



CITY OF MILWAUKIE

To: Planning Commission
Through: Laura Weigel, Planning Manager
From: Brett Kelter, Associate Planner
Date: March 16, 2021, for March 23, 2021, Work session
Subject: Update on Central Milwaukee Bikeway Connection Concept Plan

ACTION REQUESTED

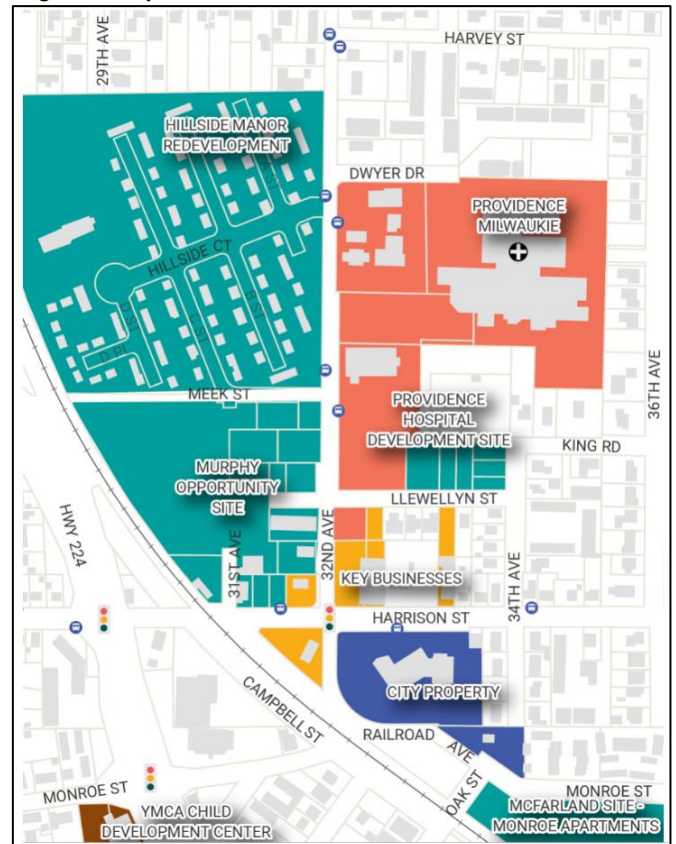
None. This is a briefing for discussion only.

BACKGROUND INFORMATION

In late 2019, Community Development staff secured a grant from the Oregon Department of Land Conservation and Development (DLCD) to develop a concept plan for making a safe bikeway connection through Central Milwaukee. This funding from DLCD's Transportation and Growth Management (TGM) Quick Response program has allowed City staff to work with a consultant team from Alta Planning + Design to explore route options for connecting the planned 29th Avenue Neighborhood Greenway with the Monroe Neighborhood Greenway through the project area in Central Milwaukee (see Figure 1).

The original concept reflected in the Central Milwaukee Land Use and Transportation Plan (adopted in 2015) showed the route extending through the Murphy site and crossing Harrison Street near the Union Pacific railroad tracks and then continuing along Railroad Avenue to connect with the Monroe Street greenway route at Oak Street. However, it has become clear that this original proposed alignment is more complicated and is not as feasible as initially thought. This

Figure 1. Project area in central Milwaukee



Source: Alta Planning + Design

TGM project is focused on identifying and assessing alternative routes that provide a safe connection for bike trips between the current southern terminus of 29th Avenue at Hillside Manor and the greenway route at Monroe Street/Oak Street. The chosen alternative should be one that can realistically be implemented in the near term, as the Hillside Manor site is in the process of redeveloping and other opportunity sites are in early stages of redevelopment as well.

The end product will be a finalized version of the conceptual design report provided in Attachment 1, which will be adopted by the City Council as an ancillary document to the city's Transportation System Plan (TSP).

A. History of Prior Actions and Discussions

[May 5, 2020](#): City Council received an update on this project in preparation for future consideration of a request for authorization of an intergovernmental agreement (IGA) for this project.

[June 16, 2020](#): Council adopted a resolution authorizing an IGA with DLCD for the project.

[December 8, 2020](#): Planning Commission received an update on the project following the preparation of a memo on existing conditions and the identification of three route alternatives for consideration.

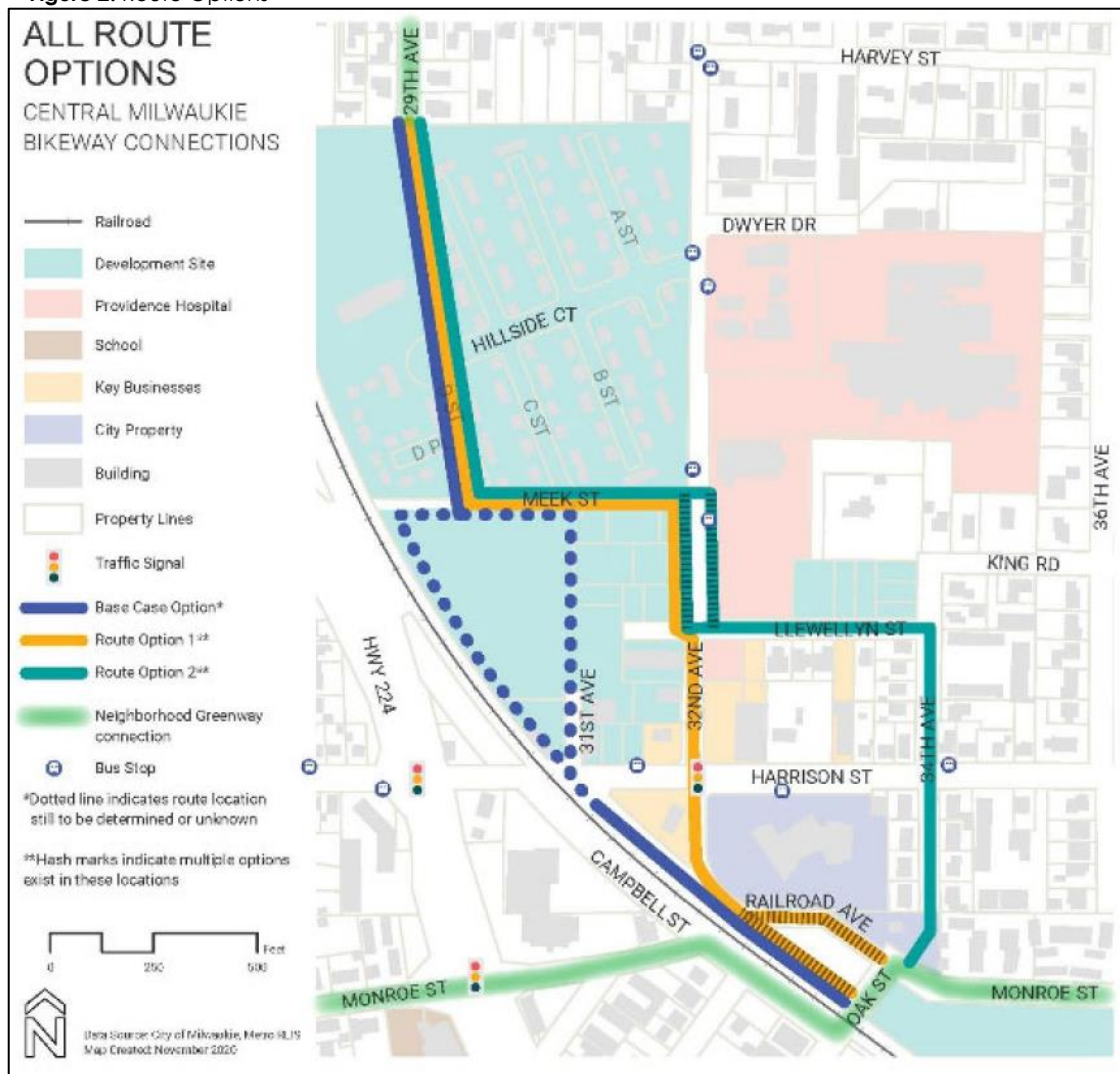
[December 15, 2020](#): Council received a similar update to the one provided to the Commission on December 8.

B. Project Update

Since the last update to the Commission in December 2020, the project team hosted an online community survey and produced an initial working draft of the conceptual design report. The community survey was available online for two weeks in January 2021 and asked participants to share their opinions about three route options that were presented. Nearly 200 people visited the project webpage on the Engage Milwaukie site, and 93 people filled out a survey. Survey data and participant comments are summarized in Attachment 2.

On March 3, the project team launched a second outreach effort on the Engage Milwaukie webpage, to publicize and summarize the findings of the refined draft conceptual design report (the version presented in Attachment 1). The report discusses three route options, each distinguished in part by where it proposes to cross Harrison Street (see Figure 2, next page): (1) the "Base Option" originally identified in the Central Milwaukie Land Use and Transportation Plan, crossing Harrison Street near the railroad tracks; (2) Route Option 1, crossing Harrison Street at the existing signalized intersection at 32nd Avenue; and (3) Route Option 2, crossing Harrison Street at 34th Avenue. The second outreach effort included an open discussion that continued online until March 15.

Figure 2. Route Options



Stakeholder Responses – Throughout the project, the project team has met with key stakeholders from the Central Milwaukie area. These include property owners and business owners (such as the County Housing Authority for Hillside Manor, the Murphy site owner, and owners of Harrison Plaza and Kimmy’s Market), representatives of Providence Hospital, and members of Bike Milwaukie (the local bicycle advocacy group). These stakeholders identified major priorities for a bikeway connection through the area: (1) design a route that aligns with the development plans and timelines of adjacent properties; (2) do not interrupt traffic circulation and business practices at and around the intersection of 32nd Avenue and Harrison Street; and (3) provide a safe, comfortable, and practical route for cyclists. A majority of these stakeholders indicated a preference for Route Option 2 for the following reasons:

- Route Option 2 aligns well with adjacent development plans;
- Minimizes traffic circulation impacts and modal conflict;
- Provides ease of access to destinations in the project area; and

- Has a high likelihood of having the lowest overall cost and of being implemented in the near-term without being subject to the development schedules of the Murphy development site.

Community Outreach Response – As reflected in the summary of survey results included in Attachment 1, the Base Option was the route most preferred by respondents, followed by Route Option 2 and then Route Option 1. Primary points expressed in favor of the Base Option included the directness of the route and its separation from vehicle traffic (particularly on 32nd Avenue); drawbacks included the proximity to the railroad tracks, traffic congestion and circulation impacts from the crossing of Harrison Street near the tracks, and the potentially high cost of an over- or under-crossing. Respondents appreciated the calmer nature of Route Option 2 and recognized that it was the most feasible in the short term; they also noted the high number of street crossings necessary and expressed concerns about how the slope might affect accessibility. Route Option 1 was appreciated for its directness, but there were many concerns about safety for cyclists traveling along 32nd Avenue and through the busy signalized intersection at Harrison Street.

Participants in the online discussion in March expressed a desire for a better connection to downtown via Harrison Street (beyond the scope of this project) as well as a preference for the Base Option, with an emphasis around its perceived safety in comparison to the other routes.

Technical Analysis and Recommendation – The project team established a rating system for the three routes and used it to determine which route warranted a recommendation as the preferred option. The evaluation matrix factored in considerations of traffic safety, route comfort, route directness, access to area destinations, alignment with key property development plans, feasibility of approval for required processes, and cost. With those elements in mind, the project team found that Route Option 2 was the clear choice for recommendation. The Base Option scored more highly than Route Option 2 in the areas of traffic safety and directness; however, the cost and near-term infeasibility of the Base Option, as well as the difficulty of aligning it with the redevelopment plans and timeline of the Murphy site, led the project team to conclude that Route Option 2 is the most realistic and achievable option for the near term. They agreed that the Base Option should still be explored over the long term, in case funding and redevelopment opportunities align to actualize that route as a welcome redundancy for the bikeway system in the future.

C. Conclusion

Staff encourages the commissioners to review the refined draft conceptual design report and come prepared to discuss its findings and recommendation at the March 23 meeting. Staff will summarize any thoughts the Commission has and provide a similar update to the Council on April 6, expecting to field questions and suggestions from them as well. The project team will take feedback from both bodies and make final revisions to the conceptual design report before returning to the Council in early May for adoption of the report as an ancillary document to the City's Transportation System Plan.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	E-Packet
1. Conceptual Design Report (refined draft)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Results of January 2021 online survey	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

PC Packet = materials provided to Planning Commission 7 days prior to the meeting.

