AGENDA

MILWAUKIE
PLANNING COMMISSION
DESIGN & LANDMARKS COMMITTEE
JOINT SESSION
Thursday March 17, 2011, 6:30 PM

MILWAUKIE PUBLIC SAFETY BUILDING
3200 SE HARRISON STREET
A light dinner will be served.

1.0 Call to Order - Procedural Matters

2.0 Minutes – Motion Needed

2.1 Planning Commission – January 11, 2011

2.2 Design and Landmarks Committee – February 23, 2011

3.0 Information Items

4.0 Audience Participation – This is an opportunity for the public to comment on any item not on the agenda

5.0 Joint Session Items

5.1 Summary: Portland to Milwaukie Project – Early review of the design for the proposed bridge over Kellogg Creek and McLoughlin Blvd
Presenter: TriMet PMLR design team

6.0 Worksession Items – None

7.0 Forecast for Future Meetings:

Planning Commission

March 22, 2011	1. Public Hearing: ZA-11-01/CPA-11-01 Natural Resource Regulations
April 12, 2011	1. Public Hearing: WQR-11-01 Johnson Creek Confluence project - *tentative*

Design & Landmarks Committee

March 23, 2011	1. Meeting Cancelled
April 27, 2011	1. TBD

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.

2. **PLANNING COMMISSION MINUTES.** Approved PC Minutes can be found on the City website at www.cityofmilwaukie.org

3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org

4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.

5. **TME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

Public Hearing Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.

2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.

3. **APPLICANT'S PRESENTATION.**

4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.

5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.

6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.

7. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.

8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.

9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.

10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.

11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Planning Commission:

Jeff Klein, Chair
Nick Harris, Vice Chair
Lisa Batey
Scott Churchill
Chris Wilson
Mark Gamba

Design & Landmarks Committee:

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

Planning Department Staff:

Katie Mangle, Planning Director
Susan Shanks, Senior Planner
Brett Kelver, Associate Planner
Ryan Marquardt, Associate Planner
Li Alligood, Assistant Planner
Alicia Stoutenburg, Administrative Specialist II
Paula Pinyerd, Hearings Reporter

CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, January 11, 2011
6:30 PM

COMMISSIONERS PRESENT	**STAFF PRESENT**
Jeff Klein, Chair	Katie Mangle, Planning Director
Lisa Batey	Brett Kelver, Associate Planner
Chris Wilson	Li Alligood, Assistant Planner
Mark Gamba	
Nick Harris	
Scott Churchill	

1.0 Call to Order – Procedural Matters

Chair Klein called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

2.0 Planning Commission Minutes

2.1 October 26, 2010

Commissioner Gamba moved to approve the October 26, 2010, Planning Commission meeting minutes as presented. Commissioner Batey seconded the motion, which passed unanimously. Chair Klein noted he was not in attendance at the October 26, 2010 meeting, but voted yes.

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 Hearings – None.

6.0 Worksession Items

6.1 Summary: Natural Resource Overlay Project briefing

Staff Person: Brett Kelver

Brett Kelver, Associate Planner, presented the Natural Resource Overlay (NRO) Project via multimedia display. The two main components of the project involved amending the draft code and draft maps, essentially adding Habitat Conservation Area (HCA) regulations to existing rules for water quality resources. The draft maps and a summary of the project were presented

last Thursday at the open house that was attended by 35 to 40 people. Staff answered questions mainly about what the NRO project was and how it would affect those attending. No significant changes were suggested to the maps.

Staff made the following clarifications for the Commission:

- A10% change in the setback or up to a 10% change in some lot dimensions would be allowed. Changes in setback adjustments could be utilized on any side of the property. The idea was to allow people to use these adjustments to avoid impacts to the resource area. If proposed changes would not work within the overlay guidelines, the variance process would be required.
- The City would need to get some degree of signoff from Metro about the City's code, draft maps, and methodology for making future corrections/amendments at this initial stage. Metro would want to ensure that the Code and maps that the City was adopting met the statewide goals. Staff was still sorting out the process for adjusting the maps; perhaps Metro could get notice and have opportunity to comment as part of the normal notification process when map changes were proposed. The City preferred that Metro feel comfortable with the maps and process so that making adjustments according to the outlined methodology was not a major deal.
- The City had to get Metro's concurrence, but at the regional scale the maps were almost identical; changes being made were very localized, and both Metro and the City would be in agreement next year. The Code already outlined the process if someone disagreed with the map. Metro's level of involvement depended on the scale of the changes being made. Changes at a tax lot level would not rise to the level of concern for the region. If a whole watershed was taken out, Metro would want to talk about it. Minor adjustments at the local level could be easily addressed, but if someone wanted to challenge the location of a significant area, they would need to go through a substantial review including revisiting the original inventory analysis.
- The key question at the open house had come from property owners with no resources on their property, but who had received the notification letter because they were within the 100 ft disturbance boundary and wanted to know what they needed to do. Staff advised that if the work outside the resource area was close enough and rose to the level of disturbance, the City just wanted to see how the resource would be protected.

- There were people on both sides of the issue; some wished the rules did more to protect resources, while others believed there was enough regulation and questioned why more was being added.
- Staff would like to bring the package to the Commission in March for an official hearing recommendation to take to City Council for adoption. The Commission was asked to at least look at the commentary document by January 31, 2011, to help identify any concerns or questions. Suggestions about specific language in the Code would also be helpful.

Chair Klein stated that a lot of meetings had been held on the Natural Resource Overlay, which was also brought before the public a number of times. He felt confident in moving forward.

Mr. Kelver invited members of the advisory group to offer their comments.

Dick Shook, **4815 SE Casa Del Rey Dr,** stated he lived in unincorporated Clackamas County and had participated in a number of the meetings. As a neighbor of North Clackamas Park, his main concern was how the development of the north side of North Clackamas Park would proceed; it seemed closely tied with this procedure. While his property was located well within the 100 ft disturbance boundary, no further development was anticipated where he lived. He believed that Metro had not included some areas that should have been, which he understood would be addressed in the future as procedures were established.

Commissioner Gamba noted some items were at odds with each other, for example, gardening was not permitted but agriculture was an outright use.

- Proposed Code Amendment 19.322.1, Intent, C.8 , the section's intent was to preserve existing native vegetation, and specifically called out no gardens??.
- Under Exempt activities, Item 19.322.4.A.6 on 6.1 Page 10 of the packet, it states "agriculture practices or uses…provided that such activities or uses do not result in increased direct stormwater discharges to WQR areas." He asked if the definable difference was making money from the specified activity.

Mr. Kelver suggested differentiating between existing versus new agriculture in Item 6. In general, the principal of the overlay was to not remove or expand what had already been done. For example, existing lawns and gardens would not need to be removed, but no further expansion of either should occur. He agreed it seemed inconsistent if a new property owner was

allowed to plow in a riparian area because agricultural, including new agriculture, was allowed. They were taking from existing language, which also was unclear in this way.

Discussion continued with the following comments:

- The City should work to stop activities such as tilling and the use of pesticides and herbicides, specifically those that would harm resources. New food growing methods, such as permaculture and food forests, do not cause runoff into the creek. The Code should allow nondestructive food growing, whether new or already existing, and try to move agriculture, whether new or already existing, in that direction.
  - The point was the City did not want people encroaching further into the resource area.
  - Item 6 discussed above could be revised to be more specific about low impact agricultural usage. Commissioner Gamba offered to help with the language.
- There was a way to allow people to grow food very sustainably and noninvasively within a Water Quality Resource (WQR) area while also helping existing agriculture that was tilling and causing runoff into the creeks. It was a little more work, but food could be grown just as effectively without tilling.
  - Change the activities allowed in the WQR/riparian area to something like no tilling or herbicides/pesticides allowed no matter how long the use is there, existing or new. A phase out period could be used for existing uses.
- There was discussion on how the rule on pesticides would be enforced. Instead of completely exempting sustainable agriculture, the City could require that a plan be submitted to ensure the appropriate practices were being followed.
  - Growing food should not be outright prohibited.
  - The wording “only native plants” should not be used.
- With a minor correction to point Item 6, the Code already covered the concerns fairly well. A main principal is not to do new disturbance. The Code was not prohibiting food growth as long as what was being planted in the riparian area was not on the nuisance list and was planted in a way that did not require wholesale type of tilling, which was quantified by a 150-sq ft area.
  - The word “garden” needed to be addressed.
  - "Preserve existing native vegetation or other…" was the important language in the Code.
  - In most riparian areas, existing native vegetation had been choked out by blackberry and other invasive species. People should be encouraged and allowed to clean up the

invasive species and plant food, without allowing any tilling within the WQR, whether an existing or new use.

- The argument is that one cannot make money if tilling is not allowed, but other options were available. It was an invalid argument.
- The scale or method should be considered. This Code was not only limited to agriculture; existing gardens within the WQR would also be affected.

- The goal was to at least hold the line on any new disturbance in the WQR. The draft Code was written to state if tilling or agriculture was disturbing more than 140 sq. ft., a plan was required to show how the resource area was not being impacted.
- Sustainable gardening was outside Metro's compliance with regard to this issue. The Code could be reconsidered and rewritten in the future when someone submits a sustainable garden plan and contests the restriction.
- Exempt activities, those exempt from further review, were not necessarily precluded from submitting a plan showing the City how construction would be managed. The exemption only meant that the activity did not need a higher land use review.
- The difference was between the City's current practice and what was envisioned under the Code in terms of trying to enforce limits on pesticide or herbicide use.
- The first step in trying to enforce limits on pesticide or herbicide use was to make the Code very clear that certain pesticides/herbicides could not be used. Staff was not sure how proactive the City could be in catching people using these substances. Enforcement would likely follow the current practice of complaint driven enforcement. With more resources, providing proactive education about alternatives would be helpful. Spills occurring in or near certain water quality areas bring involvement from any state agencies.
- No stump grinding did not elicit any concerns from the advisory group. Allowing people to find a way to remove the stump without creating an erosion problem or removing the root wad seemed reasonable; otherwise more review would be required so the City could consider how that activity was being done.
  - Depending on how it is done, stump grinding did not remove the root wad since they only go down six inches; was that disturbing the soil?
  - The discussion involved how to get stump grinding equipment to the location. Staff set it up to be able to have productive conversations on a case-by-case basis, rather than one answer for all situations.
  - Stump grinding would probably be addressed through a Type 1 review to consider a plan for how the rest of the resource is protected.

- Commissioner Gamba was asked to distribute his other questions to the Commission via email following his meeting with staff.

Les Poole, 15115 SE Lee St, Milwaukie, stated he had been involved with a similar issue in Damascus with their Comprehensive Plan. He liked a lot of what was being done and hoped the sensitivity of the proposed Code would be applied to the upcoming transportation projects and that the Commission would consider the issues from different perspectives, such as farmers, TriMet, etc.

- He noted there was a real gray area about the source of the numbers given for the buffers, which was contentious in Damascus and Lane County recently. He did not believe a 200-ft buffer on the Willamette River was big enough. He did not support taking away backyards, but the sensitivity to Kellogg Creek, Three Creeks, or the Willamette River should not be the same as small pockets or wetlands. Having a one-size-fits-all to create fairness was generally overkill in some areas and not enough in others.
- Considering the economy, he reminded that every decision being made had costs attached. Revisiting and revising this Code was fine, but people were very worried about their property values and getting the economy going again. He cautioned the Commission about too much micromanagement. People get jumpy about their land.

Ms. Mangle stated that the public hearing for the Natural Resource Overlay Project would be held in March and the Commission's recommendation would go to City Council around the end of April. The plan was to time this one Code chapter with the broader Land Use and Development Review (LUDR) Code Tune-up project. Ideally, the proposed Natural Resource Overlay Code would go into effect in May.

- The Commission would be asked to act on the 98% draft and provide a list of things for staff to continue working on as staff takes the Code chapter to City Council, similar to what was done with the Transportation System Plan.
- As noted, no annotations were made to the map at the open house. Some negative comments were received, but none that would influence the Code. Specific concerns were addressed and the Code was distributed so additional comments might be received.
- All the property owners would get notification again due to the Measure 56 required notice. The comment period was still open. Staff would collect the comments received and note conversations had so the Commission had that information. The notes from the advisory

group meetings, which were pretty robust conversations, were all online on the project website.

6.2 Summary: Residential Development Standards
Staff Person: Katie Mangle

Katie Mangle, Planning Director, stated in addition to the Natural Resource Overlay and LUDR Code Tune-up projects, the Residential Development Standards project was also a high priority. Research was being done to understand the history in Milwaukie of how the City ended up with the current Code. The material provided to the Commission would be referenced as the project proceeded.

Li Alligood, Assistant Planner, reviewed the staff report attachments with these key comments:

- The Code history memorandum was a comprehensive history of residential development standards from the initial adoption of the City's zoning ordinance to the present. It was extremely disjointed, and a lot of it was contradictory.
  - Many of the changes made were in response to very specific issues or requirements from Metro or the State to come into compliance with some kind of specific policy.
  - There had not been a comprehensive overhaul to the residential development standards since 1979, and even that was more of a refinement than an overhaul. Some new zones were introduced and the uses specified more clearly, but she knew of no comprehensive review or analysis of the residential development standards.
  - The current design standards for single-family residences were adopted in 2002, but none applied for multifamily residential development or infill compatibility standards.
- The Comprehensive Plan (Comp Plan) had a really strong direction for its residential design standards and called for individual neighborhood design standards. Most of the residential design policies outlined in the Comp Plan had not yet been implemented by the Code. Though the plan was written in 1988, there were still quite a few areas where they had not been able to implement the policies that were adopted in the Comp Plan.
- The Code summary on 6.2 Page 29 outlined what was currently allowed by the Code and identified the current standards.

Ms. Mangle stated the consultant was developing site prototypes and illustrations, which most people would identify with. The public involvement process would begin with a survey.

- In November, the Commission discussed creating a subcommittee of the Commission to carry the weight of the project. Following that conversation, she still recommended a subcommittee or steering committee of interested Commissioners, but also wanted to initiate separate stakeholder groups, whether the Neighborhood District Association (NDA) Land Use Committees (LUCs), developers, or people interested in doing duplexes, to allow some conversations to occur outside of the subcommittee meetings.
  - Some people would not want to come to 7 subcommittee meetings, and better conversations could be had within some smaller groups.
- A web survey would reach a broad array of people and identify people who want to be involved on the stakeholder groups or subcommittee.
- The draft survey questions were included in the packet as Attachment 1, and Survey Monkey or a similar tool would be utilized.

Discussion between the Commission and staff continued as follows:

- The 1988 Comp Plan was essentially irrelevant, and needed to be revisited, revised, or worked around. The process should move in a way that the future was being considered as opposed to the status quo.
  - **Ms. Mangle** agreed the Comp Plan needed to be updated but it could not be done with this project. They had to figure out a strategy on how to accomplish the update and how to obtain funding for it. It would be a 3-year process.
  - The Commission should focus on pushing issues within the constraints of the Comp Plan. Every Code project usually resulted in some tweaking of the Comp Plan, but this was limited and usually had to be within the general policy direction. Environmentally, and in terms of urban design, much of what the Comp Plan actually called for was not implemented yet.
  - Staff had been waiting to do this Code project for 2 years. They needed to finish this project, which would take a year, while also building the case to do the broader Comprehensive Plan update. The project would also help generate a list of other items to work on as well as next steps.
- Some Commissioners had been waiting for this project for 5 or 6 years. There were residential structures built in Milwaukie that would never have been built, had the residential development and design standards been done 6 years ago. As important as the Comp Plan was, this Code project has been wanted for a very long time.

- This was more painful in that the City was asking people to do something different than they were used to, and Council also needed to make a decision that would have ramifications for Joe Public.
- The direction staff was taking with this Code project was very good because there was a lot of outreach. NDA leadership groups have expressed interest in playing a role in the Code project. The project also had the appeal for many people to join in and see what a difficult process this would be because they were asking more from Milwaukie's citizens.

Commissioners offered various suggestions to refine the survey questions.

Ms. Mangle reminded about the discussion to broaden and design the different housing types in Milwaukie. Previously in Milwaukie, housing types and design were more about density or complying with Metro. Staff wanted the City to provide the different housing types that Milwaukie needed to be a healthy community; that people needed in the future.

- A lot of the public conversation would be about this issue. This needed to be more than a kind of esoteric conversation about the future, because specific goals were needed to shift the direction of design overall in the city.
- She distributed her top 10 things she wanted to address with the project, noting that the last item should state, "Allow ~~attached~~ ***detached*** ADUs" because the City already allowed attached ADUs.
- She asked for discussion about housing types/design and the Commissioners' top 10 list.

Chair Klein agreed more than half of the items on Ms. Mangle's list would probably appear on his list as well. Some of the more procedural items would not be on his list.

- He was uncertain about reducing the lot size for duplexes or the broader array of conditional uses.
- Half of Item #4 he did not like, which was to reduce lot coverage requirements; the half he did like was adding proportional **(inaudible).**

Commissioner Gamba liked the exact opposite on #4.

