

**CITY OF MILWAUKIE**  
**DESIGN AND LANDMARKS COMMITTEE**  
**NOTES**  
**Milwaukie City Hall**  
**10722 SE Main St**  
**Monday, November 13, 2017**  
**6:30 PM**

**COMMITTEE MEMBERS PRESENT**

Lauren Loosveldt, Chair  
Michael Corrente, Vice Chair  
Mary Neustadter  
Kyle Simukka

**STAFF PRESENT**

Brett Kelper, Associate Planner (staff liaison)  
Vera Koliass, Associate Planner

**OTHERS PRESENT**

None

**MEMBERS ABSENT**

Cynthia Schuster

**1.0 Call to Order – Procedural Matters**

**Chair Lauren Loosveldt** called the meeting to order at 6:36 p.m.

**2.0 Design and Landmarks Committee Notes**

2.1 October 17, 2017

**Chair Loosveldt** asked whether the members had any revisions to the notes from the October meeting—there were none. She called for a vote and the notes were approved unanimously.

**3.0 Information Items**

**Associate Planner Brett Kelper** reminded the group of the training on public hearings scheduled for the following night (November 14). The training is a joint session with the City Council and Planning Commission beginning at 6:15 p.m. in the Council chambers at City Hall, with a light dinner (pizza and salad) provided. **Chair Loosveldt** noted she had a scheduling conflict and would not be able to attend, but the other members present indicated that they were planning to be there.

**4.0 Audience Participation – None**

**5.0 Public Meetings – None**

**6.0 Worksession Items**

6.1 Proposed design standards for North Milwaukie Industrial Area (NMIA)  
Staff Person: Vera Koliass, Associate Planner

**Associate Planner Vera Koliass** introduced the current effort underway to update the City's Comprehensive Plan and zoning code to reflect the new plan being developed for the North Milwaukie Industrial Area (NMIA), which is the industrial area north of Downtown and between 17<sup>th</sup> Ave and the rail line along the western edge of the Ardenwald neighborhood. The current zoning for the area would be changed from Manufacturing (M) and Tacoma Station Area Manufacturing (M-TSA) to North Milwaukie Employment (NME) and Tacoma Station Area Mixed-Use (MUTSA). The amendments would incorporate the current Tacoma Station Area overlay into the MUTSA, which would continue to focus on mixed-use development (including

commercial and residential) near the Tacoma light rail station. The NME would continue to be a center for industrial activity and employment.

**Ms. Kolia**s noted that the NMIA has been getting more attention since the opening of the light rail line, with over 1 million square feet of previously vacant leasable space now full. She explained that, given the fact that many of the existing buildings there are still too valuable to demolish and replace, the City expects to see a mix of redevelopment/retrofitting and new construction over the next several years. One of the issues the Planning staff is trying to sort out is whether and what kind of design standards should be applicable. The proposed code identifies several key streets within the NMIA that might be areas of focus for design, to establish an acceptable urban-industrial feel and make it more conducive to pedestrian and bicycle traffic through and within the area. The staff wanted to get feedback from the Committee as the City's de facto design experts.

Several members of the group agreed that the NMIA does not currently feel very safe or inviting for pedestrians or cyclists. **Chair Loosveldt** suggested looking at the Pedestrian Emphasis guidelines for Downtown, as each of them seems relevant to the goal of giving the NMIA a more pedestrian scale. **Vice Chair Michael Corrente** suggested using Clay St in southeast Portland as a model for urban-industrial development, though he acknowledged that the City's Public Works standards would likely be the more relevant set of requirements where the streetscape is concerned.

