

DRAFT MEETING SUMMARY

Members Present

Ben Rousseau, Bryce Magorian, Celestina DiMauro, Daniel Eisenbeis, Howie Oakes, Kim Travis, Rebecca Hayes, Sara Busickio, Stephan Lashbrook

Members Not Able to Attend

Albert Chen, Jessica Neu, Liz Start, Matthew Bibeau, Neil Hankerson, Stacy Johnson

City of Milwaukie

Mark Gamba, Mayor; Lisa Batey, City Councilor
Denny Egner, David Levitan, Mary Heberling; Planning Department
Alma Flores, Community Development Director
Erin Maxey, Housing and Economic Development Coordinator

Angelo Planning

Matt Hastie

Conversation and questions/answers are summarized by agenda item below. Raw notes are attached as an appendix to this summary (Appendix A, respectively).

WELCOME – OPENING REMARKS

- **Mayor Gamba** – Welcomed everyone here.
- **Matt Hastie** – Provided an overview of the agenda.

ADDITIONAL OUTREACH OPPORTUNITIES TO IMPROVE EQUITY

- **Rebecca Hayes** – Like the idea of reaching out where they are. Know that there is a large Asian and Pilipino community at St. Johns the Baptist.
- **Ben Rousseau** – I’m assuming this will happen more in the synthesis stage?
 - **David Levitan** – Yes, but also beyond the Comp Plan update.

URBAN DESIGN POLICIES BRAINSTORM

- **Denny Egner** – Idea is to split the urban design chapter into different districts: downtown, central Milwaukie, NMU zones, NMIA, N. Hubs, corridors, etc. Not sure if BI area around International should be added.
 - **Kim Travis** – Within the plans that currently exist? Is there language we can just add in already?
 - **Denny** – Not sure, will need to check.

- **Ben** – I think we do want to address bikability in the BI Industrial Way around there to have it easier for bike commutes, neighborhood connectivity, etc.
- **Mayor Gamba** – What are the “corridors?”
 - **Denny** – Basically referred to the streets with frequent transit lines. Do we need a broader definition?
 - **Mayor Gamba** – If the City provides micro-transit, would those lines then create corridors?
 - **Lisa Batey** – Wouldn’t hubs also dictate what becomes a corridor?
 - **Denny** – Not the way I was thinking about it currently.
- **Lisa** – Minthorn Creek and better protections are important when talking about the BI Industrial Way area.
- **Stephan Lashbrook** – My experience on International Way is trimet on that street is non-existent during the weekends. Could make it more transit friendly.
- **Ben** – Is this the main chapter that’s going to inform transportation plans?
 - **Denny** – Not THE place, but one place.
- **Denny** – Another category in this chapter is parking. For example, turning unused parking lots into green spaces, buffering parking lots next to residential areas, where parking can go, etc.
- **Denny** – Policies around the public realm.
 - **Celestina DiMauro** – Think we need to make sure to continue encouraging community engagement/gathering spaces through policies here.
 - **Taylor** – Could include policie(s) around living streets to create community engagement/gathering.
 - **Ben** – In Latin America it is common to see singular or small commercial areas within neighborhoods, like a restaurant in a house on a street. Is this something we could talk about allowing here?
 - Multiple people indicated that they wanted to talk about this more.
- **Denny** – Policies around the design review process and the clear and objective standards.