E-Packet = packet materials posted online at <https://www.milwaukieoregon.gov/bc-pc/planning-commission-69>, available 7 days prior to the meeting.



To: Brett Kelter, City of Milwaukie, Stacey Goldstein, DLCD
From: Derek Abe, Grace Stainback, Philip Longenecker, Alta Planning + Design
Date: February 26, 2021
Re: Central Milwaukie Bikeway Connections Conceptual Design Report REFINED DRAFT

Executive Summary

The purpose of the Central Milwaukie Bikeway Connection (CMBC) project is to identify a safe and comfortable bicycle connection through Central Milwaukie, linking the 29th Ave Neighborhood Greenway at the north end of the area with the planned Monroe St Neighborhood Greenway to the south and east.

There is a strong need for a safe bicycle connection through Central Milwaukie. The project area serves as a commercial hub, a crossroads for several neighborhoods, and the gateway to transit hubs located downtown. Additionally, there are four large parcels in the project area that are in various stages of active development, which will increase demand for multimodal connections: The Hillside Manor Redevelopment site, Murphy Opportunity site, MacFarland Opportunity site, and Providence Hospital Development site. The City's 2018 Transportation System Plan (TSP) proposed a bicycle connection from 29th Ave through the Hillside Manor and Murphy development sites, crossing Harrison St at the south end of the Murphy site at a location adjacent to the railroad, and continuing along Railroad Ave through the McFarland development site. However, implementing this concept is proving to be much more challenging than originally thought, due to the close proximity of the railroad crossing and intersection of Harrison St and 32nd Ave. The intention of the CMBC project is to identify a feasible, near-term solution that considers all of the potential route options through this area and aligns with the ongoing development initiatives in Central Milwaukie.

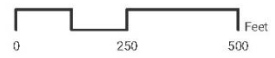
The CMBC Concept Design Report presents three potential route options for the bicycle connection (Figure 1).

Figure 1: All Route Options Map

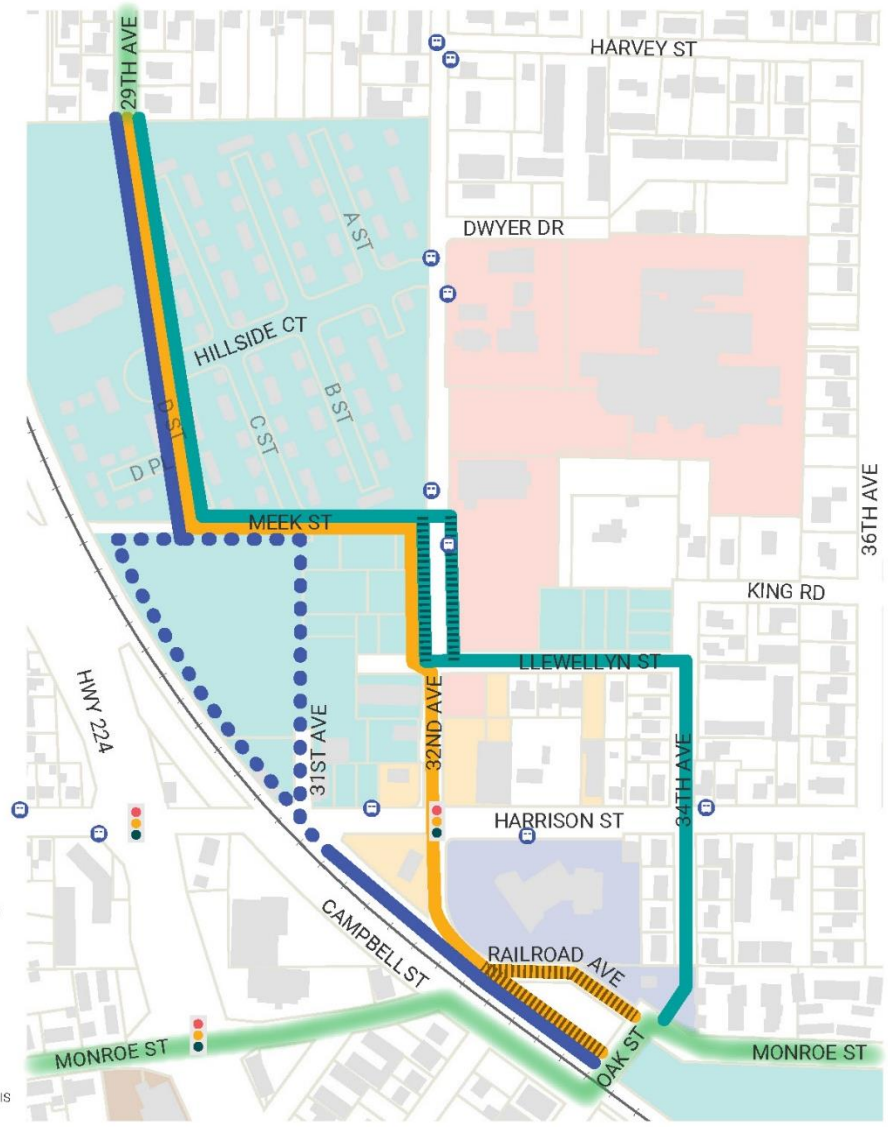
ALL ROUTE OPTIONS

CENTRAL MILWAUKIE BIKEWAY CONNECTIONS

- Railroad
 - Development Site
 - Providence Hospital
 - School
 - Key Businesses
 - City Property
 - Building
 - Property Lines
 - Traffic Signal
 - Base Case Option*
 - Route Option 1**
 - Route Option 2**
 - Neighborhood Greenway connection
 - Bus Stop
- *Dotted line indicates route location still to be determined or unknown
- **Hash marks indicate multiple options exist in these locations



Data Source: City of Milwaukie, Metro RLIS
Map Created: November 2020



To evaluate each option, the project team considered factors including access within and connectivity across the project area, safety and comfort for people biking, the relationship between the route options and patterns of development in the project area, feasibility, and cost. The Route Options Matrix (Table 1) illustrates the factors considered and overall scores. Each option was assigned a score based on how much it aligned with each criterion, resulting in a cumulative score (assuming all factors are weighted equally). The development and evaluation of the alternatives were guided by prior planning efforts; existing conditions; and input from the community at large, key stakeholders, and the City of Milwaukie.

Evaluation Key:



Table 1. Route Options Matrix

Criteria	Traffic Safety (Exposure to vehicle traffic and potential conflicts)	Route Comfort (How stressful is the route and crossings)	Route Directness (through the area)	Access to Destinations in Project Area	Alignment with Development Plans of Key Properties (Property Impacts)	Feasibility (Related to Approvals Process, and/or Regulatory Constraints)	Cost	Overall Score
Base Case	4	4	4	1	0	0	1	2.0
Option 1	2	2	3	4	1	1	0	1.9
Option 2	3	4	2	3	3	4	3	3.1

Route Option 2 emerged as the recommended route option with the highest-ranking score.

Introduction

The purpose of this Concept Design Report is to present conceptual designs for three potential bike routes for the Central Milwaukie Bikeway Connection (CMBC) project.

The purpose of the CMBC project is to identify a safe and comfortable bicycle connection through Central Milwaukie that is both feasible in the near-term and cost-effective. The bikeway will link the 29th Ave Neighborhood Greenway at the north end of the area with the planned Monroe St Neighborhood Greenway to the south and east. This project builds on the City's previous efforts to identify multimodal connections in the project area, as presented in the Transportation System Plan (TSP, last updated in 2018), Central Milwaukie Land Use and Transportation Plan (2016), and Monroe Street Neighborhood Greenway Concept Plan (2015).

There is a strong need for a safe bicycle connection through Central Milwaukie. The project area serves as a commercial hub and is a crossroads for several neighborhoods. Furthermore, Central Milwaukie is the gateway between surrounding neighborhoods and the transit hubs located Downtown, including the Milwaukie Transit Center and the Milwaukie/Main St MAX Station, as well as other regional connections such as the future North Clackamas Greenway.

The Central Milwaukie District is separated from Historic Downtown Milwaukie by Hwy 224 and the rail line along its western edge, which pose barriers to bicycle travel. Currently, connections for people riding bikes through the project area are limited. Figure 1: Active Transportation Network Map illustrates the existing active transportation network in Central Milwaukie.

There are four parcels in the project area that are in various stages of active development: The Hillside Manor Redevelopment site, the Murphy Opportunity site, the MacFarland Opportunity site, and the Providence Hospital Development site (Figure 2: Key Properties Map). The projected rapid increase in housing density and mixed-use development in the project area as a result of these initiatives will greatly increase the number of people traveling in the area, making the need for safe walking and biking routes all the more urgent. People are more likely to choose to walk and bike when they can use low-stress facilities. Encouraging more people to travel without a car will offset demand on vehicle trips and parking, and will help to reduce the impact of development on vehicle traffic and congestion in the project area. The CMBC project is focused on identifying a bicycle route that aligns with these ongoing development initiatives.

The City's TSP proposed a bicycle connection from 29th Ave through the Hillside Manor and Murphy development sites, crossing Harrison St at the south end of the Murphy site at a location adjacent to the railroad, and continuing along Railroad Ave through the McFarland development site. However, this concept is much more challenging than originally thought, due to the close proximity of the railroad crossing and the intersection of Harrison St and 32nd Ave. The intention of the CMBC project is to identify alternative solutions to the route identified in the TSP.

Figure 1: Active Transportation Network Map

ACTIVE TRANSPORTATION NETWORK

CENTRAL MILWAUKIE BIKEWAY CONNECTIONS

DESTINATIONS

- Affordable Housing
- Community Center
- Hospital
- MAX Station

BIKE ROUTES

- Bike Lane
- Shared Roadway
- Planned Bikeways

TRANSIT

- MAX Light Rail
- Bus Route

FEATURES AND BOUNDARIES

- Railroad
- Schools
- Building Footprints
- Parks
- Wetlands
- Development Site
- Taxlots