**Chair Loosveldt** asked whether there was a public open space requirement. **Ms. Kolia**s confirmed the current proposal did not include a requirement for open space for individual properties, though McBrod Ave had been identified as a key street because of its proximity to Johnson Creek. **Mr. Kolver** explained the key question about minimum and maximum setbacks as relating to how much open space should be required between the street and new buildings, with an eye toward creating that urban-industrial feel that Ms. Kolia had described. **Chair Loosveldt** asked whether public art might be a way to create a more pedestrian friendly environment, as an alternative to glazing in some cases; **Vice Chair Corrente** added that greenscaping or living walls might be another option as well. **Chair Loosveldt** suggested that focusing the design requirements on building entrances or corners might be a way to emphasize the pedestrian element.

There was some discussion about off-street parking requirements, whether there were any incentives for reducing or sharing parking, with questions about improving bicycle connections, providing incentives for electric vehicles, and planning for autonomous vehicles in the near future. **Ms. Kolia**s noted that the City's off-street parking requirements, which are in a separate section of the zoning code, already addressed the shared parking aspect and might be the most appropriate place to make other needed adjustments for the community as a whole.

Getting back to the key questions related to maximum setbacks, **Member Mary Neustadter** expressed a preference for requiring a maximum setback on the key streets. **Chair Loosveldt** thought there should be a maximum setback throughout the NMIA, perhaps a 25-ft max, with a 10-ft max along the key streets.

**Chair Loosveldt** observed that Frontage Rd was part of the gateway into Milwaukie from the north and suggested that the pedestrian focus should be shifted from McBrod Ave to Frontage Rd. **Mr. Kolver** noted that Johnson Creek ran between McBrod Ave and Frontage Rd and made it difficult or impossible for properties currently taking access off Frontage Rd to access their sites from McBrod Ave. **Member Kyle Simukka** echoed Chair Loosveldt's note that lighting along Frontage Rd was also a critical piece of the gateway aspect and needed special attention.



In general, **Chair Loosveldt** thought the focus of the proposed design standards should be the key streets, with different standards for different uses and allowing some creative options for breaking up long building facades, such as with glazing and public art. She thought it was important to make more bicycle and pedestrian connections through the NMIA, and the group agreed that Frontage Rd should be added to the map as a key street, where the design standards would be applicable.

Wrapping up the discussion for the night, the group expressed interest in revisiting the proposed standards at the December 4 meeting, before the amendments go to the Planning Commission on December 12. **Mr. Kelper** agreed to add the item to the December agenda and to provide the latest version of the proposed amendments in the meeting packet one week in advance. **Chair Loosveldt** asked whether it would be useful or important to have a representative from the Committee at the December 12 Commission meeting—**Mr. Kelper** and **Ms. Kolias** agreed to coordinate internally on an answer to the question, suspecting that it would likely be helpful to have a Committee representative on hand.

6.2 Downtown Design Guidelines Update, cont. (Session 22)  
 Staff Person: Brett Kelper, Associate Planner

Given the hour, the group agreed to table the update work on the Downtown Design Guidelines (DDG) until the December meeting. **Mr. Kelper** handed out materials related to the proposed interim update to the DDG, including strikeout and clean versions of the revisions (to the Milwaukie Character element as well as to a couple pages from the Pedestrian Emphasis element), the process sheet for Downtown Design Review (including purpose statements for the 7 design standards), and a draft commentary on the proposed revisions. He asked the group to review the commentary draft and come to the December meeting with any feedback, explaining that the purpose of that document was to provide general explanations for the proposed changes. **Chair Loosveldt** suggested that Mr. Kelper also provide the Downtown Design Review flowchart he had created earlier, as it had been a helpful tool for her—**Mr. Kelper** agreed to have copies on hand at the public hearing training the following night.

7.0 Other Business/Updates – None

8.0 Design and Landmarks Committee Discussion Items – None

9.0 Forecast for Future Meetings:

Nov 14, 2017	Public Hearing training with City Council & Planning Commission
Dec 4, 2017	Continue DDG Update work
Jan 8, 2018	TBD

**Chair Loosveldt** adjourned the meeting at 8:09 p.m.

Respectfully submitted,  
 Brett Kelper, Associate Planner



Lauren Loosveldt, Chair

MICHAEL CORREENTE, VICE CHAIR

