



# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee  
**From:** Li Alligood, Assistant Planner and DLC Liaison  
**Date:** February 16, 2011  
**Subject:** Preparation for February 23, 2011, Meeting

---

Greetings! We will be in the **Community Room at the Public Safety Building** for next Wednesday's meeting at **6:30 p.m.** The agenda is enclosed (see Enclosure 1). Due to the number of items on the agenda for this meeting, **please allow at least 2 hours.**

This is a very important meeting for DLC members to attend.

## **Triangle Site Briefing**

The "Triangle Site" adjacent to the downtown Milwaukie light rail platforms has been identified as the location for a station building. Katie Mangle, Planning Director, and Kenny Asher, Community Development and Public Works Director, will brief the Committee on the design and process integration of the proposed building and share the Ankrom Moisan-designed drawing set for the station. Staff is interested in informal feedback from the DLC; the building will undergo formal Design Review prior to final design and construction. See Enclosure 4 for additional information.

## **Light Rail Project Update**

The January 26, 2011, DLC meeting was about the design and streetscape character of the light rail alignment within downtown. The next focus of design attention will be the Kellogg Bridge structure, which will require design review. Katie and Kenny will update the Committee on the light rail project status and the upcoming design review for the Kellogg Bridge structure.

## **Downtown Restroom Building**

City Council has directed staff to explore the installation of a permanent restroom building downtown. Staff will review potential designs and request DLC feedback. See Enclosure 5 for additional information.

## **Downtown Storefront Improvement Program**

Alex Campbell, Resource and Economic Development Specialist, has been working with Metro to secure funding for a downtown storefront improvement program. Staff will provide a brief overview of the proposed program and the DLC's possible role in it.

## **Election of Officers**

DLC officers are elected annually and serve terms of one year. There are two elected positions on the DLC: Chair and Vice Chair. Those positions are currently held by Becky Ives (Chair) and Patty Wisner (Vice Chair). The duties of the Chair and Vice Chair are outlined in the bylaws (see Enclosure 6).

**Scheduling of Joint Meetings**

As required by the MMC Title 2, the DLC meets annually with the Planning Commission and City Council. Staff will propose dates for a joint DLC/Planning Commission meeting in March, and a joint DLC/City Council meeting in May.

Let me know if you have any questions. See you next Wednesday at 6:30 p.m.!

**Enclosures**

1. February 23, 2011, meeting agenda
2. December 6, 2010, meeting notes
3. January 26, 2011, meeting notes
4. Light Rail Station Building Development Concept staff report
5. Downtown Restroom Building staff report



# MILWAUKIE

*Dogwood City of the West*

## Design and Landmarks Committee Meeting Agenda

Public Safety Building, 3200 SE Harrison St  
6:30 p.m., Wednesday, February 23, 2011

1. **CALL TO ORDER**
2. **MEETING MINUTES** 5 min.
  - a. December 6, 2010
  - b. January 26, 2011
3. **INFORMATION ITEMS—None**
4. **WORKSESSION ITEMS** 90 min.
  - a. Triangle Site  
Discussion of conceptual designs for the station building on the Triangle Site (30 min.)
  - b. Light Rail Project  
Update and discussion of Design Review for the Kellogg Bridge (30 min.)
  - c. Downtown Restroom Building  
Staff discussion of proposed semi-public restroom building downtown (20 min.)
  - d. Downtown Storefront Improvement Program  
Briefing on proposed new storefront improvement program in partnership with Metro. (10 min.)
5. **APPLICATION REVIEW ITEMS—None**
6. **OTHER BUSINESS** 15 min.
  - a. Officer elections (5 min.)
  - b. Scheduling annual meetings with Planning Commission (March) and City Council (May)
7. **ADJOURN**

### FORECAST FOR FUTURE MEETINGS

March 23, 2011	Joint meeting with Planning Commission, date TBD (tentative)
April 27, 2011	TBD

**\*NOTE:** If you will be late or are unable to attend, please call the Planning Department cell phone at 503-710-2187.

1                                   **Design and Landmarks Committee**  
2   **Meeting Notes**  
3   **Monday, December 6, 2010**

4   **Members Present**

5   Becky Ives, Chair  
6   Greg “Frank” Hemer  
7   Jim Perrault

8   **Members Absent**

9   Patty Wisner, Vice Chair

10 **Staff Present**

11 Li Alligood, Assistant Planner (DLC Liaison)  
12 Katie Mangle, Planning Director

13 **1. CALL TO ORDER**

14       Due to the absence of **Chair Ives** and **Vice Chair Wisner**, the meeting was not  
15       called to order. The meeting began at 11:00 a.m.

16 **2. MEETING NOTES**

17       **a. October 27, 2010**

18           The adoption of the meeting notes was postponed due to lack of quorum.

19 **3. INFORMATION ITEMS—NONE**

20 **4. WORKSESSION ITEMS**

21       **a. Jackson Street Bus Shelter windscreen design discussion**

22           **Katie Mangle, Planning Director**, shared images of patterned bus shelter  
23           screens of the type the Committee may be considering.

- 24           • Milwaukie would likely want a lower level of opacity than the image shown to  
25           permit views of people approaching the shelter and the adjacent City Hall  
26           Sculpture Garden.
- 27           • TriMet suggested 60% opacity for the bus shelter screens.
- 28           • Abstract designs would be timeless, for example a minimalist design rather  
29           than a literal design of fish swimming up a stream.

30 **DLC Member Hemer** suggested rippling water as a theme for the design.

31 **Li Alligood, DLC Liaison**, clarified that the Committee would not be able to  
32 design a custom design but would be choosing from existing designs.

33 **Ms. Mangle** clarified that she would pursue designs with references to water.

34 **b. Design Review meeting procedures review**

35 **Ms. Alligood** reviewed Enclosure 3, proposed revisions to procedures for DLC  
36 Design Review meetings.

- 37 • Currently the zoning ordinance does not have any requirements for public  
38 notification for Committee recommendation meetings.
- 39 • The Planning Commission generally adopted the DLC regulations without  
40 much discussion, so if someone attended the Planning Commission to  
41 comment on a design review application it may be too late in the process.
- 42 • The DLC review process would not be changed by the code revisions, but  
43 staff responsibilities would be much clearer and the revisions included public  
44 notice requirements for DLC design review meetings.

45 **Ms. Mangle** explained that while DLC design review meetings were not public  
46 hearings, staff wanted to create a standard structure and format for the conduct  
47 of the meetings.

48 **Chair Ives** entered at 11:30 a.m. and quorum was reached.

49 **Ms. Alligood** continued the review of the proposed DLC meeting procedures.

- 50 • New provisions were included clarifying what constituted quorum for the  
51 purpose of a meeting; outlining what information should be included in a DLC  
52 recommendation; clarifying staff's responsibility for taking notes of the  
53 meeting; and clarifying that DLC recommendations were not appealable.

54 **Mr. Hemer** asked about the status of the DLC as a decision making historic  
55 review body.

- **Ms. Alligood** responded that if the DLC became the decision making body for historic resource applications, those hearings would follow the public hearing procedures followed by the Planning Commission.
- **Ms. Mangle** added that the historic preservation code project would be underway in February, and staff would recommend that the DLC become a decision making body for historic resource applications.

