



CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10722 SE Main Street
www.milwaukieoregon.gov

September 28, 2021

Present: Lauren Loosveldt, Chair
Joseph Edge, Vice Chair
Greg Hemer
Adam Khosroabadi
Robert Massey
Jacob Sherman
Absent: Amy Erdt

Staff: Brett Kelter, Senior Planner
Laura Weigel, Planning Manager
Justin Gericke, City Attorney
Beth Britell, Civil Engineer
Jennifer Garbely, Assistant City Engineer

(00:14:00)

1.0 Call to Order — Procedural Matters*

Chair Loosveldt 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>.*

(00:14:32)

2.0 Information Items

Laura Weigel, Planning Manager announced Brett Kelter's promotion to Senior Planner.

(00:15:16)

3.0 Audience Participation

No information was presented for this portion of the meeting.

(00:16:46)

4.0 Hearing Items

(00:16:49)

4.1 DR-2021-001, Coho Point Redevelopment

Brett Kelter, Senior Planner, shared the staff report. The applicant proposed a six-story mixed-use building. The building featured 195 multifamily units, 7,000 sqft of commercial space, and 81 parking stalls in structured parking on the lower level. The proposed development necessitated a Natural Resource review, Willamette

Greenway review, Downtown Design review, and Transportation Facilities review. The applicants requested a building height variance, off-site mitigation of natural resource disturbance, parking quantity modification, and a variance for building setbacks.

Kelver noted the parking requirements for the development. One parking space per unit is required for the multifamily portion of the development (195 spaces for 195 units), and no parking is required for the proposed commercial uses. However, there a by-right reduction of 25% is allowed for buildings in the Downtown Mixed-Use zone (DMU), and up to an additional 10% for bike parking facilities beyond the minimum required. After the allowable reductions are considered, a total of 139 spaces are required. The applicant proposed 81 spaces, necessitating a parking quantity modification request to allow the additional reduction of 58 spaces. The proposed transportation demand management (TDM) program provided by the applicant included active marketing and incentives for car-free living that may include rent reduction, TriMet passes, or ride/bike share passes. Additionally, the implementation of the TDM will be monitored and tracked by the applicant. Kelver also noted the City's downtown parking management strategy and its ability to change timed on-street parking and enforce residential permit parking to offset any stress added by the proposed development.

Kelver presented the approval criteria for the design review and variances (setbacks and building height). The proposal responds well to the approval criteria with its step-down design, interface with natural area, preservation of key views, minimal shadowing, and public benefits of the walkway and downtown revitalization. The approval criteria for the downtown design review primarily focus on consistency with the applicable design standards and guidelines. The applicant originally presented to the Design and Landmarks Committee (DLC) in 2019, and the DLC recommended approval of the development to the commission after a formal design review meeting earlier this month.

The staff recommendation was to approve the various applications with the conditions of approval included with the staff report. Staff suggested another condition of approval that the applicant must provide additional detail to the City outlining strategies and benchmarks for monitoring the TDM program.

Commissioner Hemer asked where the 100-year floodplain line extends to and if the bottom two stories of the building were in the floodplain. **Kelver** responded that part of the development includes a cut and fill process where land would be added or "filled" to raise the base grade of the building above the floodplain. A proportionate amount of land would then be removed or "cut" from the adjacent stream to prevent flooding. **Commissioner Sherman** asked if there was any margin between the 100-year floodplain and the lowest occupied space. **Beth Britell, Civil Engineer**, responded that there is a full story between the base elevation and the habitable space of the building. Electrical and mechanical facilities will be located at a flood protected elevation; the first story

of the building is parking. **Commissioner Sherman** asked if there were other locations considered for the cut and fill process. **Kelver** responded that the compensatory cut should be performed as close to fill as possible. **Britell** noted that because the water is currently a lake the location of the cut is immaterial. **Commissioner Hemer** asked how the development will affect the removal of Kellogg dam. **Britell** further noted that the permits can only be based on the current floodplain and not on the future floodplain given potential dam removal. **Kelver** responded that the current plans will not adversely affect the removal of Kellogg dam. **Vice Chair Edge** asked to see where the creek flows into the dam. **Kelver** used an aerial image to show where the creek flows into the dam and fish ladder. **Jennifer Garbely, Assistant City Engineer**, noted that the cut portion of the natural resource mitigation is designed such that potential future dam removal would be made easier.

