



CITY OF MILWAUKIE

October 29, 2020

Land Use File(s): DEV-2020-005

NOTICE OF DECISION

This is official notice of action taken by the Milwaukie Planning Manager on October 29, 2020.

Traducciones de este documento e información sobre este proyecto están disponibles en español. Para solicitar información o preguntar en español, favor de email espanol@milwaukieoregon.gov.

Applicant(s):	Valerie Hunter
Location(s):	9391 SE 32 nd Ave
Tax Lot(s):	11E25BD07700
Application Type(s):	Development Review; Transportation Facilities Review
Decision:	Approved with Conditions
Review Criteria:	Milwaukie Municipal Code: <ul style="list-style-type: none">• MMC 12.16 - Access Management Milwaukie Zoning Ordinance: <ul style="list-style-type: none">• MMC 19.303 - Commercial Mixed Use Zones• MMC 19.505.7 - Nonresidential Development• MMC 19.600 - Off-street Parking and Loading• MMC 19.700 - Public Facility Improvements• MMC 19.906 – Development Review
Neighborhood(s):	Ardenwald-Johnson Creek

Appeal period closes: 5:00 p.m., November 14, 2020

This notice is issued in accordance with Milwaukie Municipal Code (MMC) Section 19.1005 Type II Review. The complete case file for this application is available for review by appointment between 8:00 a.m. and 5:00 p.m. on regular business days at the Planning Department, Johnson Creek Facility, 6101 SE Johnson Creek Blvd. Please contact Vera Koliass, Senior Planner, at 503-786-7653 or koliassv@milwaukieoregon.gov, if you wish to view this case file or visit the project webpage at www.milwaukieoregon.gov/planning/dev-2020-005.

This decision may be appealed by 5:00 p.m. on November 14, 2020, which is 15 days from the date of this decision.¹ person who is adversely affected or aggrieved by this decision may appeal the decision by filing a written appeal. An appeal of this decision would be heard by the Milwaukie Planning Commission following the procedures of MMC Section 19.1010 Appeals. This decision will become final on the date above if no appeal is filed during the appeal period. Milwaukie Planning staff can provide information regarding forms, fees, and the appeal process at 503-786-7630 or planning@milwaukieoregon.gov.

Per MMC Subsection 19.1001.7.E, this land use approval expires unless the applicant has: (1) obtained and paid for all necessary development permits and started construction within 2 years of land use approval, and (2) passed final inspection and/or obtained a certificate of occupancy within 4 years of land use approval. Extensions can be granted per MMC Section 19.908.

Findings in Support of Approval

The Findings for this application are included as Exhibit 1.

Conditions of Approval

1. The garage door to access the off-street parking area must be kept open during business hours to ensure access is maintained to clients of the commercial businesses.
2. Final plans submitted for construction permit review must be in substantial conformance with plans approved by this action, which are the plans stamped received by the City on August 25, 2020, and revised through October 14, 2020, except as otherwise modified by these conditions.
3. Final plans submitted for construction permit review must demonstrate that there is sufficient space for the following:
 - a. On Olsen St: 8-ft travel lane, 6-ft parking strip with curb and gutter, 5-ft landscape strip with stormwater planters, and a 5-ft setback sidewalk.
 - b. On 32nd Ave: 10-ft travel lane, 8-ft parking strip with curb and gutter, 5-ft landscape strip with stormwater planters, and a 6-ft setback sidewalk. These improvements require a 9.5-ft dedication to accommodate the planned cross-section.
 - c. Improvements include ADA compliant corner ramps.
4. Prior to issuance of development permits, the following must be resolved:
 - a. Prior to commencement of any earth-disturbing activities, the applicant must obtain an erosion control permit from the City.
5. Prior to, or concurrent with, building permit submittal, the following must be resolved:

¹ As per MMC Section 19.1010, if the 15th day falls on a weekend or legal holiday, the end of the appeal period shall be extended to the end of the next business day.

