



MILWAUKIE

Dogwood City of the West

To: Design and Landmarks Committee
From: Li Alligood, Assistant Planner and DLC Liaison
Date: January 19, 2011
Subject: Preparation for January 26, 2011, Meeting

Greetings! Milwaukie's Design and Landmarks Committee will host the January Monthly Light Rail Meeting, where discussion will focus on the design elements of the future alignment and the downtown Milwaukie station area. The agenda is enclosed (see Enclosure 1). **Please plan to arrive 10 to 15 minutes early.**

The meeting will be held on Wednesday, January 26th, 6:30 p.m., in the Community Room of the Public Safety Building (2300 SE Harrison St).

Although the alignment from Portland to Milwaukie isn't expected to open until 2015, the design will be drawn during 2011. The design discussion with the Design and Landmarks Committee members and community members in attendance will inform what the alignment looks like in Milwaukie.

TriMet staff, the project landscape architects, and the TriMet public art manager will be present at the meeting. Though the DLC is not the project designer, this is an opportunity to think about and communicate what qualities and values you would like the designers to consider. Also, keep in mind that this is the first of several community discussions during the next 6 months; no decisions will be made at this meeting and the DLC and the public will have many more opportunities to weigh in.

Enclosures

1. January 26, 2011, meeting agenda
2. November 15, 2010, Light Rail Design Workshop meeting minutes
3. December 6, 2010, DLC meeting notes (review for February meeting)



MILWAUKIE

Dogwood City of the West

Design and Landmarks Committee Light Rail Open House Agenda

Public Safety Building, Community Room
2300 SE Harrison St

6:30 p.m., Wednesday, January 26, 2011

1. Welcome 5 min.
DLC Chair Becky Ives
2. Introduction – 5 min.
Purpose of this meeting, the Light Rail project schedule,
and the role of the DLC
Katie Mangle, Planning Director, City of Milwaukie
3. Light Rail Art Program Overview and Update 20 min.
Matt Menely, Member, PMLR Public Art Advisory Committee
Michelle Traver, TriMet Public Art Coordinator
4. Urban design discussion 60 min.
 - a. Existing Downtown Character
Katie Mangle
 - b. Light Rail Project Urban Design Update
Carol Mayer-Reed, Partner
Mayer/Reed Landscape Architects & Urban Designers
5. Summary/Open discussion 30 min.

FORECAST FOR FUTURE MEETINGS

- | | |
|-------------------|--|
| February 23, 2011 | 1. Light rail station building concept plans |
| | 2. Officer elections |
| | 3. Update of bylaws |
| March 23, 2011 | 1. TBD |

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

Milwaukie Monthly Meeting
Light Rail Design Workshop
November 15, 2010
Milwaukie Public Safety Building

City Councilors Attending

Mayor Jeremy Ferguson
Councilor Joe Loomis
Councilor Greg Chaimov

Councilor-Elect Mike Miller
Councilor-Elect Dave Hedges

Staff Attending:

City of Milwaukie

Kenny Asher, Community Development & Public Works Director
Katie Mangle, Planning Director
JoAnn Herrigel, Community Services Director
Wendy Hemmen, Light Rail Coordinator
Jeanne Garst, Administrative Supervisor
Grady Wheeler, Information Coordinator

TriMet

Leah Robbins
David Unsworth
Claudia Steinberg
Michelle Traver
Bob Hastings
Paige Schlupp

TriMet Consultants

Carol Mayer-Reed
Ron Heiden
Jeramie Shane
Tad Savinar

Introductions

Milwaukie Mayor Jeremy Ferguson welcomed the group to the meeting.

- Discussed the format of the Milwaukie Monthly Meetings and the basic intent behind them, which is to provide a voice in shaping the project.
- Introduced Kenny Asher, Milwaukie Community Development Director.

Kenny explained that this is a special meeting and different from the normal monthly meetings where information is shared and reported out and citizen comments and concerns are recorded.

- This is a meeting focusing on showing images of what the project could look like in Downtown Milwaukie, defined as between Hwy. 224 and Lake Road.
- Design is at a point where we can begin to describe the project with enough detail to understand, visualize, and begin to have some discussion and dialogue about what looks good, bad, or what is confusing.
- Design is at 30% - enough to determine what's going where, but not enough to know what that thing is going to look like.
- The next year will focus on defining these elements throughout the project and in Milwaukie.

