like the idea of having a ped underpass going under McLoughlin. Ideas that come to mind are, it would be too dark, graffiti, crime, and so on.... Overpass would be my preferred connection.

6.4 "Broad, projecting canopies of glass" In order to create this kind of coverage it seems like the whole area would need to be developed at the same time, by the same developer, which goes against the ideas

presented in the CES pattern language regarding smaller development and development growing/happening over a longer period of time (the organic growth ideas are concepts that I fully agree with). Page 26 of the Walker Macy pdf/presentation shows a nice public plaza in which there are retractable awnings on multiple store fronts. I find this awning design a much more acceptable and plausible way to achieve the desired goals and could be done less expensively. Look at page 42 of their pdf to see the old Main street which shows this well. Retractable awnings are likely more affordable and could be installed as buildings are built by the individual developers or property/business owners. They could then open and close the awnings on their own depending on the weather.

6.5 Allowing smaller increments of Development would allow property/business owners a bit more flexibility in the aesthetic appearance of their space, adding to the personality/funkiness of the space. Examples of this were given in the Walker Macy presentation- pages 50 and 51 of the pdf give good examples of other locations where this is present and pages 43,44,46-48 show examples of this already occurring in downtown Milwaukee. [Here is one](#) small mixed use building that I particularly like in North Portland.

6.11-6.12 I never like this idea in the first place. I never understood where the concept came from in relation to the Pattern Language, and the folks at Walker Macy are right on- it would be too dark for our climate.

7 I agree with the revision on this. It would be nice if there were more space to implement a 2nd outer ring, but I don't think there is enough room.

8.8- We don't know if the ped bridge will ever be built under the new light rail bridge (it is not being built as part of the light rail project), so maybe we should include a separate bridge?

9-12 I like CES's ideas in these patterns. Development for the good of the community is much better than development for the benefit of a developer is much preferred. I hope that development advisers can come up with some creative ways to make this happen as a public development.

13.14 What? Really?? I think WM needs to talk with trimet and the city (Brett and Wendy) about this one before throwing it out. There are some serious bike flow issues surrounding this site and the 3 track crossing at 21st. WM is going to need to spend time fleshing bike flow out. We've already had some great conversations RE this area in the past few months. I'd prefer a cycle track that goes along main street and wraps up to connect with Lake rd. It would need to be a 2 way cycle track, so that we can get bikes off of 21st and over to Main before they have to cross the tracks. At some point it might be good to bring in Alta Planning to take a look at this problem.

I liked much of WM had to say/show us. I would say that I would prefer it if this area is developed as a primarily ped-centric, bike-centric area and that creating more parking should not be a major goal of the SDT development. Making an attractive plaza space and mixed use buildings where people primarily use Max or a car sharing program like Flexcar to get around would be my ideal vision of the area. If people from other areas feel that they want come to this area, then they should not expect parking to always be there, we are not making a shopping mall. When I go to Hawthorn, Pearl Dist, N. Mississippi or other popular areas, I expect that I am going to have to walk around and that is part of the appeal of those places.