- a. Submit full-engineered plans for construction of all required public improvements, which must be reviewed and approved by the City of Milwaukie Engineering Department.
 - b. Obtain a right-of-way permit for construction of all required public improvements listed in these recommended conditions of approval.
 - c. Pay an inspection fee equal to 5.5% of the cost of the public improvements; at time of plan submittal, a plan review fee of 1.5% is required, the balance of the 5.5% is required at time of issuance of the right-of-way permit.
 - d. Provide a payment and performance bond in the amount of 130 percent of the approved engineer's estimate or contractor's bid cost of the required public improvements.
 - e. Provide a narrative describing all actions taken to comply with these conditions of approval.
 - f. Provide a narrative describing any changes made after the issuance of this land use decision that are not related to these conditions of approval.
6. Prior to final inspection, the following must be resolved:
- a. Provide a final approved set of electronic PDF red-lined "As Constructed" drawings to the City of Milwaukie.
 - b. Install all underground utilities, including stubs for utility service, prior to surfacing any streets.
 - c. Clear vision areas shall be maintained at all driveways and accessways and on the corners of all property adjacent to an intersection.
 - d. Provide a 2-year maintenance bond in the amount of 10 percent of the approved engineer's estimate or contractor's bid cost of the required public improvements.
 - e. Additional covered/secure bike parking, spaces for 4 bikes not located in the apartment units, must be provided.
7. Prior to final occupancy, the following must be resolved:
- a. Frontage Improvements as shown on the plans received by the City on August 25, 2020, and revised through October 14, 2020, except as otherwise modified by these conditions.
 - b. Dedication/Easement Requirements as shown on the plans received by the City on August 25, 2020, and revised through October 14, 2020, except as otherwise modified by these conditions.
8. Limitations on Development Activity.

Development activity on the site shall be limited to 7:00 a.m. to 10:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday and Sunday, as provided in MMC Subsection 8.08.070(I).

Manager’s Declaration of Impartiality

I certify that neither I nor any member of my immediate family has a material, personal, or financial relationship with the applicant. I further certify that no other relationship, bias, or ethical conflict exists which would have prevented me from evaluating the land use application solely on its merits and in accordance with the Milwaukie Municipal Code.

Decision

- Approved
- Approved with Conditions
- Denied



Laura Weigel, AICP
Planning Manager

Exhibits

1. Findings in Support of Approval
- cc: Valerie Hunter, Applicant (via email)
Mildred White, Applicant’s Representative (via email)
Planning Commission (via email)
Leila Aman, Community Development Director (via email)
Steve Adams, City Engineer (via email)
Engineering Development Review (via email)
Samantha Vandagriff, Building Official (via email)
Stephanie Marcinkiewicz, Inspector/Plans Examiner (via email)
Harmony Drake, Permit Technician (via email)
Mike Boumann and Matt Amos, CFD#1 (via email)
NDA(s): Ardenwald-Johnson Creek (via email)
Interested Persons
Land Use File(s): DEV-2020-005

ATTACHMENT 1
Findings in Support of Approval
File #DEV-2020-005, 32nd Ave Mixed Use Development

Sections of the Milwaukie Municipal Code not addressed in these findings are found to be inapplicable to the decision on this application.

1. The applicant, Valerie Hunter, has applied for approval to construct a mixed-use building at 9391 SE 32nd Ave. This site is in the Neighborhood Mixed Use Zone NMU. The land use application file number is DEV-2020-005.
2. The applicant is seeking land use approvals for a three-story mixed-use building with covered off-street parking.
3. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):
 - MMC 12.16 - Access Management
 - MMC 19.303 - Commercial Mixed Use Zones
 - MMC 19.505.7 - Nonresidential Development
 - MMC 19.600 - Off-street Parking and Loading
 - MMC 19.700 - Public Facility Improvements
 - MMC 19.906 – Development Review

The application has been processed and public notice provided in accordance with MMC Section 19.1005 Type II Review.

4. MMC Chapter 12.16 Access Management
 - a. MMC Section 12.16.040 Access Requirements and Standards

MMC 12.16.040 establishes standards for access (driveway) requirements, including location, number, and size.

 - (1) MMC Subsection 12.16.040.C Accessway Location

MMC 12.16.040.C.4 requires that for multifamily residential properties accessing local and neighborhood streets, the nearest edge of the driveway apron shall be at least 100 ft from the nearest intersecting street edge of pavement.

As proposed, the nearest edge of the driveway approach on Olsen St is approximately 51 ft from the intersection with 32nd Ave. Distance from intersection may be modified with an access spacing study prepared and certified by a registered professional traffic engineer.