Kenny introduced Community Services Director JoAnn Herrigel and Planning Director Katie Mangle and explained they would be helping him facilitate the meeting, introduce project staff and explain the meeting's format.

JoAnn introduced the design consultant Carol Meyer-Reed, explained she would provide a description of the general alignment segment by segment, go over specific aspects of the Downtown segment, and then the group would break up when they were ready to ask specific questions or discuss other aspects of the project with project staff.

- The aim was to keep the presentation to an hour.

JoAnn pointed to the Upcoming Meetings sheet, highlighting the upcoming Citizen Advisory Committee meeting, the Milwaukie Monthly Meeting in December ((DECEMBER MEETING CANCELED)), the Milwaukie Public Safety Advisory Committee January meeting that will focus on safety and security.

She also pointed to the Monthly Meeting Matrix handout that lists all citizen concerns that have been voiced to this point and gives a status update on each concern.

Katie emphasized that the aim of the Open House was not to vote on anything, or select anything, but to provide input that will shape the design team's efforts as they move forward.

- The group will come back at a later time, and show how the design has been refined.

Kenny explained the bridge going over Kellogg will not be dealt with in tonight's presentation, nor will safety and security, or the finance component of the project.

- However, these questions can be taken up after the presentation portion of the Open House with City Councilors and project staff who are in attendance.

Carol pointed out the TriMet staff persons in attendance and introduced her design team members.

She explained that her work focuses on landscape architecture and urban design.

She asked how many were brand-new to the project.

- Only a couple of the 50 or so people in attendance raised their hands.

The fundamental question is, "How will light rail come into the community and exist in an environment where light rail has not existed before?"

- That's the focus of their efforts.
- Pointed out that Milwaukie has functioned with a rail corridor for some time.

Comment: True, but not with trains that pass through 168 times a day.

Carol wanted to point out the proximity to the line and asked how many business owners or property owners were directly adjacent to the line.

She said freight isn't very friendly to people, and industrial uses are planned around freight.

- What they're trying to do, which is different from elsewhere, is to draw people to light rail, not have developments' backs to the rail.
- This calls for a different urban design.

Showed images along the corridor in the different sections and explained the characteristics of the different segments that are unique to that particular part of the alignment.

Showed an overview of the different materials used in light rail projects, examples of the different project elements, and raised connectivity issues.

- She pointed out that retaining walls will be necessary due to elevation issues.
- Highlighted the sections near Waldorf School, Milwaukie Lumber in Downtown, pointed out trees that would be removed, the triangle site, and Kellogg Lake.
- Showed a diagram of how they're viewing the project: five different segments, crossing areas, each calling for a different set of urban design considerations.

Showed different sections and highlighted specific elements - fences, tracks, retaining walls, barrier walls, street improvements, fill sections, storm water components.

She explained the triangle site at 21st and Lake reflects the study of the South Downtown Plan.

- The station-area triangle site segment shows a small commercial building and other potential development sites, an open square, and Adams not going through.
- Shows a single platform at the Milwaukie Station, but pointed out that another platform could be added later.

She explained the project team wanted to gain input on some of the components: are they too industrial, should different finishes be used to differentiate the alignment from others in the region and make it unique to the City of Milwaukie?

- Showed examples of fences, barriers, wall finishes, track and ballast options, stormwater planters, lighting, systems buildings, shelter designs and related furnishings.
- Emphasized bike parking and bike security options as items they're seeking feedback on.

Comment: Bricks/pavers are good looking but get slick when wet.

Comment: <<FREIGHT TRAIN PASSED BY AND SOUNDED ITS HORN>> A benefit of light rail is that Quiet Zones will be in place and trains, light rail and freight, won't have to sound their horns when passing through.

Comment: There aren't any examples of public art on hand.

Response: Michelle Traver heads the art program at TriMet and she's on hand to discuss TriMet's art program.

Kenny asked if anybody had any immediate responses, anything for the good of the whole group, any sense of particular aesthetics, like-don't like, for the different segments.

- After people have a chance to respond to what they're seeing, we are prepared to break into three different stations:
 1. All the "stuff" that makes up an alignment, all of the elements that make up the system will be at one station,
 2. another will discuss access issues, such as station access, street closures, lane reconfigurations, bus/pedestrian and bike connectivity
 3. in the hall there are drawings of the station area, more detail on Lake Road, and more detail for the station building.