**The Committee** discussed the 120-day clock as it related to land use applications.

- The 120-day clock does not begin until a land use application is deemed complete by staff.
- Staff had added a new preliminary design review meeting with the DLC to the new fee schedule. If an applicant met informally with the DLC before submitting an application, the 120-day clock would not be in effect.
- If a DLC design review meeting was continued, the applicant may need to waive the 120-day clock in order to satisfy the DLC's request for additional information.

**Chair Ives** clarified that the Committee's preliminary review of the Town Center project was the type of preapplication meeting that staff was proposing.

- **Ms. Mangle** explained that because there were no codified processes for a preapplication design meeting when the Town Center project was proposed, both the Committee and the applicant had been confused about what the process and expected outcomes were.

**Ms. Mangle** noted that as part of the procedures update, the City would be adopting new variance procedures. She invited the Committee to review those chapters and respond with any comments.

**Chair Ives** encouraged staff to consider code changes that would assist downtown business and building owners as they tried to improve their buildings.

A discussion of the City's public area requirements and fee in lieu of construction (FILOC) program followed.

85       **c. Light rail streetscape character**

86       **Ms. Mangle** provided an overview of the light rail design meeting that was held  
87       on November 15, 2010.

- 88       • The City has adopted public area requirements (PARs) for public  
89       improvements, including sidewalk design and street furniture, in downtown  
90       Portland. As part of the light rail project, TriMet would rebuild several  
91       sidewalks that would extend into surrounding neighborhoods.
- 92       • What emerged clearly from the meeting is that there were many choices to be  
93       made about what those public improvements would look like. Values that  
94       were important were small town and high quality, but not necessarily focused  
95       on the style of street furniture that would be required by the PARs.
- 96       • She noted that some of the PAR standards would require replacing design  
97       characteristics unique to Milwaukie, such as the drinking fountain in front of  
98       the First State Bank Building on Main and Monroe, with a more standard  
99       water fountain that may be less place-specific.

100       **Ms. Mangle** asked if the Committee would be interested in hosting a second light  
101       rail design meeting at the regularly scheduled January 26, 2011, DLC meeting.  
102       The meeting would focus specifically on the street furniture character for the light  
103       rail area.

- 104       • It would not be a decision-making meeting, but would provide staff with  
105       direction when working with TriMet on required public area improvements.
- 106       • **The Committee** agreed.

107       **Ms. Mangle** reviewed the final design schedule for the light rail. It would begin in  
108       the summer of 2011, and it would be very helpful to have a community decision  
109       about the street furniture at that point.

- 110       • Street furniture included benches, bollards, bike racks, tree grates, and water  
111       fountains.

**Chair Ives** suggested that Committee members prepare for the January 26, 2011, open house meeting by making notes about questions for City and TriMet staff.

**Mr. Hemer** requested staff to invite Dion Shepard to serve on the DLC.

- **Ms. Mangle** agreed that Ms. Shepard would be a great asset to the DLC.

**The Committee** returned to Item 2 now that quorum had been established.

## **2. MEETING NOTES (continued)**

### **a. October 27, 2010**

**Chair Ives** moved to approve the October 27, 2010, DLC meeting notes as presented. **Mr. Hemer** seconded the motion. The notes were approved unanimously.

## **5. APPLICATION REVIEW ITEMS—NONE**

## **6. OTHER BUSINESS**

### **a. Next meeting**

The next meeting was scheduled for January 26, 2011. It would be an open house to discuss the light rail street furniture character.

### **b. Update pages for DLC notebook**

**Ms. Alligood** distributed update pages for the DLC notebook related to the recently adopted Milwaukie Municipal Code (MMC) Chapter 19.500 Off-Street Parking and Loading.

## **7. ADJOURN**

The meeting adjourned at 12:40 p.m.

---

Becky Ives, Chair



**Design and Landmarks Committee  
Light Rail Open house  
Meeting Notes  
Wednesday, January 26, 2011**

**Members Present**

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

**Members Absent**

Becky Ives, Chair

**TriMet Staff**

Michele Traver  
Claudia Steinberg  
Paige Schlupp  
Simon Cooper  
Bob Hastings

**TriMet Consultants**

Carol Mayer-Reed, Mayer/Reed  
Jeramie Shane, Mayer/Reed  
Ron Heiden, Mayer/Reed  
Jeff Joslin, Strategic Design and Development Service

**Staff Present**

Katie Mangle, Planning Director  
Kenny Asher, Community Development &  
Public Works Director  
Li Alligood, Assistant Planner  
Wendy Hemmen, Light Rail Design  
Coordinator  
Jeanne Garst, Office Supervisor  
Grady Wheeler, Information Specialist

**1. CALL TO ORDER**

Due to the open house format of the meeting, the meeting was not called to order.

**2. MEETING NOTES**

**a. December 6, 2010**

The adoption of the meeting notes was postponed until the February 2011 meeting.

**3. INFORMATION ITEMS—NONE**

**4. WORKSESSION ITEMS**

**a. Light Rail Design Open House**

**Katie Mangle, Planning Director**, welcomed meeting attendees in place of Chair Becky Ives, who was unable to attend.

- She introduced the members of the DLC.

- The DLC was hosting the January light rail meeting in order to hear from TriMet and community members about the design of the light rail alignment and associated public improvements. The DLC was responsible for downtown design review as well as informal input into projects that did not require design review.
- The light rail project would introduce a number of new design and streetscape elements to downtown and adjacent neighborhoods. At the November 15, 2010, light rail design workshop, many of the opinions expressed called for high quality, distinctive components in Milwaukie.
- As the City worked with TriMet, the DLC would be responsible for reviewing components of the light rail project located in the downtown zones for compliance with the City's Downtown Design Guidelines. The comments from those in attendance tonight would assist the DLC in their review.

**Ms. Mangle** provided an overview of the light rail project.

- The light rail project was at 30% design. At 30% design, it was known what the objects were and how many and where walls will be. What is not known is the pattern and texture of the walls, design treatments of the streetscape elements, and other details. Between May and June, drawings would advance from 30% to 60%.
- January was the end of preliminary design. The next light rail meeting would focus on the Kellogg Bridge structure. She invited attendees to comment and provide feedback during current and future meetings.
- No decisions would be made tonight. City staff was asking for guidance regarding the character of the streetscape elements of the project. The design team would take the feedback from this meeting and return with proposed designs.

**Ms. Mangle** introduced City, TriMet, and Mayer/Reed staff and the next agenda item, public art.

**Matt Menely**, a Milwaukie resident who serves on TriMet's Public Art Advisory Committee (PAAC), explained that the PAAC had worked to understand the entire alignment.

- Over 300 artists had applied to work on the project.
- The PAAC was heavily involved with the selection of the artists.

**Michelle Traver, TriMet Public Art Coordinator**, explained that at the end of 2010, the PAAC had selected artists for the different sections of the alignment.

- Public art was a wonderfully integrated element in the light rail project, and helped to enliven the project and bring the character of the community to light.
- She reviewed the artists selected for the Milwaukie area, including the Tacoma Station, Milwaukie Station, Kellogg Bridge, and their works via PowerPoint presentation.
- The artists were just beginning to get on board with the project, and will bring forward concepts as they move forward to 60% design completion. The art budget for each station is \$250,000.
- Artists would develop ideas for artwork with input from project staff, designers, and the community, and present their concept proposals to the PAAC for review and approval.
- The artists were responsible for creating pieces that were integrated into the overall design of one station platform, which was being designed by Mayer/Reed. This could result in one piece of artwork or several.
- There could be other art elements on the station platform, such as tile-covered columns.