The applicant has submitted a Transportation Impact Study (TIS) that meets documentation for modification of accessway spacing.
 - (2) MMC Subsection 12.16.040.F Accessway Size

MMC 12.16.040.F.5 requires that multifamily residential uses with more than 8 dwelling units, and off-street parking areas with 16 or more spaces, shall have a minimum driveway apron width of 24 ft and a maximum width of 30 feet. But MMC 12.16.040.F.6 requires that commercial uses shall have a minimum driveway apron width of 12 ft and a maximum width of 36 ft.

The proposal is for a mixed-use development that includes both residential units and commercial storefronts. A 24-30 ft driveway falls within the standard range of both uses. The proposed accessway would be 24 ft wide.

As proposed, the Planning Manager finds that the applicable standards of MMC 12.16.040 are met.

5. MMC Section 19.303 Commercial Mixed Use Zones (including NMU)

MMC 19.303.2 and 19.303.3 establish standards for the Commercial Mixed Use zones, including the NMU zone. The subject property is zoned NMU.

Permitted uses in the NMU zone includes mixed use. The proposal is for a mixed-use building with 18 residential units, including one live/work unit, and two commercial tenant spaces on the ground floor.

MMC Subsection 19.303.3 provides applicable development standards for the NMU zone, summarized in Table 19.303.3:

Table 19.303.3 Commercial Mixed Use Zones Development Standards			
Standard	Required	Proposed	Comment
1. Building Height a. Base maximum	45 ft/3 stories	38 ft/3 stories	<i>Complies.</i>
Maximum lot coverage	85%	81.9% (7,911 sq ft footprint; lot size: 10,800 sq ft = 81.9%)	<i>Complies.</i>
Minimum vegetation	15%	15.9% (1,535 sq ft)	<i>Complies.</i>

The proposed building would be 3 stories and 38 ft in height as measured per MMC 19.202.2.

As proposed, the Planning Manager finds that the applicable standards of MMC 19.303.3 are met.

6. MMC 19.500 Supplementary Development Regulations

a. MMC 19.505.7 Nonresidential Development

MMC 19.505.7 establishes design standards for nonresidential and mixed-use development. The design standards apply to the street-facing façades.

The application consists of a single mixed-use building in the NMU zone which is subject to these standards.

(1) Weather Protection

All ground-floor building entries must be protected by canopies or a recess at least 3 ft behind the façade.

All first-floor entries are proposed to be recessed at least 3 ft or with a canopy, or both.

(2) Exterior Building Materials

This section details specific materials to be used as primary, secondary, and accent materials, as well as a list of prohibited materials.

The east façade of proposed building has been designed in brick, wood siding, and window glazing totaling over 70 percent of the façade. Decorative metal trim is proposed as accent totaling approximately 5 percent. The south façade has been designed with 69% of primary materials, specifically brick and glazing. Stained wood panels are listed as a secondary material to be used on no greater than 31% of the total street-facing façades.

(3) Windows and Doors

(a) For nonresidential and mixed-use buildings, 30% of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 ft above finished grade, whichever is less.

The applicant submitted calculations showing that the east façade facing 32nd Ave has been designed with 36.3% glazing and that 35.6% of the south-facing ground-floor area has been designed with glazing.

(b) For all buildings, the following applies:

(i) Nonresidential ground-floor windows must have a visible transmittance (VT) of 0.6 or higher.

The application materials state that this standard will be met.

(ii) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.

The application materials state that all commercial entries will remain unlocked during business hours and that residential entries will be kept secure.

(iii) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.

The application materials state that ground-floor glazing will comply with this standard.

- (iv) The bottom edges of windows along pedestrian ways shall be constructed no more than 36 in above grade.

The application materials state that the ground floor windows are designed at a maximum of 32 inches above finished floor.

- (v) Ground-floor windows for nonresidential uses shall allow views into storefronts, working areas, or lobbies. Signs are limited to a maximum coverage of 50% of the required window area.

The application materials state that ground-floor window signs will comply with this standard.

- (vi) Windows shall be designed to provide shadowing. This can be accomplished by recessing windows 4 in into the façade and/or incorporating trim of a contrasting material or color.

The application materials state that the windows will be recessed and will have decorative brick detailing to provide relief to the façade.

- (c) For all building windows facing streets, courtyards, and/or public squares, the following window elements are prohibited:
 - (i) Reflective, tinted, or opaque glazing.
 - (ii) Simulated divisions (internal or applied synthetic materials).
 - (iii) Exposed, unpainted metal frame windows.