Katie pointed out that the dark areas around Downtown's intersections show how much of the street area around the crossings will be entirely reconstructed.

- The City's street standards will be constructed, as well as additional safety standards.
- There will also be a lot of gates, so there are vertical elements, and not just linear design elements, to consider.
- Sidewalk improvement standards will be a very visible part of the project.

Comment: The street improvements around the crossings will be good, but those streets will actually be closed.

Response: Katie pointed out that Adams will be the only street that's closed.

- Harrison, Monroe, will remain through-streets.

Question: Are the walls meant to be noise mitigation as well as barriers for crossing?

Response: There are different kinds of walls: safety walls and retaining walls.

- None of the walls are required for noise impacts.
- The walls are either to retain fill or act as a barrier between freight tracks.
- They are not installed with noise refracting material.

Kenny summed up by saying the answer is “no,” but some of the walls do have a noise mitigation effect.

- Dave explained that the need for safety walls in Downtown are due to Union Pacific requirements, not due to having to mitigate sound.
- He said there aren't many walls required in Milwaukie due to the slow speeds the trains will be traveling in Milwaukie.

Comment: Don't want the group to be broken up into three groups.

- There's a credibility problem with TriMet.
- How do we know any of these design options will be available due to the financial changes we've seen in the project?
- TriMet was operating under the assumption that the federal government would fund 60% of the project, but now we know it's at 50% and a sizable budget gap exists.
- Let us know the truth.

Response: Dave said the point of the meeting is to understand the design preferences because there are a lot of choices to be made.

- The quality of the alignment comes in the details.

Response: The community wants the highest of quality.

Response: Dave said they're seeking input to describe what that quality looks like.

Question: Are there a couple of different style groupings to choose from?

- Want to keep all of the elements within the same realm.
- Don't want to select a style that's too unique and therefore expensive.

Response: Carol said the input provided will help determine the general style and help choose a family of elements.

Comment: A call for a historic feel.

- Iron fencing, wrought iron.
- There was a lot of agreement around this point.

Bob said that this type of input is what has helped with selecting a particular style on other alignments.

- For example, the Gresham line is more historic-looking, and the Beaverton line is more modern looking.
- Beaverton was concerned about a big train going through its Downtown, and there was an emphasis on the stations being very transparent and open.
- The adjectives used tonight will help translate into the look and feel of the alignment in Milwaukie.

Question: What's going to happen to the trestle, as that will inform the design of the alignment?

- It was said that the bridge over Kellogg is outside of the scope of tonight's meeting, but that structure influences tonight's discussion.

Response: Kenny recognized the desire for the new bridge to mimic the timbers of the existing trestle (which will remain after the project is constructed).

- This is not going to happen as it is extremely cost and design prohibitive.
- The light rail bridge will be concrete, but it won't be like the trestle.
- If it reflects the trestle it will be in the details of the structure.

Comment: Concrete can be made to look like timber - it's done at the Oregon Zoo.

Response: Kenny said there's been discussion with TriMet about concrete colors and stains.

Comment: I'd like to see some pattern in the concrete - show some character.

JoAnn asked for clarification - which walls can accommodate some design?

Response: Leah said the safety barrier must be concrete, but they could be textured to be more appealing.

Question: Can you grow ivy on it?

Response: Leah - Not saying you can't, but when structures are maintained and inspected, they need to be able to be visible.

Comment: We've talked a lot about the character of Milwaukie, the rocks, the boulders, the water, the facades of the concrete reflect that -- not straight, linear, geometric patterns.

Response: Carol said there is a wide-range of options for concrete form liners.

- The interchange on Hwy. 26 shows five different examples.

Question: Is there a requirement on color? Do the walls have to be a specific color as specified by the railroad?

Response: Dave - Pouring concrete in color is difficult to match.

- It's hard to tint concrete with consistency.
- TriMet goes with natural concrete to make it more uniform, but uses patterns to create a design.
- In Hillsboro TriMet painted the concrete, but it didn't hold very well.
- Had this conversation on the Willamette Bridge, and they're looking at a natural color rather than a white bridge.

Carol - Light and shadow, overall height of the structure, these are all factors in creating a pleasing design.

- The design team will be very conscientious and deliberate - they want it to look good.