**Kenny Asher, Community Development and Public Works Director**, noted that the building to be constructed at the station would be a private development, but public art could also be integrated into its design.

**Ms. Mangle** introduced the City's Downtown Design Guidelines and design standards. One of the guidelines was the "Milwaukie Character" guideline. "Milwaukie character" was subjective, but much of it had to do with the history of the place and its natural features.

- Many of the city's original buildings were gone, and many of the natural features were partially manmade. Milwaukie was made up of many different kind of styles and characters, even within the downtown blocks.
- The City had adopted a set of streetscape standards for downtown, which set a high bar for public improvements in downtown. These standards included designs for sidewalks, street furniture, light poles, and other street features.

- East of Monroe St were neighborhoods that were not part of downtown and were not subject to the streetscape standards of downtown. This meeting was an opportunity to discuss what the streetscape in these areas might look like.
  - She reviewed a variety of housing and building design in the city via PowerPoint presentation.
    - She noted that the eclectic character of downtown was made up of many different architectural styles, from historic bungalows to the Lee Kelly fountain in front of Ledding Library to the stone retaining walls in front of houses and along Spring Creek in Historic Milwaukie.
    - There were many references and touchstones for Milwaukie character, more than most communities had. Milwaukie had strong values of small town, pedestrian orientation, authenticity, and eclecticism.
  - The DLC would continue to define Milwaukie character throughout this project.
  - She introduced the following agenda item, urban design.
- Carol Mayer-Reed, Partner, Mayer/Reed**, explained that whenever the firm started a project they began by looking at aerial photos to get the big picture and to get a feel for what surrounds the site.
- She reviewed project images and historic images of Milwaukie via PowerPoint presentation.
  - The historic downtown, Union Pacific freight corridor, McLoughlin Blvd, trolley trail, and active waterfront of the 1950s provided a starting point. Iconic images included the Portland Waldorf School and the spire of St. John the Baptist Catholic Church on the hill.
  - There were a number of wood structures in and around downtown, referencing the City's history as a lumber town. Milwaukie Lumber had a very prominent location downtown, showing that the local lumber industry was very alive and viable.
  - The project team looked for elements that were similar along the light rail corridor.
    - The team had divided the alignment within the city into 3 areas: the "green" residential area between Hwy 224 and Harrison St; the "downtown" area between Monroe St and Washington St; and the "station" area around the station platform.

- An example was the stacked wood, and the fact the lumber industry still has a place in Milwaukie's downtown.
- She provided an overview of the topography along the downtown portion of the alignment, including the location of new retaining walls and removal of existing vegetation.
- She explained the components involved with a light rail alignment, including the geometry of where and how close the various elements must be. Elements and components included:
  - The TriMet right-of-way was acquired to provide width for the tracks. The right-of-way will cut through some topography, requiring retaining walls and a 6-ft fence on top of the retaining walls.
  - A minimum of 9 ft was required from the retaining wall to the center line of the light rail tracks.
  - A minimum 30-in "safety zone" was required between the light rail train and retaining wall.
  - Exactly 14 ft center to center between the light rail and Union Pacific trackways.
  - There must be another safety wall separating the light rail and Union Pacific tracks, which must be 6 ft high and 3 ft deep.
  - An additional fence was required within 250 ft of intersections; it did not need to be sight-obscuring and could be less than 6 ft high.

A discussion of landscaping requirements along the alignment followed.

**Ms. Mayer-Reed** pointed out that all of the retaining walls in downtown Milwaukie would have finishes. Public input was especially important in those decisions because the finishes that were chosen would have a significant impact on the final appearance of the light rail alignment.

- She reviewed a number of possible wall finishes via PowerPoint presentation.
- Landscape architects tried to respond to existing conditions, and to respond to those conditions they wanted to encourage and avoid those they did not.
- The design project team suggested using wood as a texture on the retaining walls to lend a sense of authenticity, and to draw on Milwaukie's history.

- She suggested using textured wood form liners to cast the retaining walls. For instance, the safety walls in the central downtown area could replicate a stack of timber like those found at Milwaukie Lumber. The walls in the station area could be more modern in design.

- She suggested that attendees review the retaining walls at the Oregon Zoo interchange on Highway 26 west for an example of a recent successful retaining wall.

- Reviewed bioswale designs.

**DLC Member Hemer** asked if Mr. Goldbloom's art could be integrated into the retaining walls.

- **Ms. Traver** responded that Mr. Goldbloom's art could possibly be involved in the design of a form liner. However, the project team did not necessarily want to draw people close to the walls due to safety considerations.

- **Mr. Asher** added that the idea was to put the art where the most eyes would see it. The retaining walls were not necessarily the best place for pieces of art, but the wall finishes would contain an element of artistry.

**Ms. Mayer-Reed** reviewed the pedestrian patterns between the station area and the transit center on Jackson St.

- As preferred during the South Downtown planning process, the concept showed that Adams St west of the rail tracks would be closed.
- Pedestrian safety was the primary consideration, and the landscape design would direct people along a safe route across the tracks and discourage an unsafe route.

A discussion of landscaping and plantings along the alignment followed.

**Ms. Mangle** noted that the intent of the meeting was not to make decisions, but to review concepts. The project designers had suggested different retaining wall treatments for the green residential zone, the downtown zone, and the station area zone. Was the group supportive of that concept?

- The attendees were supportive of the general concept.
- Attendees requested additional information form liner designs for the next meeting, including stone-look form liners.

**Ms. Mayer-Reed** noted that there were a lot of examples of hand crafted stone walls in the city, and there were examples of form liners that are trying to look like stone, which might not accurately represent the authenticity of what was already there.

- The goal was to design something that was long-lasting and had a timeless component, that was relaxed and in the background and didn't call a great deal of attention to itself.
- The project design team would be open to considering a custom form liner.

**Ms. Mangle** noted that form liner patterns repeated, and pretended to be something they were not (such as stone or brick), which may run counter to the authenticity the designers were attempting reference to.

**DLC Member Wisner** asked how the wall design would transition between the 3 sections.

- **Ms. Mayer-Reed** stated that intersections would provide a natural transition.

An extensive discussion of form liner designs and maintenance considerations followed.

**Ms. Mangle** asked the members of the DLC for final observations.

- **Mr. Hemer** confirmed that the attendees' overall preference was for authenticity rather than imitation.
- **DLC Member Perrault** noted that he was pleased to see the amount of focus and energy regarding the design details. It provided direction to the DLC and the DLC would be doing its due diligence when making its design recommendations.
- **Ms. Wisner** noted that the DLC was always looking to see that new development was consistent with the history and character of Milwaukie and what it represents: closeness to nature and very well-established. She wanted to see this reflected in what was built in the city.

The next light rail meeting was scheduled for February 28, 2011.

## **5. APPLICATION REVIEW ITEMS—NONE**

## **6. OTHER BUSINESS**

### **a. Next meeting**

The next meeting was scheduled for Wednesday, February 23, 2011.