The application materials state that none of the prohibited elements are proposed.

As proposed, the Planning Manager finds that the standards of MMC 19.500 are met.

7. MMC 19.600 Off-Street Parking and Loading

MMC 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of these requirements includes providing adequate space for off-street parking, minimizing parking impacts to adjacent properties, and minimizing environmental impacts of parking areas.

a. MMC Section 19.602 Applicability

MMC 19.602 establishes the applicability of the provisions of MMC 19.600. Specifically, MMC Subsection 19.602.3 addresses applicability for development of vacant sites as well as for improvements to existing off-street parking areas for development and changes in use.

The application is for construction of a mixed-use building on a vacant site.

As proposed, the Planning Manager finds that the standards of MMC 19.600 are applicable to

the proposed development.

b. MMC Section 19.604 General Parking Standards

MMC 19.604.3 establishes standards for the use of parking areas and requires that all required off-street parking area shall be continually available for the intended users of the site.

The proposed development includes a garage door for the off-street parking area. The proponent has stated that the garage door will be kept open during business hours so that the parking area is available for employees and customers of the commercial spaces. After-hours, the garage door will be closed but will be operable for the residents of the building.

As conditioned, the Planning Manager finds that the general parking standards are met.

c. MMC Section 19.605 Vehicle Parking Requirements

MMC 19.605 establishes standards to ensure that development provides adequate vehicle parking based on estimated parking demand. MMC Table 19.605.1 provides minimum and maximum requirements for a range of different uses. The minimum number of off-street parking spaces required for residential units under 800 sq ft is 1 space per unit; for residential units over 800 sq ft is 1.25 spaces per unit; and for eating/drinking establishments is 4 spaces per 1,000 sq ft. As the applicant has not leased the commercial spaces, the calculation is based on the highest use requirement.

Subsection 19.605.2 allows for the modification of minimum and maximum parking ratios from Table 19.605.1 as well as the determination of minimum and maximum parking requirements.

Subsection 19.605.3 provides various exemptions and by-right reductions to quantity requirements, including for multifamily uses within 500 ft of a transit stop with peak hour service frequency of 30 minutes or less.

For the proposed mixed-use development, a minimum of 19 parking spaces are required (18 residential units less than 800 sq ft = 18 spaces; 742 sq ft commercial = 1 space). With the 20% by-right reduction provided in 19.605.3 for access to transit, the minimum required is 15 spaces. The site is located on 32nd Ave, which is the TriMet #75 bus route. The applicant proposes 17 off-street spaces in addition to on-street spaces that will be constructed as part of the required frontage improvements.

As conditioned, the Planning Manager finds that the parking quantity requirements are met.

d. MMC Section 19.609 Bicycle Parking

MMC 19.609 establishes standards for bicycle parking for new development of various uses. Multifamily residential development with 4 or more units shall provide 1 space per unit. When at least 10 bicycle spaces are required, a minimum of 50% of the spaces shall be covered and/or enclosed. MMC Subsection 19.609.3.A provides that each bicycle parking space shall have minimum dimensions of 2 ft by 6 ft, with 5-

ft-wide aisles for maneuvering. MMC Subsection 19.609.4 requires bike racks to be located within 50 ft of a main building entrance.

The proposed mixed-use development has 18 residential units and 742 sq ft of commercial space, which equals 19 bicycle spaces required, 10 of which must be covered and/or enclosed. A total of 24 bicycle spaces are proposed, with all of those spaces being covered. Bike racks are proposed to be provided in each dwelling unit and the 6 outdoor bike racks located on the east and south sides of the building are covered by the building face that projects out from the floor above. Functionally, more covered bike spaces should be located outside the residential units for ease of access to the residents.

As conditioned, to provide covered bike parking for 4 more bikes not located in the apartment units, the Planning Manager finds that this standard is met.

As conditioned, the Planning Manager finds that the requirements of 19.600 are met.

8. MMC Chapter 19.700 Public Facility Improvements

MMC 19.700 is intended to ensure that development, including redevelopment, provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts.

a. MMC Section 19.702 Applicability

MMC 19.702 establishes the applicability of the provisions of MMC 19.700, including partitions, subdivisions, new construction, and modification or expansion of an existing structure or a change or intensification in use that result in any projected increase in vehicle trips or any increase in gross floor area on the site.

