

DATE: September 30, 2014

ECO Project #: 21485

TO: City of Milwaukie

FROM: ECONorthwest

SUBJECT: MEETING MINUTES FROM PAC MEETING #8 ON SEPTEMBER 29, 2013

Notes from Moving Forward Milwaukie Project Advisory Meeting #8

Location: Milwaukie Public Safety Building

Date: September 29, 2014

Attendees

Advisory Committee Members present:

- Sine Bone, Planning Commission
- Betty Fulmore, Ardenwald NDA
- Sherry Grau, Design and Landmarks Committee
- Alicia Hamilton, Island Station NDA
- Neil Hankerson, Downtown Business/Property Owner
- David Hedges, City Council
- Linda Hedges, Hector Campbell NDA (alternate)
- DJ Heffernan, Central Milwaukie Business/Property Owner
- Greg Hemer, Linwood NDA
- Paul Klein, Lewelling NDA
- Paul Lisac, 32nd Ave Business/Property Owner
- Dion Shepard, Historic Milwaukie NDA

Advisory Committee Members absent:

- David Aschenbrenner, South Downtown Committee
- Jordan Carter, Central Milwaukie Business/Property Owner
- Larry Cole, Downtown Business/Property Owner
- Kimberly Keehner, Downtown Business/Property Owner
- Debby Patten, Lake Road NDA
- Brian Sims, 42nd Ave Business/Property Owner

City of Milwaukie

- Steve Butler – Community Development Director
- Dennis Egner – Planning Director
- Li Alligood – Senior Planner/Project Manager
- Vera Koliass – Associate Planner

Consultant Team: ECONorthwest

- Nick Popenuk – Project Manager

Consultant Team: Fregonese and Associates

- Scott Fregonese – Project Manager

Welcome and Overview of Meeting Agenda

Steve introduced the consultant team, and thanked the PAC members for their continued involvement in this project.

Project update and schedule

Nick gave an overview of the project schedule, and the purpose of tonight's meeting: focused on Central Milwaukie Land Use and Transportation Plan.

Presentation to introduce the draft Central Milwaukie Plan

Scott: Overview of the Central Milwaukie Plan.

- Summary of previous input on Central Milwaukie
- Hub of multiple neighborhoods.
 - **Alicia:** Should Island Station Neighborhood be on this map?
 - **Scott:** The map includes adjacent neighborhoods, but Island Station could be added if desired.
- Organization of the plan.
- Guiding Principles
- Fundamental Concepts
 - **Dave H:** Can you define mixed-use?
 - **Li:** Right now it's zoned general commercial, which allows just about anything, except residential. Mixed-use can be either vertical or horizontal.
- Proposed Land Use and Urban Design

- Proposed transportation elements of the plan

Google Earth tour of Central Milwaukie

Scott used Google Earth to take a tour of Central Milwaukie, describing how the fundamental concepts would impact different locations throughout Central Milwaukie.

Stop #1: 32nd Ave and Meek

- Adjacent to Murphy Site. Providence is on the left. Facing South on 32nd.
- Have an edge treatment. Want similar treatment on both sides of the street. Still have setback, landscaping. Substandard sidewalks on West side of 32nd. Too narrow and too close to the street.
 - **Betty**: who will pay for these sidewalks? And we have other streets in our neighborhoods that don't have sidewalks. How do we rank these priorities?
 - **Nick**: Conversations with City Council recognize that we have streetscape deficiencies throughout Milwaukie, and there may need to be a public conversation about
 - **Alicia**: Would these edge treatments and standards apply to other neighborhoods? Or just to Central Milwaukie?
 - **Scott**: We're only looking at this Central Milwaukie boundary, but they could potentially be applied to other areas.
 - **DJ**: What is the current width of the sidewalk, and what might it change to?
 - **Li**: It's about 4-feet (maybe less) now, and we don't have a specific number to propose for what it should be. Something "more comfortable."
 - **Greg**: If all of these streetscape improvements are dependent on new development, is it realistic that we'll achieve our vision?
 - **DJ**: Likely be phased development over time.

