

DATE: April 1, 2015
TO: City of Milwaukie
FROM: ECONorthwest
SUBJECT: MEETING MINUTES FROM MOVING FORWARD MILWAUKIE
PROJECT ADVISORY COMMITTEE MEETING #10

Location: Milwaukie Public Safety Building

Date: April 1, 2015

Time: 6:00pm-7:30pm

Attendees

Advisory Committee Members Present:

- David Aschenbrenner, South Downtown Planning
- Dion Shepard, Historic Milwaukie NDA
- Sine Bone, Planning Commission
- Betty Fulmore, Ardenwood NDA
- Lars Campbell, Hector Campbell NDA
- Paul Lisac, 32nd Ave Business/Property Owner
- Greg Hemer, Linwood NDA
- Sherry Grau, Design and Landmarks Committee
- DJ Heffernan, Central Milwaukie Business / Property Owner
- Neil Hankerson, Downtown Business /Property Owner
- Alicia Hamilton, Island Station NDA
- Paul Klein, Lewelling NDA

City of Milwaukie:

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

Consultant Team

- Nick Popenuk, ECONorthwest
- Mary Dorman, Angelo Planning Group

Overview

Denny provided a welcome.

Nick described the adoption process for Downtown and Central Milwaukie Plan and code amendments, and how Neighborhood Main Streets fits into the bigger picture.

Recap of the 2012 Neighborhood Main Streets Project

Nick provided a recap of the 2012 Horizon Planning study on Neighborhood Main Streets, including key recommendations.

- **Dion:** Is the small commercial area in Island Station is part of the Neighborhood Main Street project?
 - **Li:** Island station is not part of the neighborhood main streets project area, but the same zone could potentially be applied there after discussion with the community
- **DJ:** Is there a plan to go back and look at economic development or transportation aspects of 32nd and 42nd Ave?
 - **Li:** Economic development efforts are ongoing, but not part of Moving Forward Milwaukie, because they tend to require additional resources and funding.
 - **Denny:** The PAC can make recommendations related to economic development and transportation that the City can consider in the future, but the focus of MFM is planning and zoning.
- **Patrick Finn, community member:** Would like the ability to convert existing single-family home on 32nd Ave., north of this zone (close to the Tacoma Street MAX station) to a café or coffee shop. That is where the demand is.
 - **Li:** There is a recommendation in the 2012 study to expand the geographic boundary of the 32nd Ave commercial zone. However, that requires a significant amount of staff time, public outreach, and technical analysis, and therefore is not part of the scope of the MFM project. That does not mean that it cannot be considered by the City at a later date.

Neighborhood Main Streets Draft amendments

Mary provided an overview of the key changes in the first draft of the proposed plan and code changes for Neighborhood Main Streets.

- **Betty:** Question about 50% less parking. 50% of what?
 - **Mary:** Same parking requirements that exist today. There are certain off-street parking standards that apply to different development types citywide. For example X spaces per 1,000 SF of a given use. In this area, new development is

only required to provide 50% of the parking specified in these citywide standards.

- **Paul:** How would the maximum setback affect my building on 32nd Ave, if I wanted to expand and add an adjacent use? Could I build closer to the street?
 - **Li:** Your building would be non-conforming and would be grandfathered in. You would be allowed to expand your building, keeping the same setback as your current building. You could build closer to the street.
- **Greg:** question on definitions of coffee shops and restaurants as far as zoning goes.
 - **Li:** There is no difference between these two as far as zoning goes.
- **Don Sparks, community member:** Would like to see flexibility in the zoning and parking reductions.
 - **Li:** there is a process to have a variance, to do something other than what is permitted by code.

PAC input on key issues

Allowed uses: Drinking establishments and auto sales?

- **Sine:** What happens to business that are non-conforming? For example the existing auto sales business in the 42nd area?
 - **Li:** Any existing business will become nonconforming or "grandfathered in." Only causes issues if they want to expand their existing use.
- **DJ:** Is there a way to write code to prohibit liquor sales but not beer and wine?
 - **Li:** That's an OLCC issue, not City.
- **Neil:** Could zoning be structured such a way that alcohol can't be sold after 10 or 11 PM?
 - **Nick:** Not looking for ways to distinguish between "bars" and "brewpubs." Staff and the consultants can do that. Instead looking for direction on whether or not this is a good idea?
- **Betty:** Yes, we want family-oriented brewpubs but not bars and strip clubs.
 - **Li:** Strip clubs would definitely be prohibited.

Vote:

Do you want to allow brewpubs but prohibit bars and taverns? 8 of 12 yes.

Limit non-residential uses to less than 10,000 to 15,000 SF?

- **Greg:** Concerned about impact on Safeway.
 - **Nick/Li:** Would only kick in if they wanted to expand.

Vote:

Do you want individual uses to have a cap on maximum SF? 10 of 12 yes.

Stand alone residential uses: Permitted? Conditional? Not Allowed?

- **DJ:** You need to have additional rooftops in this area to create the customer base that will support these business. Residential should be permitted.
- **Paul:** There's probably a market to tear down these existing buildings (both residential and commercial) and replace them with rowhouses, but does that give us the type of neighborhoods that we want? The gathering places that we want?

Vote:

Stand alone residential should be a conditional use? 10 yes.

Stand alone residential should not be allowed? One-half vote.

Stand alone residential should be permitted? One vote.

Should off-street parking requirements be removed?

- **David:** There's no on-street parking on these streets, because they're so narrow. So if you don't require off-street parking, where are people going to park? The only place they can is on the side streets in front of people's homes.

Vote:

No off-street parking requirements? 3.5 votes

Require some amount of off-street parking? 6.5 votes.

No response: 1

Should there be a maximum setback?

Li provided an explanation of the current street width vs the planned right-of-way width, and how setbacks are applied based on the future street width, so a zero setback may actually be a 12 or 16 foot setback today, depending on exactly how wide the street is in that location.

Vote

Should we have a maxim setback (specific number of feet to be determined by staff/consultant)? 11 yes

Should 42nd Ave and 32nd Ave be treated differently?

David: disappointed that not looking at expanding these areas. Not a lot of land in the 42nd Ave area. And much of it has limited uses, because of negotiated agreement with Safeway developer (i.e., no coffee shops allowed, because they would compete with Safeway). We should expand the zone.

Greg: The two areas should be treated the same except for the size limitation. SE 42nd should allow larger uses, so that Safeway does not become non-conforming.

Vote:

Should zones be exactly the same? 7

Should they be exactly the same except for 42nd allowing larger uses? 3

Should they include differences other than the maximum size of uses? 2

- **Dion:** 42nd feels different because of it being a main transportation route. Different types of businesses could locate there.

Questions or comments from audience?

Don Sparks: There is a difference between 32nd and 42nd. They have a different feel, a different scale, and different transportation infrastructure. I see more the need for more flexibility on 42nd, in terms of building size, and perhaps other measures.

Brian Brenneman, community member: We own a mixed-use building on 32nd Ave. We were concerned that the zoning changes might be more restrictive, and might cause us to lose our commercial tenant. We are glad to hear that's not the case, and that the proposed changes would provide additional flexibility vs the current zoning.

Closing notes:

Upcoming Public Event on May 6

Final PAC meeting - May 21, 2015