Commissioner Churchill:

- Agreed with Chair Klein. Setting minimum side lot setbacks results in a closer to zero lot line development; this was not in keeping with current standards, but may be the vision of where

the city needed to be 20 years in the future. Although lot coverage was different than setbacks, they were tied together.

- **Ms. Mangle** stated that because the lot coverage was so low in Milwaukie, it led to taller buildings.

- Believed a bulk and mass analysis could help control that. He agreed separating #4 into 2 questions was a good idea.

Commissioner Batey clarified that what was being asked was to increase lot coverage allowance, not reduce it, which would allow homes to be bigger on the property.

Commissioner Gamba stated a 7,000 sq ft space was required for permitted duplexes in an R-7 zone which did not make sense; this had nothing to do with setbacks. He was interested in the concept of being able to put 4 clustered homes on an R-10 or R-7 that then share a common area or garden area, for example. The current Code did not remotely allow this sort of thing. Ms. Mangle's #8 was high on his list of changes to make.

Chair Klein stated that the existing structures in his neighborhood were pretty close to the structures that would be there in 10, 20, or 50 years. He believed the City should expand or rezone areas so that different types of densities could be considered to accomplish certain goals.

- Allowing people to go for maximum lot coverage would be nearly impossible in some existing neighborhoods unless they were destroyed or someone brought a large tract or block of houses and bulldozed them to redesign them in that manner.
- People could take advantage of lot coverage to expand or build a house that would not be representative of a particular neighborhood, such as the **(inaudible)** where every aspect of that house did not **(inaudible)**. Every possible dimension of the house was maxed out.

Discussion continued about items the Commissioners' wanted to address with the project and the survey as follows:

- Create a consciousness in development about how the sun strikes a property when placing a home on a given lot for the purpose of passive and active solar energy and growing area on the rest of the property. Too much energy was placed on looks, not on function. A form follows function approach should be adopted.

- **Ms. Mangle** explained that procedurally, #3 regarding a 2-track review process would allow for a more discretionary review of more projects. Currently, all single-family homes and "needed housing" must go through a clear and objective building permit process, which limited how much discretion they could have. Different procedural tools were needed so that the discretionary process was considered as attractive, opening the door for other design elements, including aesthetics, solar access, and site design that could be reviewed.
- Item #3 also tied into the Development Review application included with Ms. Shanks' tune-up Code project.

- Mass. Item 1 addressed many issues, such as some of the concerns with the Columbia Care Services Balfour House and parking in front.
  - **Ms. Mangle** clarified that the parking issue had been addressed.
- People would be informed of the online survey through the NDAs, the City's committees and commissions, as well as to a list of potential applicants; people who were denied pursuing applications for duplexes, ADUs, etc. Further suggestions were welcome.
- Blend Questions 8 and 9 into one; strike Question 9 and add some of those boxes to Question 8. The idea was to think about all the neighborhoods and locations rather than residential development in other neighborhoods. It was about their perspective on Milwaukie as a whole, not on neighborhoods other than their own.
  - Staff's intent was to test what people wanted in other neighborhoods.
  - Changing Question 12 as suggested to be about what character of the neighborhoods was worth preserving was an effective way to get at the same issue.
  - The questions were very informative as written. They would indicate what people wanted to happen, but eliminate the 'not in my back yard' component.
  - The question was not about whether respondents wanted development or not. When discussing single-family design, people tended to think everyone should have certain design elements, a sort of Craftsman-style house. However, those did not exist in most Milwaukie neighborhoods, so the definition of blending changes throughout the city.
  - The separate questions had some value, because they would reveal what neighborhood a respondent lived in; Question 8 was "within your neighborhood, what is your opinion." Historic Milwaukie residents were anticipated to want more of a blending.
    - Question 9 provided a different perspective on Question 12, clarifying whether blending depended on the neighborhood.

- A different way to ask the question might be "when a successful development was found, what were some things that were successful about it, for example, it blended in, it was different, the orientation of the grid, it had adjacent retail, etc.?"

David Mealey, 5111 SE Lake Rd, stated he annexed into the City about 1½ to 2 years ago. He encouraged the Commission to include #7 to allow a broader array of uses in the design review. The letter he sent covered most of his arguments toward the issue.

- He was told the City planned to eventually annex Lake Road. More and more of the outskirts of unincorporated area would be R-10 zones along major arterials. It would be a good idea to allow conditional uses as permitted about a mile up the road on Lake Road just because by happenchance they were in an R-3 Zone.

7.0 Planning Department Other Business/Updates

7.1 Officer Elections

Ms. Mangle reminded that the Bylaws adopted last year stated that officer elections were to be held at the first meeting of the year. She described the roles of the chair and vice chair positions. Although the officers' terms expired on March 31, the Bylaws mandated elections at the first of the year.

Chair Klein noted that the Commission currently had one vacancy and his term would end March 31 after 7 years on the Commission.

- City Council was now appointing all commissioners and committee members differently. People had commented about being uncomfortable being asked the interview questions on television. Now, interested candidates would speak with the Mayor, City Manager, and the department head that was the liaison for that particular committee/commission. The Mayor would then make a recommendation to Council about appointing the candidate.

Ms. Mangle stated 2 applications had been submitted for the vacancies on the Commission that have been on hold due to changing the appointment process, which she hoped would be up and running soon and the positions filled.

The Commission discussed the challenges and procedural issues of being Chair, and offered their input about serving in the officer positions. The Commission agreed that having a 3-month overlap would allow the outgoing Chair time to train the new Chair. Officer elections would be

held but newly elected officers would not assume their positions until April 1, which would provide continuity for upcoming hearings and a preparation time for the new officers.

Commissioner Gamba nominated Commissioner Batey for Planning Commission Chair. Chair Klein seconded the nomination. Commissioner Batey was unanimously elected Planning Commission Chair effective April 1.

Chair Klein nominated Commissioner Harris to continue as Planning Commission Vice Chair. Commissioner Wilson seconded the nomination. Commissioner Harris was unanimously elected Planning Commission Vice Chair effective April 1.

7.2 Annual meeting with City Council

Ms. Mangle noted that the annual meeting with City Council was not held last year because of all the changes and the absence of a City Manager. All commissions and committees needed to get back to meeting with Council once a year. March 1 was proposed as the meeting date. The Planning Commission would attend City Council's worksession. The purpose of the meeting was to discuss the annual work plan; not everyone had to attend, but attendance was encouraged.

8.0 Planning Commission Discussion Items

Ms. Mangle stated some activity had been noticed at Lovena Farms and she found that they were just building a big barn. They had subdivided the land with the County with full participation of the City. The County, City and the property owners all know that no development could be done that required installation of plumbing fixtures until they annexed into the City.

- The barn probably would not be allowed in a residential area if the property fell under the City Code because the accessory structures Code was pretty restrictive.
- Lovena Farms was planning to build and move houses, which would trigger annexation, because the homes would have to connect to the City's sewer line.

Chair Klein noted a house currently existed there that was not present 3 years ago. The County circumvented every law they had to allow Lovena Farms to build that house. Since it was not on City sewer, he assumed they put in a septic system.

- Lovena Farms had a large shared parking lot that he did not believe would be allowed under the City's current Code and built a structure that should have gone through the City's

development review process rather than the County, who treated it as an existing structure so it would not have to be annexed into the City.

- Many issues existed with dividing the property at this point.

Ms. Mangle clarified that Lovena Farms installed the curb improvements on the property's frontage at the City's request when the land division was done to create the lots for each house. The land division was done in the County, but the road was a City street. The City would not have allowed such a land division.

- Except for the septic issue on the new house 2 years ago, the City had been working closely with County staff on all that had been happening over the last year. Until annexed into the City, Lovena Farms was subject to the County's Code and had rights to do the land division and build the barn.
- Development was planned, which was why the land division was done.

Chair Klein stated the County had facilitated Lovena Farms to accomplish many things not allowed in the County's Code. He agreed Lovena Farms was trying to grandfather things in before being annexed into the City.

9.0 Forecast for Future Meetings:

January 25, 2011	1. Public Hearing: Land Use and Development Review Code Tune-Up Amendments
	2. Extension Request: Extension request for MLP-08-02 (Howe St partition)
	3. Worksession: Annual work plan preparation and review of bylaws
February 8, 2011	1. Worksession: North Clackamas Park North Side Master Plan *tentative*
	2. Worksession: Residential Development Standards project

Ms. Mangle reviewed the meetings' forecast with these additional comments:

- Public notice had been sent to every City property owner for the January 25 hearing. She encouraged the Commissioners to contact Ms. Shanks with any questions.

- The extension request for the Howe St partition would not likely take place; making the partition null and void, the development would not occur as the developers were running out of time.
- The work plan and Bylaws could be discussed if time allowed after the hearing.

Meeting adjourned at approximately 8:33 p.m.

Respectfully submitted,

Paula Pinyerd, ABC Transcription Services, Inc. for
Alicia Stoutenburg, Administrative Specialist II

_____

Jeff Klein, Chair

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.

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.

_____

Greg Hemer, Chair

MILWAUKIE
Dogwood City of the West

To: **Planning Commission**
Design and Landmarks Committee

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

Date: **March 10, 2011, for March 17, 2011, Worksession**

Subject: **Portland to Milwaukie Light Rail bridge over Kellogg Creek and McLoughlin Blvd.**

ACTION REQUESTED

TriMet staff is seeking comments on the direction the Portland to Milwaukie Light Rail project is taking to design the new bridge that will cross over Kellogg Creek and McLoughlin Blvd. Due the urgency created by the project schedule, decisions about key aspects of the bridge design will be made by the end of this month. Since the bridge will undergo permitting review by both the Design and Landmarks Committee (DLC) and the Planning Commission (PC), early design direction from both bodies is important.

BACKGROUND INFORMATION

The Portland Milwaukie Light Rail (PMLR) project has met several milestones over the past year, including attaining federal environmental permits and receiving permission to begin aspects of the construction. The process to design the project to a 60% level of completion (and refine the cost estimate accordingly) is underway. Generally the urban design of the project is following the ambitions outlined in the Conceptual Design Report (CDR) that was presented in 2010 (see Attachments 1 and 2 for an excerpt of the report and the City's findings on that report).

Some elements of the project will require land use approvals and construction permits. The Planning Commission and DLC will play an important role in the City's review of these permit applications. However, since light rail is already an approved use per the 2008 Land Use Final Order (LUFO), the City's land use review and permitting process will focus on the physical characteristics of the project to ensure that it meets the City's various design standards, fits into the existing fabric of the City with minimal disruption, and enriches Milwaukie's unique small-town identity. Generally speaking, LUFO approves the construction of light rail in the location of the final alignment, including the location of specific key elements, i.e. stations, bridges, park

and ride facilities, etc. LUFO does not, however, override the City's authority to issue most development approvals that are triggered by the project or conditions that are required by the Planning Commission, during design, engineering, and construction.

A. History of Prior Actions and Discussions

- **January, 2010:** DLC worksession on the PMLR project, focusing on the elements that will go through Design Review, and the Committee's role in advising the City on the design of the project.
- **January 26, 2010:** Staff briefed the PC on the PMLR light rail project, focusing on the Commission's role in the permitting of the project.
- **March 9, 2010:** PC and DLC held a joint session at which TriMet staff provided a briefing on the PMLR project and the Conceptual Design Report.
- **February 22, 2011:** Staff briefed the PC on the status of the Kellogg bridge structure and the schedule for public input on the design.
- **February 23, 2011:** Staff briefed the DLC on the status of the Kellogg bridge structure and the schedule for public input on the design.

B. Proposed Bridge Over Kellogg Creek

Though the alignment from Portland to Milwaukie isn't expected to open until 2015, the major design elements of the project will be established this spring. The discussions that have been underway with the Design and Landmarks Committee and Planning Commission members will inform what the project will look like in Milwaukie.

One of the largest single elements of the PMLR project in Milwaukie will be the new bridge that will cross over Kellogg Creek, Kronberg Park, and McLoughlin Blvd. This structure will extend from the southern edge of the light rail platform at Lake Rd to just south of 22nd Ave. Most of the bridge will fall within the City's Downtown zoning district and the Willamette Greenway Overlay, and will therefore be subject to the following land use reviews: Design Review (DLC and PC), Willamette Greenway review (PC only), and Natural Resources review (PC only). See Attachment 3 for a summary of review criteria that will be applied to the bridge during the Design Review and Willamette Greenway Review process.

To sufficiently advance the design of the bridge by the project's deadline for 60% Design (in May), TriMet staff are seeking preliminary comments from the PC and DLC members about the bridge design. Particularly, feedback is desired with regard to the materials (steel or concrete), shape of the support beams (I-beam or tub -shaped), and form of the bents (commonly referred to as columns). This summer the project will return to the DLC to begin the Design Review permitting process. (See Attachment 4 for the project schedule as it relates to the Kellogg Bridge structure.)

Some images that illustrate the current design direction are included in Attachment 5. Additional information will be presented at the meeting to explain the design process to date, key material and form choices.

One element that will be better explained at the meeting is how the light rail bridge will be designed to allow for placement of a future bike/ped bridge within the structure. While the light rail project is allowing for construction of a future bike/ped bridge, such a facility will require

external (i.e. non-project) funding and is not included in the project at this time. Therefore, this element should not be the focus of the discussion during the meeting. For background on this, see Attachment 6, which includes the vicinity map and conceptual design of the desired pedestrian bridge and pathway, as submitted to ODOT by TriMet and the City in a recent grant application. Both agencies are hopeful that this application will be successful. If it is, the light rail bridge will be designed to include the bike/ped bridge, and at that point in time, it will be appropriate to provide design direction on the bike/ped structure.

During the meeting, TriMet staff and the project architects and urban design team will present the draft concept for the bridge design, current design assumptions, and preliminary design and material alternatives. This is an opportunity for you to guide the designers as they continue to design the bridge.

ATTACHMENTS

1. Excerpt from the 2010 PMLR Conceptual Design Report
2. City Council Recommendations on the Conceptual Design Report ("Exhibit A")
3. Summary of Applicable Design Review and Willamette Greenway Criteria
4. Draft project schedule for the Kellogg Bridge design
5. Kellogg Bridge design illustrations, provided by TriMet
6. Vicinity map and conceptual design for the pedestrian bridge and pathway (as included in recent grant application)

STATION AREA DESIGN CONCEPTS: NEIGHBORHOODS/RECREATION SEGMENT

TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA AND PARK & RIDE

Neighborhood Context, Opportunities and Challenges

This station area is mostly comprised of industrial and commercial uses, with residences nearby. The Eastmoreland Golf Course and neighborhood extend north of the station, the Westmoreland and Sellwood neighborhoods sit across McLoughlin Boulevard to the west, and the Ardenwald-Johnson Creek neighborhood extends to the east. Johnson Creek flows through the area and runs just north of the station platform. The Tacoma overpass connects the Ardenwald-Johnson Creek and Sellwood neighborhoods with access over the railway and McLoughlin Boulevard. The Park & Ride facility is located just north of the boundary between the cities of Portland (Multnomah County) and Milwaukie (Clackamas County).

The Springwater Corridor runs east-west through this area just south of the Park & Ride structure. This is a regional trail that provides access to multiple neighborhoods, parks and employment centers within an easy 3-mile ride from the station in both directions. This project leverages existing bicycle and pedestrian connections and presents opportunities to improve connections to these active transportation facilities and recreational amenities.

Mitigation for traffic impacts to the Johnson Creek Boulevard and McLoughlin Boulevard on/off ramps will be key challenges that must be addressed by the project. Fill within the Johnson Creek floodplain will be mitigated for through removal of an equal volume within the floodplain (Fig. 41).

URBAN DESIGN VISION

The Tacoma Street station is a catalyst for continuing restoration of Johnson Creek and for redevelopment of surrounding private parcels. Enhanced pedestrian and bicycle connections along Tacoma Street, Johnson Creek Boulevard, Umatilla Street and the Springwater Corridor connect the Sellwood and Ardenwald-Johnson Creek neighborhoods to the station. The high quality design and lighting of the Park & Ride structure provide a lantern-like effect and visual interest in the area.

Commuters who may otherwise drive into downtown Portland instead park at the station and ride light rail. The station is part of a transit hub with streetcar service connecting back to Southwest Portland and the SW Macadam corridor. Private development within walking distance of the station complements the station and brings more people to the area.

Development opportunities: The Pendleton Woolen Mills site adjacent to the Park & Ride structure is currently underutilized and has potential for redevelopment or active re-use of the existing building.

Current Design Direction

The light rail alignment through this area runs between McLoughlin Boulevard and the active freight rail line (UPRR). It will run over the ramp to/from northbound McLoughlin Boulevard, under the Tacoma overpass, and over Johnson Creek to the station and Park & Ride facility (Fig. 42).