214    **7.   ADJOURN**

215            The meeting closed at 8:15 p.m.

216    \_\_\_\_\_

217    Becky Ives, Chair





# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee

**From:** Kenny Asher, Community Development and Public Works Director  
Katie Mangle, Planning Director

**Date:** February 16, 2011, for February 23, 2011, Worksession

**Subject:** Light Rail Station Building Development Concept

---

## **ACTION REQUESTED**

No action requested. This is a report on the design and process integration of the proposed Light Rail Station Building on the "Triangle Site" adjacent to the downtown Milwaukie light rail platforms. Staff is interested in informal feedback from the DLC; the building will undergo formal Design Review prior to final design and construction.

## **BACKGROUND INFORMATION**

### **A. History of Prior Actions and Discussions**

- **January 27, 2010:** Kenny Asher, Community Development and Public Works Director, briefed the Committee about the light rail project and shared preliminary concepts of the station building on the Triangle Site.

### **B. The South Downtown concept for the light rail station**

In 2008 and 2009, as the Milwaukie community began to seriously envision a new future for the South Downtown area and the introduction of light rail service, a vision emerged very naturally and consensually that the downtown Milwaukie light rail station deserved more than a typical TriMet platform. Through the work of Center for Environmental Structure (CES) and a large group of citizen volunteers, an idea surfaced that the vacant site to the east of the future light rail stop (the "triangle site") could be used for a new building that would resemble the historic small town train station that had character, charm and strong civic presence.

## STATION BUILDING DESIGN AND PROGRAM

Running with the idea of a “station building”, staff engaged the architectural firm of Ankrom Moisan to begin designing a building that would fit on the site, work with the light rail platforms, and provide a character and program that would take advantage of the light rail adjacency.

Having worked on a conceptual design for the building for about a year, in coordination with light rail designers and Walker Macy (the city’s South Downtown urban design firm), the building design has gained a measure of definition and personality. Staff shared these drawings with Council in December 2010, and would like the DLC to see the progress and provide suggestions about future direction, if desired.

The station building, which can be seen in the images provided in Attachment 1, is trying to achieve several goals:

- Bring more eyes and ears to the light rail station itself, so there are more people watching over activity on the platforms at all times.
- Beautify the area immediately around the platforms, most specifically, the triangle site to the east, which has been vacant for many years.
- Stimulate revitalization of the downtown, especially the south downtown, by introducing new building construction in the area after several decades of dormancy.
- Create a civic marker and a gateway to the downtown light rail stop, which will be easily recognizable from Main, 21<sup>st</sup> and Lake Road, and one which the community will take pride in.
- Create new spaces for office, retail and government activities downtown, which the community desires. These are hoped to include a coffee shop, bike shop, and a City of Milwaukie Bicycle Police Patrol Office.
- Be constructed and occupied by opening day of light rail service, currently scheduled for September 2015.

Current design assumption include 3,200 square feet of ground floor retail space that would face 21<sup>st</sup> Avenue (bike shop and coffee shop), 2,100 square feet of upstairs office space (at the level of the MAX platforms), a 760 square foot meeting room with views onto the platform that would be available for City of Milwaukie evening meetings, and covered bicycle parking for 90 bikes. A large tower and stair through the building make a direct and visible connection to the MAX platform, and the building eave on the west side provides shelter for transit patrons awaiting Portland-bound MAX trains. Milwaukians stated very clearly, during the South Downtown Pattern Language work, that they wanted a station that would shelter passengers waiting for trains.

Having a community-supported design in place is an important step to attracting a developer to the project.

In 2011, the City and TriMet will work together to market the site and the opportunity to the development community. It is imagined that the project will be a public-private partnership, with the public agencies contributing the value of the land and insisting on certain features, with the private partner arranging for project financing, leasing, design and construction permits, and ongoing ownership and operations. A portion of the building is expected to remain in public use, however these are details that will be worked out once a developer is selected.

In 2012, an RFQ will be issued and a developer will be selected. This important step cannot occur until TriMet actually acquires the land for the light rail project. After an agreement is reached with the developer, the design and permitting processes will ensue, followed by construction. If the City continues to define the desired project, market the opportunity, and coordinate the light rail project to anticipate the building, then the project should be ready by the time light rail service begins in September 2015.

Even with construction of the building several years off, the City's clear direction on the future of this parcel is important to the light rail design process. The light rail project is looking to the City, and to the future use of this site, for direction on items like platform design, ramping, bicycle parking, shelter architecture, landscaping, stormwater treatment and retaining wall design. For these reasons, it is important that the City plan for the future of the site, and work carefully and consistently in executing the vision that the community has provided for its future downtown light rail station.

One item of uncertainty will be resolved prior to final design of the building: the light rail "second" or side platform, which would adjoin the west side of the building, was deferred during the recalibration of the project this summer (due to the 50 percent federal contribution limitation). If this platform cannot be built by the project, it will become part of the cost of the development project, making that project more expensive and that much more difficult to achieve. Staff will continue to advocate that the side platform be added back to the light rail project.

#### **A. Public Comment on the Design**

The building design as drawn by Ankrom Moisan has received very positive review from members of the South Downtown Steering Committee, participants in light rail meetings, and members of the public who have seen the drawings at the Farmers Market. TriMet's design team has reviewed the drawings, as has the Walker Macy design team. Both are optimistic about the building's contribution to the overall station area and downtown Milwaukie. Milwaukie's Police Chief has also reviewed the plans and has provided support and input on space requirements for the future Bicycle Patrol Office.

The chair of the Historic Milwaukie NDA is supportive of the design direction shown in this drawing set.

#### **ATTACHMENTS**

Attachments are provided only to the DLC unless noted as being attached. All material is available for viewing upon request.

1. Ankrom Moisan drawing set (November 2010) including precedents for small, historic train stations.
2. Ankrom Moisan Triangle Site study station photos.

## ATTACHMENT 1



Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects



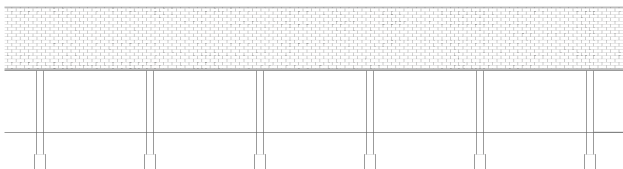
1 1 PLAZA LEVEL PLAN  
3/16" = 1'-0"



1  
2  
PLATFORM LEVEL FLOOR PLAN  
3/16" = 1'-0"



NORTH ELEVATION



WEST ELEVATION



Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects





Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects





Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects



Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects



Milwaukie TriMet Light Rail Station | Ankrom Moisan Architects



## ATTACHMENT 2





*Southern Pacific Passenger Station, Beaumont, Texas.*













GODERICH

GODERICH







[www.Lockport-NY.com](http://www.Lockport-NY.com)











# MILWAUKIE

*Dogwood City of the West*

**To:** Design and Landmarks Committee

**Through:** Katie Mangle, Planning Director

**From:** Li Alligood, Assistant Planner

**Date:** February 16, 2011, for February 23, 2011, Worksession

**Subject:** Downtown Semi-Public Restroom Building

---

## **ACTION REQUESTED**

None. This is an informational briefing only. Staff requests Committee feedback on sample building designs and materials for a proposed downtown restroom building to inform a future design review application by TriMet.

## **BACKGROUND INFORMATION**

Jackson Street between Main St and 21<sup>st</sup> Ave serves as Milwaukie's transit hub, as well as a layover for bus drivers traveling through Milwaukie. The layover provides an opportunity for drivers to eat, stretch, and use the restroom. Currently, drivers use the facilities in City Hall or a temporary portable restroom located at the edge of the parking lot across Main St from City Hall.