Data Source:
City of Milwaukie, Metro RLIS
Map Created:
September 2020

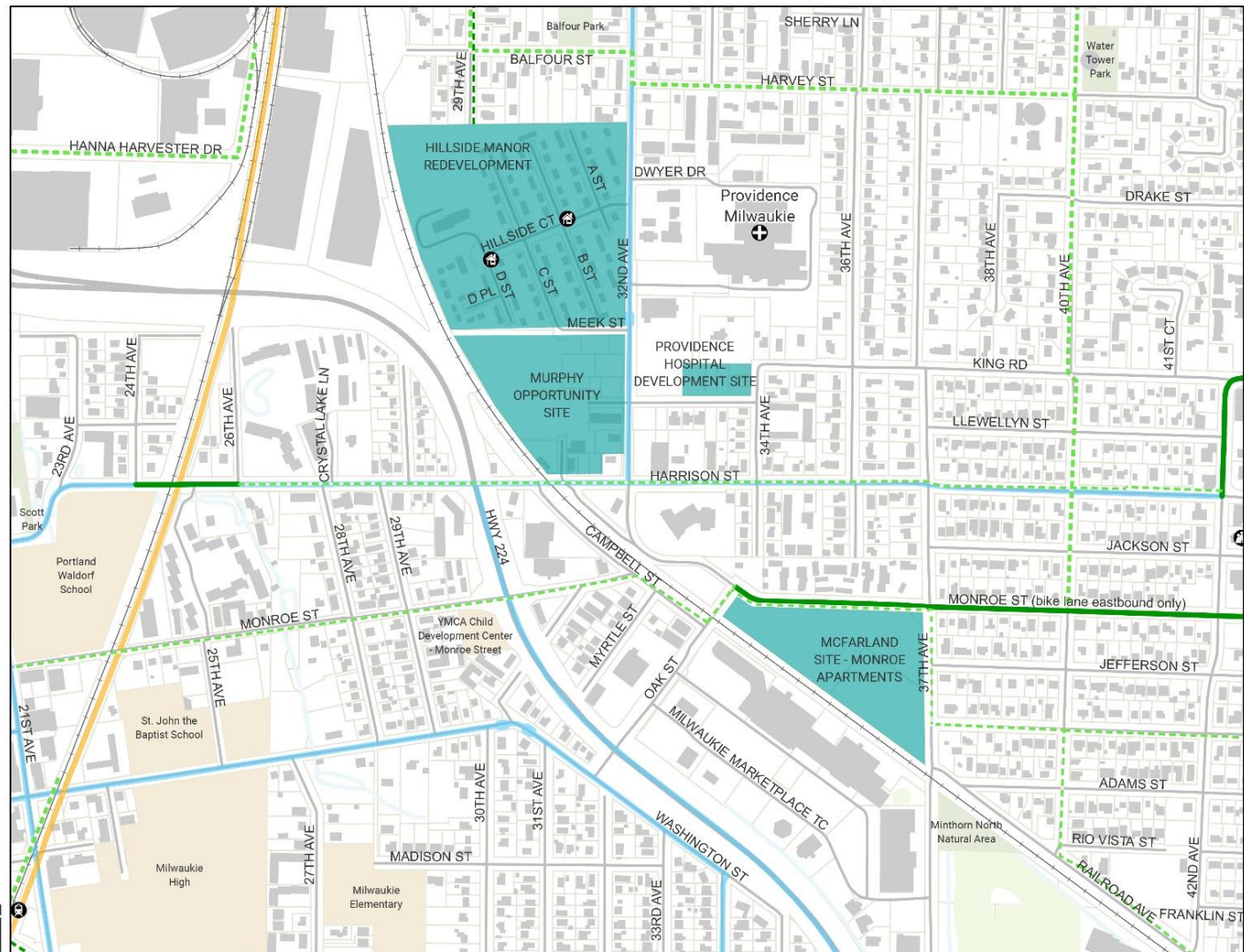


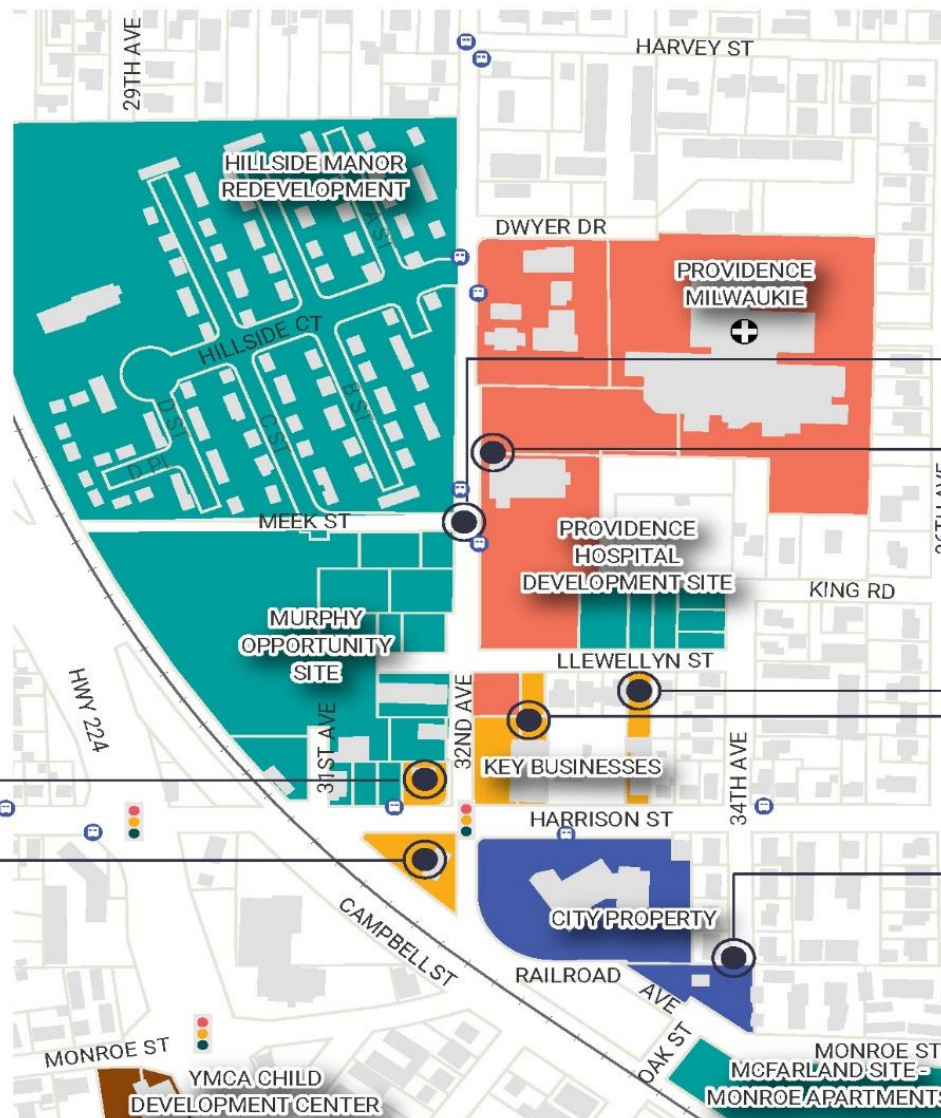
Figure 2: Key Properties Map

KEY PROPERTIES

CENTRAL MILWAUKIE
BIKEWAY CONNECTIONS

FEATURES AND BOUNDARIES

- Railroad
- Development Site
- Providence Hospital
- School
- Key Businesses
- City Property
- Building
- Property Lines



Kimmy's Market
Property not included in Murphy development site

The Pit Stop and Purdy's Car Wash & Detail
Drive through circulation on Railroad Ave and 32nd Ave

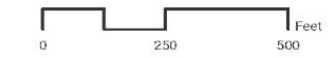
32nd Ave/Meek St
Future main entrance to Hillside and Murphy Development Sites

Providence Hospital
Main entrance to Providence Hospital Campus

JSE Labs Inc.
Parking lot access on Harrison St and Llewellyn St

Harrison Plaza
Parking lot access on Harrison St, 32nd Ave and Llewellyn St

Water Treatment Facility
City owned property with driveway access on both 34th Ave and Railroad Ave



Data Source: City of Milwaukie, Metro RLIS
Map Created: November 2020



Process and Engagement

The CMBC Concept Design Report presents three route options for a bicycle connection through Central Milwaukie. Prior planning efforts, existing conditions, and input from agencies, stakeholders, and the community all guided the formation of the alternatives and the recommended concept design. The engagement process for the CMBC project included several conversations with key stakeholders as well as opportunities for general public input (Table 2). Development of three conceptual route options followed the initial round of stakeholder interviews in October 2020 (Figure 3). The three route options considered existing conditions as well as opportunities and challenges presented by the key development sites in the project area. The project team gathered feedback on the route options during the second round of stakeholder interviews, Community Meeting 1, and the first update to the City of Milwaukie Planning Commission and City Council. This feedback allowed the project team to further evaluate the route options and develop a route recommendation. The final round of stakeholder conversations, Community Meeting 2, and the second update to the Planning Commission and City Council focused on vetting the recommended route option. This section summarizes key takeaways from the engagement process, while the following section discusses the three concept design alternatives in detail.

Table 2. Engagement Process

Engagement Tool	Timing
Project Website	Duration of project
Stakeholder Interviews	October 2020, December 2020, and February 2021
Community Meetings	January 2021 and February 2021
Updates to City of Milwaukie Planning Commission and City Council	December 2020 and February 2021

Stakeholder Interviews

The project team engaged key stakeholders early and often to identify opportunities and constraints associated with key development sites in the project area, and incorporated feedback on draft concept design alternatives. Representatives from the following six stakeholder groups each participated in recurring one-on-one conversations with the project team:

- Hillside Manor
- Murphy Company
- Providence Hospital
- Harrison Plaza
- Kimmy’s Market
- Bike Milwaukie

Key takeaways from the stakeholder interviews include:

- Overall, major priorities for stakeholders included designing a route that aligns with the development plans and timelines of adjacent properties, does not interrupt traffic circulation and business practices at and around the intersection of 32nd Ave and Harrison St, and provides a safe, comfortable, and practical route for cyclists.
- The majority of stakeholders indicated a preference for Route Option 2. Reasons for this preference included the fact that Route Option 2 aligns well with adjacent development plans, minimizes traffic circulation impacts and modal conflict, and provides ease of access to destinations in the project area. Preference for this option also stemmed from the likelihood of it having the lowest overall cost, and that it can be implemented in the near term without being subject to the development schedules of the Murphy development site.

- The majority of stakeholders expressed a strong desire to be closely involved as the City moves forward with design and implementation of the route, to ensure alignment with development plans as they evolve.

Community Meetings

The project team hosted two community meetings to collect feedback on the draft concept designs and discuss the preferred concept design, respectively. Due to limitations on in-person gatherings in response to the COVID-19 pandemic, the City hosted both community meetings online.

Community Meeting 1 was held in January 2021 and consisted of a survey hosted on the Engage Milwaukie platform on the City’s website, as well as a live public meeting hosted on Zoom on January 13th, 2021. A total of 105 community members completed the survey (100 respondents participated online, and 5 respondents completed paper versions of the survey delivered to the Hillside Manor resident complex). A total of 12 participants joined the Zoom meeting.

Key takeaways from Community Meeting 1 include:

- The Base Case option was the most popular route option among survey respondents. Explanations for this preference included the directness of this route, as well as its separation from 32nd Ave and street traffic in general. Concerns over the Base Case included the infeasibility of the option due to its location at the railroad tracks, traffic circulation and congestion impacts with a new at-grade crossing of Harrison at 31st Ave, and the high potential cost of constructing an elevated structure or tunnel.
- Route Option 1 was slightly more favored than Route Option 2 in the survey. Those who preferred this option liked the directness of the route. Concerns over Route Option 1 included safety concerns for cyclists traveling along 32nd Ave and at the intersection of 32nd Ave and Harrison St.
- Those who preferred Route Option 2 liked the design of the route as a relatively calmer neighborhood greenway along low-traffic streets. Concerns over Route Option 2 included the higher prevalence of street crossings compared to the other two options, as well as the impact of slope on the overall accessibility of the route.
- During the Zoom meeting, the participants asked questions regarding the design and feasibility of the three alternatives. While several indicated an initial preference for the Base Case, they acknowledged the barriers that potentially make this option less feasible in the short-term.

Appendix 1 includes the full Survey Summary Report for Community Meeting 1.

Community Meeting 2 was held in February 2021 (forthcoming).

Updates to City of Milwaukie Planning Commission and City Council

The project team provided two updates to the City of Milwaukie Planning Commission and City Council. The first update took place in December 2020. Key takeaways from the first update include:

- Commission and Council members considered all three route options and shared their initial reactions to some of the trade offs presented.
- There was general interest in further exploring the feasibility of the Base Case in the long-term, despite the potential costs, development complications, and traffic circulation impacts associated with the route.

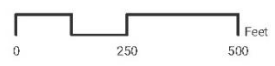
The second update took place in February 2021 (forthcoming).

