

South Downtown Steering Committee Meeting #2

July 22, 2010

St John's Episcopal Church

2036 SE Jefferson

Kenny opened meeting

Attendees:

Kenny Asher; Katie Mangle; Jeanne Garst; Gary Parkin; DuVal; Andy Parks; Alex Campbell
Ken Pirie; Mike Zilis; Mark Hinshaw

Joe Loomis
Sarah Smith
Ed Zumwalt
Mark Gamba
Mike Miller
David Aschenbrenner
Joan Shipley
Danielle Cowan – Cl Cty
Cynthia Schuster

The last full Steering Committee meeting was in May. The last meeting of this group will be on August 19th. There was an impromptu meeting in June.

We will be talking about circulation today. We will discuss streets and walking paths taking into account conditions that are already there to help come up with a plan.

Development Advisor report had been sent out to group.

The role of the Steering Committee is as an advisory group to give input and ideas about three proposed schematics. A plan will be presented to Council in the fall.

Mike Z explained that the group will break up into teams to talk about the drawings, then come back together to share ideas. There was a meeting last week of city staff and consultant teams. They [WM] are working on a master plan and not a final plan. He advised that the SC and city keep their needs/wants flexible. The plan will establish the framework for the final downtown plan.

Ken Pirie reviewed phases of project with the group. He explained that we are in Phase 4 of the project now.

Kenny said that he is willing to sit down with anyone to talk about the schedule and how long it is taking.

Ken said that they are planning an open house and may hold it at our farmer's market. Most likely it will be after the next meeting.

Mike Z talked about the existing Pattern Language. The City will update it at the end of this process. He reviewed the committee's recommended changes to the patterns. The three schemes shown today focus on circulation.

They met with Development Advisors and city staff in June. Some recommendations that came from that work shop are: they concur with the small incremental approach; we need to emphasize supporting local business; the plaza can be a gathering place for the city; thinks re-working the treatment plant would be good for downtown. As things evolve downtown it could become more pedestrian. There needs to be strong ties to the station. Development needs to be simple and affordable. Mark H said that they recommend keeping things small and have more than one developer for creating the space.

Mike Z talked about Essential Elements

He reviewed the landscape of what exists in downtown. People are excited about Kellogg Creek and Kellogg Lake restoration. Views of the river are important. Other elements that are important are Riverfront Park and redevelopment of treatment plant. There are environmental setbacks along the lake that need to be taken into account. There is a flood plain from the Willamette River that extends into some of the areas.

The circulation schemes that were developed were presented to the committee.

Scheme A

There is a plaza in the center of Main Street with a direct pedestrian connection to the light rail station. The west edge is a natural area and there is a connection to the river.

The Plaza would be in the center with development around it. Main Street would be re-worked. There is an environmental zone down to Kellogg Creek and the natural area around it. There would be indoor-outdoor seating with a glass ceiling; there could be an interactive water feature in the plaza. The plaza could be used for social events with an active area surrounding it. He showed some examples of seating, in other developments that make it a pleasant place to be. The scale should be adaptable and pleasant. People should be able to enjoy the space. White noise from water feature to cover traffic noise on McLoughlin. From the LR station there would be a view.

Mark H talked about creating 70-80 housing units. All schemes are about the same height. They show 3 story buildings.

Mike Z said that Main could be open during the day with it closed in the evening. The edge of street should reflect the rest of Main Street. Showed a schematic of how the farmer's market could accommodate 100 booths in that area. There could still be access to the area if you lived there – just not on Main Street.

All schemes have access to the riverfront area. It showed a pedestrian bridge over McLoughlin with towers on both sides possibly with elevators. He presented a cross-section diagram to

show scale. He showed examples of different types of architecture that is 3-stories. He asked the committee to think about scale and aesthetic qualities. The bridge should be a landmark for downtown. He suggested the committee go see the land bridge in Vancouver at Ft Vancouver to the river over Hwy 41.

Mark H suggested that the development plan have restrictions so that each builder could only get 2 lots to develop. There needs to be circulation between the buildings for auto access. The Belmont Dairy housing development in SE Portland has some ideas of how street treatment can be handled.

Station size and uses needs to be discussed. Ankrom Moisan is working on that.

Scheme B

This shows a plaza with a street running through it. There are good overlooks to the river. It is a good space for festivals. There would be an improved intersection at McLoughlin and Washington. Main Street would have a parkway appearance. Main Street would run through the plaza creating circulation directly to Lake Road. Circulation through the development would be primarily pedestrian.

