



Harrisburg Planning Commission Minutes of May 15, 2018

The Harrisburg Planning Commission met on this date at the Harrisburg Senior Center, located at 354 Smith St, at the hour of 7:06pm. Presiding was Chairperson Todd Culver. Also present were as follows:

- Rhonda Giles
- David Smid
- Charlotte Thomas (Arrived at 7:20pm)
- City Administrator/Planner Brian Latta

Absent this evening were Roger Bristol, Kurt Kayner, Kent Wullenwaber, Youth Advisor Rocio Ruiz-Lopez, and City Recorder/Asst. City Administrator Michele Eldridge.

Concerned Citizens in the Audience: None

Because there was no quorum to start the meeting, the Planning Commission went directly to the Work Session.

Work Session

Staff Report: Latta said that we are now focusing on the overlay zones, which includes the historic overlay, riparian corridors, wetland protections, and floodplain provisions. He said he started with the Historic Overlay and didn't make a lot of changes to this section. Instead of calling it the H-1 Zone, it will instead be called the Historic Overlay Zone. He is also re-numbering this section in the new code. One other major change throughout is to insert the word shall, in place of should. That makes it clear to everyone as to what they need to do, and is more easily enforceable.

Purpose, Permitted Uses & Signs: Everyone was fine with these changes.

Setbacks & Facades: Latta made these the same as the underlying district. That gives the most flexibility to applicants.

Height, Lot Coverage, and Historic Overlay Area: Latta had no changes; although he did consider them. These are buildings that are more important to this zone than others; and they are referred to later on.

Building Scale & Mass and Building Orientation: Latta felt that this would give more flexibility to include the structures that are most adjacent. Orientation refers to the primary façade.

Façade Components: Latta felt that this gave more flexibility to applicants than what the current code does. He felt it more important we should try to have them choose some of these elements, rather than just encouraging them to do so. Chairperson Culver said that we went through these before, and we went around and around them in the Planning Commission. We even walked around downtown. He's comfortable with two. Latta said that we have five examples here, but if they think about it, he could put in more if desired.

Scale of Openings, and Roof Forms: Latta also felt it important to have these be similar to adjacent properties. It looks more cohesive to have these be similar to what is adjacent. Chairperson Culver asked if the language in here was the same as in the current code, and Latta said that he had modified some of it. Some of the others are ones he added. He added that the code didn't talk about residential, but a lot of the buildings in this overlay zone are residential.

At the hour of 7:20pm, Commissioner Charlotte Thomas arrived. Latta noted that we now had a quorum

Design Standards for New Construction: Latta said that he wanted to refer to where the standards were. This was in relation to both residential and commercial construction.

Design Guidelines for Commercial Construction & Building Materials for Commercial Construction: Latta noted that this referred back to the previous section. The most common buildings that were commercial in the historical zone are listed here. There should be no questions about the types of building materials allowed, because the language is now 'shall'. Cinder blocks would no longer apply here. Chairperson Culver said that was the problem with EZ Stop. Cinder block doesn't match most materials in a historical zone. Latta told him exactly; if they came in now, we wouldn't allow that. Thomas asked if we didn't do that with the fire department; didn't we allow a variance? Latta told her that they didn't do a variance, it was a historical zone review, but we did find it compatible. The block was only half the height of standard block. They varied it to comply more with the historical zone standards.

New Residential Construction – Design Guidelines, & New Residential Construction - Building Materials: Latta said that again, we list the homes in the historical zone that are the ones we want applicants to look at as models for what we want to base the rest on. Building materials are similar as well.

Parking Standards for Historic Overlay: Latta noted that the intent of the historical zone is that this area in town was here before there were parking lots. He kept certain standards; it's useful that the entire downtown historical overlay zone has alleys. Cars in that time frame were being pulled into the back of businesses. For residential uses, parking spaces should be within 300'. The current zoning code is 500'. That's a block, which he skinned up a little. He felt that for residences, it should be a closer distance. Chairperson Culver couldn't remember why we did

that. Latta thought that perhaps 300' made more sense. For D; in relation to commercial uses, he felt that it allowed more flexibility if they could reduce the minimum requirement by half, so rather than saying here is the amount you are allowed, we give them a range. In the past, some people wanted to provide more parking to their customers, and we couldn't work with them. This allows more discretion. But we cap the spaces as well, so we don't allow them to do add a lot of them either. He noted the Planning Commission could change those percentages too; they didn't need to stick with 50% and 125%. Also, on D.4., he gave a completely different type of alternative to parking. It does specify a distance requirement of 1,000 feet. This gives them a lot more flexibility. The Planning Commission had no comments to add to this discussion.