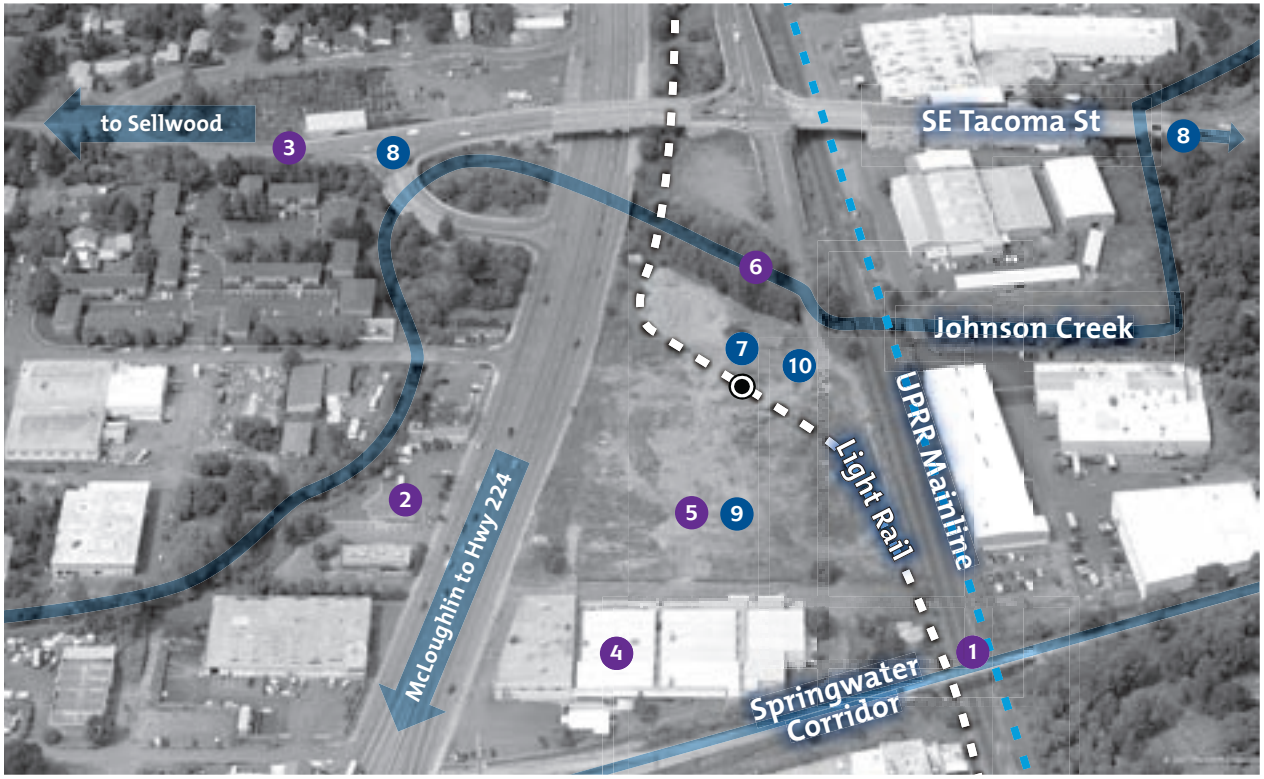


FIGURE 41: *Tacoma station area—Opportunities and Challenges*

TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA

Neighborhood Context:

This station area is mostly comprised of industrial/commercial uses, although Johnson Creek runs just north of the station platform, while the Eastmoreland Golf Course and residential neighborhood extend north of the station area, the Ardenwald-Johnson Creek residential neighborhood extends to the east and the Sellwood and Westmoreland neighborhoods lie to the west across McLoughlin Boulevard.

Opportunities

1. Connect to the Springwater Corridor trail
2. Stimulate investment and redevelopment of property west of McLoughlin Blvd
3. Link to future streetcar on Tacoma Blvd
4. Support the redevelopment of the adjacent Pendleton site
5. Design an architecturally distinct parking structure
6. Restore and celebrate Johnson Creek

Challenges

7. Isolated station location between Union Pacific Railroad and McLoughlin Blvd.
8. Mitigration of traffic impacts on Johnson Creek Boulevard and for McLoughlin Boulevard on/off ramps
9. Scale and aesthetics of a large parking structure
10. Site is partially located within the Johnson Creek floodplain

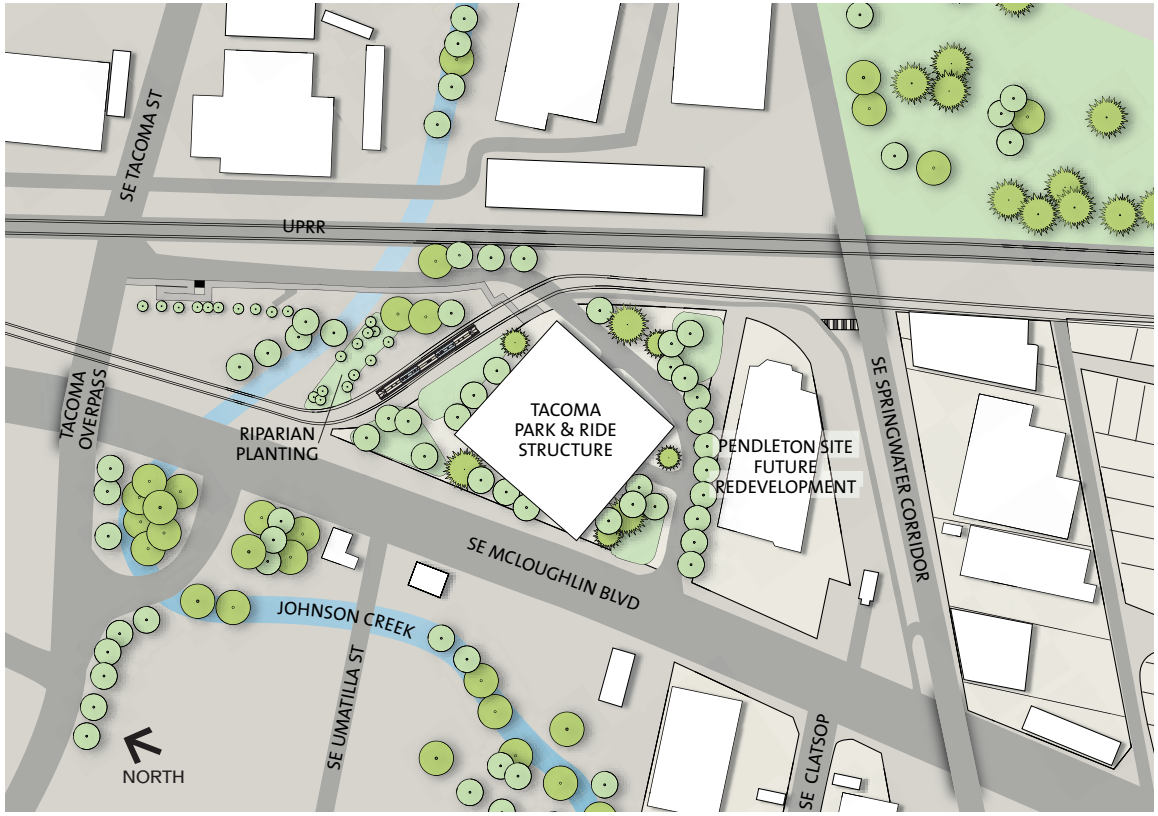


FIGURE 42: *Tacoma Street station area plan*

The design and feel of this station is about protecting and appreciating Johnson Creek (Fig. 43). Water quality impacts of the creek crossing will be assessed and minimized through storm water management design. The creek area will be enhanced with riparian vegetation that can be viewed from the station platform, which is angled parallel to the creek. This station presents an art opportunity to celebrate and strengthen the connection to the creek.

The Park & Ride is currently planned to accommodate 800 vehicles. In response to community feedback, the initial capacity of the garage has been reduced from the original 1,000 spaces for the opening year. However, the facility will include structural improvements that would allow up to 200 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

The Park & Ride will be oriented to face the creek and maximize sight lines from the station platform to McLoughlin Boulevard and will include water quality features that meet the City of Portland's storm water management and Johnson Creek Basin Plan District

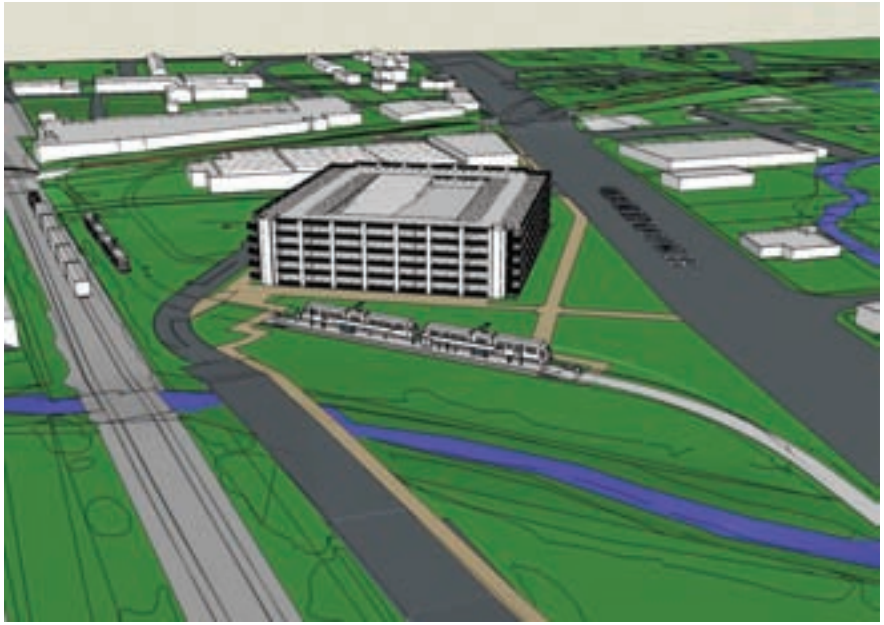


FIGURE 43: *Illustration of the Tacoma Street station and Park & Ride garage, as viewed from the northeast*

requirements. The light rail project is also being coordinated with the Johnson Creek Restoration Plan

The station is designed to encourage bicycle use. The project will include a new multi-use path connection to the Springwater Corridor, including a new stairway with a bike gutter to facilitate bicycle access. A sculptural storm water feature is planned to help activate the connection. TriMet is committed to placing more bicycle parking than required by code and is considering concepts that could add more than 100 bicycle parking spaces at the Park & Ride and Tacoma Street station.

A traffic analysis of the Tacoma/Johnson Creek Boulevard corridor between SE 17th and SE 45th avenues studied the impacts of the Park & Ride facility. The analysis indicates that based on the current level of service, a traffic signal is already needed at SE 32nd Avenue; a new Park & Ride will heighten that need. Neighborhood groups have expressed a desire for traffic calming measures but not the traffic signal. Many standard traffic calming tools are difficult to implement here, in part because Johnson Creek Boulevard is an emergency response route. Traffic mitigation options are being evaluated through a public process that includes consultation with the Ardenwald-Johnson Creek Neighborhood Association, the Sellwood-Moreland Improvement League and the Oregon Department of Transportation. Results of the traffic study will be published in the Final Environmental Impact Statement.

During Preliminary Engineering, the project explored the potential to incorporate other uses in the Park & Ride facility, and redevelop the adjacent Pendleton Woolen Mills property. The analysis discouraged including retail space in the Park & Ride, but identified redevelopment potential for the Pendleton site. The Park & Ride is being designed and situated to support the redevelopment potential of the Pendleton property.

Currently the project design does not anticipate direct impact to the combined sewer overflow line that runs underneath the Tacoma site. TriMet and the City of Portland's Bureau of Environmental Services are coordinating the project scope.

Outstanding Issues

- Final size, design and character of Park & Ride facility, particularly with respect to height, lighting, pedestrian access, personal safety, visibility, art and green building techniques and best practices
- Traffic mitigations to be completed by the project
- Discouragement of illegal pedestrian crossing of McLoughlin Boulevard

TILLAMOOK BRANCH ALIGNMENT (SPRINGWATER CORRIDOR TO HWY 224)

Neighborhood Context, Opportunities and Challenges

This segment of the alignment runs adjacent to the UPRR through an industrial area from the Springwater Corridor to Highway 224. The Ardenwald-Johnson Creek residential neighborhood extends to the east and has views of the alignment—in particular, the elevated portion of the alignment.

The project requires right-of-way acquisitions of industrial properties along this segment of the alignment, and active relocation support is essential to keep jobs in the corridor. Rail access to industrial uses must also be maintained.

Current Design Direction

This segment of the alignment does not include a station. The trackway runs on an elevated structure that begins south of the Springwater Corridor and crosses over the railroad tracks and lands north of Mailwell Drive (Fig. 44). The elevated structure is necessary to transition the light rail tracks from the west side of the UPRR main line tracks to the east side of the Tillamook Branch alignment in order to minimize property impacts in downtown Milwaukie and serve the Milwaukie station. Lighting is not needed and will not be included on the structure. The project will maintain existing freight access for properties within the industrial area.

During Preliminary Engineering, project staff worked closely with the project partners and area residents to discuss the impacts of the elevated structure on the surrounding neighborhoods. Ardenwald residents expressed a desire to minimize the visual, noise and vibration impacts of the structure. As a result, the project team redesigned the structure to shorten the portion that will be elevated.

URBAN DESIGN VISION

The trackway and structures in this area run through the seam that separates Milwaukie's North Industrial area from the western edge of the Ardenwald neighborhood. This portion of the alignment is elevated and is designed to respect the views and privacy of adjacent neighbors. It is as minimal as possible in scale, especially at the track level and above, with slender and clean lines that largely preserve views of the hills west of the Willamette River. Below the trackway level, graffiti-proofing measures ensure that the walls and columns of the structure will not become surfaces that visually blight the area. Access to industrial properties is maintained, with automobile and track crossings made safer by the project.

The structure was also shifted 25 feet to the west to accommodate the Union Pacific safety requirements. The project team will continue to consult with the Ardenwald community as the design is refined and will strive to minimize the profile of the structure.

Outstanding Issues

- Final design of the structure and visual impacts to neighbors in the Ardenwald neighborhood
- Bell noise from the new SE Mailwell Street light rail crossing
- Mitigation of visual impacts to Rockvorst Street residents in regards to the retaining walls of the structure

FIGURE 44: *Tillamook Branch overcrossing photo simulation, as viewed looking west from SE Roswell Street*

CORRIDOR CONCEPTS: DOWNTOWN MILWAUKIE SEGMENT

The Downtown Milwaukie segment extends from Highway 224 south to the bridge structure that spans Kellogg Creek and McLoughlin Boulevard (Fig. 45). Milwaukie, a city of 20,000 with a rich history, is located on the banks of the Willamette River. This segment is characterized by the city's traditional, small town Main Street, which extends for the entire length of the segment. More than 1,200 people work in downtown Milwaukie, and thousands more use the various TriMet bus lines that connect in downtown. Main Street has long been home to small businesses and professional service providers, with restaurants, coffee shops and home design companies recently gaining presence. Dark Horse Comics, the largest employer downtown, has been a Main Street fixture for more than 20 years. The Milwaukie High School, St. John the Baptist Catholic School and Portland Waldorf School are both within a short walk of Main Street, and the City's historic City Hall sits across the street from a block that hosts the Milwaukie Farmers Market eight months a year.

The Tillamook Branch freight rail line runs through downtown Milwaukie, as does McLoughlin Boulevard. Both transportation corridors have seen plans and improvements to better integrate

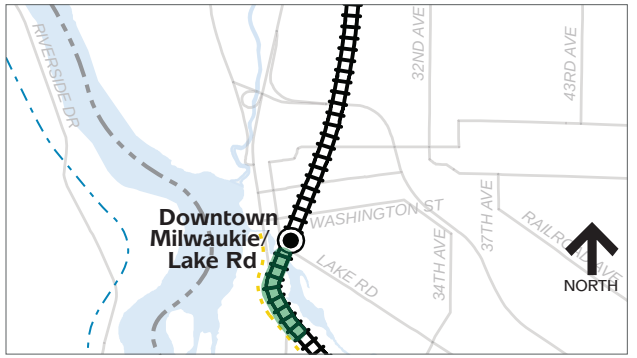


FIGURE 45: *Downtown Milwaukie Segment map*

them with the downtown area, including those underway with the PMLR project. Milwaukie's Riverfront Park, just across McLoughlin Boulevard, will soon be improved and expanded, and plans are in the works to better connect downtown with the Willamette River. Several other transportation and revitalization projects are on the boards. The PMLR project, combined with these other local initiatives, will improve neighborhood connections to the downtown and help create a vibrant streetscape, while retaining the area's historic, small-town charm.

STATION AREA DESIGN CONCEPTS: DOWNTOWN MILWAUKIE SEGMENT

DOWNTOWN MILWAUKIE STATION AREA

Neighborhood Context, Opportunities and Challenges

The light rail alignment through this segment runs adjacent to the east side of the freight railroad, which sits between downtown Milwaukie and the Historic Milwaukie and Lake Road neighborhoods. Since the City adopted its Downtown Plan in 2000, Milwaukie's downtown area has begun revitalization with new residences and retail spaces and near-term plans to expand and redevelop Riverfront Park. Downtown Milwaukie has the good bones of a classic small-town downtown. Existing attractions include views of the Willamette River, historic buildings, a Sunday farmers' market, restaurants, coffee shops and stores. More than 1,200 people work at the many downtown businesses, including the corporate offices for Dark Horse Comics, ODS, Advantis Credit Union and Reliable Credit.