Stop #2: Murphy Site

- **DJ**: Target coverage ratio for the frontage?
 - **Scott**: Don't have those details yet.
- **Li**: Looking for general agreement or discussion on whether SE 32nd deserves special attention for how new buildings relate to the street: setbacks, landscaping, design, and sidewalks, etc.
- **Dave H**: Where do you see the main access to the site?
 - **Li**: No vehicular connection off of Harrison.
- **Scott**: Should general mixed use category be applied to the site? Should flex space overlay apply to the site? If so, where?

- **Betty:** What is meant by small lots? Would it allow for tiny houses, 12-feet wide? (referring to proposed Neighborhood Mixed Use designation)
 - **Li:** The idea is to allow for high-density residential, but also for smaller lots, in case folks want to do row houses.
- **Greg:** Suggest taking flex space to the whole Murphy site.
- **Paul K:** What are the allowed uses with “flex” space, and do you want that to be allowed on the frontage of 32nd and Harrison? Maybe want to screen that off from the main streets?
- **Paul L:** Is Crosswhite on Johnson Creek Blvd. considered light industrial? Could that be built there?
 - **Li:** Yes, although we are thinking there would be design standards that would apply
- **DJ:** More important to extend flex space south all the way to Harrison, rather than east all the way to 32nd. Although it is possible to have really attractive flex space buildings, if you have design standards in place.
- **Betty:** We all decided that we wanted the industrial towards the rear of the site.
- **DJ:** Remember that this is an overlay. The underlying zone would be mixed-use. So the whole site could be developed as offices, medical, housing, etc. So don’t think of this site as a traditional industrial site.
- Remove vehicular access on Harrison, but retain access for bike/ped.
- Have vehicular access by extending 31st and C Streets and Meek, creating an internal street grid.
 - **DJ:** Is the plan to say there will be a public street here. My preference would be to say, please don’t say that. What I would like to see is are “interests” as opposed to “positions.” For example, if there’s an interest in seeing traffic circulate through the area, that’s good.

Stop #3: Intersection at Harrison St. and 32nd Ave.

- Missing a crosswalk at this intersection.
- Bike routes can come through this area, and turn up 32nd.
 - **Greg:** Probably no crosswalk at 32nd and Harrison, because that’s an island over there, and you want to direct pedestrians away from the island.
 - **Paul:** More likely because cars turning right onto Harrison St don't look for pedestrians.

Stop #4: Harrison Street and Railroad Ave looking southeast

- Add sidewalks and bikeways.
 - **DJ:** Where does the railroad ROW extend to?
 - **Scott:** 25-feet from the center of the tracks. So it comes pretty close to the existing street.

- **Dave H:** Could just make that bike/pedestrian only.
- **DJ:** If I was a commuter coming home from downtown, and coming up Harrison St, I could easily hook up to Monroe Neighborhood Greenway on a bike here.
- **Betty:** Concern about how to keep traffic safe, with bike and auto traffic in this area.

Stop #5: Harrison St and Campbell St facing southeast

- No distinction between gravel, street, parking lot. Maybe find a way to add on-street parking here, sidewalk, street trees. Give it a unified streetscape.
 - **Betty:** He's right.
 - **Chris Ortolano (audience member):** Any way to screen out the railroad tracks?
 - **Li:** Yes, as long as you're outside of the 25-foot clear zone. Could use vegetation, fencing, walls, etc.

Stop #6: Monroe St, travel southwest on Penzance, back to Campbell via Monroe, southwest on Myrtle

- This is where we're talking about neighborhood mixed-use overlay. Mostly single-family residential today, but there's a few duplexes and a six-plex. It's zoned R1 and R2, but much lower density build out. It's very quiet streets.
 - **Greg:** No possible way of opening up that connection of the neighborhood street across Hwy 224?
 - **Li:** Wouldn't be able to happen at grade. For our planning horizon of 20-years, it's not likely to change.
 - **Paul K:** Homeowners to renters?
 - **Li:** About 50/50 right now.
- Area will likely transition. Allow for infill development of rowhouses and commercial.
- **Li:** What do you imagine happening here in 20 years?
 - **Greg:** The old Walgreens site used to be all residential, yeah? Something like that could happen here. There was a conversation in the past about making this commercial. So if we zoned this commercial, and someone wanted to build a new home here, what would happen?
 - **Li:** Our proposed neighborhood mixed-use zone would allow for that to happen, as well as for allowing a bigger commercial development, or small office development. Lots of flexibility.
 - **DJ:** I think the transition idea is a really good strategy. Reminds me of parts of the Hollywood District in Portland where homes have been converted to commercial uses.