In 2010, City Council directed staff to work with TriMet to develop a semi-permanent bathroom building to replace the portable ones that have occupied the site for many years. The proposed restroom facility would be semi-public and available for use by TriMet drivers, the Milwaukie Farmers Market, and during downtown festivals. TriMet has agreed to finance the construction of the building.

The City and TriMet want the building to be semi-permanent to allow the building to be relocated to another site in downtown if the parking lot site is developed in the future. Therefore, the project has three important requirements to consider when designing the building. It must be 1) designed to meet the City's standards, 2) be possible to relocate in the future, and 3) be constructed within the allocated budget.

Currently, there are two potential locations for the proposed restroom building, including:

- On the southern edge of the City public parking lot. Structures on private property in downtown Milwaukie are subject to design review.

- In the public right-of-way on a sidewalk bulb-out on the north side of Jackson St. Structures in the public right-of-way are not subject to design review and would not be required to meet the downtown design standards.

The City public parking lot is located west of City hall in the Downtown Storefront Zone DS. New structures on public property in the DS zone are subject to Downtown design standards and design review. Relevant DS zone standards include:

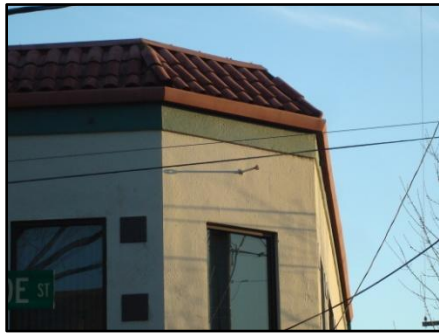
- No minimum building height for buildings with less than 1,000 square feet of floor area.
- No minimum setback requirements; the building can be located anywhere within 10 feet of the front property line.
- No minimum parking requirements.
- Exterior wall-mounted mechanical equipment is prohibited.
- EIFS or other synthetic stucco panels and splitface or other masonry block are prohibited at the street level of the building.
- Siding materials including plywood paneling; brick with dimensions larger than 4 by 8 by 2 inches; spandrel glazing/curtain wall; vinyl or metal cladding; composite wood fiberboard or composite cement-based siding; and metal panels are prohibited.
- Flat roofs must include a cornice with no less than 6 inches depth (relief) and a height of no less than 12 inches.
- Mansard or decorative roofs on buildings less than 3 stories are prohibited in all downtown zones.

## DESIGN PRECEDENTS

### Downtown Buildings








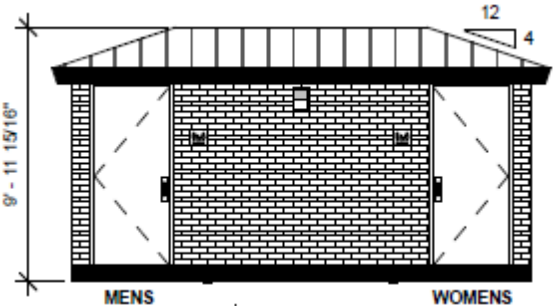
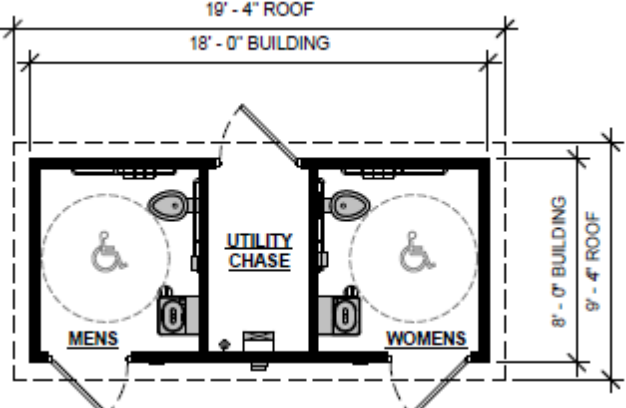



## Restroom Buildings



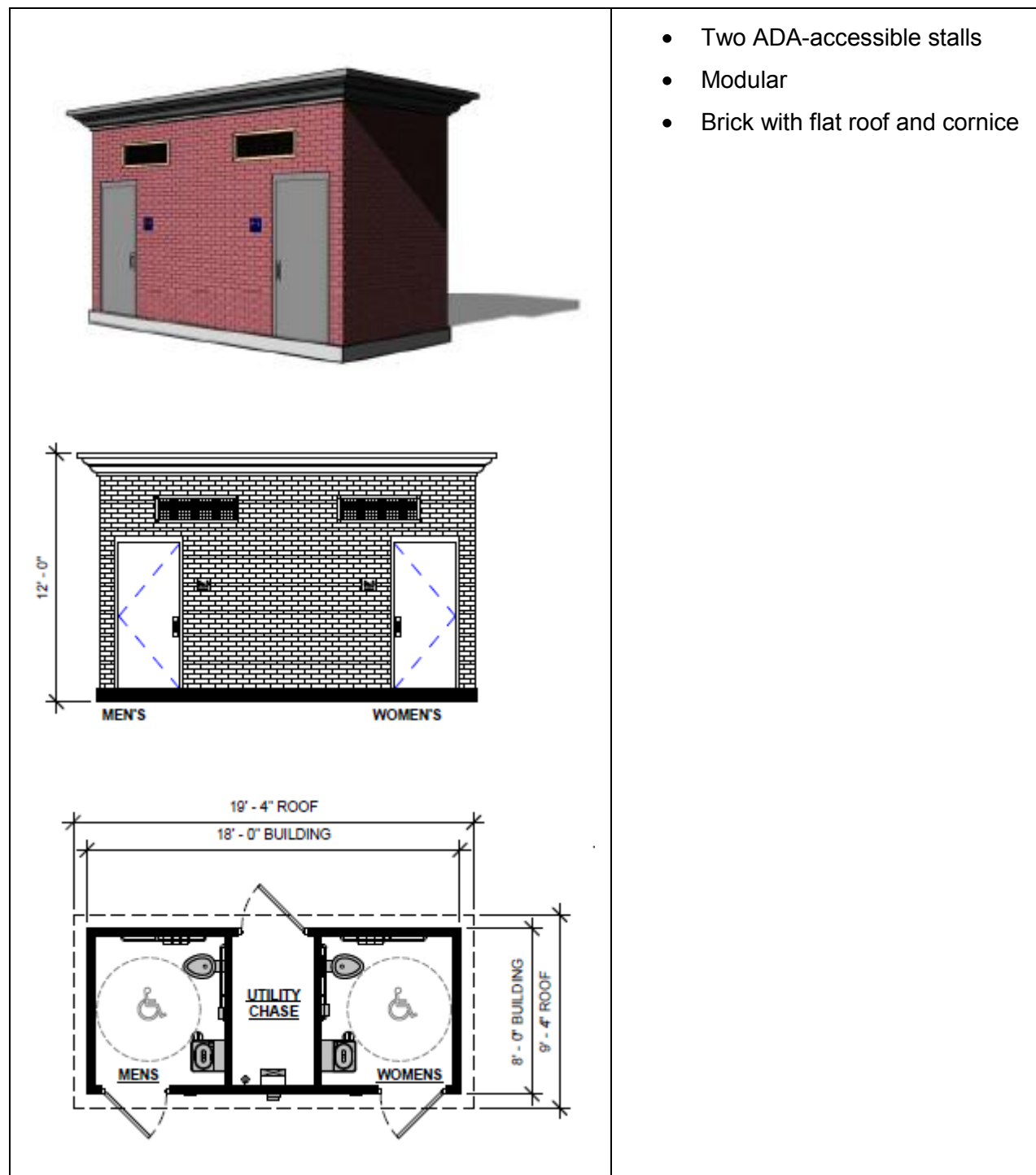
## POTENTIAL RESTROOM DESIGNS

Working with TriMet and two independent pre-fabricated restroom suppliers, staff has developed three potential options for discussion by the DLC. DLC comments and suggestions will be incorporated into the final design as the project progresses. The size and site plan are not set; these options are presented to focus on the roof and wall design, and how such a building would best meet the intent of the Downtown Design Guidelines.

