

**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 Architects**, 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 21<sup>st</sup> 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)**

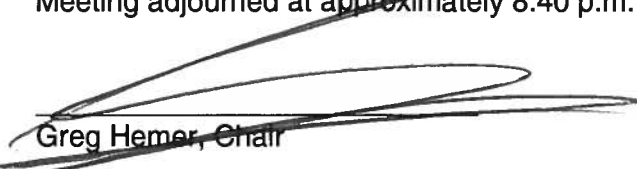
**DLC Member Chantelle Gamba** requested clarification of the conditions of approval recommended by the DLC to the Planning Commission for land use application WG-11-01, review of the Kellogg Bridge structure.

**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.



Greg Hemer, Chair