

**CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, September 8, 2015
6:30 PM**

COMMISSIONERS PRESENT

Sine Bone, Chair
Shaun Lowcock, Vice Chair
Shane Abma
Shannah Anderson
Scott Barbur
Greg Hemer

STAFF PRESENT

Denny Egner, Planning Director
Li Alligood, Senior Planner
Brett Kelper, Associate Planner
Shelby Rihala, City Attorney

COMMISSIONERS ABSENT

1.0 Call to Order – Procedural Matters*

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

Note: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.

2.0 Planning Commission Minutes

3.0 Information Items

Denny Egner, Planning Director, noted the upcoming celebration for the opening of the light rail Orange Line on Saturday, September 12.

Also, the City Council would be hosting a forum on food carts at the Pond House on Tuesday, September 23.

Commissioner Hemer noted that included in the Orange Line celebration at 1pm at City Hall, there would be an event about the Interurban Portland Trolley Line hosted by the City and the Milwaukie Historical Society. There would also be a Trolley Trail Lantern Walk and tour at 6pm starting at Klein Point.

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

6.0 Worksession Items

6.1 Summary: ZA-2015-002 Neighborhood Main Streets Code Amendments #1
Staff: Li Alligood

This item was taken out of order.

Li Alligood, Senior Planner, presented the staff report via PowerPoint. This was the first briefing for Phase 3 of the Moving Forward Milwaukie project. She reviewed the project goals and noted that the Neighborhood Main Streets (NMS) phase was different than the Downtown and Central Milwaukie phases as the focus for NMS was more on community-serving and pedestrian-friendly commercial areas. She reviewed the background that included a 2012 Portland State University student project that resulted in a Neighborhood Main Streets Plan. The areas include 32nd Ave and 42nd Ave roughly between King Rd and Monroe St. She noted the Plan's vision and recommendations for creating a new neighborhood commercial zone and establishing development standards focused on pedestrian-scale. A third recommendation involved expanding the commercial zone which would require Comprehensive Plan text and map amendments and Code amendments, and was a much larger project and therefore was not included in this phase.

Mr. Alligood reviewed the proposed zoning and noted that the current Limited Commercial zone along 32nd Ave was limited and restrictive. The 42nd Ave General Commercial zone was liberal and allowed nearly everything which may not be compatible to the surrounding neighborhoods. The proposal was to apply a new Neighborhood Mixed Use (NMU) zone to both areas with generally the same regulations.

- The proposed use standards for the new zone addressed community feedback about the types of businesses wanted in the area such as coffee shops, restaurants, etc. The proposed approach would allow uses that served everyday needs, restricted uses with potential negative impacts, and prohibited uses that did not contribute to walkability. The new and revised use standards involved size limits, standalone residential, vehicle sales and rental prohibition, mixed use development, and a broader range of allowed uses along 32nd Ave.
- The proposed development standards increased pedestrian-focused development including maximum setbacks, entrances on the street, parking behind the building, and transition area measures.
- There were no current design standards in the project areas. The proposed new design standards addressed corners, weather protection, building materials, windows and doors, roofs and screening, and ground floor screening.
- Since some existing uses would become nonconforming as a result of the code amendments, a new Type II Nonconforming Situation review process was proposed to address uses that would come closer into conformance.

Ms. Alligood answered questions from the Commission. She noted the first public hearing was scheduled for October 13.

- 6.2 Summary: Monroe Street Neighborhood Greenway Concept Plan Informational Overview
Staff: Brett Kelter

This item was taken out of order.

Brett Kelter, Associate Planner, presented the staff report via PowerPoint and gave a brief overview of the project. The project was included in the Transportation System Plan (TSP) and was funded through a Transportation Growth Management Grant. In terms of adoption of the document, the Concept Plan would function as a guide for finding future funding to construct the elements of the plan. It would not be incorporated into the Public Works Standards or as an ancillary document to the TSP.