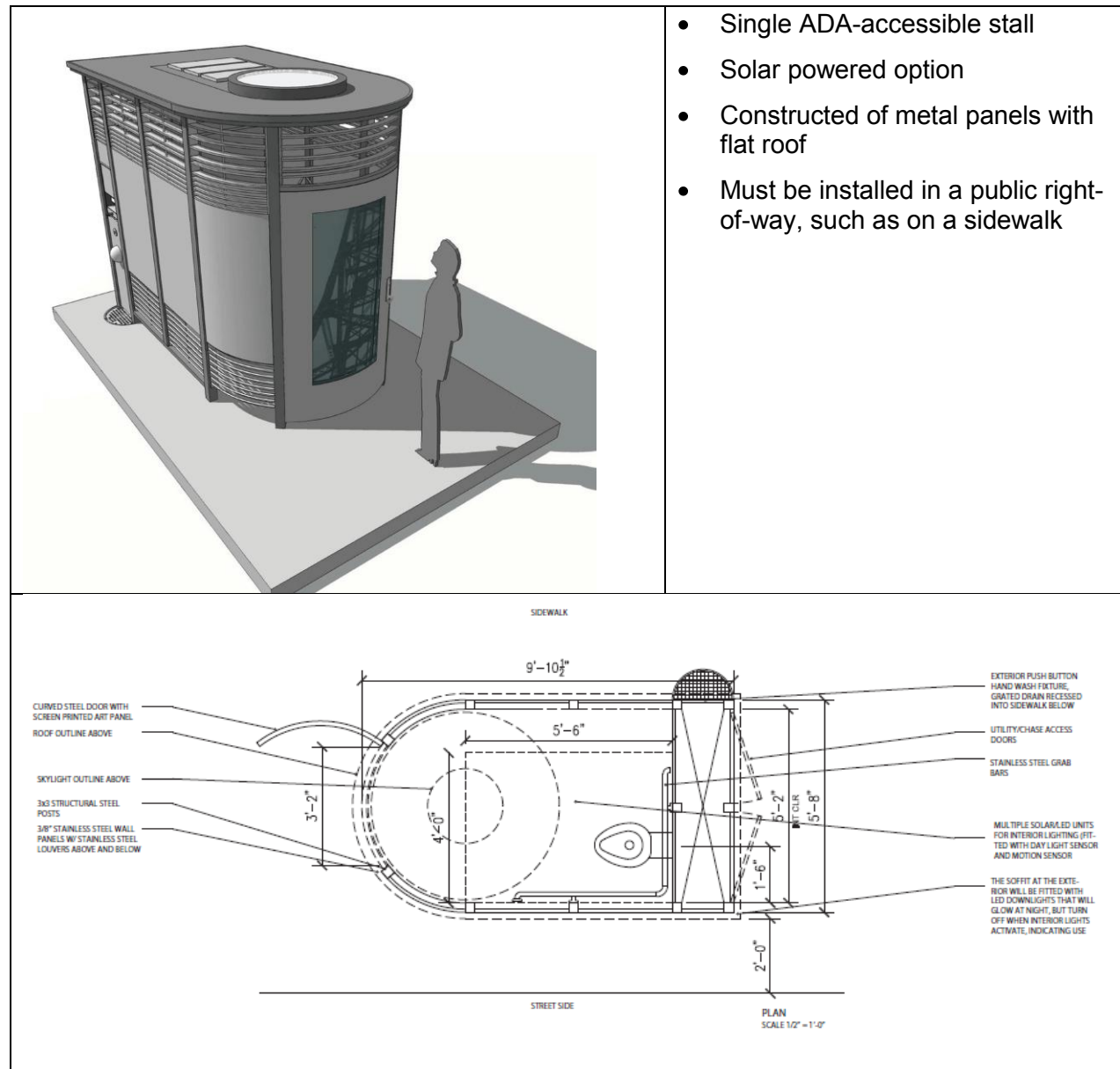
### The Public Restroom Company – Option 1

  	<ul style="list-style-type: none"><li>• Two ADA-accessible stalls</li><li>• Modular</li><li>• Brick with metal roof</li></ul>  <p>Full Rock Wainscot</p>  <p>Lap Siding with Brick Front</p> 
--	---

### The Public Restroom Company – Option 2



## The Portland Loo

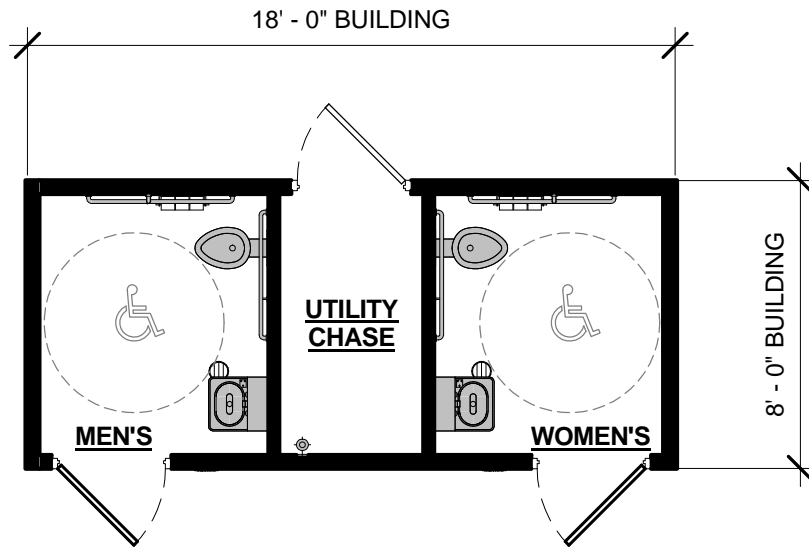


## ATTACHMENTS

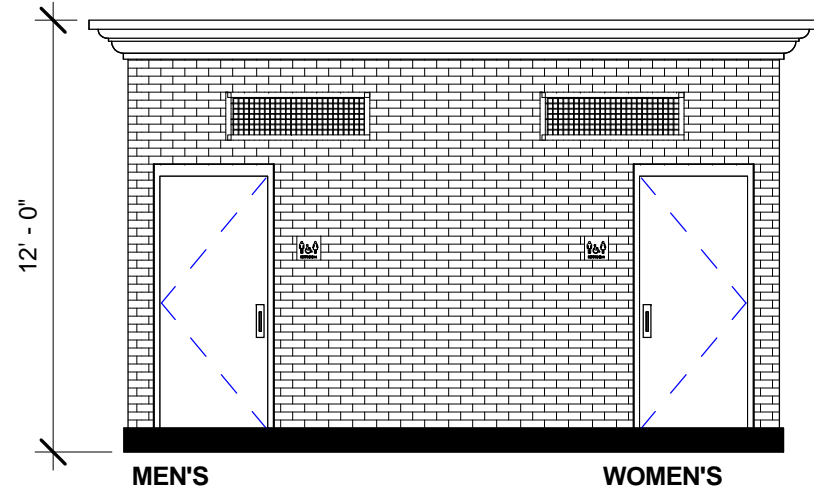
Attachments are provided only to the Design and Landmarks Committee unless noted as being attached. All material is available for viewing upon request.