To the east of the alignment sit two residential neighborhoods, Historic Milwaukie and Lake Road. The areas near the tracks contain a mix of single family and multifamily residences, and several local cultural landmarks such as Milwaukie High School, St. John the Baptist Church and School, and the Portland Waldorf School.

The Milwaukie station presents some unusual opportunities and challenges because the light rail platforms will be adjacent to freight tracks on one side and to developable land (the "Triangle Site") on the other (Fig. 46). In downtown Milwaukie, the freight tracks are a challenge since they create a barrier between the platform area and the adjacent land and activity to the west (the South Downtown development area).

URBAN DESIGN VISION

The Downtown Milwaukie station honors the historic character of downtown and is safely and easily accessible by pedestrians, cyclists and bus riders. The project greatly improves the streetscape of downtown by reconstructing sidewalks to provide access to the station, providing both new and improved rail crossings, and by adding pedestrian amenities such as trees and streetlights. The station helps activate the downtown core by supporting a place where people want to be. A transit-oriented development adjacent to the eastern platform is a new local landmark, providing a place for neighbors to meet up and small stores to support bike commuters. Surrounding neighborhoods are better connected to downtown due to bike and pedestrian access improvements made by the project. The bridge over Kellogg Creek allows for a future multi-modal connection between the light rail station and the Island Station neighborhood to the south.

The Kellogg Creek Bridge provides an opportunity to create a new, attractive portal into downtown from Lake Road, and a challenge to create a safe bicycle and pedestrian environment under the bridge. It is critical in Milwaukie's small scale downtown that every project element be designed to be as slender and small as possible, to best fit into Milwaukie's landscape.

Development opportunities: The station will provide a southern anchor to Milwaukie's downtown, and generate activity to support revitalization along the Main Street retail spine. The station area is planned to be an active node that provides access to downtown, is a destination in its own right, and complements activities and development to the north. Many lots throughout downtown, including properties immediately adjacent to the station platform, offer opportunities for future redevelopment with a mix of housing,

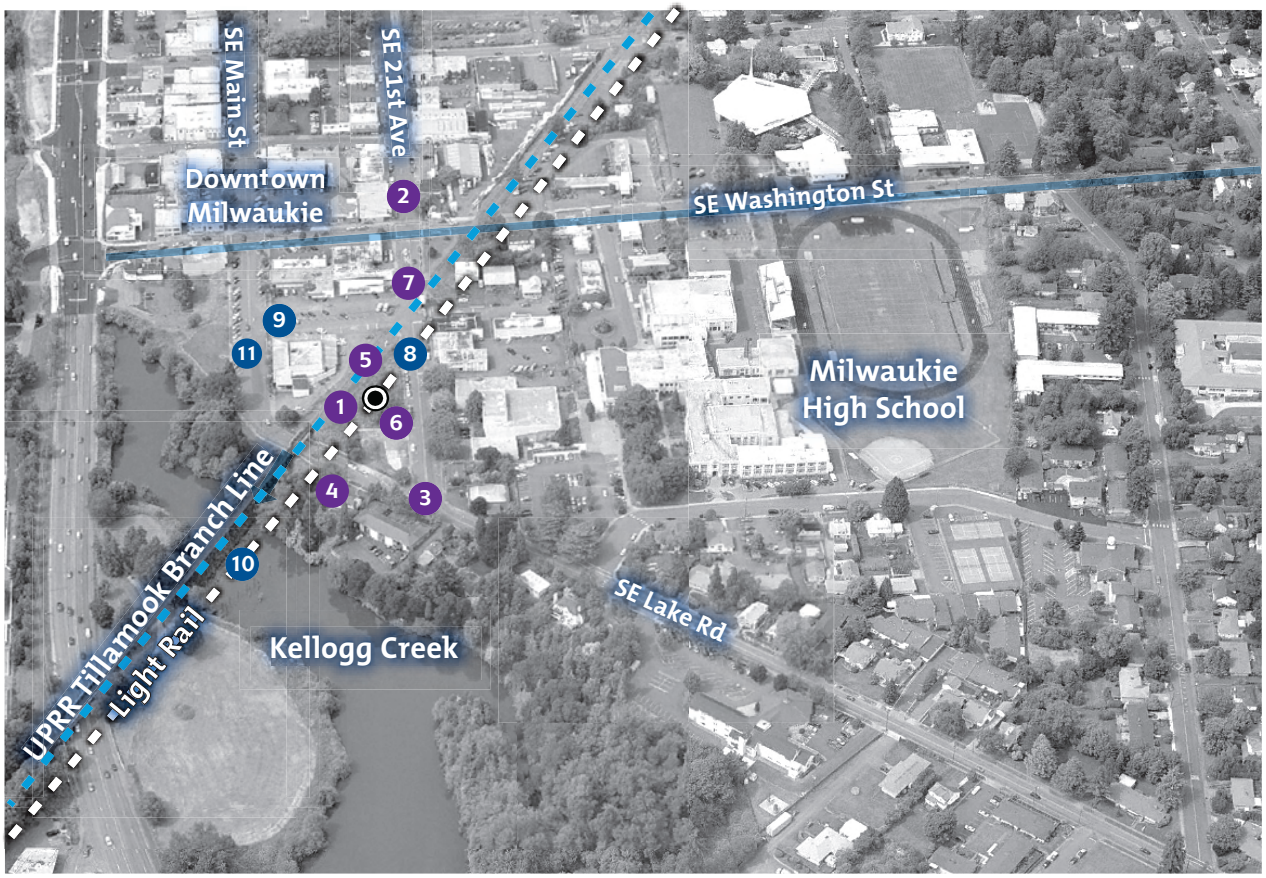


FIGURE 46: *Downtown Milwaukie station area—Opportunities and Challenges*

DOWNTOWN MILWAUKIE STATION AREA

Neighborhood Context:

This station will be the southern anchor to Main Street in Milwaukie's downtown, a classic small town environment that includes historic buildings, active businesses and a growing number of residents. The station area is surrounded by established residential neighborhoods, Kellogg Creek and Riverfront Park on the Willamette River.

Opportunities

1. Create a high quality station that generates activity to support the new neighborhood described in the South Downtown concept
2. Support ongoing revitalization throughout downtown Milwaukie
3. Create a new, attractive portal into downtown from Lake Road
4. Facilitate a future multi-use connection from downtown to Kronberg Park and Island Station
5. Commemorate Milwaukie's history through the design of the light rail station
6. Develop site adjacent to station to provide a local landmark that generates activity and reinforces the "sense of place" at the station
7. Improve bus, bicycle and pedestrian facilities through streetscape enhancements

Challenges

8. Maximize opportunities for bicycle and pedestrian safety, as well as for access to Adams Street businesses, when 21st Avenue is regraded
9. Minimize auto connectivity reduction due to planned closures of parts of Adams and Main streets
10. Design new bridge over Lake Road and Kellogg Creek to minimize scale and create a safe environment under the bridge
11. Coordinate with future development of a new public plaza on Main Street

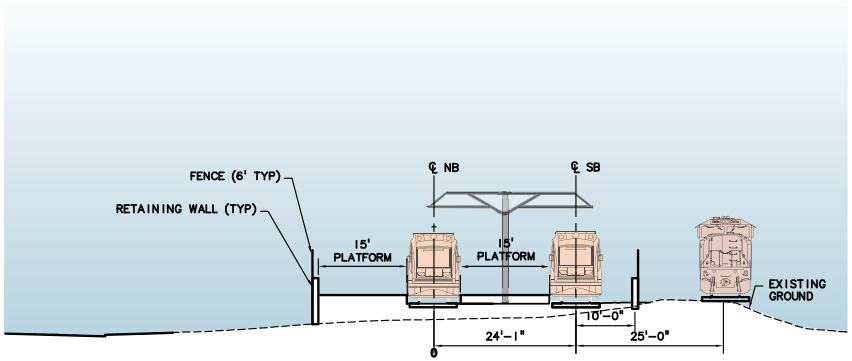


FIGURE 47: *Downtown Milwaukie station cross section*

FIGURE 48: *South Downtown Milwaukie Armature illustration*

employment and retail uses. The city's current zoning code supports mixed use redevelopment at densities described in the Downtown and Riverfront Land Use Framework Plan.

Current Design Direction

The station is located at the south end of downtown on a block bounded by Lake Road (south), 21st Avenue (east), Adams Street (north) and the UPRR tracks (west) (Fig. 49). The station platforms will be in a side/center configuration that reflects the City of Milwaukie's recommendation to provide direct access to the adjacent Triangle Site and minimizes the size of the structure over Lake Road, Kellogg Creek and McLoughlin Boulevard (Figs. 47, 50 and 51). The platform configuration is driven in part by the requirement to maintain a buffer from the UPRR tracks; there is not enough room for a platform between the southbound light rail trackway and the UPRR tracks, so it is located between the two light rail tracks. A side platform for northbound service will help support the transit-oriented development opportunity on the adjacent Triangle Site.

To improve the safety of the intersection, the project will close the west leg of the intersection of Adams Street at 21st Avenue. It will also implement the City's plans to limit vehicular access on Main Street south of Adams Street.

Access to the station will be primarily via foot and bike. Bus stops near the corner of Washington Street and 21st Avenue will provide a transfer point for passengers from Milwaukie and Clackamas County neighborhoods connecting to the light rail line. Some on-street Quick Drop parking will be provided on 21st Avenue, but no long term parking will be provided. It is the city's policy not to allow park-and-ride activity in downtown zones; the city will enforce its parking policies to manage expected demand.

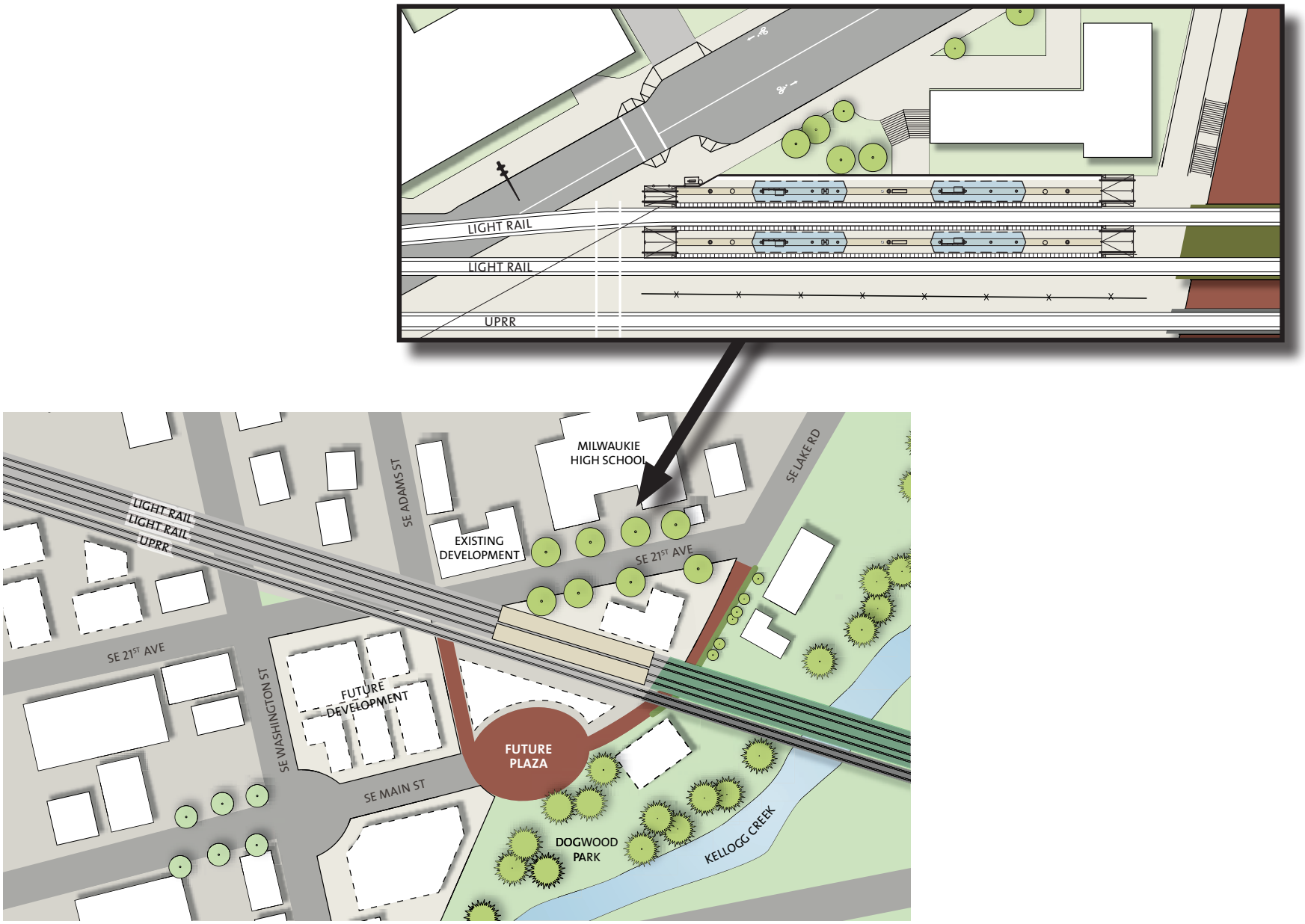
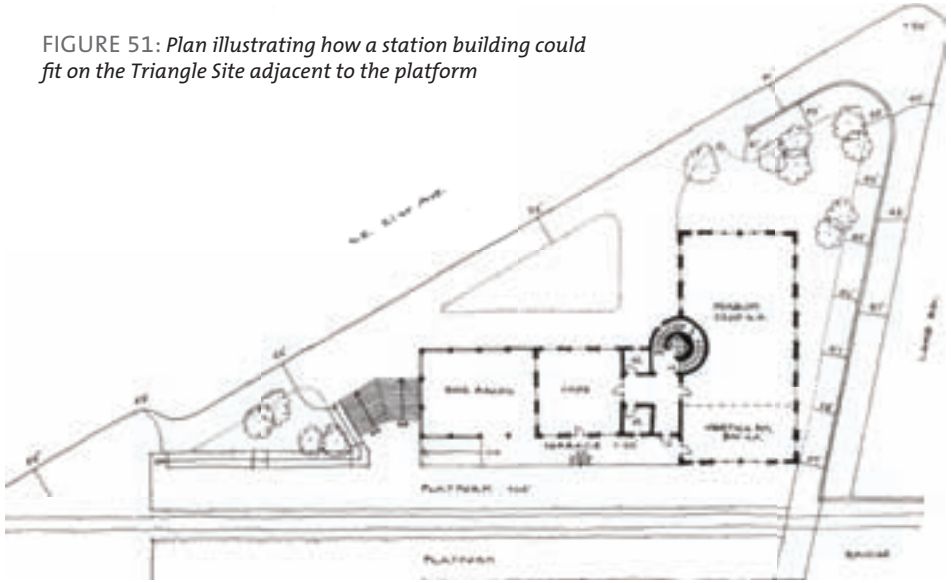


FIGURE 49: *Downtown Milwaukie station area plan*

FIGURE 50: *Artist's rendering of a possible "station" building, a planned transit-oriented development next to the Downtown Milwaukie station*

FIGURE 51: *Plan illustrating how a station building could fit on the Triangle Site adjacent to the platform*



It is likely that the standard transit shelter will be modified at this station to create an element of distinction that further supports the adjacent development opportunity and meets the city's design goals.

The project will construct bicycle and pedestrian connections from the north and south ends of the platform to public sidewalks (Fig. 52). The space created under the new trackway bridge that crosses over Lake Road will be well-lit and designed to create a safe and comfortable environment for pedestrians and cyclists; this will be an important passageway from the station platforms and Lake Road to the future plaza at the terminus of Main Street. The pedestrian route from the station platforms to sidewalks on 21st Avenue and Lake Road will be designed for both safety and a quality of experience. This station is located at the hub of the city's network of bikeways. Bicycle parking will be abundant and strategically located to minimize the need for cyclists to cross the light rail tracks.

Improvements made by the project will be consistent with the guidelines and principles in Milwaukie's Downtown Plan, Public Area Requirements, and Downtown Design Guidelines. Additionally, the project design will be coordinated with the City's ongoing work to refine the plans for the South Downtown and the restoration of Kellogg Creek (Fig. 48).