Approval of Meeting Minutes:

- Thomas **motioned to approve the minutes of April 17, 2018.** Both Giles and Smid **seconded at the same time. The Planning Commission then voted unanimously to approve the minutes of April 17, 2018.**

Others:

- Latta told the Planning Commission that for the meeting in June, we will likely have two public hearings. He asked everyone to please be available for that. He will try to do another chapter in overlay zones, if he can. Floodplains will take some time; while Riparian Zone and Wetlands were changed more recently by the legislature.
- Latta also mentioned that John Loshbaugh has retired, and that another Councilor is expected to resign soon, depending upon when her house sells. If any of the Planning Commission members have an interest in being on Council, then he asked that they reach out to the Mayor.
- Thomas was hearing some interest in the properties on Burton St, now that the City has that project done.
- Latta told her that interest includes property off of Sommerville Loop too.
- Chairperson Culver asked if that property down there wasn't heavy wetlands still.
- Latta told him no, the local wetland inventory changed all of that. The local wetland inventory is City approved, and he doesn't even notify the state with this type of application. There are also properties on the north side of Sommerville that have wetlands on their property, in the middle of it. He told them to do delineation. That way there would be no questions; you'd know exactly how much of the property could be developed without any mitigation.
- Thomas asked in our different zones, like the high density residential zone, what is minimum lot density allowed on that?
- Latta told her that the minimum is 12 residential units per acre; the maximum is 18. The R-2 zone allows a maximum of 12 units per acre. There's another property that could be developed too; the Poulon property. That property runs from Greenway Dr. to LaSalle St. There are a number of people interested in that.
- Thomas asked on the Sommerville property, if it was developed, would people along there have to finish sidewalks? She knows that we probably have remonstrances on some of those.

- Latta told her that he would require sidewalks on the south side of Sommerville Loop, all the way back to 6th St. There should be about 4 properties that we have remonstrances on. Both they and the City would pay some money for those improvements. We need to pipe storm water out from there, so it's likely we would require curbs and gutters in addition to sidewalks. The City could give them a break on transportation SDC's or something.
- Grants: Latta informed the Planning Commission that he is working on multiple grants at this time. He is working on a grant to revise our Transportation & Growth Management plan, which is 19 years old. That is due by June 9th. He is also applying for federal grants, through the BUILD Discretionary Grant program. That is a transportation related grant, for any mode of transportation. There is no matching requirement. This year, under federal standards, they are aiming the grants at rural communities. The maximum grant award is \$25 million. Mill City applied for a TIGER grant (what the BUILD grant was known by previously) last year, and it was awarded. He spoke with Chuck Knoll who is the Linn County Engineer, and he thought we could do really well on this request. We are doing quite a bit of work in our infrastructure, but we need funds to do something really significant. This can help with our roads, with the boat ramp, with extension of a bike lane and access from 6th to the 100-acre park, etc. He has determined that there will likely be projects worth \$15,000,000 to \$18,000,000 on his grant request. That is due on July 19th. (We will likely not have a meeting in July). He is also working on the state SCA (Small City Allotment) grant for the City. ODOT raised the matching grant requirement, which makes it harder for us. We hope to build a sidewalk between Diamond Hill Road and Territorial St. It's for the safe routes to school program; the school is throwing out surveys to try to make that more competitive for us. If we can't get the match to change, then we'll likely need to use some SDC's to help with meeting the requirements of that project.

Planning Commission member David Smid left at approximately 7:55pm.

- Speed Bump on Diamond Hill Road: Latta noted that there is a speed bump on Diamond Hill Road that is terrible to go over. It's not perpendicular to the road. In fact, we've already started the process to remove it. In its place, you'll see the flashing beacons.
- Chairperson Culver said that the motor coach industry said that there were issues with it too.
- Latta said it's starting to break away from the road, and is damaging the road as well. People go too fast over it. The flashing beacon will be installed later this summer.
- Chairperson Culver asked who is responsible for Diamond Hill Road going out of town.
- Latta wasn't sure where the dividing line is between us, and the county.
- Chairperson Culver said it has some really bad ruts on it that are hard on a motorcycle. He'd love to see that fixed.

With no further action to discuss, the Planning Commission adjourned at the hour of 8:00pm.

Planning Commission Chairperson

City Recorder