1. Portland Restroom Company Option #1 – Brick with Hipped Roof
2. Portland Restroom Company Option #2 – Brick with Flat Roof and Cornice
3. Portland Loo brochure and specifications

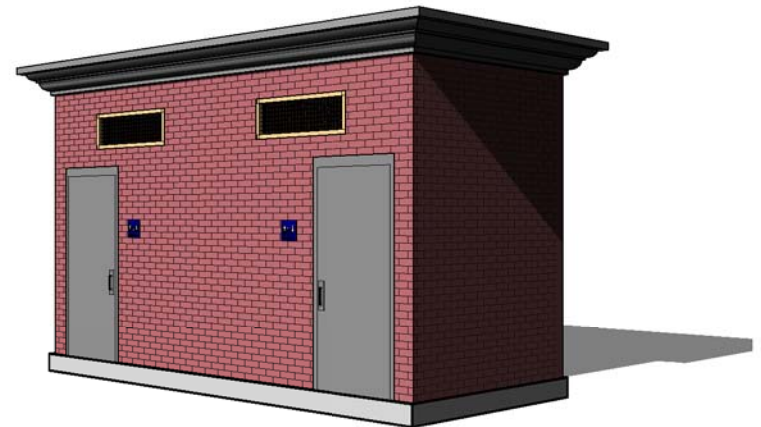
# ATTACHMENT 1



1 FLOOR PLAN  
3/16" = 1'-0"



2 FRONT ELEVATION  
3/16" = 1'-0"



3 PERSPECTIVE



COPYRIGHT 2011, PUBLIC RESTROOM COMPANY THIS MATERIAL IS THE EXCLUSIVE PROPERTY OF PUBLIC RESTROOM COMPANY AND SHALL NOT BE REPRODUCED, USED, OR DISCLOSED TO OTHERS EXCEPT AS AUTHORIZED BY THE WRITTEN PERMISSION OF PUBLIC RESTROOM COMPANY.

BUILDING TYPE:

RESTROOM BUILDING

OPTION 2

PROJECT:

MILWAUKIE FARMERS MARKET  
MILWAUKIE, OR

REVISION BY:

REVISION DATE:

REVISION #

DATE: 02-10-2011

DRAWN BY:

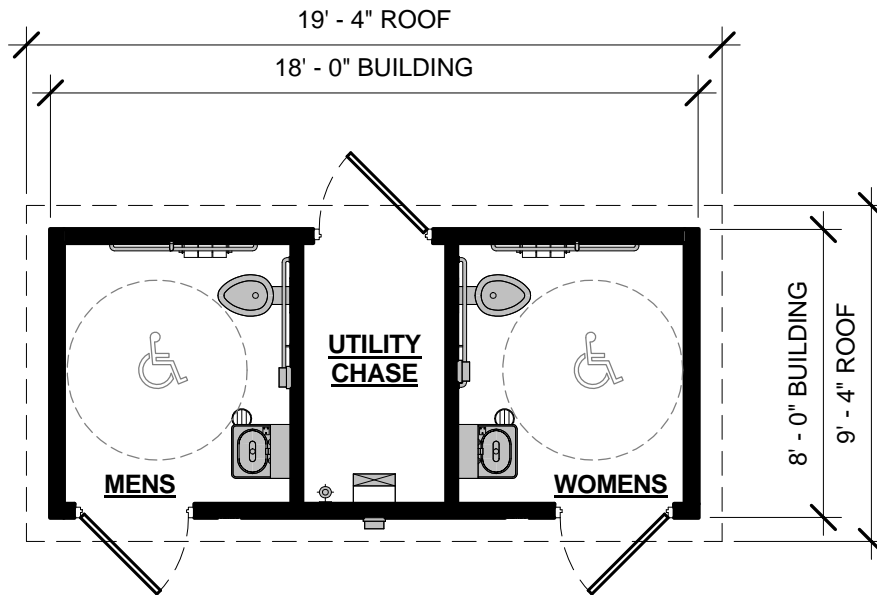
PROJECT #: 8287

MAJ

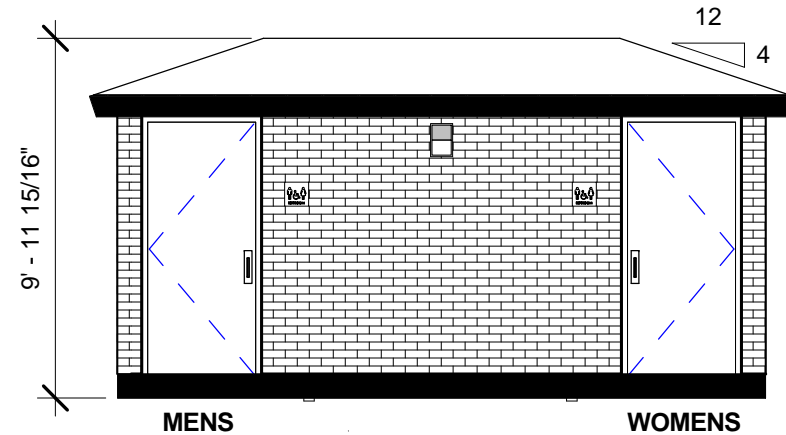
MAXIMUM PERSON AN HOUR:

90 S

# ATTACHMENT 2



1 FLOOR PLAN  
3/16" = 1'-0"



2 FRONT ELEVATION  
3/16" = 1'-0"



3 PERSPECTIVE



COPYRIGHT 2011, PUBLIC RESTROOM COMPANY THIS MATERIAL IS THE EXCLUSIVE PROPERTY OF PUBLIC RESTROOM COMPANY AND SHALL NOT BE REPRODUCED, USED, OR DISCLOSED TO OTHERS EXCEPT AS AUTHORIZED BY THE WRITTEN PERMISSION OF PUBLIC RESTROOM COMPANY.

BUILDING TYPE:

RESTROOM BUILDING

PROJECT:

MILWAUKIE FARMERS MARKET  
MILWAUKIE, OR

REVISION BY:

REVISION DATE:

REVISION #

DATE: 2/14/11

DRAWN BY:

PROJECT #: 8287

PEF

MAXIMUM PERSON AN HOUR:

90 S



# The Portland Loo

offers high durability and a unique and balanced blend of privacy and security, all at a cost that is a fraction of current stand-alone restroom models.