Bikeway Option Concepts

Figure 3. All Route Options Map

ALL ROUTE OPTIONS CENTRAL MILWAUKIE BIKEWAY CONNECTIONS

- Railroad
 - Development Site
 - Providence Hospital
 - School
 - Key Businesses
 - City Property
 - Building
 - Property Lines
 - Traffic Signal
 - Base Case Option*
 - Route Option 1**
 - Route Option 2**
 - Neighborhood Greenway connection
 - Bus Stop
- *Dotted line indicates route location still to be determined or unknown
- **Hash marks indicate multiple options exist in these locations



Data Source: City of Milwaukee, Metro RLIS
Map Created: November 2020

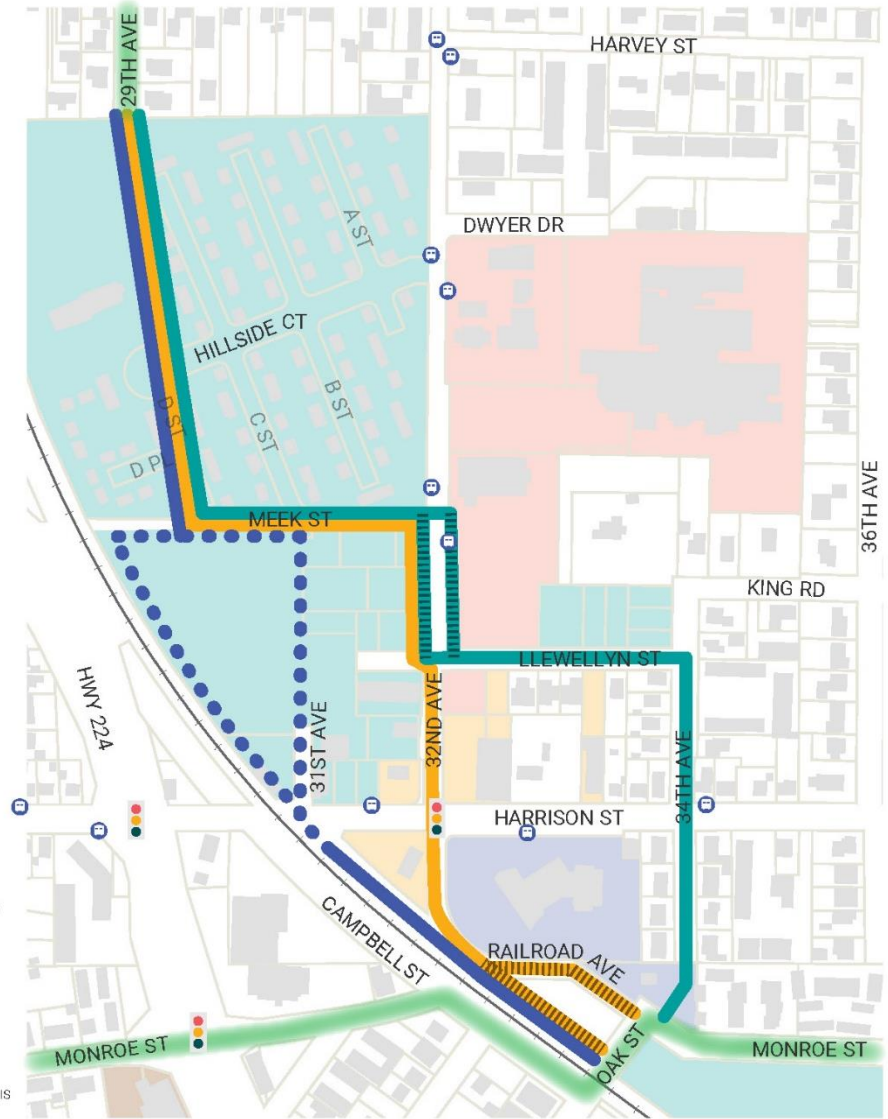


Figure 4: Base Case Option Map

**BIKEWAY ROUTE
BASE CASE
OPTION**
CENTRAL MILWAUKIE
BIKEWAY CONNECTIONS

- Railroad
- Development Site
- Providence Hospital
- School
- Key Businesses
- City Property
- Building
- Property Lines
- Traffic Signal
- Base Case Option*
- Neighborhood Greenway connection
- Bus Stop

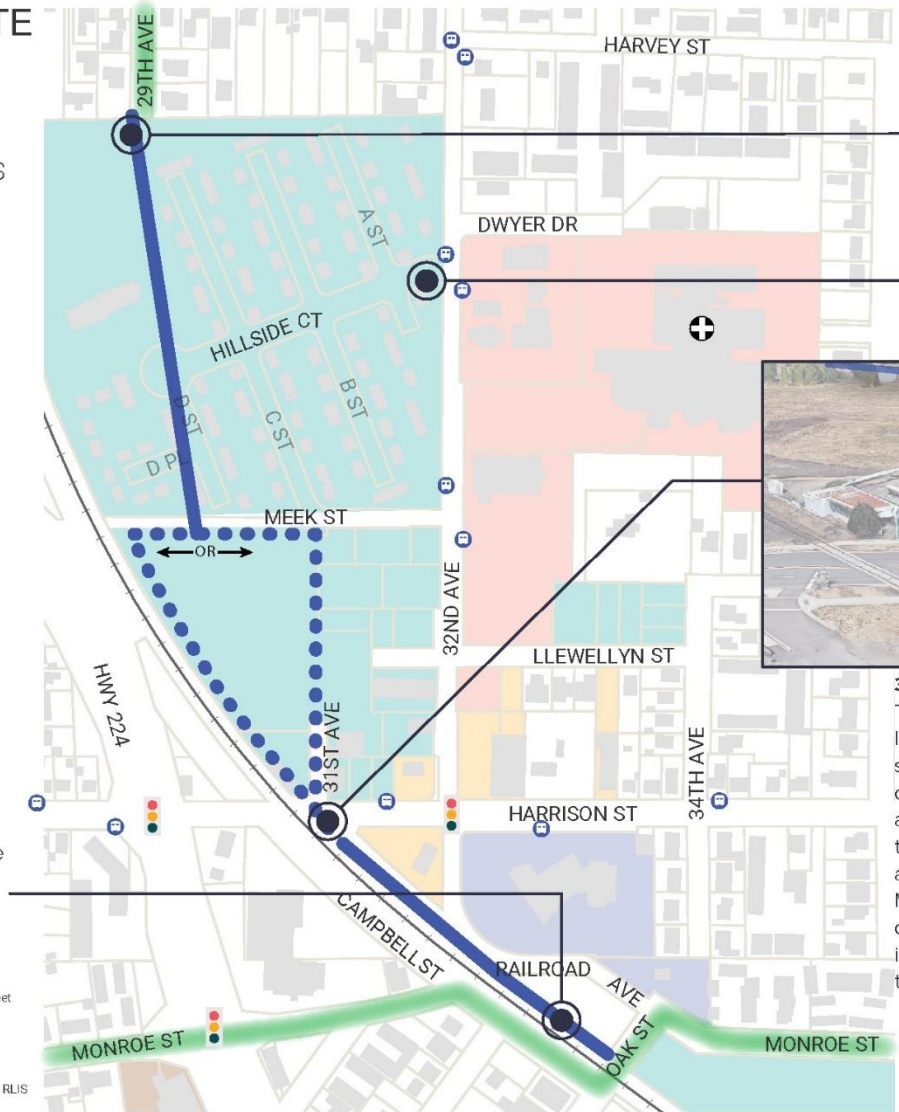
*Dotted line indicates route location still to be determined or unknown

Railroad Ave

The south side of Railroad Ave presents an opportunity for a shared-use path.



Data Source: City of Milwaukee, Metro RLIS
Map Created: November 2020



29th Ave/Hillside Site

29th Ave does not connect to the Hillside Site but will likely be accessible to pedestrians and bikes when redeveloped. The 29th Ave route will likely be extended south to Meek St.

Hillside Ct/Dwyer Drive

This entrance to the Hillside site will be realigned to Dwyer Dr upon redevelopment.



31st Ave/Harrison St

This route option and crossing location would require a new traffic signal or overcrossing/undercrossing of Harrison St. An at-grade crossing and signal would require a new traffic signal with ODOT and UPRR approval. Development plans on the Murphy site have yet to be determined. Collectively, these issues present a significant barrier to the feasibility of this route.



Bikeway Base Case Option

The Bikeway Base Case Option (Figure 4) is presented as an expansion on the original bikeway alignment option shown in the 2018 TSP. The bikeway would serve as a direct north/south connection from the 29th Ave Neighborhood Greenway to the future Monroe St Neighborhood Greenway.

Description

In this concept, the route crosses through both the Hillside and Murphy Development sites. The Hillside site redevelopment is in final stages of planning and would provide a low-stress shared street bike connection from 29th Ave to Meek St, when 29th Ave is extended/realigned as a part of the site redevelopment. In contrast, the Murphy site's development plans are on a more extended timeline, with future accessways, streets, and buildings yet to be determined. Thus, this bikeway route option could connect to Harrison St either by following Meek St to the west and then south alongside the railroad tracks, or by following Meek St to the east and then directly south parallel to 32nd Ave to where 31st Ave intersects with Harrison St (illustrated by dotted lines). Each of these options would need to be explored further to determine impacts and feasibility with the Murphy property owners and development team.

There are three options for crossing Harrison St at this location:

1. An at-grade (street-level) crossing requiring a new traffic signal, subject to approval from UPRR and ODOT.
2. An elevated structure or bridge, where people ramp up and over and back down on either side, requiring ADA compliant ramps, stairs, and/or elevators.
3. A below-grade tunnel path, where people ramp down and back up on either side, requiring ADA compliant ramps, excavation, and retaining walls.

Each of these options have significant trade-offs in terms of feasibility, cost, and implementation timelines discussed below.

South of this location, where 32nd Ave transitions into Railroad Ave, there may be room within the public ROW to implement a shared-use path on the south side of the street, continuing along the railroad tracks (off-street) to connect to Oak St. A barrier between the path and the tracks would block people from crossing the railroad tracks. The path would connect with Oak St, where users could access Monroe St.

Feasibility Considerations

The feasibility of the route through the Murphy site following the proposed alignment in the TSP would be subject to agreement with the developers, and involve coordination and approval with Union Pacific Railroad (UPRR) and ODOT. The project planning team noted that this option would likely result in the construction of a barrier separating the shared-use path from the railroad tracks and potentially from the future buildings to the east as well. This could cause a "canyon effect" that might be uncomfortable for some users due to safety concerns. Lighting and other security concerns would likely need to be addressed for this stretch. While it may serve as a direct route through the area, this option would function as a by-pass and would not serve well the goal of routing people walking and rolling to the destinations and commercial activity along 32nd Ave and Harrison St.

The route option directly through the Murphy site would depend on a new, yet to be confirmed, extension of 31st Ave from Meek St to Harrison St. This option would have the heaviest impact on the redevelopment options for the site, an aspect that concerns the property owners.

With either of these routes through the Murphy site, the Base Case’s most significant challenge is crossing Harrison St near the UPRR line. An improved at-grade (street-level) crossing here would require UPRR approval, due to the proximity of the railroad tracks. The typical path crossing setback requirement is for the crossing to be 100 ft from the railroad track. However, the proposed crossing location here is approximately only 50 ft from the track. This would trigger the need for a “crossing order” with ODOT for further evaluation to ensure safe stopping distances from the track. Based on the ODOT/UPRR standards for crossing approvals and precedent throughout Oregon, the project planning team anticipates that UPRR approval would be unlikely and that ODOT would object to a crossing at this location due to the proximity of the traffic signals at Hwy 224 and 32nd Ave. Additionally, the City, ODOT, and UPRR all prefer to eventually close 31st Ave to vehicle access. An intersection with crossings at this location presents safety and congestion issues on and around the tracks, and future development utilizing 31st Ave would further complicate traffic signal operations at the adjacent intersections at 32nd Ave and Hwy 224. Adding a new crossing between the two signalized intersections and the railroad tracks could generate vehicle queues that could create unsafe crossing conditions for people driving, walking, and biking. For example, vehicles might have to stop on the railroad tracks to let a cyclist cross, or impatient drivers might cut around vehicles queued in front of them while a pedestrian or cyclist is still crossing the street. A new enhanced crossing at this location would require new traffic signal infrastructure, which would significantly increase the cost of implementing this option (roughly \$500,000- \$1 million). Preliminary investigations by the City have concluded that securing approval of a new at-grade street-level crossing at this location would be very unlikely for these reasons.

As a much longer-term TSP project, routing Harrison St itself under the railroad tracks may provide a future opportunity to keep the bike and pedestrian path crossing at the current street-level. However, this is a much more costly project proposal, with a much more distant timeline in terms of funding and implementation, and it is considered beyond the scope and objective of this project.

As mentioned above, potential alternatives to an at-grade crossing include a bike and pedestrian overcrossing (bridge) or undercrossing (tunnel) to connect across Harrison St. With an overcrossing, the approaches need to be accessible, meaning the ramps leading to either approach of the elevated structure would need to be ADA-compliant, requiring gradual slopes and landings, and/or elevators. Depending on the right-of-way space available on either side, private property acquisition may be needed to fit the necessary ramp running distances. The feasibility and costs of an overcrossing here would need to be explored further, but in general this would likely increase the cost of this option by a few orders of magnitude. As a similar example, a recent bike and pedestrian overcrossing constructed in Portland, the Gideon Overcrossing, cost approximately \$15 million including elevators.













The same accessibility provisions would be necessary for a below-grade tunnel option under 32nd Ave. Ramps and/or elevators would be needed to ensure accessibility on both approaches. This alternative has significant feasibility and cost considerations as well. In particular, a tunnel option requires excavation, retaining walls, relocation of underground utilities, and drainage improvements, all of which add considerable construction complexity and also impact the cost and project implementation timeline. Like the overcrossing option, the tunnel option would also be very expensive; orders of magnitude greater than the street-level intersection improvements.