The amended application is for a mixed-use development with 18 dwelling units, including one live/work unit, and 742 sq ft of commercial space on a vacant lot. The proposal triggers the requirements of MMC Chapter 19.700.

b. MMC Section 19.703 Review Process

MMC 19.703 establishes the review process for development that is subject to MMC 19.700, including requiring a preapplication conference, establishing the type of application required, and providing approval criteria.

The applicant had a preapplication conference with City staff on June 6, 2019. The proposed development requires a Transportation Facilities Review application. The applicant will provide transportation improvements and mitigation in rough proportion to the potential impacts of the development.

c. MMC Section 19.704 Transportation Impact Evaluation

MMC 19.704 establishes the process and requirements for evaluating development impacts on the surrounding transportation system, including determining when a formal Transportation Impact Study (TIS) is necessary and what mitigation measures will be required.

The proposed development is on a vacant site and will result in a significant increase in trip generation therefore the City Engineer has determined that a TIS is required. City Engineering staff and the City's on-call traffic consultant (DKS) provided the applicant with a scope of work for the TIS. Clemow Associates, LLC, the applicant's traffic consultant, prepared the TIS that was included with the applicant's submittal for the proposed development.

The TIS concluded that the proposed development does not trigger mitigation of impacts beyond the proposed frontage improvements, for which conditions of approval have been established. The TIS also concluded that the surrounding transportation system and all study intersections are currently operating acceptably per City of Milwaukie and ODOT standards and are projected to continue operating acceptably through the 2022 buildout year of the site. The proposed development's trip generation is low, resulting in the development causing a <1% intersection volume increase, resulting in a de minimus impact (an additional three AM and five PM peak trips over the existing/former development). Due to the residential and small commercial nature of the project, no Transportation Demand Mitigation measures are proposed to address traffic impacts.

As submitted, the applicant's TIS is sufficient to meet the requirements of MMC 19.704.

d. MMC Section 19.705 Rough Proportionality

MMC 19.705 requires that transportation impacts of the proposed development be mitigated in proportion to its potential impacts.

The submitted TIS included a calculation of average daily trips. The proposed development includes land use categorized in the ITE manual as codes 221, multifamily housing mid-rise, and 820, shopping center. The number of new vehicle trips estimated to be generated by the proposed development is 87 daily trips. This development would be responsible for full improvements, for frontages ranging 50 to 100 ft per lot. Requiring the applicant to develop 630 linear ft of frontage is not disproportional to other developments in Milwaukie.

The TIS concluded that no mitigation measures are required beyond the proposed frontage improvements and that no operational mitigation is necessary or recommended at the study intersections.

As proposed, the proposed development is consistent with MMC 19.705.

Transportation impacts of the proposed development are to be mitigated through the required improvements along both Olsen St and 32nd Ave fronting the development.

e. MMC Section 19.707 Agency Notification and Coordinated Review

MMC 19.707 establishes provisions for coordinating land use application review with other agencies that may have some interest in a project that is in proximity to facilities they manage.

The application was referred to the Oregon Department of Transportation (ODOT), Clackamas County Department of Transportation and Development (DTD), TriMet,

Portland Bureau of Transportation, and Metro for comment. Agency comments have been incorporated into these findings and the associated conditions of approval.

f. MMC Section 19.708 Transportation Facility Requirements

MMC 19.708 establishes the City's requirements and standards for improvements to public streets, including pedestrian, bicycle, and transit facilities.

(1) MMC Subsection 19.708.1 General Street Requirements and Standards

MMC 19.708.1 provides general standards for streets, including for access management, clear vision, street layout and connectivity, and intersection design and spacing.

As proposed, the development is consistent with the applicable standards of MMC 19.708.1.

(2) MMC Subsection 19.708.2 Street Design Standards

MMC 19.708.2 provides design standards for streets, including dimensional requirements for the various street elements (e.g., travel lanes, bike lanes, on-street parking, landscape strips, and sidewalks).

Applicant is responsible for constructing improvements on both street frontages. On Olsen St the improvements fronting the development will be: 8-ft travel lane, 6-ft parking strip with curb and gutter, 5-ft landscape strip with stormwater planters, and a 5-ft setback sidewalk. On 32nd Ave, the improvements fronting the development will be: 10-ft travel lane, 8-ft parking strip with curb and gutter, 5-ft landscape strip with stormwater planters, and a 6-ft setback sidewalk. These improvements require a 9.5-ft dedication to accommodate the planned cross-section. Improvements include ADA compliant corner ramps.

