

Design and Landmarks Committee Meeting Notes Wednesday, February 23, 2011

Members Present

Becky Ives, Chair
Patty Wisner, Vice Chair
Greg "Frank" Hemer
Jim Perrault

Members Absent

None

Staff Present

Li Alligood, Assistant Planner (DLC Liaison)
Katie Mangle, Planning Director
Kenny Asher, Community Development and Public Works Director

1. CALL TO ORDER

Vice Chair Patty Wisner called the Design and Landmarks Committee (DLC) meeting to order at 6:35 p.m.

The Committee proceeded to Item 3 before Item 2.

3. INFORMATION ITEMS

Katie Mangle, Planning Director, introduced **Mayor Jeremy Ferguson**.

Ms. Mangle explained that she had been speaking with the City Manager about the importance of educating the community about its history, and the DLC would be a large part of that educational process.

Mayor Ferguson stated that he had encountered many community members that were rich in local knowledge, and he looked forward to connecting them with opportunities in the city and serving as a resource for the DLC.

Chair Becky Ives arrived at 6:40 p.m.

The Committee returned to Item 2.

2. MEETING NOTES

a. December 6, 2010:

Vice Chair Wisner requested clarification about Chair Ives' attendance at the meeting. The meeting notes indicated that the meeting was not called to order because both Chair Ives and Vice Chair Wisner were absent, but Chair Ives was listed under "Members Present."

Li Alligood, Assistant Planner, clarified that Chair Ives arrived at the meeting late but was present.

b. January 26, 2011:

No discussion.

Chair Ives moved to approve the December 6, 2010, and January 26, 2011, DLC meeting notes as presented. Vice Chair Wisner seconded the motion. The notes were approved unanimously.

4. DISCUSSION ITEMS

a. Triangle Site

Ms. Mangle introduced **Kenny Asher, Community Development and Public Works Director.**

Mr. Asher reviewed Enclosure 4 Attachment 1 of the meeting packet. A light rail station building was proposed for the vacant site at the northwestern intersection of Main St and Lake Rd, informally known as the “triangle site.”

Mr. Asher reviewed Ankrom Moisan Associated Architects’ conceptual designs for the station and the potential program for the building. He emphasized that the final building design and program would depend on who developed the site, and that the current concept could change.

- It was important that any potential developer know that the project had the support of the City and the bodies conducting land use review.
- The plaza (lower) level of the conceptual design contained a bicycle shop, bicycle parking, a satellite office for the Milwaukie Police Department, and a coffee shop.
- The platform (upper) level was programmed with shared office space and a meeting room, which could host City and community meetings, 66 covered bike parking spaces, and would provide access to the northbound light rail platform.
- There was a grade change of about one story between 21st Ave and the light rail platform.

Mr. Asher noted that City staff and TriMet agreed that a light rail station building was appropriate for the site. The goal was to have the site developed by 2015, when the light rail alignment became functional. The key was to find a developer to build the station and convince potential developers that the City would do what it could to help make the project successful.

- The next steps for the project were: put together a marketing strategy for the project, which would include marketing the South Downtown area as well; issue a Request for Qualifications (RFQ); choose a developer; and enter into a disposition and development agreement with them.
- It was very important that the City support the project, including staff, leadership, neighbors, the DLC, the Planning Commission, and any other group that may be involved in the project.

DLC Member Greg Hemer asked if the zoning of the site would cause problems for the development.

- **Ms. Mangle** responded that any development in the South Downtown area, including the station site, would require revisions to the Zoning Code.

Mr. Hemer expressed his support for the design of the station building concept and its treatment of the grade change on the site, and noted that many people did not realize the extent of the change in elevation. A transit center was not allowed in that zone.

Vice Chair Wisner asked how pedestrians would access the light rail platform.

- **Mr. Asher** explained that pedestrians would access the platforms from Adams St, which would be closed to vehicles as part of the South Downtown concept. He suggested the DLC attend the March 7 light rail meeting to learn more about the proposed design.

Ms. Mangle asked if the DLC had any additional reactions to the design of the building.

- **Vice Chair Wisner** expressed concerns about the proposed eyebrow dormer window, which could be more appropriate as a Palladian or sunburst window. She also suggested smaller scale windows in the tower structure.
- **DLC Member Jim Perrault** noted that the developer would likely have their own design/build approach.

Mr. Asher asked the DLC to think of the concept as a template to guide the future development, rather than a hard and fast design. The building would be a one of a kind light rail station, and would provide a destination for area residents and visitors.

b. Kellogg Bridge Structure

Ms. Mangle introduced the discussion item. The first light rail application to come before the DLC would be the Kellogg Bridge structure between downtown and Island Station. The next DLC meeting would be a joint meeting with the Planning Commission on March 17, and the focus would be the Kellogg Bridge structure. The bridge designers and architects would attend to present materials.

- Some very important design decisions needed to be made in the next month or so, and the outcome of the meeting would provide direction to TriMet as they designed the structure. TriMet would likely come before the DLC with a design review application in the summer of 2011.
- It would not be a “normal” application because the light rail alignment had already received a Land Use Final Order (LUFO) from the State, meaning the light rail alignment was already approved, but the alignment needed to comply with local land use regulations.

Mr. Asher stated that the goal of the design review process was to get the best possible design for the bridge. It would be the largest object to be built in the community in decades, and needed to be thoughtfully done. The DLC and the Planning Commission would determine whether the bridge would be permitted or not. It was important that the DLC held the bridge to a high standard of design and work closely with staff on the application. He encouraged DLC members to communicate with staff and direct any opinions and questions to them.