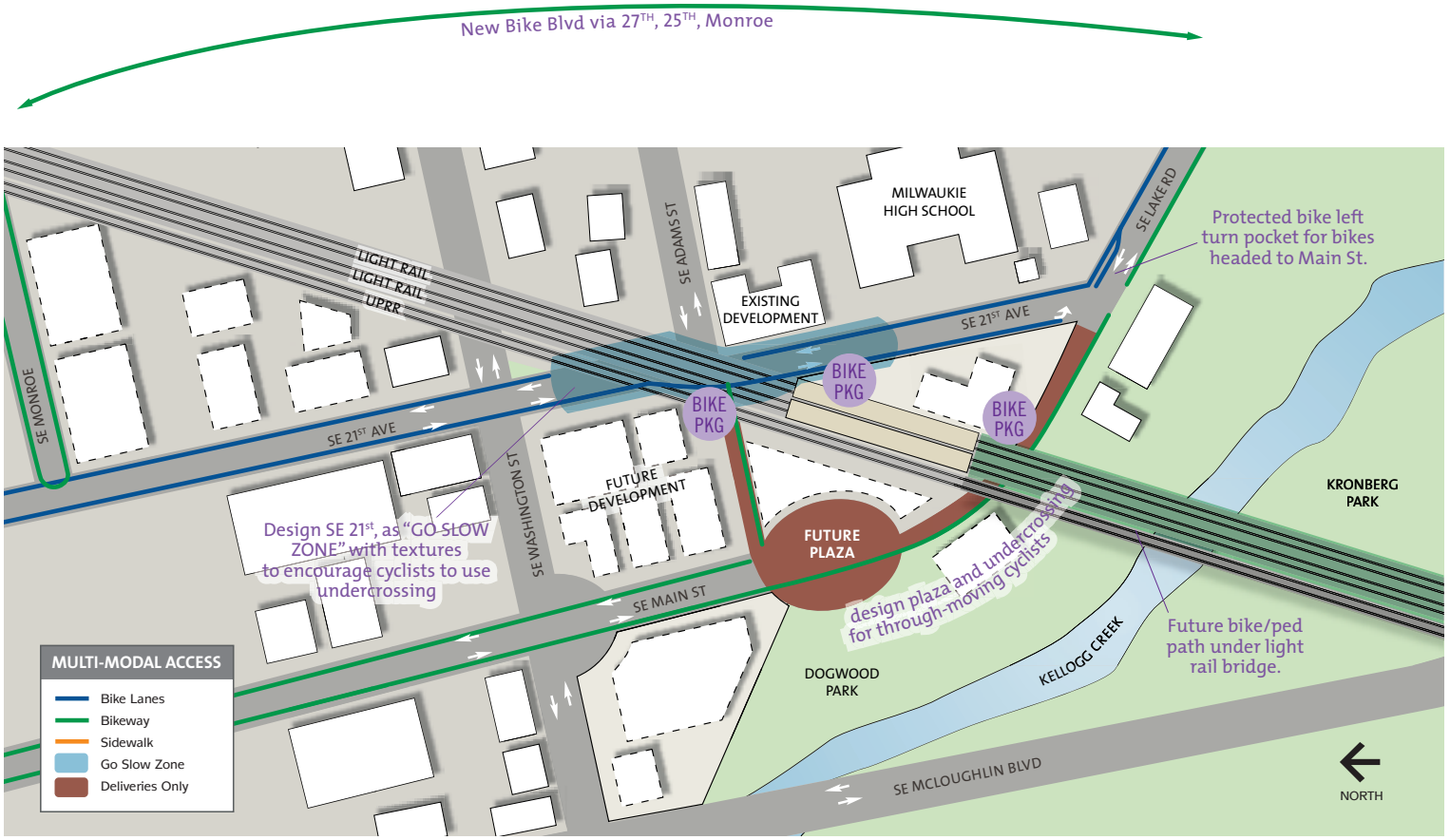


FIGURE 52: *Downtown Milwaukie multi-modal diagram*

Outstanding Issues

- Urban design of the station, including integration of ramps, storm water facilities, and pedestrian amenities into the site
- Public art opportunities and the specific design treatments (e.g., furnishings such as benches and shelters) at the station
- Changes in traffic patterns and volumes, and how they will affect surrounding neighborhoods
- Design of rail crossings, crossing gates and the introduction of overhead catenary systems throughout the downtown Milwaukie alignment
- Design and programming of transit-oriented development on the Triangle Site

CORRIDOR CONCEPT:
GREEN GATEWAY/MULTI-MODAL SEGMENT

FIGURE 53: *Green Gateway/Multi-Modal Segment map*

The Crowfoot Pedestrian Bridge in Calgary, Alberta, runs beneath an expressway. It is an example of a multi-use path that the City of Milwaukie may build beneath the Kellogg Creek light rail bridge.

This segment extends from Kellogg Creek to the southern end of the alignment and includes the Park Avenue station and Park & Ride. It is a gateway to Clackamas County and an anchor to the McLoughlin corridor (Fig. 53). Residents in this segment take pride in their community's environmental and recreational resources, including the river, creeks, parks, trails and tree-lined neighborhoods.

The PMLR project presents opportunities to strengthen connections between the downtown Milwaukie, Island Station and Oak Grove neighborhoods and enhance access to the developing Trolley Trail. It will integrate with efforts to re-green the community with new riparian forest habitats and treatment of additional storm water from McLoughlin Boulevard. The station will link with the Park & Ride, Trolley Trail and other pedestrian/bicycle improvements to capture Clackamas County commuters and provide multi-modal connectivity for cyclists, bus riders, pedestrians and transit users.

STATION AREA DESIGN CONCEPTS: GREEN GATEWAY/MULTI-MODAL SEGMENT

KELLOGG CREEK BRIDGE/ISLAND STATION

Neighborhood Context, Opportunities and Challenges

Kellogg Creek is located between downtown Milwaukie and the Island Station neighborhood, and is included in the Willamette Greenway zone. The City of Milwaukie plans to remove the existing dam to open up seven miles of riparian habitat for Coho salmon and other endangered fish species, while supporting bicycle and pedestrian travel and revitalizing the city's South Downtown area. The bridge crossing over Kellogg Creek and SE McLoughlin Boulevard presents opportunities to strengthen connections between the Downtown Milwaukie light rail station, Kronberg Park and the Island Station neighborhood to the south. The elevated structure can also serve as a landmark where it crosses over Kronberg Park, the Trolley Trail and SE River Road.

Current Design Direction

The Kellogg Creek crossing will be an elevated concrete/steel structure that extends south from Lake Road, over the creek and Robert Kronberg Park, and lands south of River Road on the west side of SE McLoughlin Boulevard (Fig 54). The alignment then runs between SE McLoughlin Boulevard and the Trolley Trail through the Island Station and Oak Grove neighborhoods, where right-of-way acquisitions are required.

URBAN DESIGN VISION

The light rail project and related Trolley Trail improvements tie the surrounding neighborhoods together and provide amenities that significantly enhance the community. The elevated structure is an attractive feature designed to be as unobtrusive as possible to surrounding neighbors. It is visible from some residential properties, but is designed with a minimal scale, simple elements and graffiti-proof materials that minimize impacts to surrounding properties. The area continues to be characterized by an abundance of vegetation.

The project will construct the bridge for light rail and with the infrastructure to accommodate a future multi-use path under the track that would be built outside of the project scope. The design of the bridge is still in development but may incorporate elements of distinction that enhance the visual aesthetics of the structure. The project will maintain existing access for properties in the commercial area at River Road.

Outstanding Issues

- Design of the bridge over Kellogg Creek and the structure in the Island Station neighborhood
- Implementation of future multi-use path under the bridge track
- Design of the storm water facility and art at SE Bobwhite Street

FIGURE 54: *The project will: **A)** construct a bridge over Kellogg Creek, that allows for the City of Milwaukie to **B)** construct a multi-use path at a later date.*

STATION AREA DESIGN CONCEPTS: GREEN GATEWAY/MULTI-MODAL SEGMENT

PARK AVENUE STATION AREA AND PARK & RIDE/ TROLLEY TRAIL

Neighborhood Context, Opportunities and Challenges

The Park Avenue station is located at the intersection of McLoughlin Boulevard (Highway 99E) and Park Avenue, at the gateway to the Oak Grove community in unincorporated Clackamas County. The station area is mostly comprised of single-family residential neighborhoods, with commercial/industrial uses increasing south of the station.

The Trolley Trail, a developing regional bicycle and pedestrian artery, runs along the west side of the alignment from the Kellogg Creek Bridge to the light rail station and Park & Ride. It will serve as a primary pedestrian and bicycle access to and from the station. Following an old streetcar line, the six-mile Trolley Trail will connect with the Springwater Corridor and the I-205 trails to make a 20-mile loop between Portland, Milwaukie, Gladstone, Oregon City and Gresham, and become a major component of the Oak Grove community's transportation infrastructure. Construction of the trail is scheduled to begin in 2010 (Fig. 55).

The new station and Park & Ride provide an opportunity to activate the public space, start the "greening" process for the area and create a vital multi-modal hub linking to existing transit service on SE McLoughlin Boulevard and the Trolley Trail.

URBAN DESIGN VISION

The Park Avenue station and Park & Ride complement the community's vision for the revitalization of the corridor and are easily accessible by pedestrians, bicyclists and bus riders. They are a welcoming portal to the community of Oak Grove and a green gateway to Clackamas County communities further south. The ecosystem restoration along the undergrounded Courtney Springs Creek creates a connected and thriving habitat corridor that is integrated with the multi-modal transportation network to provide a unique amenity for the community. The project sets the stage for the redevelopment of properties along SE McLoughlin Boulevard to activate the station area with a vibrant mix of employment, retail, services and housing.

The project presents opportunities to restore riparian areas over the buried Courtney Springs Creek and enhance the area surrounding the new station and Park & Ride facility. "Greening" the Park & Ride would help soften the visual impact of the large structure. With a combination of funding from TriMet and Metro's Nature in Neighborhoods program, and Clackamas County Park Avenue Station Area Planning, this neighborhood focal point could become a model for integrating ecosystem restoration with a highly enhanced built environment and multi-modal transportation network.

Traffic impacts associated with the Park & Ride are a key challenge that must be addressed by the project.

Development opportunities: There are redevelopment opportunities along and in neighborhoods near McLoughlin Boulevard that could help activate the station area. Clackamas County is working with

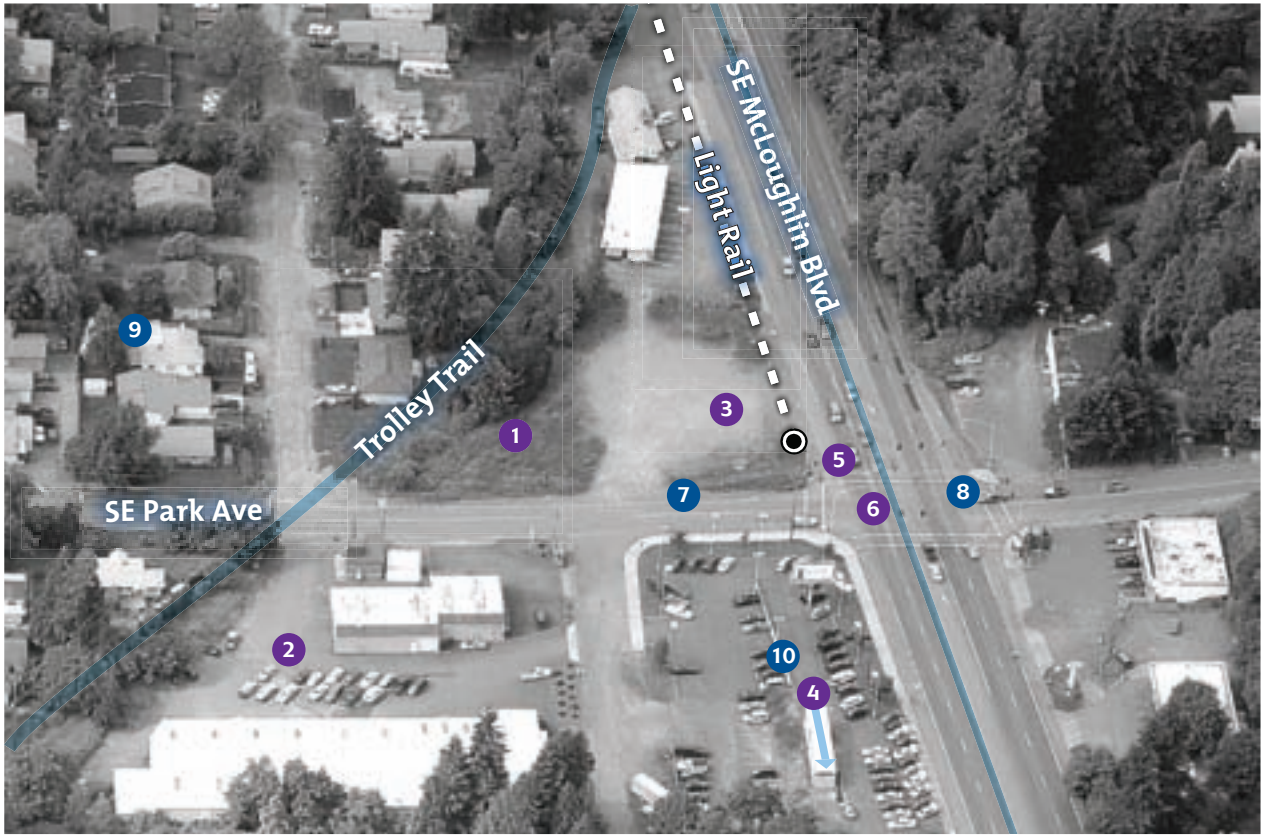


FIGURE 55: *Park Avenue station area—Opportunities and Challenges*

PARK AVENUE STATION AREA

Neighborhood Context:

The Park Avenue station area is mostly comprised of the single-family residential neighborhoods of Oak Grove, with some commercial/industrial uses on the south side and the Trolley Trail, a developing regional bicycle and pedestrian artery running along the west side.

Opportunities

1. Integrate station and Park & Ride with regional Trolley Trail
2. Restore riparian areas adjacent to Courtney Springs Creek
3. Create a public plaza
4. Redevelop properties along McLoughlin Boulevard
5. Connect bus transfers to the beginning /end of light rail line
6. Highlight gateway to Oak Grove

Challenges

7. Provide good pedestrian connection between parking structure and station
8. Facilitate good pedestrian connections across McLoughlin Blvd
9. Minimize potential impacts on nearby residential neighborhoods
10. Address the scale and aesthetics of the parking structure

a citizen driven process, the McLoughlin Area Plan, to identify a community vision and develop an implementation strategy to propose, fund and complete specific projects that support this vision.

Current Design Direction

After the alignment crosses the Kellogg Creek Bridge, it drops down and runs along the west side of SE McLoughlin Boulevard. The station is located on the north side of SE Park Avenue and the Park & Ride is on the south side. (Fig 56, 57 and 58) An elevated pedestrian overcrossing connecting the station to the Park & Ride is currently under consideration. The Park & Ride is planned to accommodate 600 vehicles. The capacity has been reduced from the original 1,000 spaces in response to community feedback. However, the facility will include structural improvements that would allow for 400 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

An application has been submitted to Metro for a Nature in Neighborhoods Capital Grant to support sustainable enhancements to the station and Park & Ride. If funds are granted, the project team will work with Urban Green, Oak Lodge Sanitary District and the North Clackamas Parks & Recreation District to create a riparian forest habitat to the southwest of the station, provide a new ecosystem-based storm water treatment along McLoughlin Boulevard, and treat and manage storm water flows from the Trolley Trail and the Milwaukie Elks Club site. It will create an enhanced riparian forest between the station and the Trolley Trail to transition from the light rail infrastructure into the restored and upgraded habitat (Fig. 57).