(3) MMC Subsection 19.708.3 Sidewalk Requirements and Standards

MMC 19.708.3 provides standards for public sidewalks, including the requirement for compliance with applicable standards of the Americans with Disabilities Act (ADA).

All improvements in the right-of-way, including access to the private property with curb cuts and driveways, must meet all applicable ADA guidelines.

(4) MMC Subsection 19.708.4 Bicycle Facility Requirements and Standards

MMC 19.708.4 provides standards for bicycle facilities, including a reference to the Public Works Standards.

The Milwaukie Transportation Systems Plan identifies 29th Ave as a neighborhood greenway, which is close by the subject property. Bicycle facility improvements are not required on 32nd Ave.

(5) MMC Subsection 19.708.5 Pedestrian/Bicycle Path Requirements and Standards

MMC 19.708.5 provides standards for pedestrian and bicycle paths and requires such connection be built in addition to public streets in residential districts every 300ft when a street connection is not feasible, in residential districts where a path would reduce walking distance by at least 400 ft to a transit stop, school, shopping center, or park, or where a path would provide a midblock connection between blocks that exceed 800 ft or would link the end of a turnaround with a nearby street or activity center.

The proposed development does not present an opportunity to construct an additional public path. Nearby bicycle improvements are outlined in the Transportation Systems Plan for the 29th Ave bikeway.

(6) MMC Subsection 19.708.6 Transit Requirements and Standards

MMC 19.708.6 provides standards for transit facilities.

The subject property is adjacent to a transit stop for Trimet bus route #75. As a result, transit facility improvements are not required for the proposed development.

As proposed, the development is consistent with all applicable standards of MMC 19.708.6.

As conditioned, the Planning Manager finds that the proposed development will meet the applicable public facility improvement standards of MMC 19.700.

9. The application was referred to the following departments and agencies on September 24, 2020:

- Milwaukie Building Division
- Milwaukie Engineering Department
- Clackamas County Fire District #1
- Ardenwald-Johnson Creek Neighborhood District Association Chairperson and Land Use Committee
- City of Portland
- TriMet
- North Clackamas School District
- NW Natural

The comments received are summarized as follows:

- **Dalton Vodden, E.I., CFM, Associate Engineer, City of Milwaukie:** Comments have been incorporated in the Findings and Conditions of Approval.
- **Amanda Owings, P.E., Traffic Engineer, Portland Bureau of Transportation:** Given the uses listed in the application, the intersection of 32nd Ave and Johnson Creek Blvd should operate adequately since it was recently signalized.
- **Ardenwald/Johnson Creek NDA Board:** The NDA submitted lengthy comments stating that the application concerns the NDA from a safety perspective. They also stated that

they wish the applicant had attended an NDA meeting to present and discuss the project in advance of submitting the application. Specific issues raised include:

- Disputes the findings of the TIS as it lacked sufficient background data to establish growth
- The access spacing modification will create a hazard for pedestrians and bicyclists
- The proposed retail space is too small to meet the needs of the neighborhood. The comments suggest removing the commercial space to create more parking or diversify the dwelling units. Although the neighborhood very much wants a neighborhood hub with local shopping options, the proposed space is not realistically large enough to provide these amenities. The comments also ask if the proponent reached out to the owner of the Milwaukie Cafe to discuss the project with them.
- The proposed building design is pleasant overall.
- The codes submitted as part of the parking modification are not reasonable, as they came from Seattle and Portland.
- The proposed amount of parking on the site is inadequate and decreases the livability for the intended residents, especially because the #75 bus does not have late night service. Further, the surrounding neighborhood already has issues with a lack of parking, which will be exacerbated by this project.

Notice of the application was also sent to surrounding property owners and residents within 300 ft of the site on September 24, 2020, and a sign was posted on the property on September 24, 2020. All comments received were in opposition to the project, for reasons related to the parking and the lack of available parking in the neighborhood and the overall impact of such a large development on the surrounding neighborhood.

- Michele Lukowski
- Keira MacMillan
- Pamela Boyd, 9272 SE 32nd Ave
- Glenda and Jerry Cox, Olsen St
- Jessica Valentine