With an overcrossing or undercrossing there are also important public safety and security considerations that need to be addressed related to lighting, graffiti, loitering, camping, and access/egress points.

Figure 5: Option 1 Map

BIKEWAY ROUTE OPTION 1

CENTRAL MILWAUKIE
BIKEWAY CONNECTIONS

-  Railroad
 -  Development Site
 -  Providence Hospital
 -  School
 -  Key Businesses
 -  City Property
 -  Building
 -  Property Lines
 -  Traffic Signal
 -  Route Option 1**
 -  Neighborhood Greenway connection
 -  Bus Stop
- **Hash marks indicate multiple options exist in these locations

Harrison St/32nd Ave

Complex intersection with many physical constraints. May require significant reconstruction to accommodate bike facilities. Bike facility may need to change to a 2-way facility south of Harrison St.



Data Source: City of Milwaukie, Metro RLIS
Map Created: November 2020



Meek St/32nd Ave

Neighborhood greenway on Meek St would transition to a shared-use path on west side of 32nd Ave. ROW frontage along Kimmy's Market features severe constraints, and will not be redeveloped with the rest of the Murphy Development Site.

Railroad Ave/Oak St

South side of Railroad Ave presents opportunity for off-street path connection to Oak St/Monroe St.

Oak St/Campbell

Bike facilities connect to future Monroe Greenway (two-way protected bike lane on south side of Monroe St).



Bikeway Route Option 1

Bikeway Route Option 1 (Figure 5) is an alignment that emerged in response to the challenge of adding a crossing next to the railroad tracks, while maintaining a relatively direct north/south connection from the 29th Ave Neighborhood Greenway to the future Monroe St Neighborhood Greenway. The concept design alternative utilizes 32nd Ave to accomplish this.

Description

Like the Base Case Option, this concept design alternative crosses through the Hillside site. The Hillside site redevelopment is in the final stages of planning and would be able to accommodate a bicycle facility connection from 29th Ave to Meek St. In contrast, the Murphy site has no plans to redevelop in the near term, and thus this bikeway route option directs users east along Meek St and then south along 32nd Ave in order to minimize impacts on the Murphy site. Due to the anticipated increase in vehicle traffic with the Hillside and Murphy developments, a physically separated bike facility would likely be needed on Meek St to ensure safe and comfortable transitions between the Hillside site and 32nd Avenue. This could either be separated bike facilities in each direction on both sides of the street, or a single two-way bike facility on one side of the street. In either case, careful consideration should be paid to address transitions into and out of these bikeways at 29th Ave and 32nd Ave.

Along 32nd Ave, a shared-use path on the west side of 32nd Ave would require widening the public right-of-way (ROW) on that side to fit an off-street bikeway. As part of the redevelopment of the Hillside site, this segment of roadway on 32nd Ave will be widened, to incorporate a northbound left-turn lane at Meek St. This means that the bike and pedestrian facilities along this stretch of 32nd Ave would also have to factor the additional space needed for the turn lane. Fortunately, an agreement is in place with the Murphy site development to provide an easement for a future pathway along this edge of the property when the site develops.

If the bike facilities were instead in the street, the bike lanes would need to be protected – physically separated from interaction with moving vehicles to make this a comfortable route for anyone beyond the “Strong and Fearless” bike riders who are already riding on 32nd Ave today. Because of the narrower width of the roadway, this would also require widening the roadway to fit the bike lanes, vehicle travel lanes, and turn lanes.

At the intersection of 32nd Ave and Harrison, a range of solutions could be considered depending on design standards and available funding. However, the physical space constraints would necessitate some degree of roadway widening, and expansion of the intersection to fit protected bike lanes or a shared use path. In particular, property impacts on the west side of the street would be likely along the Kimmy’s Market property. The City plans to thoroughly research the potential for intersection improvements at this location as a part of the next TSP update process.

On the west side of 32nd Ave south of Harrison St, one of the Purdy’s Auto Detailing and Service Center buildings is situated on the edge of the property, limiting potential for a wider bike facility behind the curb without impacting the Purdy property. As with Kimmy’s Market, the Purdy’s property would also be impacted to fit a bike facility.

Feasibility Considerations

Between Llewellyn St and Railroad Ave, the public ROW on 32nd Ave is fairly narrow so there are more constraints and potential for impacts to existing businesses and adjacent properties.

The intersection of 32nd Ave and Harrison St is complex due to the turning movements, existing driveways, vehicle queues, and physical constraints of the intersection itself. Adding bike facilities through this intersection would likely require a significant redesign of the intersection, including acquisition/easement of ROW from adjacent properties including Kimmy's Market, Purdy's Service Center, and the Pit Stop. Not only would property acquisition add to the expense of the project, but it could also include the consolidation of key driveways for each of these properties. Closing driveways would help to reduce the likelihood of vehicle-bike conflicts when vehicles turn into or out of the driveways on 32nd Ave. However, it would limit access to these properties, and could result in longer vehicle traffic back-ups, or "queuing," along 32nd Ave and Harrison St.

Even with all of these changes, the bikeway would not qualify as a neighborhood greenway facility, given the speed and volume of traffic through the intersection. The large size and busy nature of the intersection make it inherently uncomfortable for many people on bikes, even if physical separation from traffic is achieved.

The intersection of Harrison St poses unique challenges for the bikeway, whether it continues as a two-way bike facility (shared use path) on one side of the street north and south of the intersection, or transitions from two-way to one-way bike facilities on either side of the street north and south of the intersection. With a two-way bike facility, a bike signal (a traffic signal specifically for bikes) would be recommended at the intersection to provide a way for bikes to cross exclusive of conflicting vehicle turning movements. A restriction on right turns on red would also be necessary for the southbound-to-westbound vehicle turning movement. Expanding the intersection and subsequent traffic signal modifications would have significant impacts on the operations of the intersection, limiting the amount of green light time for all modes.

These bikeway transitions would need to be designed in a way that minimizes complex transitions for bikes, minimizes impacts on traffic operations for all modes, and capitalizes on the route opportunities with respect to amount of physical space available. For example, it may be possible to instead route bikes exclusively on the east side of 32nd Ave south of Harrison St, but transitions to and from that bike facility complicate the intersection operations, require additional storage space at the intersection, reduce parking capacity on the City property at the southeast corner of the intersection, and add an additional crossing when connecting to Monroe St and Oak St further south.

While the segment of the bikeway route on 32nd Ave south of Llewellyn St presents many major implementation challenges, a bikeway on 32nd Ave would be very beneficial for connecting people directly to businesses and transit. In an area that will include many more people in the future, this option would be the most intuitive and visible.

Figure 6: Option 2 Map

BIKEWAY ROUTE OPTION 2

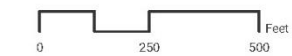
CENTRAL MILWAUKIE
BIKEWAY CONNECTIONS

- Railroad
- Development Site
- Providence Hospital
- School
- Key Businesses
- City Property
- Building
- Property Lines
- Traffic Signal
- Route Option 2**
- Neighborhood Greenway connection
- Bus Stop

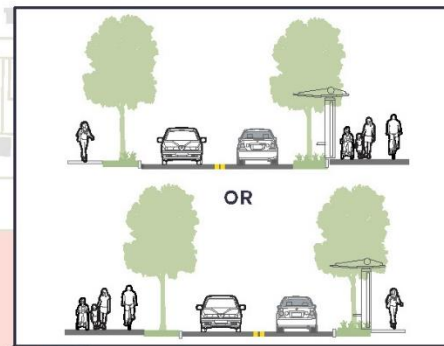
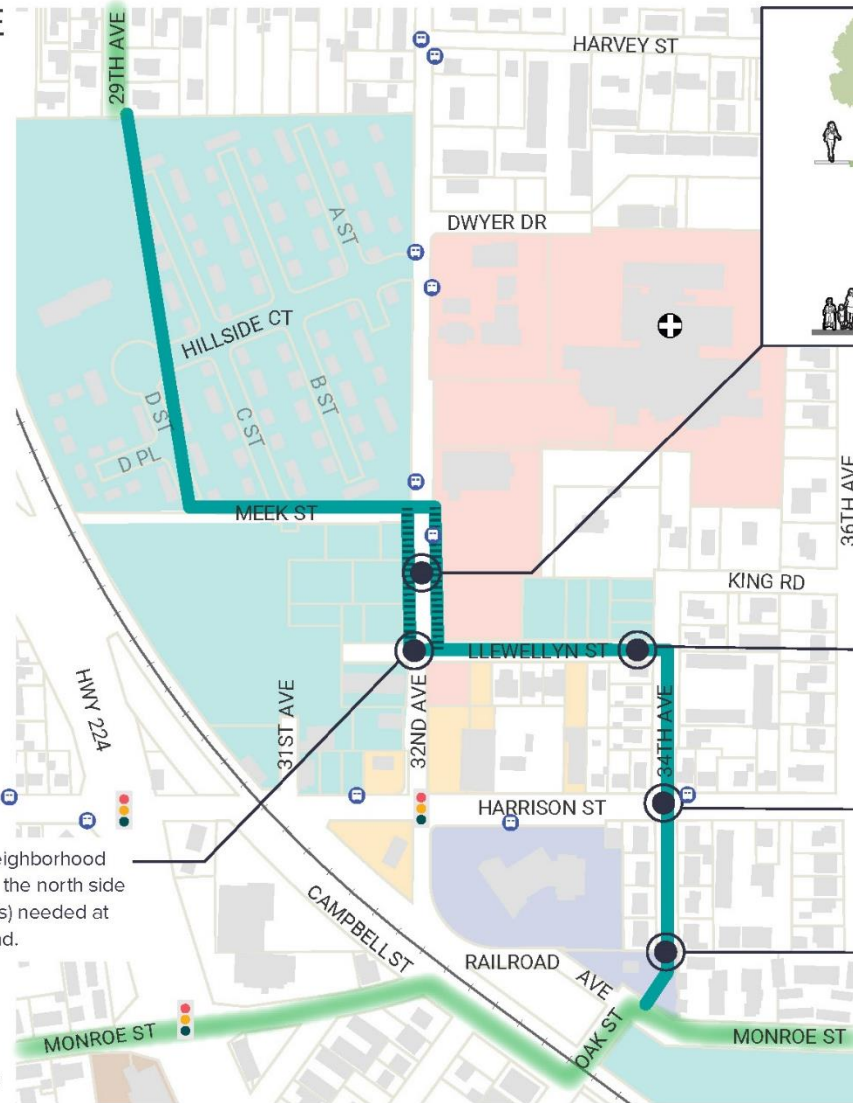
**Hash marks indicate multiple options exist in these locations

32nd Ave/Llewellyn

Shared-use path transitions to neighborhood greenway or shared-use path on the north side of Llewellyn. Enhanced crossing(s) needed at Meek/32nd and/or Llewellyn/32nd.



Data Source: City of Milwaukie, Metro RLIS
Map Created: November 2020



Meek St/32nd Ave

Neighborhood greenway on Meek St transitions to shared-use path on east or west side of 32nd Ave.

Llewellyn St

Bike facility to be determined by projected vehicle volumes. Additional options include driveway access and/or vehicle circulation improvements.

34th Ave/Harrison St

Neighborhood greenway on 34th Ave continues through Harrison St with enhanced crossing. Westbound bus stop relocated to far side of 34th Ave for increased visibility.

Water Treatment Facility

City owned property with driveway access on both 34th Ave and Railroad Ave



Bikeway Route Option 2

Bikeway Route Option 2 (Figure 6) emerged as an alternative to the Base Case Option and Option 1 to avoid the physical constraints of the crossing of Harrison St at either the railroad tracks or 32nd Ave. The intent is to utilize less stressful streets to carry people on bikes between 29th Ave and Oak St/Monroe St. This idea is based on the principles of a “Neighborhood Greenway” or “Bike Boulevard,” where routes can be more indirect but avoid major intersections and roadways with higher vehicle travel speeds and volumes. These types of bike facilities are especially attractive to families as well as to bike riders of all ages and abilities. Interestingly, the difference in out-of-direction travel distance between Option 2 and Option 1 could be about 250ft, making the travel distance of Option 2 about one city block further than Option 1.