- Affordable
- Design deters illicit activity (CPTED)
- Durable/vandalism resistant
- Easy to service/replace damaged components
- Site almost anywhere (with water and sewer hookup)
- Designed to be open 24/7 without an attendant
- ADA accessible
- Sustainable/Solar-powered



Space available on exterior rear panels for graphics or advertising



Solar mechanics accessed through rear panel



Interior view



Exterior hand washing area



Solar panels and skylight on roof

## ATTACHMENT 3

# The Portland Loo



Office of Commissioner Randy Leonard  
and the Portland Water Bureau  
Portland, Oregon

[www.portandonline.com/water/loo](http://www.portandonline.com/water/loo)

### CONTACT:

Ross Turkus  
503-823-1058  
[ross.turkus@ci.portland.or.us](mailto:ross.turkus@ci.portland.or.us)

Anne Hill  
503-823-4807  
[hilla@ci.portland.or.us](mailto:hilla@ci.portland.or.us)



# The Portland Loo

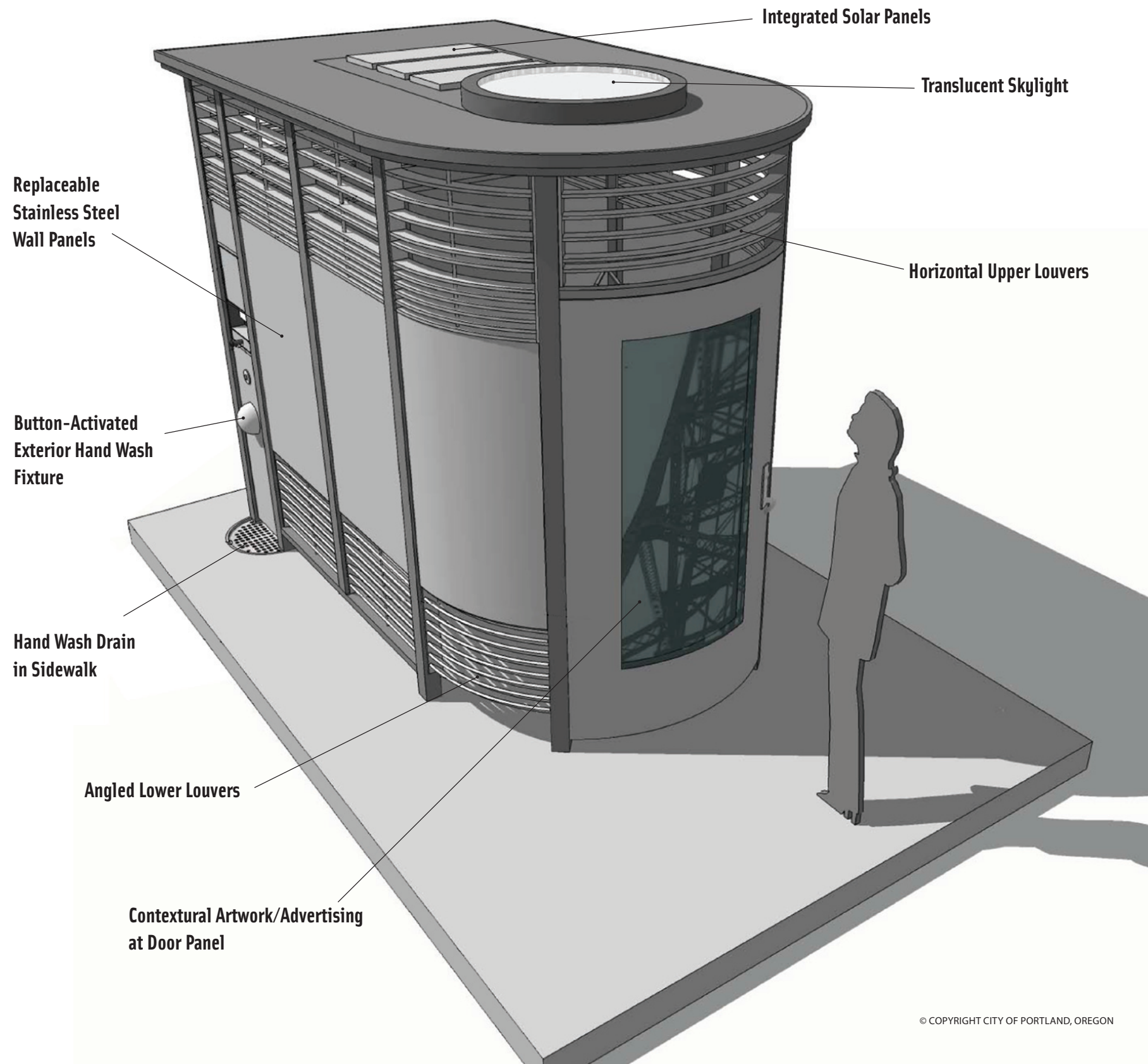
Innovative Public Restroom Design



*A Unique Solution  
to a Universal Problem*



# The Portland Loo



## **LIGHTWEIGHT.**

The unit is composed of a minimum of materials. Utilizing stainless steel wall panels mounted to a slim profile steel structure means that the Portland Loo weighs a fraction of a typical restroom and can be delivered on-site as a complete enclosure.

## **SECURE.**

Louvers at the top and bottom of the wall create an interior environment that offers complete visual privacy, while remaining as connected with the outside as possible. The lower louvers are angled to provide law enforcement the opportunity to observe the number of users within the unit without compromising privacy. The unit's hand-washing station is mounted on the exterior to promote shorter use times and to serve the general pedestrian population.

## **FUNCTIONAL.**

The entire unit can be off-grid and lit entirely by solar-powered LED fixtures. Or the unit can be pre-wired for 115 volt AC power. At night a gentle light washes the exterior until it is occupied, at which time the interior lights activate and the exterior lights dim, announcing that it is in use. All of the cleaning and maintenance implements, as well as electrical components and solar batteries, are housed in the cabinet at the rear of the unit.

[www.portlandonline.com/water/loo](http://www.portlandonline.com/water/loo)



# PORTLAND LOO SPECIFICATIONS

## DESIGN

- Attractive design fits well in any environment.
- Louvered panels allow for surveillance by the community.
- Heavy-duty components and hardware insure long life and durability.
- Exterior handwashing station deters illicit activity.
- Tight tolerances in the design and fabrication of components. Matching replacement panels and doors can be ordered from the factory and easily field-installed.
- ADA compliant.
- 100% Solar-powered capability.

## CONSTRUCTION

- All wall panels, doors, and roof are made from a heavy gauge 304 stainless steel.
- Structural grade, stainless steel, vandal resistant bolts and screws.
- Penitentiary grade toilet fixtures.
- All surfaces finished with a graffiti-proof coating.
- Heavy duty *Best Access Systems* door hardware.
- Solar electrical system uses the highest quality and latest technology components.
- Electric light sensor, interior motion detector, and long lasting LED lighting makes for a durable, fully automatic lighting system.
- 3 roll, lockable heavy steel tissue dispenser.

## MAINTENANCE

- Basic daily janitorial cleaning is all that is required.
- Electric solar system requires two annual adjustments of the charging system and wiping off the surfaces of the solar panels for a total annual labor commitment of twenty minutes.
- One annual application of lubricant to the door hinges and door hardware.

## INSTALLATION

- Portland Loo comes fully assembled and tested from the factory.
- Factory-provided template makes installation of the base plate column mounts fast and accurate.
- Leveling is simple and precise.
- 1 water supply and 1 sewer connection are all that are required to make the Portland Loo operational.

# PORTLAND LOO

## DIMENSIONS /FEATURES