Mr. Perrault asked if there was a natural tendency to go with the lowest-cost design.

- **Ms. Mangle** responded that it was a natural tendency, but TriMet's goal was to create an attractive bridge as well. This would not be a statement bridge, but the TriMet design team was considering every element of the bridge and determining how each component could be meaningful. The design may not be unique, but would also not be typical.

Mr. Hemer asked about the status of the bicycle/pedestrian bridge across Kellogg Lake.

- **Mr. Asher** explained that the bicycle/pedestrian bridge was not part of the light rail project, but the City and TriMet had applied for a grant to fund it. The light rail bridge structure would be designed to accommodate the bike/ped bridge in the future.

c. Downtown Restroom Building

Mayor Ferguson explained that up to 5 TriMet buses had layovers in downtown Milwaukie. TriMet paid for a portable restroom to sit on the City's parking lot on the corner of Main St and Jackson St throughout the year, and the Farmers Market leased 3 additional portable restrooms during the market months.

- TriMet agreed to finance the construction of a permanent restroom in the parking lot for use by TriMet employees, which could also be used by Farmers Market vendors and patrons and during special events such as Milwaukie Festival Daze.
- It was referred to as a "semi-public" restroom because it would not be available to the public at all times, but TriMet operators would have open access to it.

Ms. Alligood reviewed Enclosure 5 Attachments 1, 2, and 3 of the meeting packet. The staff report included 3 proposed restroom designs: 2 modular buildings with brick siding, which were manufactured by the Public Restroom Company; and the aluminum-paneled Portland Loo, which was manufactured by the City of Portland.

Mr. Asher noted that the proposed location for the modular buildings was the southeast corner of the City parking lot at Jackson St and Main St, and the Portland Loo would need to be located on the sidewalk on the same corner.

Mr. Perrault suggested that the semi-public restroom building reference the proposed restroom building in Riverfront Park.

The DLC discussed interior fixture options and public restroom designs in other parks in the region.

Mayor Ferguson stated that Celebrate Milwaukie, Inc. (CMI) had requested a 2-stall restroom to serve the Farmers Market.

The DLC preferred to see the restroom building located in the parking lot rather than on the sidewalk, and preferred the 2 modular structures to the Portland Loo.

Ms. Alligood asked for feedback on the proposed designs.

- **Chantelle Gamba, DLC applicant**, suggested LED lights and solar tiles be considered for the exterior of the building.

- **The DLC** supported the brick exterior, but was interested in alternatives to a metal roof.

d. Downtown Storefront Improvement Program

Mr. Asher explained that Metro had offered matching grant funds for a façade improvement program in downtown Milwaukie. The funds could be used for a number of improvements to the front of buildings in the downtown zones. The program would encourage economic revitalization of Milwaukie's Main Street by assisting property and business owners with visible improvements to their buildings.

- City Council supported the program and asked City staff to rely on the DLC to choose award recipients. The program would be up and running in April, and there would be \$50,000 in funds for downtown business and property owners. The program would be a matching grant, and the City would reimburse 50% of qualified improvement costs.

Mayor Ferguson added that City Council wanted the DLC to have input in the framework of the program before it was finalized, and suggested that members of the DLC attend the March 15 City Council hearing to support the program.

Mr. Asher asked the DLC for suggestions about the program.

- **Mr. Perrault** suggested the program be considered a "first round," rather than a one-chance-only program.
- **Chair Ives** suggested each building owner to receive a matching grant also receive a plaque with their address to add visual cohesion to the downtown area.
- **Ms. Gamba** suggested a competitive process based on the merits of each application, and asked if it was a renewable grant.
 - **Mr. Asher** replied that the grant was not renewable and the future of the program beyond this year was uncertain. He added that a competitive application program could become political and may act as a barrier to entry.
- **Mr. Hemer** suggested encouraging applicants to think big and be creative.

Mr. Asher explained that the DLC would be the gatekeeper for the grant awards, and encouraged the members to support proposals. However, the program was still subject to City Council approval of \$25,000 of City funds to match the Metro grant.

Vice Chair Wisner suggested recognition of building improvements throughout the city, perhaps through an annual award program.

- **Mayor Ferguson** agreed with her suggestion and noted that he had been working with City staff to create a volunteer recognition program, which could serve as a template for community improvement recognition.

Mr. Asher asked if the DLC had thoughts about a competitive grant process.

- **The DLC** supported a maximum award amount and a first come, first served application process.

- **Ms. Gamba** suggested approaching local tradespeople and designers about providing a discount to applicants.

Mayor Ferguson noted that City Council was working on goals for 2011. If the program was successful, it was possible that City Council would support the continued funding of the program after the Metro funds were expended.

5. OTHER BUSINESS

a. Officer elections

The positions of Chair and Vice Chair were up for annual election. The officers were elected for one-year terms.

Ms. Alligood reviewed the DLC bylaws and position responsibilities.

Vice Chair Wisner moved to appoint **Mr. Hemer** as Chair and **Mr. Perrault** as Vice Chair. Chair **Ives** seconded the motion. The motion was approved unanimously.

b. Joint meetings with the Planning Commission and City Council

The joint DLC and Planning Commission meeting was scheduled for Thursday, March 17, at 6:30 p.m.

The March 23, 2011, meeting of the DLC was cancelled. Ms. Mangle encouraged the DLC to attend the March 7 light rail meeting.

6. ADJOURN

The meeting adjourned at 8:50 p.m.

As amended


Greg Hemer, Chair