Question: Will the roughness of the wall surfaces defuse noise?

Response: More texture does help deaden sound.

Question: Don't we already have a City Code that dictates some of these things?

Response: Katie - We have Downtown Design Guidelines in place that help determine some of the street furniture and street elements.

- Downtown Design Review does discuss what kinds of colors and materials are used on redevelopment.
- There are City standards, and they have been in play in projects such as the new Jackson Street Project, or in front of North Main -- the new sidewalks, bulb-outs, streetlights, they are historic in nature.
- You'll see that the elements are black, Victorian, where they can be, and that's where the Downtown Plan sends us, but if you don't want to be limited to that, now's the time to let us know.

Question: Are the meeting materials going to be posted online for those who weren't able to attend?

- It would be good for others to see.

Response: It was emphasized that these designs are in no way final.

Question: Is there any money set aside for covering the graffiti that will happen on the walls?

Response: Kenny - There is an agreement with TriMet that covers all walls that they be designed to factor that in.

Response: Bob - TriMet has a lot of history now in designing, constructing and operating light rail lines.

- From the operations and maintenance standpoint there's a methodology to handle graffiti.
- Once it's identified, it has to be covered up or removed as soon as possible.
- Surfaces are treated so it can be removed.
- This is preferred over painting over, because the paint fades and the wall looks like camouflage.
- It has been shown that in the station areas where public art is on display, there tends to be less tagging and less vandalism.
- The art program helps make attractive spaces, but it also deters vandalism and graffiti.
- The way the walls are designed and constructed allows them to be painted all at once.

Response: Dave - Materials can also help deter graffiti.

- Round items will be less tagged, graffiti on stainless steel can be buffed out.

Comment: You can google “concrete form-liner” to see a bunch of examples.

Kenny explained what form-lining is, how it works.

- The forms that are used when the concrete is poured can have a pattern that creates an imprint so that when the concrete dries a design is created.
- We have choices to make, that will be applied during construction.

Question: The art program can inform a particular wall that’s of high visibility.

- Can we decide to direct art dollars toward that kind of element?
- There’s a good example in Walla Walla where one of the walls shows historic scenes in less of a mural format, but more in photographs.

Response: Carol - The walls with an art treatment must be in a place that doesn’t invite dangerous traffic.

Comment: The art could reference the many historic elements of Milwaukie.

- Lot Whitcomb steamer, Bing Cherry, logging heritage.

Response: Carol - That’s really something to think about.

Comment: Try to incorporate the Milwaukie High School students in the art program.

Response: Michelle - It’s a part of the criteria of selecting an artist to call upon Milwaukie High School.

Comment: There’s a similar historic element in Vancouver, Washington.

Comment: Involving the high school students would help deter vandalism.

Response: Milwaukie Academy of the Arts would love to do that if a grant were attached to it.

- There will be many people in that age near the rail, using the system, so it would be an active deterrent.
- The mural on school grounds of the Mustang breaking through the brick was never graphitized.

Response: Michelle reiterated that the artist will work with local High School students to inform the art that’s created.

- The City of Milwaukie has several representatives on TriMet’s arts committee.
- Some final decisions on artists will be made soon.

JoAnn - When art was integrated into the Three Bridges Project, the three different bridges were designed to reflect the three different environments they are in.

- Can that kind of concept be applied here in Milwaukie?
- Is there a preference to have a uniform look or a diverse look?

Response: Carol: In the station area there is a real opportunity to differentiate the design to make it distinct than elsewhere in the alignment.

Response: I don’t think it’s a big enough area to split it up, but it’s an opportunity to take the light rail design as a theme and use similar aesthetics elsewhere throughout the City.

Comment: I’ve ridden the bridges on my bike, and didn’t know that that was the case.

- If that’s the plan, make it obvious.
- Put out a sign.

Kenny: Coming from Portland to Milwaukie, you enter Milwaukie at the Tacoma station.

- Should something happen there that announces you’ve arrived in Milwaukie?
- And, when you come across Harrison, and you enter the Downtown area and Historic Milwaukie, is there something that happens there?

Response: As we come into town, change the ballast to cobblestone, but have it be textured, not as slick as the brick.

Comment: Probably not ADA compliant.

Response: Wouldn't put cobblestones in an area where there's walking.

- Materials will be considered to accommodate safety and be well lit.
- Safety is considered all the time, and the transparency of the elements is a high priority.