Description:

From the North, Route Option 2 picks up at Meek St after passing through the Hillside development site. Similar to Option 1, the likely bike facility along Meek St would be a shared use path, or physically separated bike lane. This could be either be one-way bike lanes on both sides of Meek St or a combined two-way separated bike lane on one side of the street (the north side of the street is more advantageous in this option).

The bikeway then transitions to 32nd Ave. As noted in Option 1, the segment along 32nd Ave is most complicated, due to the higher volumes of vehicles on the roadway and constrained curb-to-curb space. 32nd Ave is currently too wide to encourage slower driving speeds, but too narrow to fit a protected bike lane with physical separation. Even for the one-block stretch between Meek St and Llewellyn St, the design will need to consider existing and expected behaviors for people walking, biking, taking transit, and driving. In addition, vehicle turning movements, crossing locations and treatments, and the bus stop location will all need to be taken into account. Lastly, the design will need to respond to the actual physical space available to construct bike facilities. Many of these factors are inter-related.

In this route option, a shared-use path is proposed on either the west or east side of 32nd Ave. The project team considered these choices as mutually exclusive because of the need to minimize the number of locations where a crossing of this busy street would be enhanced with a Rectangular Rapid Flashing Beacon (RRFB).

West Path Option:

- **Path location:** A shared use path on the west side of the street would be a viable option if the ROW is expanded during the redevelopment of the Murphy site. The Murphy site development team has agreed to provide a west-side pathway when the property develops. With a stormwater or utility easement along the street frontage, for example, a wide path could be constructed.
- **Crossing location:** The northern leg of the intersection at Llewellyn Street would be a viable crossing location, as the southern leg of the intersection would be too close to the traffic signal at Harrison St to install an RRFB and would not be allowed per Clackamas County policy. This crossing would provide a safe transition from two-way bike operations on the path to one- or two-way bike facilities on Llewellyn street. The same is true for the two-way operations transitioning to and from Meek St.

East Path Option:

- **Path location:** A shared-use path on the east side of the street would be possible by removing some trees and plantings in the buffered areas on both sides of the existing sidewalk. This would require an easement on the Providence Hospital property, since the ROW line ends at the back of the sidewalk; the existing buffer between the sidewalk and adjacent parking lot is on Providence Hospital property. The existing bus stop on this side of the street would also likely need to be relocated a bit further to the north to create space for bus passenger access. The transition from a two-way shared-use path to one- or two-way bike facilities on Meek and Llewellyn will be important.

- Crossing location:** The enhanced RRFB crossing of 32nd Ave would be at the northern leg of the intersection with Meek St. There are two reasons for this: 1) to avoid conflicting with the high levels of northbound left turns from 32nd Ave to Meek St that are anticipated at the main entrance to the Hillside development site and 2) to align closer to the location of the existing median refuge island, bus stop, and Providence Hospital Healing Place building entrance.

Along Llewellyn St, the bikeway on 32nd Ave would be dealing with lower traffic volumes than on 32nd Ave. Today, Llewellyn is a relatively calm, quiet residential street, with some traffic entering the Providence Hospital campus via the southern parking lot entrance. However, Providence Hospital has near-term plans to redevelop another parcel on Llewellyn St as a senior care facility. This property will increase traffic, and early indications suggest that there will also be a passenger pick and drop off area along the building frontage. This expected increase in traffic on Llewellyn St would warrant a more protected physically separated bikeway, such as a shared use path to reduce potential conflicts with vehicles. There may be an opportunity to require improvements for bikes along the north side of the street as a part of this development proposal.

From Llewellyn St, the bikeway would then turn down 34th Ave, which would remain a fairly calm residential street. Shared lane markings in both directions would be the most likely bikeway treatment along this block. A new enhanced marked crossing would be provided across Harrison St at 34th Ave. The enhancements could include an RRFB and median refuge island to help people crossing the street. Speed humps and parking restrictions could slow vehicles approaching the crossing. Although this location only features one travel lane in each direction of traffic, the street is wide enough that it shares some of the same challenges associated with multiple lane roadways, namely, the multiple-lane threat. A multiple-lane threat occurs when vehicles in an adjacent lane continue around a bus or other vehicle that has stopped for pedestrians crossing the street. Due to restricted visibility, the pedestrian cannot see oncoming cars in the adjacent lane, nor can vehicle drivers see the pedestrians in the crossing. This often results in vehicle-pedestrian collisions. Relocation of the westbound bus stop to the far side of the intersection (on the NW corner) would eliminate the multiple-lane threat and ensure that pedestrians crossing the street are visible to oncoming traffic, and vice versa.

The shared bikeway would continue south of Harrison along this block of 34th Ave until it reaches the end of the existing cul-de-sac, at the driveway to the City's water treatment plant property. At this location there is potential for a pathway connection through the City's water treatment facility site at the south end of 34th Ave. There is enough space for a pathway through the site to connect 34th Ave directly to the existing marked crossing at Monroe St/Oak St. This improvement would require relocating fencing and driveway access. At this point, the pathway would utilize the existing crossing to connect to the southside of Railroad Ave/Monroe St where the two-way bikeway will be developed as a part of the future Monroe St Greenway.

Feasibility Considerations

The West Path option (crossing 32nd Ave at Llewellyn St) would take advantage of an agreement with the Murphy site developers but would not work well for transit users, due to the current location of the northbound bus stop on the east side of the street. People coming or going to/from the bus stop and other locations farther north on the east side of the street are not likely to walk down to the crossing at Llewellyn to cross the street and then back up 32nd Ave. They will likely cross at the most direct line of sight, whether there is a crossing there or not.

The challenge with the East Path option is that there is less available ROW on the east side of the street requiring coordination with Providence Hospital and TriMet. When a dedicated northbound turn lane is added on 32nd Ave at Meek St for the Hillside property, the available ROW space will be further reduced. A property easement with Providence Hospital would likely be needed to acquire enough space between the back of sidewalk sidewalk and the parking lot to widen the pathway. The existing bus stop will likely need to be relocated a bit further north of its current location to provide sufficient clearances in and around the bus stop area.

The crossing at Harrison St and 34th Ave would need to address existing speeding by vehicles on this section of Harrison St. The westbound direction of travel is characterized by a slight downhill approach to this intersection where vehicles are known to exceed the speed limit, so traffic calming in this area will be important. Fortunately, sight lines and visibility at this location are fairly good. Additional crossing enhancement such as curb extensions or a center median refuge, could help to narrow the roadway, enhance visibility of people walking and biking, and reduce vehicle speeds.

Key Issues and Considerations

Route Safety and Comfort

- Route safety and comfort are critical considerations in the design of the facilities as well as in whether people will use them as intended, and whether this will result in increased ridership over time.
- Physical separation is key along higher volume, higher speed roadways, and the more that can be done to separate people walking and rolling from vehicle traffic, the more they are likely to feel safe and comfortable.
- Physical separation in the case of an overcrossing/tunnel (Base Case) can also have a negative effect on the access to certain locations such as businesses, and can create a sense of isolation or security in enclosed spaces with limited access/egress.
- Despite being a bit less direct, neighborhood greenways (Option 2) utilizing lower volume, lower speed roadways can provide a comfortable alternative to protected bikeways on busier streets, despite being a bit less direct, if crossings and transitions are designed correctly.
- Despite all efforts to slow traffic and separate vehicles, the degree of congestion and exposure at intersections can still feel uncomfortable to some users. Certain bike riders and pedestrians may still feel reluctant to cross at the intersection of 32nd Ave and Harrison St, even with the intersection improvements assumed as a part of Option 1.

Route Directness (Connectivity *through* the area)

- People on bikes are likely to want to make connections to points beyond the immediate project area, so it is important to consider the directness of the route. This measure of distance allows us to estimate how much faster or how much more convenient the route would be for people that may not be beginning and/or ending their trip in the area.
- It is also important to consider travel time, since distance alone may not be the most reliable measure of convenience. A more direct, shorter-distance route may often involve longer waiting times at traffic signals, rail crossings, and unsignalized intersections.
- The Base Case Option and Option 1 are slightly shorter travel distances than Option 2, however, the difference in distance may be less important than the difference in travel time. The Base Case Option and Option 1 would involve a crossing of Harrison St at a traffic signal, whereas Option 2 would utilize a Rectangular Rapid Flashing Beacon (RRFB), which is a user-activated beacon that is triggered when there is a person waiting to cross.

Access to Destinations (Connectivity *to* the area)

- As the key properties develop and more people live, work, and visit the destinations in the area, the need for safe and comfortable access in and around the intersection of 32nd Ave and Harrison St will only continue to grow. Option 1 provides the best, most direct access to the businesses and properties in this area but would require significant improvements along 32nd Ave at the 32nd Ave and Harrison St intersection (perhaps including property acquisition) and would also likely impact traffic operations (vehicle delay).
- Option 2 takes people on bikes along 32nd Ave for one block, within one block of the main intersection and key businesses.
- The Base Case Option along the railroad would more or less serve to bypass the district entirely, especially if an overcrossing or undercrossing were constructed.

Alignment with Development Plans (Uncertainty of development patterns and intersection/roadway improvements)

- Various development projects are underway in the Central Milwaukie area; however, they are all at various stages of development. The Hillside property north of Meek St is the furthest along, with clear plans for streets and buildings. The Providence Hospital development at Llewellyn St and 34th Ave has shared a proposed site plan and a

concept for vehicle access and circulation. The Murphy development site plan is the most uncertain, with no specific plan for streets, buildings, or vehicle parking/circulation. The timeline for development is likely to follow that order (Hillside, Providence, Murphy).

- The Murphy and Hillside developments are both likely to impact traffic demand and operations along 32nd Ave and at the intersection of 32nd Ave and Harrison St. These impacts cannot be fully understood until more traffic impact studies are conducted.
- This means that sections of the project relying on/impacting the Murphy site (Base Case Option) have quite a bit more uncertainty with regard to feasibility, and are more likely to take a longer time to construct.
- Sections of the project along 32nd Ave may be subject to opportunities and/or constraints with the roadway, depending on what capacity and safety improvements are needed as a result of development impacts, such as induced traffic demand.
- Projects along Meek St and Llewellyn St will need to consider the expected increase in vehicle traffic and congestion along these streets.

Feasibility

- Project Phasing
 - The intent of this project is to identify a preferred route option that can be constructed in the nearer-term future to resolve a connectivity issue that has been identified previously in several past city-wide planning efforts. When the Hillside site redevelops, the need to route bicycles safely through Central Milwaukie will immediately become more urgent. Therefore, the City needs to identify a safe route that can somehow be developed and publicized quickly.
 - It is probable that the route options that are not selected as a part of this process may be further investigated, designed, and constructed as new opportunities arise in the further in the future. The project team is considering how various stages of implementation may factor into the project being built over time.
- Developer requirements – With new development, the City can require improvements along property lines and frontages where a sidewalk, path, or bike facility could benefit building residents, visitors, and the general public.
 - In all route options, there is the opportunity to provide a shared use path on the west side of 32nd Ave along the Murphy property frontage.
 - In the Base Case Option, requirements to provide bike and pedestrian connections along the northern side of Llewellyn St when the Providence Hospital site develops can ensure that the bikeway provides a comfortable and consistent facility as traffic increases.

Project Cost

The costs of improvements needed across the three route options vary by orders of magnitude. For example, for the crossing of Harrison St, one of the most complex and potentially costly route connections, the costs for adding new marked crosswalks, curb ramps, RRFBs, and a median refuge (Option 2, around \$170,000) will be substantially less expensive than installing a new full traffic signal (Base Case Option at-grade crossing, +\$300,000), which is in turn dramatically less expensive than constructing overcrossings or undercrossings (Base Case Option grade-separated crossing, +\$10 million), which is potentially less expensive than reconstructing the intersection of 32nd Ave and Harrison St and acquiring private property (Option 1). That said, Options 1 and 2 may also have substantial costs associated with shared use path construction due to the need to separate bikes and pedestrians from vehicle traffic along busier streets.

- Property acquisition, and/or property easements – It will likely be necessary to negotiate an easement for paths proposed in all three options (where improvements are not required as a condition of new development). Acquiring ROW through property acquisition is a significantly more expensive and time-intensive proposition than an easement to achieve the same means, but property acquisition may be necessary if an easement is not possible.

Alternatives Analysis and Results

In this section, the three route concepts are presented alongside an assessment of their respective advantages and disadvantages. Each concept design was shown above on a map with select design considerations highlighted for the reader. The accompanying descriptions expand on these considerations in greater detail. The project planning team evaluated these opportunities and constraints, issues, considerations, and trade-offs between route options in a Route Evaluation Matrix to develop a recommendation for a preferred route below.