Stop #7: Milwaukie Marketplace

- Keep it as the commercial hub of Central Milwaukie, but there are opportunities to strengthen the north/south bike connections along Oak. Lots of folks access the area via Oak, which is tough unless you're in a car.
- Do we want to add another bike/pedestrian connection mid-block?
 - **Paul L:** That could be really tough for car traffic.
 - **Scott:** Thinking about a flashing yellow light at a crosswalk that's activated by putting a button. Not an actual stoplight. Would have to work with the engineering department to see if that's even possible.
 - **Paul K:** You've already got a crosswalk on both sides of the railroad tracks, and one at Hwy 224. That's a lot of crosswalks on one stretch of road.
 - **Chris O (Audience member):** As a pedestrian who walks through there all the time, it's quite hazardous with so much traffic. Would be nice to focus on just one crosswalk where all the bike/ped traffic goes through, so that it simplifies things.

Stop #8: Monroe and Oak Streets

- **Paul L:** These curbs make it really hard to turn in this area. Semi trucks can't get through this area.
 - **Greg:** But it's so much quieter now.
- **Li:** The Monroe Street Greenway is ongoing, and we're going to incorporate it into our plan.

Stop #9: The small parcel between Monroe St and the Railroad

- This small area is unused. Could put picnic tables there. Could make it a park. Could improve the pedestrian/bike connection parallel to the railroad tracks. Currently owned by the railroad, so you would have to partner with them.
 - **Linda:** I don't think you want to encourage people to cross the tracks at informal connections. Should have a fence or wall there.

Stop #10: McFarland Site

- Apply the same mixed-use zone here as the rest of the area. Allows for broad range of uses (multifamily, office, commercial). And are proposing a residential treatment on Monroe. How do we feel about the zoning?
 - **Betty:** Concern about contamination?
 - **Nick:** One of the parcels is contaminated, and cannot have residential but can have everything else.
 - **Greg:** Concern about water table here, and managing stormwater on the site?
 - **Nick:** Possible that it would be an engineering challenge, but ways to overcome it.

- **Lisa Batey (audience member):** What about the desire to have a rec center or YMCA here?
 - **Scott:** Possible, depends on the size of the building, but we can look into it.
 - **Li:** Would currently be allowed as a Community Service Use, it's likely that provision would remain the same.

Stop #11: Monroe and 37th Ave

- What about residential edge treatment? The idea is to have the edge of the McFarland site have the same character as the residential areas on the opposite side of the street. So more landscaping, more street trees, appropriate setbacks, etc.

Discussing the guiding principles and the fundamental concepts

Live polling, 12 respondents.

Guiding principles

1. Foster a sense of place in Central Milwaukie, promote an identity and a vision.

	Responses	
	Percent	Count
Strongly support	67%	8
Somewhat support	25%	3
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

2. Maintain and improve Central Milwaukie as the City’s primary commercial center

	Responses	
	Percent	Count
Strongly support	58%	7
Somewhat support	33%	4
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

3. Enhance the area’s value to the community?

	Responses	
	Percent	Count
Strongly support	64%	7
Somewhat support	9%	1
Neutral	27%	3
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	11

- **Paul K:** “Value” is too vague of a word

4. Enhance economic opportunities in the area.

	Responses	
	Percent	Count
Strongly support	75%	9
Somewhat support	25%	3
Neutral	0%	0
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

5. Add residential uses to create a district that is lively and active:

	Responses	
	Percent	Count
Strongly support	50%	6
Somewhat support	33%	4
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	8%	1
Totals	100%	12

- **Greg:** I picked neutral, because I don't know if it's "necessary" to make it lively and active.
- **Dave H:** What is meant by "lively and active?" It's already one of the most used parts of the city.