Kenny: Might be an interpretation of the cobblestones in the station area, but it should be something special.

Comment: Safety and Security is one of the biggest issues that people have.

- TriMet doesn't have closed systems, but can there be a system that addresses the possibility of creating a closed system.
- Prohibit people who haven't paid fares from being in the station area.

Leah - TriMet is looking at ways to improve upon fare-zone control.

Question: Why not keep people off the station in the first place?

Response: The way it happens now is that the fare equipment is away from the station.

- TriMet is looking at different options for fares.

Bob - Just completed a remodeling of the Gresham central station and are trying to figure out whether you create a closed station with turnstiles.

- Want to design platforms so people can see who's around them and what's going on.
- At the Lake station, this is going to have to be delved into very deeply.
- Want it to be very clear of where the station begins and ends.
- A lot of lessons have been learned, and this will likely be the best project that's been constructed.
- Can't be a lot of signage delineating the station area, it has to be accomplished with the use of materials and design.
- Check out Gresham, you'll hopefully see something that's attractive, but a place where it's quite evident that you're in the station area and should have a ticket.

Safety and Security will be the focus of a different meeting.

- On January 27, TriMet will attend Milwaukie's Public Safety Advisory Committee to talk about safety and security on the Portland to Milwaukie alignment in Milwaukie.

Question: Are the platforms delineated vertically?

Response: Bob - Yes, the shelter, screening, walls, all help delineate the station area.

Comment: Haven't heard anything about softening the walls with vines and growth that could deter vandalism and help it all blend in with the surroundings.

Kenny explained these decisions are going to be made in the next 6 to 12 months - that all of these details are coming now.

- One thing regarding the station, we intend to work with TriMet in putting a building there, and we've begun the discussion to have a Milwaukie Police presence there, whether it be report writing, or a police bicycling process.

Comment: Don't want a bunch of gang bangers coming into Milwaukie.

- The safety of the kids has to be considered as there are four schools in close proximity to the line, and there are going to be 160-some-trips every day, and the kids have to be protected.
- We have to keep people off the tracks, and the freight tracks are already heavily used as pedestrian ways.

Bob - Brought light rail right down the middle of Interstate and there were many concerns, and now it's the safest alignment operating anywhere in the system.

- There's a lot of management in the early part of the opening to educate people, and special focus was placed on educating younger school children, and it proved successful.

Claudia said she's worked on all of the light rail projects and they make it a point to be very involved with the schools and neighborhoods.

- They work with the different entities to develop a safety-security program tailored to the specific community.
- Soon TriMet staff will start working with the schools and meeting with parents and teachers.
- Also will connect with Operation LifeSaver, which offers classes and trainings regarding rail safety.

Kenny pointed to one of the visuals and reminded everyone that everywhere you see dark gray around the intersections with crossings signifies new construction.

- Everything we have out there now, will be gone - in its place will be new sidewalks, new crossing signals, streets will be wider in some instances, Harrison, Monroe, Washington, Adams, these crosswalks and walking routes are at the top of the list of what we need to be doing well and be well-designed.
- Help us though Final Design by contacting Wendy Hemmen, our light rail design coordinator.
- He's confident the intersections will be safe, but there will be more trains.

Comment: Harrison right now is a wreck, and needs a lot of attention.

There will be at least one more of these design meetings, one in the winter or spring, as things become further refined.

Kenny invited those who wanted more information to stick around and talk with project staff on a one-on-one basis.

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

4 **Members Present**

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

8 **Members Absent**

9 Patty Wisner, Vice Chair

10 **Staff Present**

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

13 **1. CALL TO ORDER**

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

16 **2. MEETING NOTES**

17 **a. October 27, 2010**

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

19 **3. INFORMATION ITEMS—NONE**

20 **4. WORKSESSION ITEMS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

85 **c. Light rail streetscape character**

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

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

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

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

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

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

112 **Chair Ives** suggested that Committee members prepare for the January 26,
113 2011, open house meeting by making notes about questions for City and TriMet
114 staff.

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

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

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

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

119 **a. October 27, 2010**

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

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

124 **6. OTHER BUSINESS**

125 **a. Next meeting**

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

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

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

132 **7. ADJOURN**

133 The meeting adjourned at 12:40 p.m.

134 _____
135 Becky Ives, Chair