FIGURE 56: *Park Avenue station area plan*

The Park & Ride is currently in preliminary design (Figs. 57 and 60). The aesthetics of this structure are important as it will be a community landmark. The Nature in Neighborhood grant funds would also be used to substantially increase the amount of planting associated with the parking garage and its site, including intensive plantings on the structure—primarily at stepped back northeast and northwest corners of the structure—to ease the scale of the building while creating pockets of habitat and reducing the impervious surface of the structure. It would also include a series of visible vertical elements attached to the north and/or east faces of the parking garage to convey and store storm water collected from the

FIGURE 57: *Conceptual illustration of the Park Avenue Station and Park & Ride garage, as viewed from the northeast*

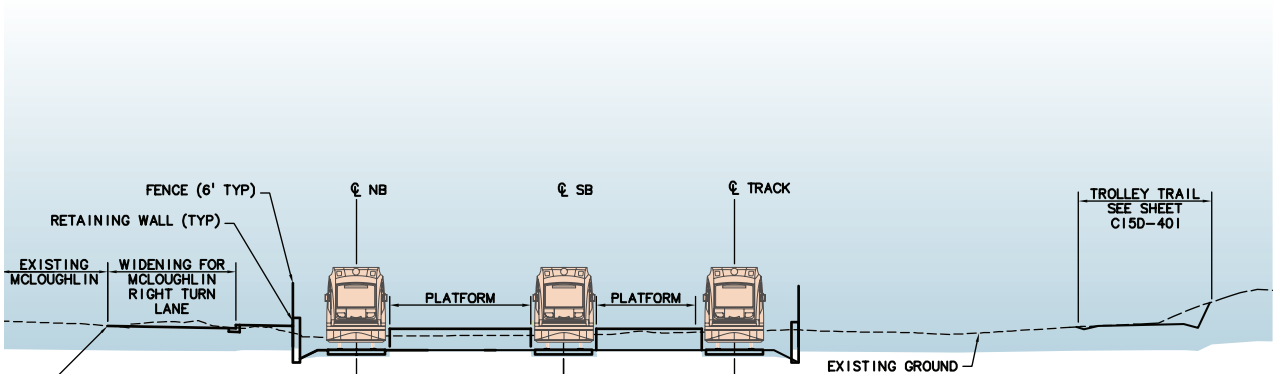


FIGURE 58: *Park Avenue station cross section*

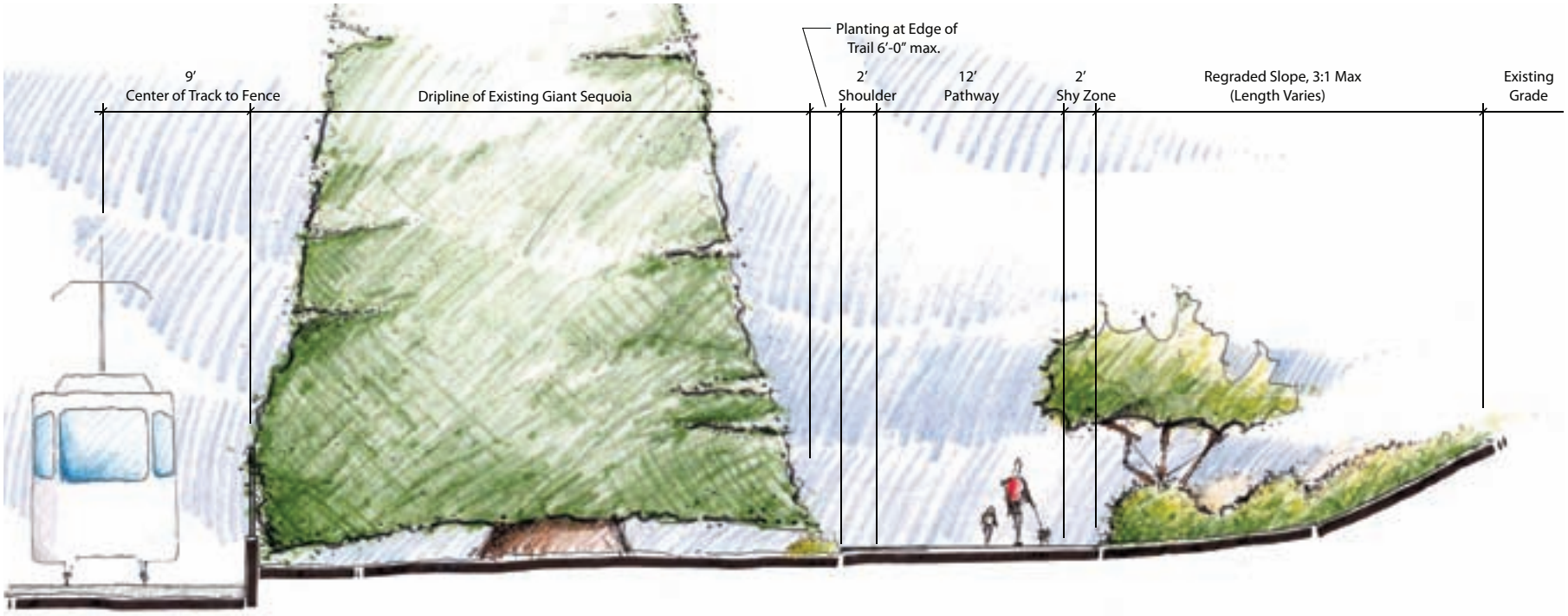


FIGURE 59: *Project alignment and Trolley Trail cross section*

top parking deck and create a vertical garden. Metro is expected to announce the winners of the grant and the dollar amounts sometime in the first quarter of 2010.

The Trolley Trail: Additional enhancements are planned to create a safe and attractive environment for the Trolley Trail where it runs adjacent to the alignment (Fig. 59). Pedestrian scale lighting along the trail and a well-landscaped buffer between the light rail and the trail will be a part of the PMLR project. Enhanced plantings will be added if Nature in Neighborhoods funding is available. The trail will diverge from the light rail alignment in two locations where property acquisitions allow, providing an open and meandering experience.

Elsewhere, the retaining walls and slopes to the west of the trail will be designed to keep an open and inviting experience with a high level of plantings.

The project will be coordinated with the McLoughlin Area Plan, and with Clackamas County's station planning efforts, which are expected to begin spring 2010.

Outstanding Issues

- Traffic impacts
- Final design, size and green screening of the Park & Ride
- Multi-modal connectivity

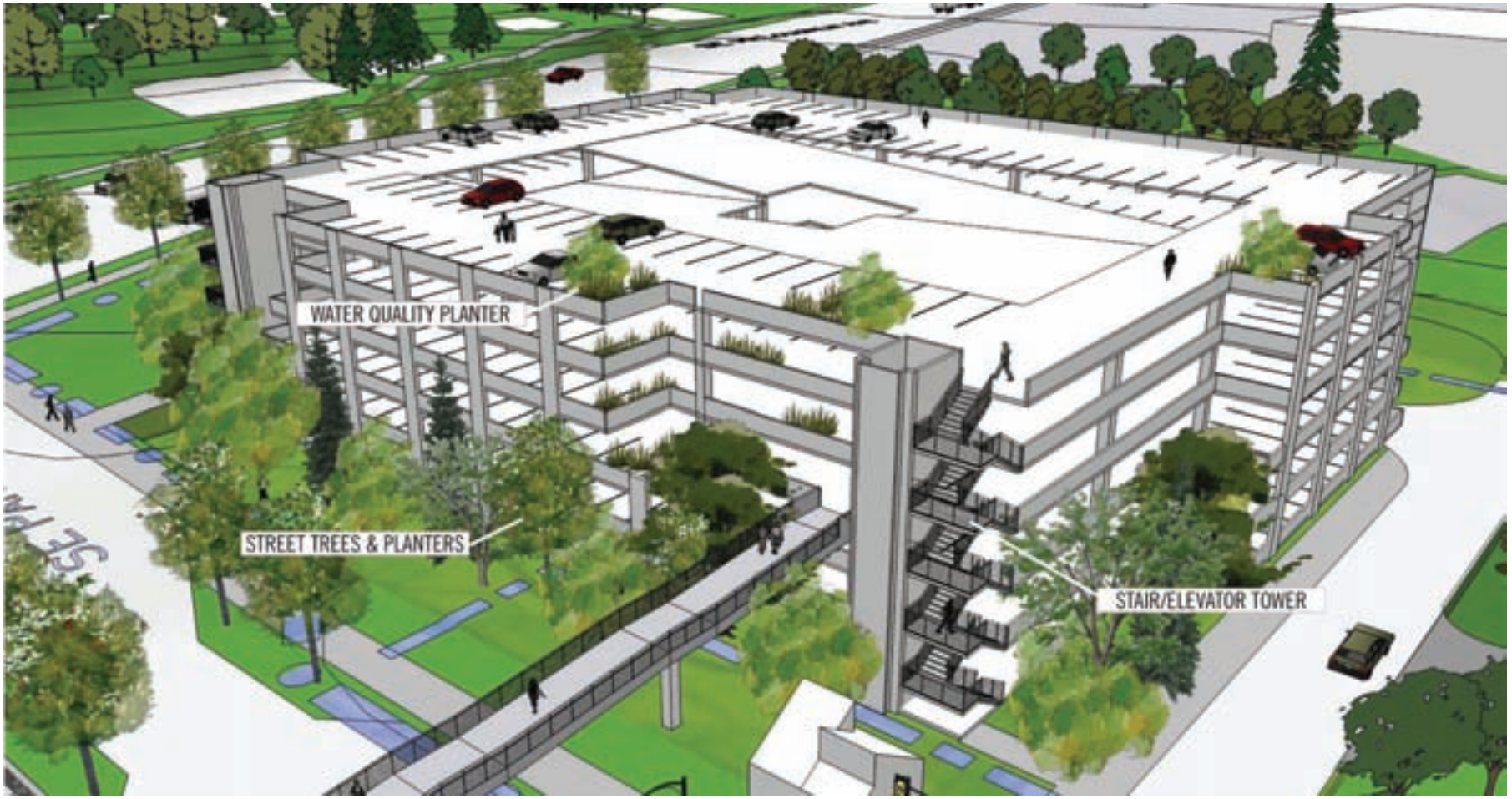


FIGURE 60: *Park Avenue Park & Ride illustration (pedestrian structure is under consideration)*

EXHIBIT A

Conceptual Design Report – City of Milwaukie Recommendations

The Milwaukie City Council requests that TriMet, in collaboration with City staff, finalize the Conceptual Design Report, to be reviewed by the Planning Commission (PC), Design and Landmarks Committee (DLC), and City Council prior to the completion of the project's final design phase. The report should describe how the project will respond to the following City of Milwaukie recommendations:

A. Safety and Security Recommendations

A1. Crime Prevention Through Environmental Design (CPTED)

a. Coordinate with City staff to review the inclusion and design of CPTED features at and around Milwaukie-area stations (and parking structures).

b. Design the light rail trackway to discourage pedestrian access and trespassing in the freight and light rail corridor and clearly designate safe routes.

c. Ensure the Lake Road "tunnel" (under the light rail structure) is designed to best practice CPTED standards.

d. Support the City of Milwaukie efforts to put eyes on the downtown Milwaukie Station through development of the adjacent property with the provision of space for Milwaukie Police presence.

A2. Security Operations Plan

a. Coordinate with Milwaukie Police to develop an operating plan for monitoring and patrolling the three Milwaukie-area stations (and two parking structures).

b. Provide security cameras and lighting at Milwaukie-area stations (and park-and-rides) and share research results related to best practices for monitoring security cameras (per 2008 MOU).

c. Work with area public and private schools to develop a safety education process for students and schools in the vicinity of light rail.

B. Planning and Permitting Recommendations

B1. Station Development Strategies

a. Coordinate with the City of Milwaukie, affected property owners, and other public and private partners on comprehensive station development strategies for the Tacoma, Downtown Milwaukie and Park Avenue stations in support of redevelopment desired by the local jurisdictions.

b. Coordinate with City staff on the disposition, reuse and redevelopment of remnant or other TriMet-owned parcels in the City of Milwaukie, including the railroad right-of-way west of the existing freight tracks between Adams and Lake Road.

B2. Bus Service Planning

a. Undertake a conceptual bus plan to evaluate Milwaukie's transit service needs for 2015-2020, prior to opening of light rail. The plan should include options for future service for Main Street north of Harrison Ave, and new east-west bus service options for the Johnson Creek Blvd corridor.

b. Demonstrate an increase of new Milwaukie bus service (i.e. non-light rail) equivalent to service hours saved by terminating line 33 in Milwaukie (see Milwaukie Comprehensive Plan Transit Savings Reinvestment Policy, Chapter 7 pg 11).

c. Identify new location for line 70 and 75 bus layovers currently using 21st Ave and Jackson St near City Hall.

B3. City of Milwaukie Review Process

a. Ensure the project complies with the terms of TriMet's June 2008 MOU with Milwaukie concerning future transit improvements in the City of Milwaukie.

b. Ensure the project is properly evaluated through Milwaukie's adopted land use review and permitting processes to allow for staff, DLC, and PC examination and public comment opportunities.

c. Ensure that project elements comply with all applicable design review criteria, zoning standards and Public Works Standards (including downtown streetscape standards as described in the Downtown Milwaukie

Public Area Requirements and the undergrounding of overhead utilities in downtown, as described in the Public Works Standards).

d. Coordinate with Milwaukie Planning staff regarding Milwaukie's ongoing projects to improve its development codes. Review and provide comment on draft revisions to assure that project-specific needs are addressed to avoid unnecessary variance requests or specific code amendments in the future.

B4. Public Utilities and Streets

a. Design sidewalks, street crossings, vehicle lane widths, and streetscapes to comply with Milwaukie Public Works Standards (PWS). Street improvements shall include but are not limited to: sidewalks, curbs, travel lanes, planter strips, pavement markings, parking strips, bike lanes, signage, crossing protections, driveways and ramps, road bed, street furniture, utility infrastructure, and all other elements within the public right-of-way.

b. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the public right-of-way, and develop design and construction plans to mitigate for identified impacts to all rail crossings of City streets

c. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the municipal water and sanitary sewer systems, and provide mitigation in accordance with the City of Milwaukie Public Works Standards (PWS). Waterlines and sewer lines impacted by station location, rail crossings, or other project construction will be relocated outside of freight and light rail trackway, per the PWS, and encased as required. Costs for utility relocation will be included in the PMLRT project budget.

d. Coordinate with Milwaukie Engineering and Operations Departments to clearly identify impacts to the storm drainage system along the entire alignment in Milwaukie. Design and provide mitigation in accordance with the City of Milwaukie PWS and Water Quality Standards.

C. Urban Design Recommendations

C1. North Industrial Structure

a. Coordinate with City staff on the design of the elevated structure in the North Industrial area. Design the structure to include graffiti-proof finishes and minimize the visual changes experienced by residents of the adjacent Ardenwald neighborhood by using, for example, plant screening vegetation where warranted and feasible.

C2. Kellogg/McLoughlin Structure

a. Design the bridge over Lake Road to create a well-lit pedestrian-oriented passage beneath the structure along Lake Road.

b. Coordinate with the City on the bridge design over Kellogg Lake to anticipate the future restoration of the creek and riparian corridor and installation of a pedestrian bridge beneath the structure.

c. Design the bridge over Kellogg Lake to enhance the feeling of the area and to meet the intent of the Willamette Greenway Zone.

d. Design the bridge over McLoughlin and 21st Avenue to serve as a gateway for northbound travelers into Milwaukie, protect views into downtown and toward the Willamette River.

e. Design the scale and details of the structure to be an asset to the Island Station neighborhood. Investigate alternative approaches to scale, depth of reveals, choice of materials (color, lighting, detailing), and placement and shape of columns west of McLoughlin.

f. Work with City staff and affected property occupants and owners to mitigate the impacts of the project between Kellogg Lake and River Road, especially with regard to the placement of bridge columns and changes to visibility to and from commercial and residential properties.

g. Design the entire structure to appear as seamless and coherent as possible, with architectural treatments that recognize the “gateway” aspect of the structure at the south end of downtown Milwaukie.

C3. Bicycle and Pedestrian Access

a. Provide adequate pedestrian and bicycle access to the three Milwaukie-area stations. Integrate Tacoma, Downtown Milwaukie and Park Avenue stations to adjacent neighborhoods by providing safe and direct bike/ped access through the provision of adequate sidewalks, bike zones, lighting, signage, street crossings, track crossings, public art, bicycle parking, etc.

b. Continue working to resolve bicycle conflicts along the alignment and improve bike and pedestrian connections from adjacent neighborhoods to station areas. Pay particular attention to the bicycle and pedestrian access along SE 21st Ave into the Downtown Milwaukie station.

c. Support the development of the Trolley Trail as part of right-of-way acquisitions and final design.

d. Identify locations for expanded bike parking at stations beyond what is included in the current project scope.

C4. Connections to Parks and Green Space

a. Coordinate with Portland and Milwaukie to design and plan for improved connections to the existing Springwater Corridor trail to ensure safe and direct access between the station and the trail.

b. Design the bridge over Kellogg Lake to accommodate a future pedestrian bridge under the light rail tracks, and to connect to future paths in Kronberg Park and along the restored Kellogg Creek.

c. Design the Downtown Milwaukie station with pedestrian connections at both platform ends to facilitate easy and clear access between the platform and the City's future plaza and Dogwood Park at the south end of Main Street.

d. Coordinate with Clackamas County and Milwaukie to design and plan for improved connections to the Trolley Trail to ensure safe and direct access and use of the trail.

C5. Public Art

a. Work in collaboration with the Regional Arts and Culture Council, the Milwaukie Arts Committee, Clackamas County Arts Alliance, and the communities along the alignment with regards to public art.

b. Explore creative incorporation of art along the alignment and at stations.

C6. Greenscaping

a. Make extensive use of plantings/vegetation to soften the visual impact along the alignment where appropriate to mitigate the effects of light rail.

b. Prior to 60 percent design completion, identify the size and condition of all trees to be removed in the City of Milwaukie. Develop a plan for tree protection, removal and replacement. The plan should estimate the affect on the canopy and resulting visual changes to surrounding properties.

C7. Finish, Fixtures and System Elements

a. Design the finishes and system elements to be pedestrian scale and to lend the streetscape a sense of permanence and care. Finishes should comply, with or come closest to matching, those listed in the City's downtown Public Area Requirements document.

b. Develop a menu of design options which support the basic urban design principles of the City of Milwaukie. The menu should include design options for fences, walls, overhead catenary systems, crossing arm barricades, substations, electrical cabinets, railings, stairs, bollards and lighting.

C8. On-Street Parking

a. Coordinate with City staff on the design and implementation of on-street parking spaces to support downtown activities and help compensate for the loss of on-street parking resulting from the light rail project.

b. Coordinate with City departments before, during and after construction of the light rail project to deter "park and hide" parking in Milwaukie neighborhoods. This may include supporting the city's implementation of neighborhood parking permit programs and increased levels of enforcement by TriMet.

c. Coordinate with City staff on the provision and location of light rail quick drop areas.