- **Scott:** What if we changed it to “mix of uses” rather than residential?
 - General support for this idea.

6. Maintain an overall character complementary to and protective of surrounding neighborhoods

	Responses	
	Percent	Count
Strongly support	42%	5
Somewhat support	25%	3
Neutral	33%	4
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

- Lot more neutral here. Anyone want to share?
- **Sine:** I’m surprised that it’s more neutral, because it seems like it would be really important to the people who live in those neighborhoods to have that buffer.
- **Lisa Batey (audience member).** I probably would’ve said neutral. I think very differently between Murphy and McFarland. More important at McFarland than at Murphy.
 - General agreement that residential neighborhoods near the McFarland site are more important to protect than the other borders of Central Milwaukie, but we should also focus on Hillside Park to the north of the Murphy site

Fundamental concepts

1. Improve access to and within the area for pedestrians, cyclists and vehicles

	Responses	
	Percent	Count
Strongly support	58%	7
Somewhat support	25%	3
Neutral	17%	2
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

- **Paul K:** This is important everywhere, not just in Central Milwaukie.

2. Facilitate development of the Murphy and McFarland opportunity sites

	Responses	
	Percent	Count
Strongly support	83%	10
Somewhat support	8%	1
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

- Strongest support of the night.

3. Promote high-quality, human-scale urban design that is complementary to the surrounding area

	Responses	
	Percent	Count
Strongly support	58%	7
Somewhat support	25%	3
Neutral	17%	2
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

- **Betty:** This is a confusing sentence that's hard to understand.
- Some neutral responses, probably packed too much into one concept.

4. Integrate a range of housing types into new mixed-use development

	Responses	
	Percent	Count
Strongly support	42%	5
Somewhat support	17%	2
Neutral	25%	3
Somewhat oppose	17%	2

Strongly oppose	0%	0
Totals	100%	12

- The most disagreement that we've seen.
- **Sine:** Support it. The market is going to develop what should be there. I don't want to limit it, and prescribe the types of homes that should be allowed. The more options the better.
- **DJ:** I don't want to see a requirement for different things to be included here, that aren't market feasible.
- **Paul K:** "Encourage" vs "integrate"

5. Improve connectivity within the district with easily-accessible multimodal pathways that are safe and attractive.

	Responses	
	Percent	Count
Strongly support	55%	6
Somewhat support	9%	1
Neutral	27%	3
Somewhat oppose	9%	1
Strongly oppose	0%	0
Totals	100%	11

- Some neutral and oppose. Any comments?
- **Dave H:** My biggest reason to support this was to do something about people crossing the railroad tracks. I'm surprised we don't have more accidents there. And that was my one concern about the quiet zone.
- **Linda H:** Still have very dangerous intersection there were Oak and Monroe meets. That three way intersection. Combining all the traffic that goes through there with safe bicycle

crossings is very difficult. I don't know how you can do it. Seems like a roundabout needs to be there, or a three-way stop. Afraid for the safety of cyclists and pedestrians.

- **Greg:** I chose neutral, because I think of these sites as auto-oriented, and accommodating bicycles and pedestrians. You're pulling people off of 224, and 32nd with the hospital, usually people go to the hospital with vehicles. It should be focused on auto with safety emphasis on bicycle and pedestrians.

6. Improve external connections to the district

	Responses	
	Percent	Count
Strongly support	58%	7
Somewhat support	8%	1
Neutral	33%	4
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

- **Linda H:** Hwy 224 has been left out of this conversation. It's the biggest barrier for people to walk and bike between downtown.
- **Dave H:** Buses are the biggest missing piece of the connections to the area, and we need to work with TriMet to improve transit access.

Map exercise

Post it notes and markers next to maps of the transportation/circulation diagram and the proposed land use and urban design diagram. Comments received:

Transportation/Circulation Diagram Comments:

- Concerned about additional crosswalk across Oak St. from Oak St. Square to Milwaukie Marketplace, it's dangerous to pull out in a car already.