Commissioner Khosroabadi asked whether the water channel was further restricted by the development and if on-site natural resource mitigation was happening. **Kelver** responded that the channel will not be narrowed and even widened in some parts. He noted that there is limited room for on-site mitigation but that the applicants will be performing off-site mitigation contiguously along Kellogg Creek in Dogwood Park, adjacent to the development site. **Commissioner Hemer** asked if part of what is considered Dogwood Park is being lost given that it is technically the Adams Street right-of-way (ROW). **Kelver** responded that the Adams Street ROW will be more hardscaped but still publicly accessible.

The applicant team shared a presentation showing the building design, landscape design, and habitat restoration. The presentation showed the proposed building articulation, building height, parking, affected natural resources areas, and the design process. The proposed building articulation features several different types of building materials to provide a varied façade. The design features traditional architectural styles facing Main and Washington Streets and modern architectural elements as the building turns towards McLoughlin Boulevard and Dogwood Park. The building height was revised after the 2019 meeting with the DLC. The current design received unanimous support from the DLC.

The applicant team noted that the below-grade parking level will be accessible to the public and features a public elevator to further increase accessibility. Mitigation plantings will be placed along Dogwood Park directly adjacent to the proposed development site. The courtyard area will contain a water feature that will catch and filter storm water runoff.

Commissioner Sherman asked how the proposed design aligns with the Dogwood Park master plan. **Chair Loosveldt** asked if consideration had been given to softening the retaining wall and what considerations were given to habitat in the area. **The applicant** responded that the retaining wall is a series of steel gabions that step up. The rocks will be covered by various plantings that will

provide a habitat for animal life in the area. They further responded that their proposed plan does consider and connect Dogwood Park to the development site.

Commissioner Khosroabadi asked if the applicant planned to work with the North Clackamas Watersheds Council. **The applicant** responded that the topic had not come up; however, they are open to working with them.

Commissioner Sherman asked what would be used to incentivize car-free living at the site. **The applicant** responded that a combination of financial incentives would be used, noting rent reduction, Tri Met passes, and car/bike share passes as possible incentives. Further, they noted that the conditions of approval are designed such that the methods can be agreed upon by staff and the applicant once the development project is closer to finalization. **Kelver** noted that the language in the conditions of approval is designed to be flexible so that adjustments can be made as necessary.

Commissioner Khosroabadi asked whether the height variance affected the number of units. **The applicant** responded that the number of units had decreased somewhat since the origin of the project; however, the building height variance does not change the square footage of the proposed development.

Heather Koch, representing the **North Clackamas Parks and Recreation District**, commented that the District would like to review landscape plans for the site going forward.

The Planning Commission discussed the approval criteria. **Vice Chair Edge** and **Commissioner Khosroabadi** stated that they would vote to approve the application with the conditions of approval stated in the staff report. **Commissioner Hemer** stated that he would not vote to approve the application as presented because of the parking variance requested. **Commissioner Sherman, Commissioner Khosroabadi, and Vice Chair Edge** noted their support for the parking variance, in part due to the TDM program discussed in the staff report. **Commissioner Sherman** proposed adding "which the City shall share publicly at least once a year" to the language of the added condition of approval presented during the staff presentation. **Vice Chair Edge** stated that sharing updates to the TDM is important; however, a condition of approval is not the right place to require it. **Laura Weigel, Planning Manager**, stated that the City would support sharing updates publicly in tandem with the downtown parking management strategy. **Justin Gericke, City Attorney**, noted that the information is public regardless of if it is widely available or not.

DR-2021-001, Coho Point Redevelopment, was approved with the findings and added conditions of approval presented in the staff presentation with a 5-1 vote.

(02:47:44)

5.0 Planning Department Other Business/Updates

Commissioner Hemer thanked the Planning Department for their exemplary customer service.

Vice Chair Edge shared that the Oak Lodge Governance Report will be releasing soon.

Commissioner Hemer requested the Engage: Milwaukie information be included in the Planning Commission packet for the October 12 meeting.

Commissioner Sherman asked when the Measure 56 notification was going out for the middle housing hearing. **Weigel** responded that the notification process will be discussed on October 12.

(02:55:14)

6.0 Planning Commission Committee Updates and Discussion Items

No information was presented for this portion of the meeting.

(02:55:14)

7.0 Forecast for Future Meetings:

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| October 12, 2021 | 1. Public Hearing: PD-2021-001, Hillside PD
2. Public Hearing: Middle Housing Code – Hearing #1 |
| October 21, 2021 | 1. Work Session: Joint meeting with NDA's |
| October 26, 2021 | 1. Public Hearing: VR-2021-014, 23 rd Ave Property Line Adjustment
2. Public Hearing: Middle Housing Code – Hearing #2 |

Meeting adjourned at approximately 9:14 p.m.

Respectfully submitted,

Will First, Administrative Specialist II