Scheme C

Circulation around the north side of the plaza to 21st would be the only connection to Lake Road. A water feature would be desirable. There could be cafes and street seating. The Farmers Market would be in the plaza and on Main Street.

Kenny said that he wants people to really dive into the drawings. There could be cars, bikes, and pedestrian in and around the plaza. They need to look at the shape of plazas. Redevelopment ideas are secondary today – they will talk about that next time. Today they should be discussing circulation in the area. There will be a half-hour discussion and then come back to the big group to discuss what they like and don't like.

Joan S asked about TM and the station. Kenny showed on one of the drawings where they would have an impact. TriMet will follow our lead in developing that area. They will help us with redevelopment, at our lead.

David A asked whether the roads running through the plaza would be one-way or two-way. Mike Z said they would be two way. A narrow 2-way circulation is the safest.

Mike M asked how many cars would there be in the parking structure? Ken Pirie said there would be 60 on each floor – 120 if there were two floors. Mike Z said there would probably be 1.5 floors. He thinks traffic would be coming off Washington.

The committee and staff broke into two groups. Kenny said they have ½ hour before coming back to the larger group.

Reports from the groups.

Group 1 – Mark Gamba reported back for them.

There was a consensus that they want a bridge over Mcloughlin.

Their least favorite was Scheme B. The road separates where people live and work from the green space.

Scheme A. A lot of people liked that one. It protected the pedestrian area that goes to the train station. There were smaller blocks. They suggested closing a portion of the street on week-ends and maybe in the evening and still maintain access to housing and business. The plaza was more surrounded by buildings.

Scheme C. They liked that more of the live-work space was connected to the river and the park. They thought that edges of the plaza could be softened by making it rounder. The round 'park' was sort of lost in the plan. It would be more difficult to walk to the train station. Some liked the road next to train – some didn't. Some liked that there are less buildings around plaza. The bridge crossing should be as seamless as possible from the high elevation on west side.

Mike Z thought that multiple towers are okay for the area.

They need to tap into the high school as a resource.

Group 2 – Joe Loomis reported for this group.

They did not like C.

They like B with a foot bridge.

They did not like the circular shape and size of the plaza in Scheme A. Scheme A had more green and open space than other 2. They wanted to know if the buildings on the north side could become boutique hotels.

Bike access was more defined in Scheme B. They like the access to the train.

Kenny did a summary of which ones the groups liked.

Group 1 liked A & C; Group 2 liked B.

Everyone liked the idea of closing the street on week-ends.

Kenny asked people to tell what they liked and didn't like about each of the schemes.

Scheme A

- David. Likes access from the bridge to the plaza; it needs to be more directed to the plaza; access to train station.
- Mark G. Does not like the road going through the plaza. Kenny asked if it make a difference if it went along the edge. He thought going along the edge would not make any difference.
- Mike M. Doesn't like the round shape. It is not consistent with the shape of the buildings in the area.
- Group I liked the round shape – they thought it was softer and warmer. With rounded corners restaurants would have more space at the 'corners'.
- Danielle. The buildings are in the way of seeing the plaza; it would be too hidden.
- Don't like the road going through plaza.
- Don't like building at Washington.
- Ped/bike access goes between two buildings there is no direct connection.

Kenny asked if people care if the building at Washington goes away.

- David A asked if it could be moved to the north; there would better views and access. Pushing it up would give more space to plaza.
- The plaza could be reshaped to not be so round.
- Someone suggested getting rid of the southern most building.
- How would we be able to close the street on week-ends and evenings? There would be gates.
- There was general consensus that it would be okay to do that.
- The alleyway onto 21st should be a right-in/right-out.
- The elevation drawings along Main could show the buildings with a top floor set back.

Kenny asked about the Station.

- Mark G –likes it as a marker for Milwaukie in the region. The bridge can also be a maker for Milwaukie. Someone suggested that they make the bridge more 'green' with vegetation.

Scheme B

- Don't like that cars go through the plaza on the west side; would prefer them on the other side.
- Separates the park from everything.
- The plaza is too far from the river.
- Want more connection to nature. Everything is on other side of street.
- The size of the buildings makes it seem disconnected.

Kenny asked how people would feel about it if road was on other side?

- To go to park you are going to have to cross the street.
- It feels like the worse feature of downtown; completely separated from river – our best feature.
- Having Main Street as a straight shot to Lake Road would be okay.

Scheme C

- The plaza is too much of an island; it is very isolated.
- Poor access to Light Rail.
- Doesn't feel as safe going to station.
- Can't walk through the plaza to the station.
- Like the Plaza connection to park space.

Next meeting is August 19.

An Open House is being planned. We could have it at the Farmer's Market. No date has been set.