Base Case Option Opportunities

- The most direct route *through* the area.
- Potential separation of modes through the Murphy site (i.e., dedicated path).
- Avoids potential traffic conflicts on 32nd Ave.

Constraints

- Does not provide direct access to commercial services in the project area.
- It will be very difficult (costly, slow, and/or possibly infeasible) to gain approval from UPRR and ODOT to establish an at-grade crossing adjacent to the rail and so close to the state highway.
- It will be extremely expensive, and slow to construct an overcrossing or undercrossing at this location.
- Without a plan for development of the Murphy site, it is hard to prioritize this over other options.
- While it may be an ideal solution in the long term, the Base Case Option does not appear to be feasible as a near-term solution due to likely permitting difficulties and uncertainty surrounding the nature and timeline of the Murphy site development, the Base Case Option does not appear to be feasible as a near-term solution.
- It would not be possible to both phase this project in a way that would align with development plans for the Murphy site *and* provide a near-term solution. Project timelines would be contingent on developer agreement, development schedules, and funding. Near-term alternatives would be to direct bike riders along the routes proposed in Options 1 or 2.

Option 1

Opportunities

- Offers the most direct route *through* the area.
- Provides direct access *to* destinations and commercial services in the project area.
- There is potential to align a phased bicycle facility with the development of the Murphy site, to include improvements to the west side of 32nd Ave between Meek St and Llewellyn St. Additionally, there is an opportunity to underground the existing utility poles along the west side of 32nd Ave in conjunction with the development of the Murphy site.

Constraints

- Major traffic conflicts and safety concerns along 32nd Ave and at the 32nd Ave/Harrison St intersection.
- Waiting time at the signal at 32nd Ave and Harrison St adds to travel time.

- Narrow ROW along 32nd Ave between Llewellyn St and Harrison St precludes a separated bicycle facility within existing curb-to-curb space.
- This option would impact adjacent properties along 32nd Ave. The available ROW along the frontage of Kimmy’s Market and Purdy’s Service Center is severely constrained; roadway improvements would likely impact existing structures. These properties are not a part of the Murphy site redevelopment.
- Lacking more information about the Murphy development plan, it is hard to anticipate traffic impacts in this immediate area and the corresponding need for roadway expansion and intersection improvements/reconstruction.
- Bike facility design details would need to consider transitions across the intersection from one-way to two-way operations or vice versa. This will require more physical space and will impact traffic signal operations and increase delay for all modes.
- It would not be difficult to phase this project in a way that would provide a safe and comfortable bike facility on 32nd Ave, minimize impacts to adjacent businesses, *and* provide a near-term solution. Full project build out would be contingent on property acquisition, developer agreement, and traffic impact studies for the Murphy development site. A near-term alternative would be to direct bike riders along the routes proposed in Option 2.
-

Option 2

Opportunities

- Takes advantage of calmer lower-speed, lower-volume streets (e.g., “Neighborhood Greenway” or Bike Boulevard streets) *through* the area.
- Location of the route’s southern terminus at Oak St makes it close in actual distance to the other route options. Although Option 2 would be longer than Option 1 by about 250 feet (about the length of an average city block), waiting time at the signal at 32nd Ave and Harrison St may actually make the travel time for Option 2 shorter.
- Provides access close to destinations and commercial services in the project area.
- Opportunity to improve safety and access around TriMet bus stops.
- Opportunity to improve site circulation on existing lower volume streets.
- Opportunity to require bike and pedestrian improvements with Providence Hospital site development
- Add another safe crossing of Harrison St at 34th Ave.
- Takes advantage of City property and public ROW at water treatment facility to create a new walking and biking connection to Oak St.
- Overall, this route option presents the lowest cost, and nearest term low-stress bike solution for full build out of a functional route. Phasing individual segments of this route would be simpler than the phasing potentials for the Base Case Option and Option 1. The Providence Hospital development along Llewellyn St does introduce some specific longer-term design considerations, but a shared-lane facility could be implemented along Llewellyn St in the near term.

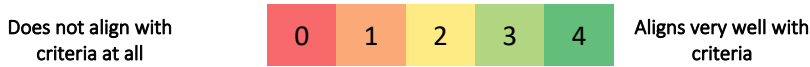
Constraints

- Slightly more circuitous route *through* the area. This route is approximately 250 ft longer in travel distance than Option 1 (Note that travel times may still be faster than other options depending on intersection delay in Option 1, or overcrossing/tunnel ramp lengths in the Base Case Option).
- Transition between Llewellyn St and Meek St along 32nd Ave will require careful design for shared use path, crossing locations, on- and off-street transitions, and bus stop access.
- Constrained ROW on the east side of 32nd Ave may require property acquisition or an easement to fit a shared-use path to meet demand.
- Llewellyn St and Meek St are likely to become busier due to property development, necessitating some degree of physical separation for bikes on these streets.
- Bus stop relocation will be necessary at Harrison St and 34th Ave.

- Traffic calming is needed near the intersection of Harrison St and 34th Ave, specifically with the westbound approach due to its location near the bottom of the hill and subsequent vehicle speeds.

Table 3. Route Options Matrix

Evaluation Key:



Criteria	Traffic Safety (Exposure to vehicle traffic and potential conflicts)	Route Comfort (How stressful is the route and crossings)	Route Directness (through the area)	Access to Destinations in Project Area	Alignment with Development Plans of Key Properties (Property Impacts)	Feasibility (Related to Approvals Process, and/or Regulatory Constraints)	Cost	Overall Score
Base Case	4	4	4	1	0	0	1	2.0
Option 1	2	2	3	4	1	1	0	1.9
Option 2	3	4	2	3	3	4	3	3.1

Explanation of Scoring and Route Assumptions

The Base Case Option assumes a grade-separated overcrossing or undercrossing due to the low likelihood of approval from UPRR and ODOT for an at-grade street-level crossing improvement so close to the railroad tracks.

Option 1 assumes a full intersection reconstruction at the intersection of 32nd Ave and Harrison St as well as ROW acquisition at adjacent properties to accommodate protected bike facilities at the intersection and along 32nd Ave/Railroad Ave.

Option 2 assumes development of an off-street connection across the City-owned water treatment facility between 34th Ave and Oak St.

Quantitative scores assigned to each criterion are intended as ranked measures of each route option relative to the other route options. Scores do not reflect the actual magnitude of the criterion for each route.

Traffic Safety

The Base Case Option would provide the most protection of users from vehicle traffic when crossing Harrison. By virtue of using some lower-traffic neighborhood streets, Option 2 provides the next best level of comfort users in a calmer, less busy shared street environment. Option 1 is centered on 32nd Ave, where even physical separation from vehicle traffic may still be stressful for some people riding bikes due to the large and complicated intersection with Harrison St,

Route Comfort

The Base Case Option and Option 2 are both low-stress routes with more comfortable crossings of Harrison St than Option 1.

Route Directness

The Base Case Option provides perhaps the shortest path of travel of the option. Route 1 provides a slightly longer path of travel. Route 2 provides the longest path of travel. The difference in travel distance between Route 1 and Route 2 is about 250 ft, or one city block. Travel times may vary depending on the delay at the intersection of 32nd Ave/Harrison St in Option 1, the need for switchback ramps, or elevator wait times in the Base Case Option, and driver stop compliance at the RRFB at 34th Ave and Harrison St in Option 2.

Access to Destinations

The Base Case Option does not provide direct access to most of the properties along the commercial core at 32nd Ave and Harrison St. Option 1 provides the most direct access to the businesses at the intersection. Option 2 provides a moderate degree of access to businesses north of Harrison St.

Alignment with Development Plans

The Base Case Option and Option 1 are much more difficult due to the high degree of uncertainty with the Murphy site development plans, including future traffic impacts at the 32nd Ave/Harrison St intersection. Option 2 is subject to the Providence Hospital development along Llewellyn St but unlike the Base Case Option and Option 1, Option 2 can be implemented in a phased approach that would provide for a complete, functional route in the near term without sacrificing safety and comfort.

Feasibility

Feasibility relates to constructability and cost, regulatory steps and approvals, development and property impacts, and project readiness (phasing potential) as described above. All options involve some development and property impacts, but the Base Case Option and Option 1 involve significantly more feasibility considerations with regard to construction complexity, UPRR and ODOT approvals, and project timelines and funding.

Cost

Project costs among the route options vary widely, with Option 2 having significantly lower costs than the high impact designs of the Base Case Option and Option 1. Again, this consideration factored in a minimum facility design standard for safety and comfort.

Preferred Route

The Route Evaluation Matrix resulted in Route Option 2 showing the highest overall score. All routes were assessed for potential bike facility types that would result in the highest and best levels of safety and comfort. This established a basis for comparison of the routes across the other evaluation criteria, including project feasibility and cost. In addition to being significantly more feasible in the near term, more cost-effective, and more conducive to development realities when compared to the Base Case Option and Option 1, Option 2 also ranked fairly well across the other evaluation criteria.

One of the biggest drawbacks and criticisms of Option 2 is that it requires more out-of-direction travel than the other options. While this is technically true, the actual difference in distance between Options 1 and 2 amounts to only about a typical city block length. Wayfinding signage and markings will be important to ensure that the route is clear and intuitive. Furthermore, the other important aspect of directness that is often overlooked is travel time. When delay at the traffic signal at 32nd Ave and Harrison (Option 1) is factored in, or the time, distance, and effort it takes to climb ramps for an overcrossing or undercrossing (Base Case Option) is considered, Option 2 may actually be just as fast, if not faster than these other options when considering the entire route.

Given the complexity and uncertainty of development patterns in the area, Option 2 offers the most confidence in implementing a near-term solution that is also adaptable to future changes. Facilities along Llewellyn St where Providence Hospital has near-term development plans can be upgraded with relatively little constraint on construction programs or disruption to traffic operations. Furthermore, investing in Option 2 would not preclude the development of the Base Case Option or Option 1 if opportunities to fund and construct them arise in the future. Indeed, the City should continue to assess opportunities to advance the Base Case Option or Option 1 as development in the area unfolds.

Preferred Route Cost Estimate

A planning-level cost estimate was prepared for Option 2 as the preferred option with the most certainty in terms of feasibility and project phasing. The estimate assumes the following major design elements with Option 2:

- Enhanced bike and pedestrian crossing treatments including: marked crosswalks, curb ramps, RRFBs and median refuge islands at crossings of 32nd Ave and Harrison St
- a shared use path on the east side of 32nd Ave between Meek St and Llewellyn St pending an easement agreement with Providence Hospital
- 2-way shared use paths on the north side of Meek St and Llewellyn St, and
- a shared use path on the City water treatment facility site

Table 3 below summarizes the planning level costs associated with the concept design elements of Option 2.