Transportation Projects Comments:

- Add marked pedestrian crosswalk and phasing to the west of the intersection at Harrison St. and 32nd Ave. "This would be safe for pedestrians, right turn from 32nd onto Harrison."
- I feel like there is a lot of discussion about bike and pedestrian improvements but there are vehicular safety improvements to consider too.
- Railroad Property; don't do anything to encourage trespassing on the railroad tracks.
- Improve pedestrian crossings between Oak St. Square and Milwaukie Marketplace. "Too dangerous for pedestrians to cross Oak St. from Milwaukie Marketplace."

Land Use and Urban Design Diagram Comments:

- Murphy Site: Screen commercial and flex space from Clackamas County Housing Authority units.
- Return ROW of 31st St. to the owner if the road is closed when development occurs.
- Murphy Site: Do we need more than one way for bikes to travel? Can't they have their own pathway through the site?
- Both Murphy and McFarland Sites: Do not bring buildings to the sidewalk, leave space for plantings, grass and landscaping.
- McFarland Site: I dislike the idea of multifamily housing so close to the railroad tracks.
- Split Monroe bikes off Oak, use Harrison/Railroad east bound and 32nd to Harrison west bound.
- McFarland Site: It's very important to apply the residential edge treatment. It should improve livability, not detract.

Land Use and Urban Design Concepts Comments:

- Maintain lawn, landscaping and plantings between buildings and sidewalk.
- Apply Flex/Industrial Overlay to a portion of the Murphy site. Change to: "Apply Flex/Industrial Overlay all the way to Harrison on the Murphy site."

Final Comments

- **Paul L:** Have a fairly decent handle, or as good of a handle as you can get, on "we have this space, and we need to do something with it." We've allowed for future developers to come in, and have flexibility to make things work. Not too shabby.

- **Alicia:** There's a lot of stuff about improving pedestrian and bike improvements. Really want to emphasize the vehicular traffic. There are so many sections in that area that are dangerous and doesn't work already. Those areas need to be fixed.
- **DJ:** As someone who lives in a really dense neighborhood, on a busy street, it's important to get neighborhood folks walking helps to reduce the auto traffic. I also appreciate the earlier comment that Hwy 224 is the elephant in the room, and it's a huge barrier, and it really needs to be addressed. Something with respect to access. And from the perspective of the Murphy site, we're happy to see the direction that this is headed so that something can happen. We'll have specific suggestions for you later.
- **Sine:** I agree with everything that's been said. It's cool that we're able to really think about it as a unit, and as a destination. It's not just "Albertson's" anymore. Knitting it together as a place is really cool.
- **Linda:** Not normally on this committee, representing Hector-Campbell tonight. For both Hector-Campbell and Ardenwald, these opportunity sites (Murphy and McFarland) are the gateways to our neighborhoods. We want it to welcome people to our neighborhoods, while still providing additional retail or commercial development. We'd prefer those commercial uses over high-density residential.
- **Dave H:** I think there's a bus that runs through the marketplace. I say think because I haven't seen it in a long time. The two main bus routes are on Harrison (access to King Road and Downtown). If you don't have a car, and if you're not very mobile, then you don't have a way to get to the grocery store or the pharmacist. If we have clout to pressure TriMet to provide better service, then we should. We need to plan for better service for this area, and all of Milwaukie. This would make it easier for customers and employees to access businesses.
- **Betty:** What I'm really pleased with is that we're considering zone changes. On 32nd, there's a little coffee shop. Those owners wanted to set up both wine and beer. Got approval from OLCC, but the City's codes said no. I think that stuff happens often. I'm pleased that we're moving forward with these positive changes that will help our small businesses and provide services to our neighborhoods.
- **Neil:** The idea of the guiding principles seem like they're headed in a pretty good direction. I just hope that the specifics in the code are left general enough and flexible enough so that developers can implement their ideas.
- **Greg:** I don't have anything to add to the comments that others have said. The less restrictions on use the better, as long as we have high-quality design.
- **Sherry:** I enjoyed hearing everyone's comments. And I think that this is an important part of Milwaukie, and it's very interesting to be planning the future of this area.
- **Steve:** Thank you for your participation, and we'll get the next date on the calendar soon.