D. Station Design Recommendations

D1. Tacoma Station

a. Explore opportunities for redevelopment of the site with complementary uses, in addition to the park-and-ride structure. Design the final site plan to allow for redevelopment of the adjacent Bishop property.

b. Coordinate with City staff, adjacent neighborhoods, and the Johnson Creek Watershed Council to improve the final park-and-ride design through material selection, screening, lighting, and artwork. Develop a site restoration plan that enhances the Johnson Creek riparian area.

c. Continue to coordinate with Portland, ODOT, Milwaukie, and adjacent neighborhood residents on the final package of transportation improvements to SE Johnson Creek Boulevard, SE Tacoma and SE McLoughlin required to mitigate traffic from the Tacoma park-and-ride.

d. Continue exploring grant opportunities for funding of enhancements of the site.

D2. Downtown Milwaukie Station

a. Coordinate station design with Milwaukie's South Downtown development plans.

b. Design the station in anticipation of a joint development project to occur on the "triangle site" adjacent to the northbound platform.

c. Consult with the DLC on the design of the station to ensure that the design supports future development on adjacent parcels and enhances pedestrian connections in the area.

d. Develop the station design to ensure that platform infrastructure and amenities are located outside of the 21st Ave public right-of-way.

e. Coordinate with City staff to design transit shelters and furnishings that are distinctive and complement the character of downtown Milwaukie.

f. Coordinate with City staff to improve the design of access to both platforms. Emphasis should be placed on designing the access at the north end of each platform to be safe, universally accessible, and welcoming. Pedestrian access at the south end of the platform should be designed to minimize the construction of large retaining walls or ramps.

g. Given the size, shape and grade changes on the "triangle site," explore options for providing appropriate ADA access to the platforms and consider alternatives to TriMet standards.

h. Integrate station lighting to provide a safe nighttime environment on the platform and under the bridge over Lake Road, such that lighting becomes a defining feature of the station.

i. Coordinate with City staff and affected property owners to evaluate additional design options for the re-grading of the Adams Street right-of-way east of the LRT tracks. Evaluate alternative access changes to affected properties.

D3. Park Avenue Station

a. Coordinate with City and County staff and adjacent neighborhoods to identify needed improvements to enhance bicycle and pedestrian connectivity to the station.

b. Coordinate with the City and County staff, and adjacent neighborhoods and organizations to integrate Urban Green design elements into the park-and-ride construction plans.

E. Light Rail Construction

E1. City of Milwaukie Quiet Zone

a. Include supplemental safety measures in project design and construction required to implement a City of Milwaukie Quiet Zone on the Tillamook Branch at the Mailwell, Harrison, Monroe, Washington and Adams crossings. Support the City of Milwaukie application requesting FRA designation of a Quiet Zone for these crossings.

b. Make use of shrouds, directional bells and other technologies available to reduce ambient noise levels (i.e. undirected noise) from the sounding of gate-arm bells.

E2. Property Impacts

a. Minimize impacts to existing businesses and properties along the corridor.

b. Work with City staff to relocate Milwaukie businesses impacted by property acquisition within the City of Milwaukie.

c. Consider the future economic viability of acquired sites and parcels in project design.

d. Minimize right-of-way acquisitions.

e. Minimize the loss of on-street parking.

f. Minimize the loss of access to properties.

g. Minimize noise impacts.

h. Where partial property impacts are necessary, coordinate with City staff and affected property owners to evaluate changes to property access, on-site parking, setbacks, and other aspects that may create nonconforming situations.

i. Work with City staff to develop a lease arrangement for temporary construction staging on Kronberg Park.

j. Coordinate with the City to plan for the future use and/or restoration of the ODOT yard in the Island Station neighborhood.

E3. Sustainability

a. Coordinate with City staff to develop a sustainability plan that details how TriMet will incorporate sustainable practices in the design and construction of the PMLR project. Elements should include: reuse of materials from the careful dismantling/deconstruction/demolition of buildings; waste management practices that enable reuse and recovery of construction materials; incorporation of storm water plantings, vegetation and trees; reduced energy consumption; alternative power renewable energy sources; and low-emission vehicles and equipment.

MILWAUKIE
Dogwood City of the West

To: **Katie Mangle, Planning Director**

From: **Li Alligood, Assistant Planner**

Date: **February 4, 2011**

Subject: **TriMet overview of approval criteria for projects in the Kellogg Lake area**

The purpose of this memo is to provide an overview of the design-related standards and guidelines for work in and around Kellogg Lake and related structures.

BACKGROUND

The subject site is located within the Downtown Open Space Zone DO and the Willamette Greenway Zone WG. Per the Milwaukie Municipal Code (MMC) Title 19 Zoning Ordinance, development in and around Kellogg Lake is subject to the design standards and guidelines of the following sections of the Milwaukie Municipal Code (MMC):

- MMC Chapter 19.312 Downtown Zones: All new construction in the downtown zones is subject to objective development and design standards and design review, which requires approval by the Planning Commission with a recommendation from the Design and Landmarks Committee (DLC).
- MMC Chapter 19.320 Willamette Greenway Zone WG: New construction within the WG zone is permitted conditionally and requires approval by the Planning Commission.

APPLICABLE REGULATIONS RELATED TO STRUCTURE DESIGN

The project will have to meet the following guidelines and criteria, so they should be considered throughout the design effort. Additional criteria related to other parts of the Municipal Code (e.g., Water Quality Resources) may apply in addition.

Downtown Zones

- All development in the downtown zones, including design standards and design review, is subject to the regulations of MMC Chapter 19.312, which can be found at http://www.ci.milwaukie.or.us/sites/default/files/fileattachments/DowntownDesignGuidelines_0.pdf.

Design Review

- All new construction in the downtown zones is subject to design review.
- Applications for design review for new construction are subject to Minor Quasi-Judicial review and approval by the Planning Commission with a recommendation by the Design and Landmarks Committee (DLC).

- Projects are evaluated against consistency with the Downtown Design Guidelines, which can be found at http://www.ci.milwaukie.or.us/sites/default/files/fileattachments/DowntownDesignGuidelines_0.pdf.
- Relevant Design Guidelines (references to buildings read as references to structures):

1. Milwaukie Character Guidelines
    - Reinforce Milwaukie's Sense of Place = Strengthen the qualities and characteristics that make Milwaukie a unique place.
    - Integrate the Environment = Building design should build upon environmental assets.
    - Consider View Opportunities = Building designs should maximize views of natural features or public spaces.
    - Consider Context = A building should strengthen and enhance the characteristics of its setting, or at least maintain key unifying patterns.
    - Use Architectural Contrast Wisely = Contrast is essential to creating an interesting urban environment. Used wisely, contrast can provide focus and drama, announce a socially significant use, help define an area, and clarify how the downtown is organized.
    - Integrate Art = Public art should be used sparingly. It should not overwhelm outdoor spaces or render building mere backdrops. When used, public art should be integrated into the design of the building or public open space.
2. Pedestrian Emphasis Guidelines
    - Reinforce and Enhance the Pedestrian System = Barriers to pedestrian movement and visual and other nuisances should be avoided or eliminated, so that the pedestrian is the priority in all development projects.
    - Define the Pedestrian Environment = Provide human scale to the pedestrian environment, with variety and visual richness that enhance the public realm.
    - Protect the Pedestrian from the Elements = Protect pedestrians from wind, sun, and rain.
    - Integrate Barrier-Free Design = Accommodate handicap access in a manner that is integral to the building and public right-of-way and not designed merely to meet minimum building code standards.
3. Architecture Guidelines
    - Wall Materials = Use materials that create a sense of permanence.
    - Green Architecture = New construction or building renovation should include sustainable materials and design.
4. Lighting Guidelines
    - Exterior Building Lighting = Architectural lighting should be an integral component of the façade composition.

- Landscape Lighting = Lighting should be used to highlight sidewalks, street trees, and other landscape features. Landscape lighting is especially appropriate as a way to provide pedestrian safety during holiday periods.
- Sign Lighting = Sign lighting should be designed as an integral component of the building and sign composition.

5. Sign Guidelines
   - Wall Signs = Signs should be sized and placed so that they are compatible with the building's architectural design.

Information and Guide Signs = Directional signs should be small scale and of consistent dimensions, and located in a visually logical order. These signs should also provide on-site directional information.

Willamette Greenway Overlay Zone WG

- All construction the WG zone is subject to the regulations of MMC 19.320, which can be found at http://www.qcode.us/codes/milwaukie/view.php?topic=19-19_300-19_320&frames=off.
- All uses and accessory structures in the WG zone are subject to the provisions of MMC Chapter 19.600 Conditional Uses, which can be found at http://www.qcode.us/codes/milwaukie/view.php?topic=19-19_600&frames=off.
- New construction in the WG zone is subject to Minor Quasi-Judicial review and approval by the Planning Commission with a recommendation by the DLC.
- Design-related approval criteria
  - Compatibility with the scenic, natural, historic, economic, and recreational character of the river
  - Protection of views both toward and away from the river
  - Landscaping, aesthetic enhancement, open space, and vegetation between the activity and the river, to the maximum extent practicable
  - Public access to and along the river, to the greatest possible degree, by appropriate legal means
  - Maintain or increase views between the Willamette River and downtown

ATTACHMENT 4

PMLR Kellogg Bridge Timeline to construction
March 9, 2011

March 17	– DLC-PC meeting
April 4	– Outreach meeting #2
March/April	– DLC and PC follow up discussions
April	– Pre app conference for Kellogg Br
May 2	– Outreach meeting #3
May 20	– Design Team 60% “pens up”
May/June	– Draft LU application reviews with City
June 10	**– 60% design submittal**
July 1	– Submit DR, Greenway, and WQ resources applications for Kellogg
Dec, 2011	– Anticipated LU approvals
Dec - Jan 2012	– Acquire trade permits as needed
Feb 5, 2012	**– Start work on Kellogg Br**