Mr. Kelver noted the involvement of a Project Advisory Committee composed of representatives from the neighborhoods the route passes through, the local bike advocacy group Bike Milwaukie, the Public Safety Advisory Committee, the Clackamas County Pedestrian/Bikeway Advisory Committee, and also staff from Engineering, Streets/Stormwater, and the Clackamas Fire District. He noted that there was general interest in making Monroe Street safer for bikes and pedestrians; however, there was not a consensus on how to accomplish that.

City Council would be the adopting body for the plan, and a public hearing was scheduled for November 3, 2016, which would give opportunity for Council to hear the public's comments and concerns. At the Council's worksession in August, they expressed interest in adopting the plan as a draft in order to test some of the plan's elements before adopting a final version.

Mr. Kelver answered questions from the Commission.

- The plan was intended to function within the existing right-of-way.
- Regarding the potential increased pressure on 42nd Avenue and King Road if a diverter were to be put in at 42nd Avenue and Monroe Street, traffic counts show that there was already some natural diversion and decreased demand on Monroe Street east of 42nd Avenue.
- Improvements to the intersection at 42nd Avenue and Harrison Street are a listed need in the TSP, as it is a failing intersection. Changes from the Monroe Street Greenway would not likely increase the issues with the intersection.
- The project did not look at elements such as pavement quality. The goal of the project was to reduce speeds and reduce volumes to make a more comfortable shared environment. Diversion was a tool for accomplishing that. However, there was awareness that some issues would need to be addressed when looking at engineering and design specifics in a later phase.
- The original proposal called for a diverter at 37th Avenue and Monroe Street; the diversion at 42nd Avenue and Monroe Street was developed as an alternative, with the greenway route crossing the McFarland site to cross 37th Avenue at Washington Street and then following Washington Street to reconnect with Monroe Street at either Home Avenue or Garrett Street. Washington Street was less busy, the grade was easier, and if the bike/pedestrian access through the McFarland site was built per the TSP, it would allow for a potentially easier option than Monroe Street.
- The general complaint against the greenway concept involved confusion among some people about the reasoning behind elements of the plan such as diverters, etc. Some people perceive the trips along the Monroe Street corridor to be primarily by neighborhood residents, with minimal bike traffic. However, improvements for pedestrians were seen by many as needed.

Commissioner Hemer commended staff on the project. He noted that, although as a frequent driver on the eastern part of Monroe Street he was hesitant about having to change his route due to the project, he also felt that Monroe St was not a safe route for pedestrians and other non-auto users and so agreed with the need for improvements.

Mr. Egner noted a comment received early on in the project from a mother of two small children regarding her excitement about the project and the opportunity for her children to be able to walk to school as they got older.

7.0 Planning Department Other Business/Updates

Mr. Egner noted that on September 23 there would be a meeting with neighborhood leaders and operators of short-term rentals (AirB&Bs) in Milwaukie to work together to craft a proposal for code amendments to allow these uses. Currently it was only allowed as a boarding and lodging facility in high-density residential and commercial zones. He explained the background and complexity of the issue.

8.0 Planning Commission Discussion Items

Commissioner Hemer noted that it was rewarding to see the light rail station and the Adams Street Connector built after so much time and effort spent by staff and committees and others involved. He looked forward to seeing development on the McFarland and Murphy sites as well.

9.0 Forecast for Future Meetings:

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| September 22, 2015 | 1. Worksession: ZA-2015-002 Neighborhood Main Streets Code Amendments #2 <i>tentative</i> |
| | 2. Worksession: Ethics Training <i>tentative</i> |
| October 13, 2015 | 1. Public Hearing: ZA-2015-002 Neighborhood Main Streets Code Amendments #1 |
| | 2. Public Hearing: NR-2015-003 Riverway Ln pool/slope project |

The Commission agreed to cancel the September 22nd meeting.

Meeting adjourned at approximately 7:43 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II



Sine Bone, Chair