Kellogg Bridge

Aerial

March 7, 2011

Kellogg Bridge

Study Example

March 7, 2011

Kellogg Bridge

Steel Tubs

March 7, 2011

Kellogg Bridge

Steel I-Beam

March 7, 2011

Kellogg Bridge

Concrete Tubs

March 7, 2011

Kellogg Bridge

Study Example

March 7, 2011

Kellogg Bridge

Steel Tubs

March 7, 2011

Kellogg Bridge

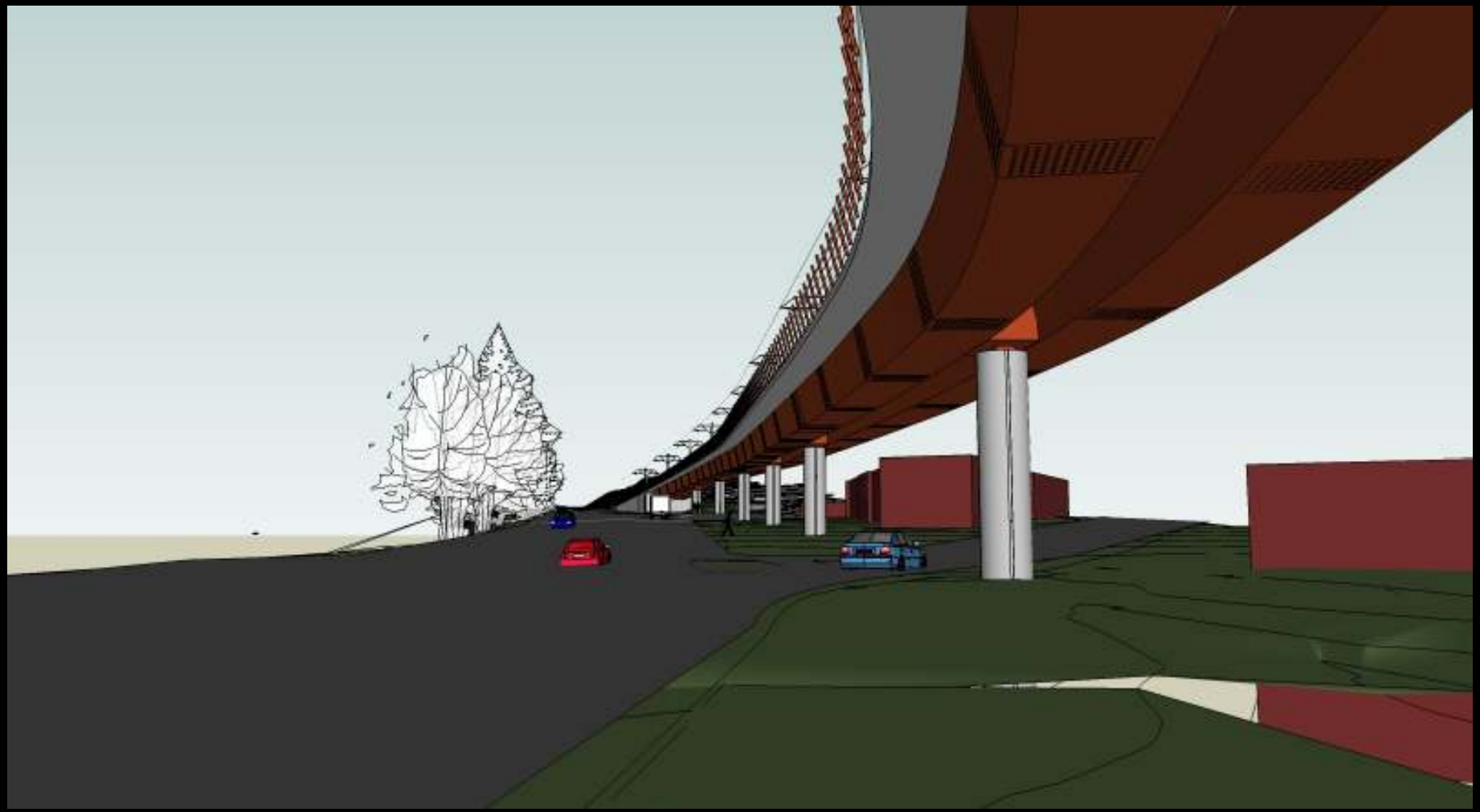
Steel I-Beam

March 7, 2011

Kellogg Bridge

Concrete Tubs

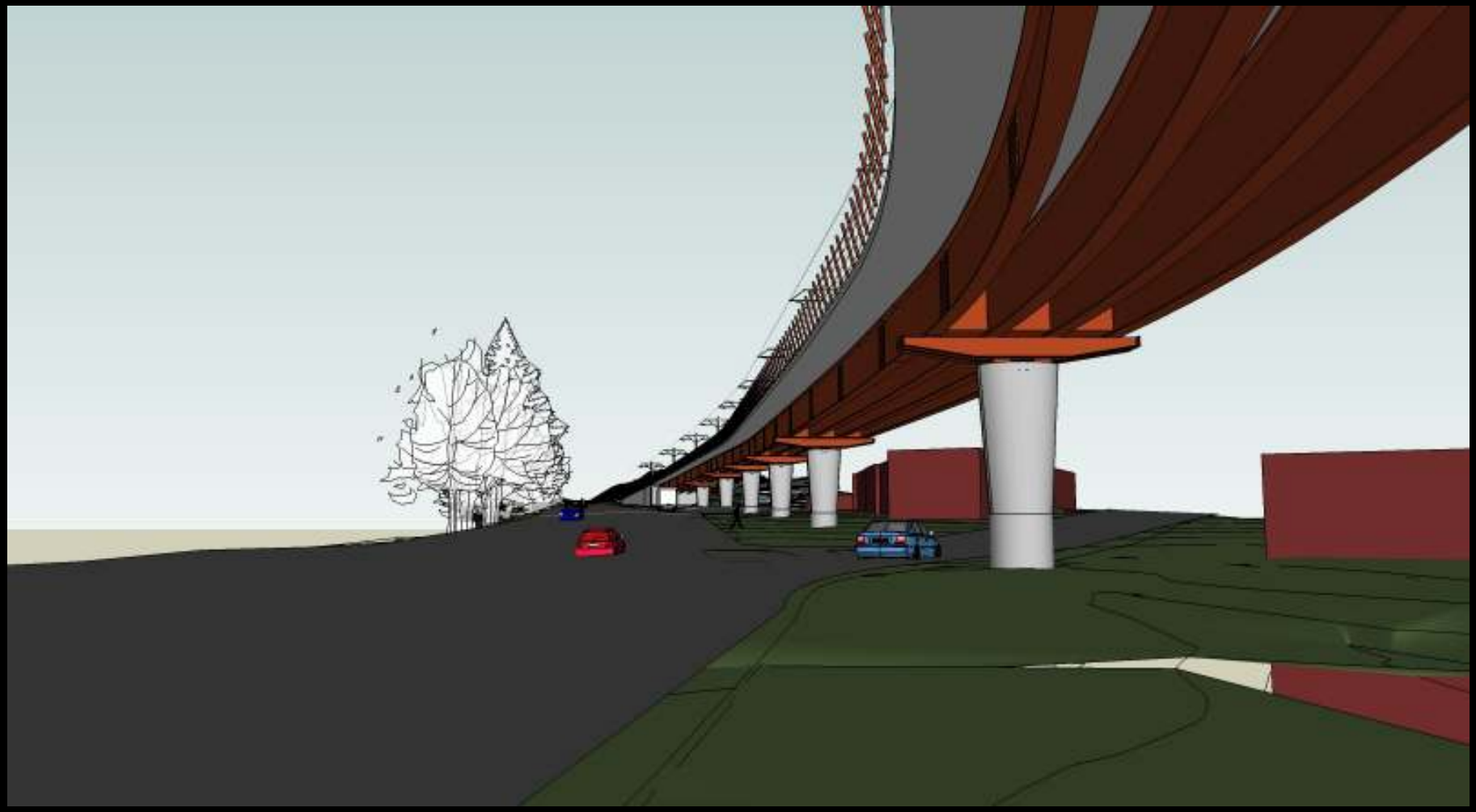
March 7, 2011



Kellogg Bridge

Steel Tubs

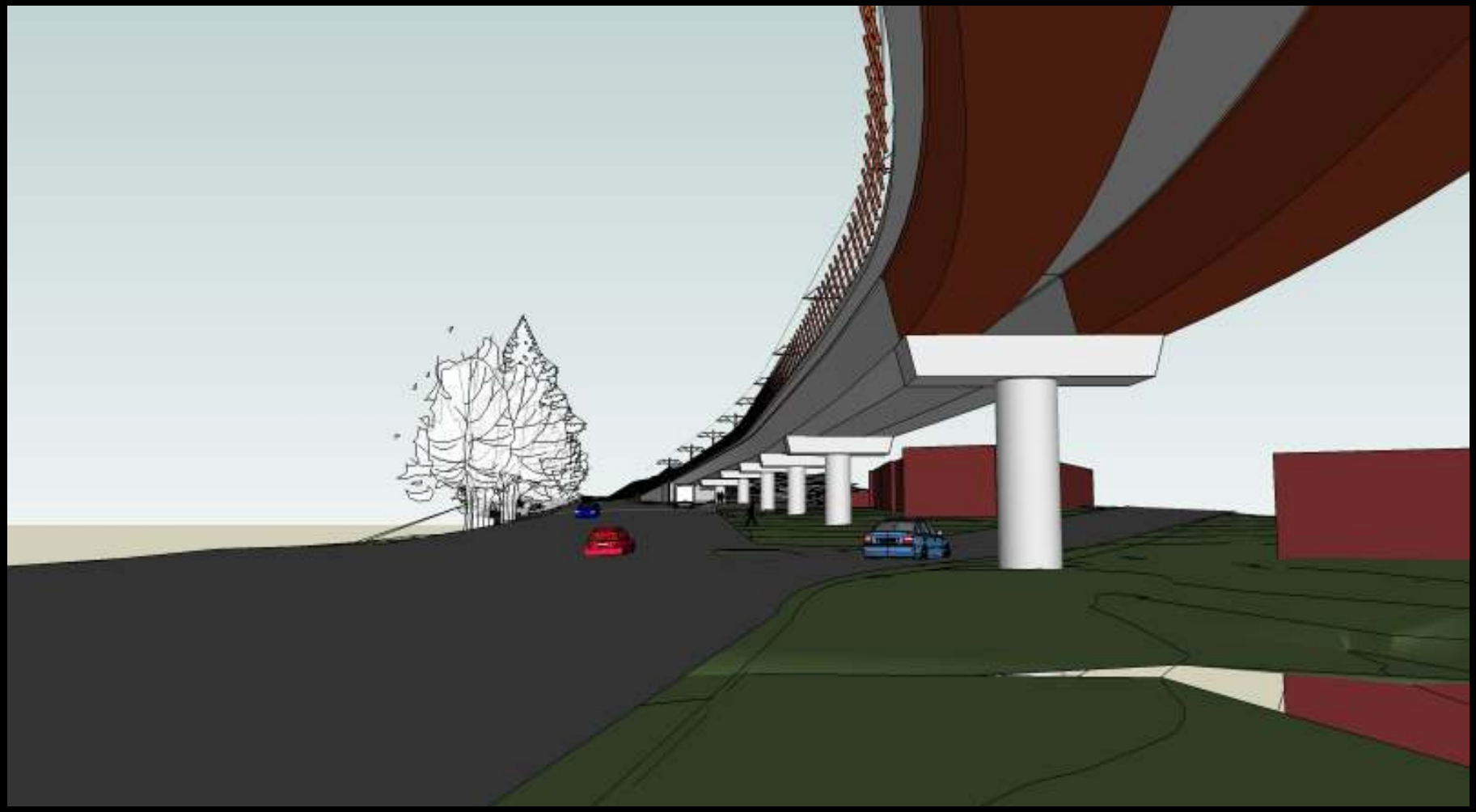
March 7, 2011



Kellogg Bridge

Steel I-Beam

March 7, 2011



Kellogg Bridge

Concrete Tubs

March 7, 2011

Kellogg Bridge

Steel Tubs

March 7, 2011

Kellogg Bridge

Steel I-Beam

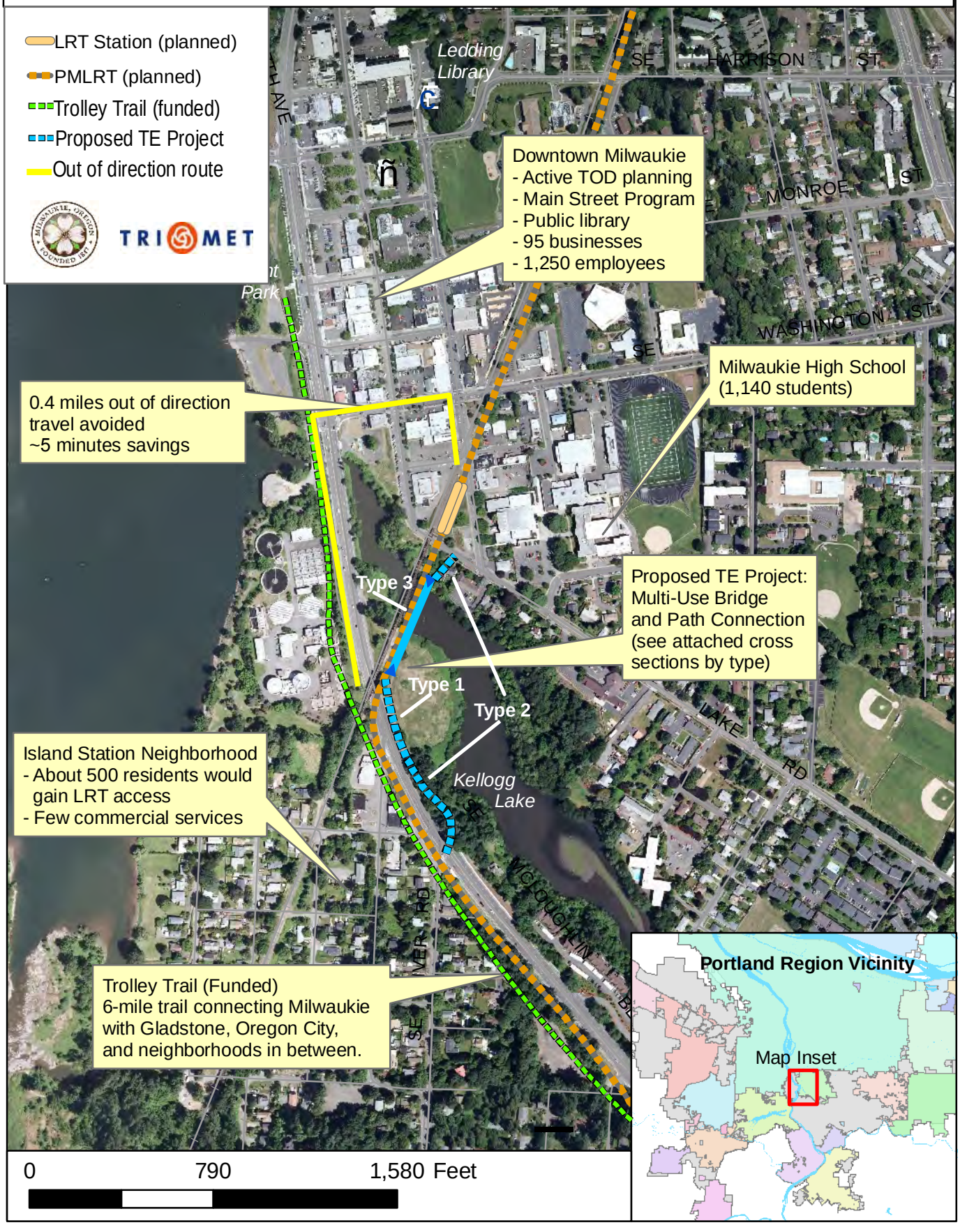
March 7, 2011

Kellogg Bridge

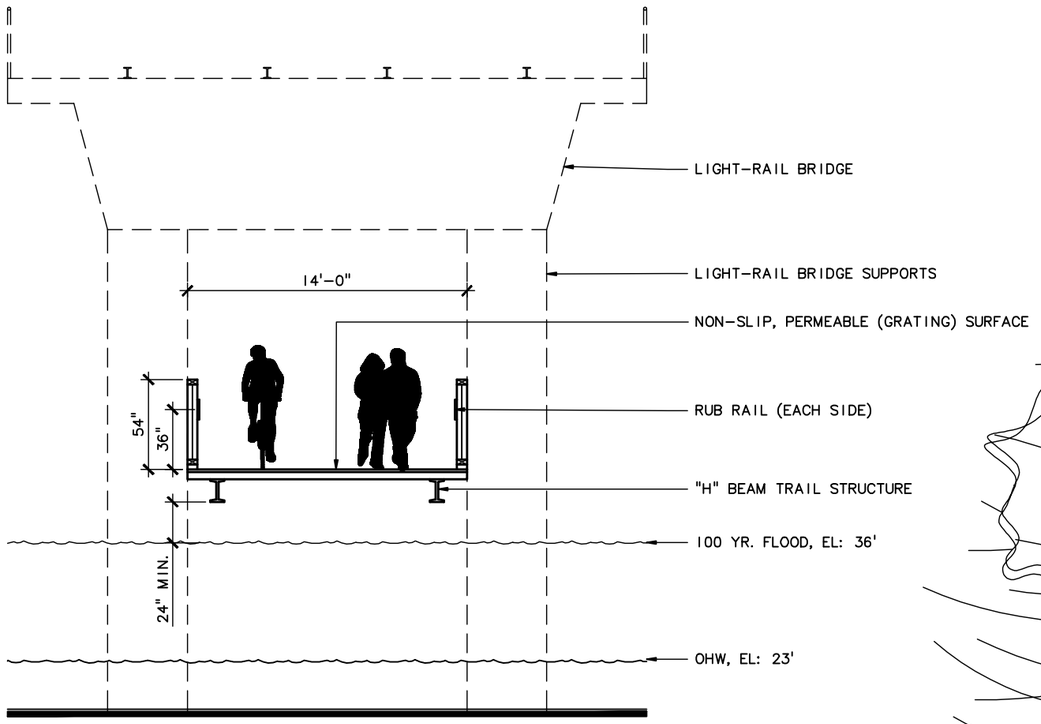
Concrete Tubs

March 7, 2011

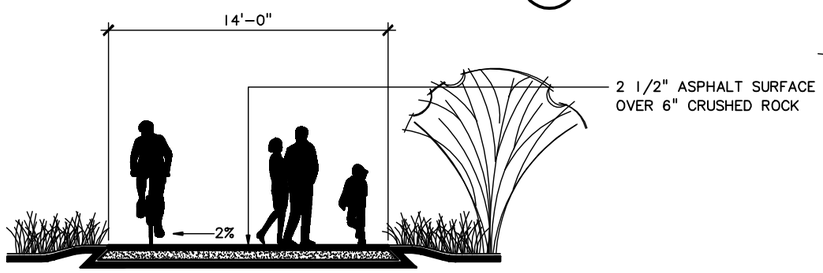
Kellogg Lake Multi-Use Bridge and Path Connection
Milwaukie, OR



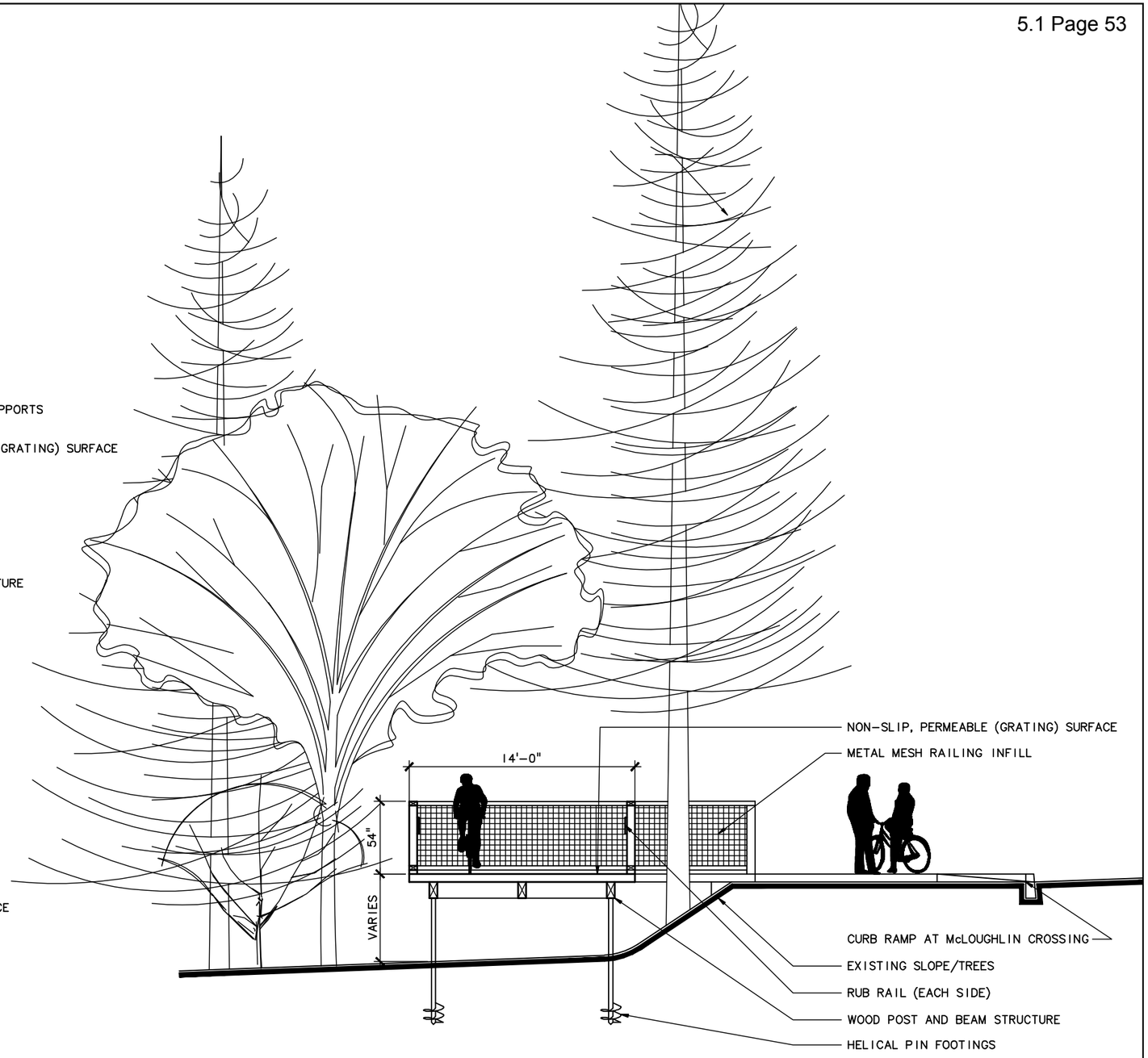
Map Created 6/30/2010



SECTION TRAIL TYPE 3: "H" BEAM — A L-2
SCALE: N.T.S.



SECTION TRAIL TYPE 1: ON-GRADE — B L-2
SCALE: N.T.S.



SECTION – TRAIL TYPE 2: POST AND BEAM — C L-2
SCALE: N.T.S.

NO.	DATE	BY / CHK.	APPD.	REVISIONS

RAH	DESIGNED	6/25/10 DATE
RAH	DRAWN	6/25/10 DATE
JMS	CHECKED	6/25/10 DATE
CMR	APPROVED	DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

Shapiro/Bissell
Landscape Architecture
319 SW Washington Street
Suite 820
Portland, Oregon 97204

TRIMET
CAPITAL PROJECTS AND FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: | DATE: | APPROVED: | DATE:

PORTLAND TO MILWAUKIE LRT
SEGMENT D

TRAIL SECTIONS
KELLOGG BRANCH AND TROLLEY TRAIL STRUCTURE
NOT FOR CONSTRUCTION

SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
N.T.S.		RH090207JB	L-2