Table 3. Route Option 2 Planning-level Cost Estimate

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	NOTES
29th Ave - Redevelopment Area (Hillside site)	900	LF	\$0	\$0	Costs paid by developer
Meek St - Shared Use Path	500	LF	\$190	\$95,000	Shared-use path, landscaping, demo
32nd Ave - East Side	325	LF	\$268	\$87,000	Shared-use path, landscaping, grading, demo (does not include any easement costs)
32nd Ave Crossing at Meek	1	LS	\$95,000	\$95,000	RRFB, median refuge, ADA ramps, signage, pavement markings, demo
Llewellyn St – Shared-Use Path along existing parking lot of Providence Hospital	200	LF	\$250	\$50,000	Path, landscaping, grading, demo (does not include any easement costs)
Llewellyn St – Shared-Use Path at Providence Hospital Redevelopment Site	300	LF	\$0	\$0	Costs paid by developer
34th Ave - Neighborhood Greenway	500	LF	\$20	\$10,000	Signage, pavement markings
Harrison St Crossing at 34th Ave	1	LS	\$95,000	\$95,000	RRFB, ADA ramps, signage, pavement markings, demo
Connection at City Water Treatment Facility	325	LF	\$180	\$59,000	Shared use path, landscaping, demo
Total Construction Cost				\$491,000	
40% Soft Costs (Design, Construction Management, etc)				\$196,000	
40% Contingency:				\$196,000	
Total Project Cost				\$883,000	

Key: LF = lineal foot; LS = lump sum; demo = demolition of existing features as needed

Attachment 2

Summary of Survey Responses

Two Weeks of Survey (Jan 4 – Jan 15, 2021)

Total # of Completed Surveys: 93

Themes:

- Route 1 (Base Case—cross Harrison St near railroad tracks) is the most popular route option. Routes 2 and 3 are very close, with Route 2 (cross Harrison St at 32nd Ave) being slightly favored more than Route 3 (use Llewellyn St and cross Harrison St at 34th Ave).
- Those who prefer Route 1 like it because it directs bicycles away from 32nd Ave and car traffic and seems the most straightforward route between 29th Ave and Monroe St.
- Those who do not prefer Route 1 felt that the crossing at Harrison St would be costly to fix for a bicycle route, was currently unsafe to cross, and could cause more traffic than what already exists today.
- Some people would prefer Route 1 to be placed farther away from the railroad tracks.
- Those who prefer Route 3 like that it feels calmer to ride through neighborhood streets and would be a safer option with less traffic.
- Those who did not prefer Route 3 felt that it was too much of a round-about way between the two greenways. Some people felt that bicyclists will be inclined to continue on 32nd Ave rather than cross over to 34th Ave.
- There were also concerns about a hill on Route 3 (Llewellyn St and 34th Ave) that might prevent some people from riding this route.
- Also concerns on Route 3 that there would be more street crossings a bicyclist would have to go through than other routes.
- Some respondents did prefer Route 2 as it was a direct and straightforward route, similar to Route 1.
- For respondents who did favor Route 2, it was understood that the bicycle facilities on 32nd Ave would have to change since it is not safe today.
- Those who did not like Route 2 felt that it would not be safe to ride a bicycle on 32nd Ave and that there are already a lot of safety concerns with bicycles and pedestrians crossing at 32nd Ave and Harrison St.
- Over 80% of respondents felt that there was not a route option missing.
- General concerns/comments:
 - Make the route feel safe and attainable for all level of cyclists, especially families.
 - Keep the routes away from railway lines. Would not like riding right next to the railroad.

Demographics:

- A majority of survey respondents live near and/or travel through the Central Milwaukie area.
- Over 30% of respondents live in the Ardenwald neighborhood.
- 63% of respondents are either an avid bike rider or ride a bicycle a few times a month.

Central Milwaukie Bikeway Connection Project Survey – Responses/Questions

Many of these are one-off comments/questions, not themes that we were seeing throughout the responses. Most are verbatim as well.

Comments/Concerns

- The MUP [multiuse path] needs to be wide enough for pedestrians and bicyclists, otherwise will introduce conflict between bicyclists and pedestrians.
- Bicycle path shouldn't go through Hillside development.
- Urban style mixed use, like what is found in North Williams in Portland, is a great way to aid the usage of bike routes like this.
- Would like to see a more direct route down Harrison St that would go past the library and connect with the bike path on 17th Ave.
- Ardenwald deserves better consideration. We need trees planted along Harrison and planted medians crossing 224 and 99 at Harrison to make Milwaukie more bike and pedestrian friendly. Downtown Milwaukie is like an island between two freeways.
- Please make 29th Ave through the public housing development a bike-ped only lane—no thru traffic to neighborhood please.
- I have heard a lot of feedback in community meetings from people on 29th not wanting to be connected to Hillside. We need to connect those parts of town though, or we are segregating ourselves. People at Hillside are as much Milwaukians as people on 29th.
- Appeal to the novice, keep the bikeway SIMPLE and SAFE.
- Stop directing bicycles onto roads that the City refuses to maintain. There are already so many Milwaukie streets with no sidewalks for pedestrians. Adding costs for bikeways really does not make sense when bikes use paths they deem quickest.
- How can we use this added bike infrastructure to improve traffic calming and access on existing streets and intersections?
- So how much will the car/truck/emergency traffic be impacted to get a fancy bike facility?
- Use the west side of 32nd to build out safer bike/ped facilities from Providence south, through Harrison, and past the public safety building. The City can give up some of the planting area in front of the public safety building to make wider bike/ped [facilities].
- Greenways and bike connection that zig and zag between blocks discourage cycling and should be avoided if possible. From my experience, if a connection is direct, efficient, and easy to follow it will get used often.
- We should be focused on repaving our streets first!
- We already have the Springwater trail. I have not seen a study done to show the need or the amount of use this will have.
- I hope you separate peds and bikes. It doesn't work for pedestrians to combine them.
- Would advocate for a mix of commercial & housing in the development zones.
- I am really not loving that the greenway goes up Oak in between the two shopping centers. Harrison seems like the better option with less traffic especially if an overpass could be built. It would be iconic!

- I hope 29th has a full street connection through the Hillside site for motor vehicles, bikes, and peds. Please improve connectivity for all modes and build wide sidewalks.
- THANK YOU! Right now we are unable to bike as a family the 1.5 miles downtown from our house without going way out of our way around 32nd because the traffic on 32nd is too dangerous for our children to ride in the street, and the sidewalks are too small.
- Monroe Greenway Project seems omitted from this bikeway route. Am I missing something? Also, it's worth mentioning how awfully dangerous the intersection of Harrison and 224 is. The East/Westbound traffic on Harrison needs left turn arrows/lanes ASAP!
- Find missing solutions to systemic issues with ODOT. Leverage Local & State representatives to audit and reorganize ODOT.
- Please consider how many times a pedestrian will have to wait for a traffic light to trigger and the elevation change that routes 2 and 3 pose.
- Do the option that has bikers furthest away (physically) from cars!
- What is the estimated impact on property values along the bike route? Within 200' of the bike route?
- Has there been a study to actually see a need for a bike route or is it just one more way to show how livable Milwaukie is? I see very few bikers during the week but I do see a huge need to bring in good businesses to downtown Milwaukie to show off our beautiful Bay.
- Why do we need a bike trail at all?
- The goals should be to make this very important North/South route as appealing to families with young children as possible.
- Milwaukie needs to take seriously the health and well being of its citizens. Making a true effort to make biking/walking safer for the kids & everyone is in all the citizens' best interest. People would be more active & healthy if there were safe options.
- I am concerned about the overall impact of construction projects on those living in the Llewellyn and 34th area. I hope the outcomes of the work will improve the livability & safety, but am concerned the process will impact us significantly in coming months.
- Please keep high-traffic bicycle and pedestrian routes outside of residential streets like 34th/Llewellyn. It already struggles hugely with car traffic, narrow two-way travel, and heavily damaged roads.

Other Route Ideas

- 32nd Ave to Railroad Ave then to Oak St then Monroe.
- A direct route on Harrison crossing 224 and 99 to connect to the bike path on 17th, also a more direct route on 32nd. A path on Harrison would connect from Safeway through downtown Milwaukie. We need planted medians at 224 and Harrison and 99 at Harrison.
- Harvey to 36th to Monroe.
- Cross 224 on Harrison, and run a route along 224 with adequate barriers from traffic to Monroe St and go west from there.
- Modify option 3 to cross 32nd directly at Llewellyn, with path through Murphy site to connect to Meek.

- Balfour to 32nd. Why not add more bike infrastructure to 32nd? This would encourage traffic calming on 32nd and simplify the route and would require fewer turns per km. I understand that 29th has a clever outlet, but it may not make sense to use it.
- Follow the rail line.
- What about Oak to Monroe to 36th to Harvey and connecting to 29th at the north side of the Hillside manor redevelopment?
- Could 29th somehow connect over or through the industrial district to connect the 17th Avenue [path] or another new bike path to the waterfront downtown?
- I already bike this route often. I always cross 224 using Monroe. Then I take Campbell to Harrison, then Harrison to 32nd, then I get onto 29th by way of Balfour or Kelvin. Harrison and Oak are far more dangerous. Why isn't Monroe the main crossing??
- Build a bike bridge connecting SE Olsen and SE Mailwell Drive?
- Is it possible to find a way for cars to go directly across the tracks at Monroe? It seems like that would make for a clean, direct route.
- 29th to Harvey to 36th to Monroe. May need a couple signals.

Project Report

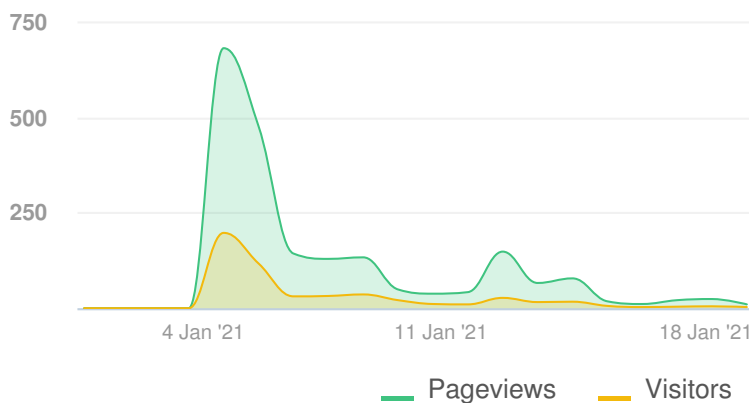
31 December 2020 - 19 January 2021

Engage Milwaukie

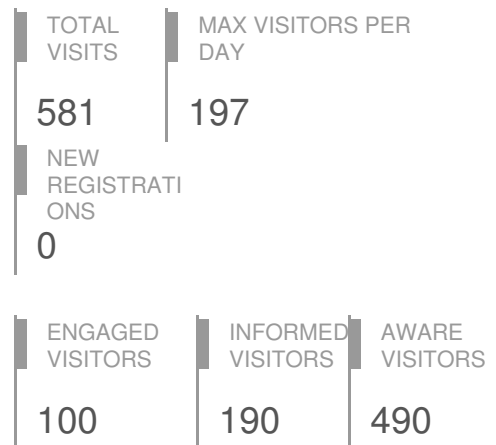
Central Milwaukie Bikeway Connection Project



Visitors Summary

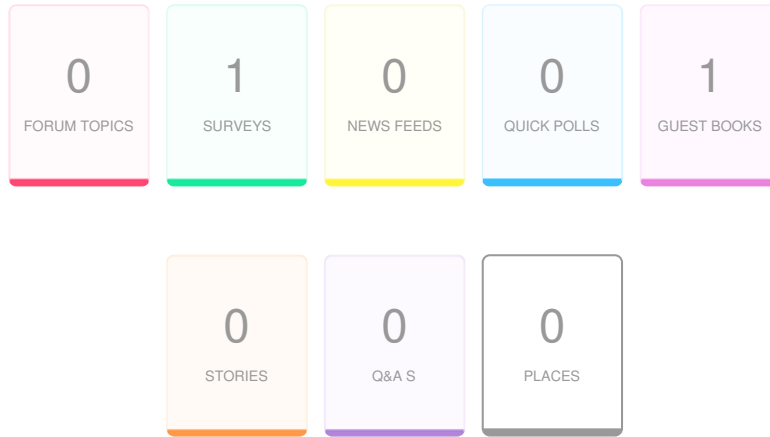


Highlights



Aware Participants	490	Engaged Participants	100		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	490				
Informed Participants	190	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	100	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	0	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	92	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	100				

ENGAGEMENT TOOLS SUMMARY



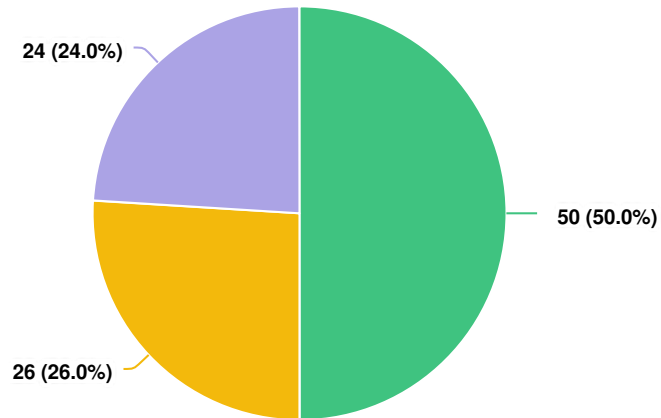
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Guest Book	Feedback/Comments	Published	4	0	0	0
Survey Tool	Bikeway Route Options Survey	Archived	193	100	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Bikeway Route Options Survey

Visitors	193	Contributors	100	CONTRIBUTIONS	100
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ROUTE OPTION 1 Look at notes on the map below for more information on this route. What do you think about this route?



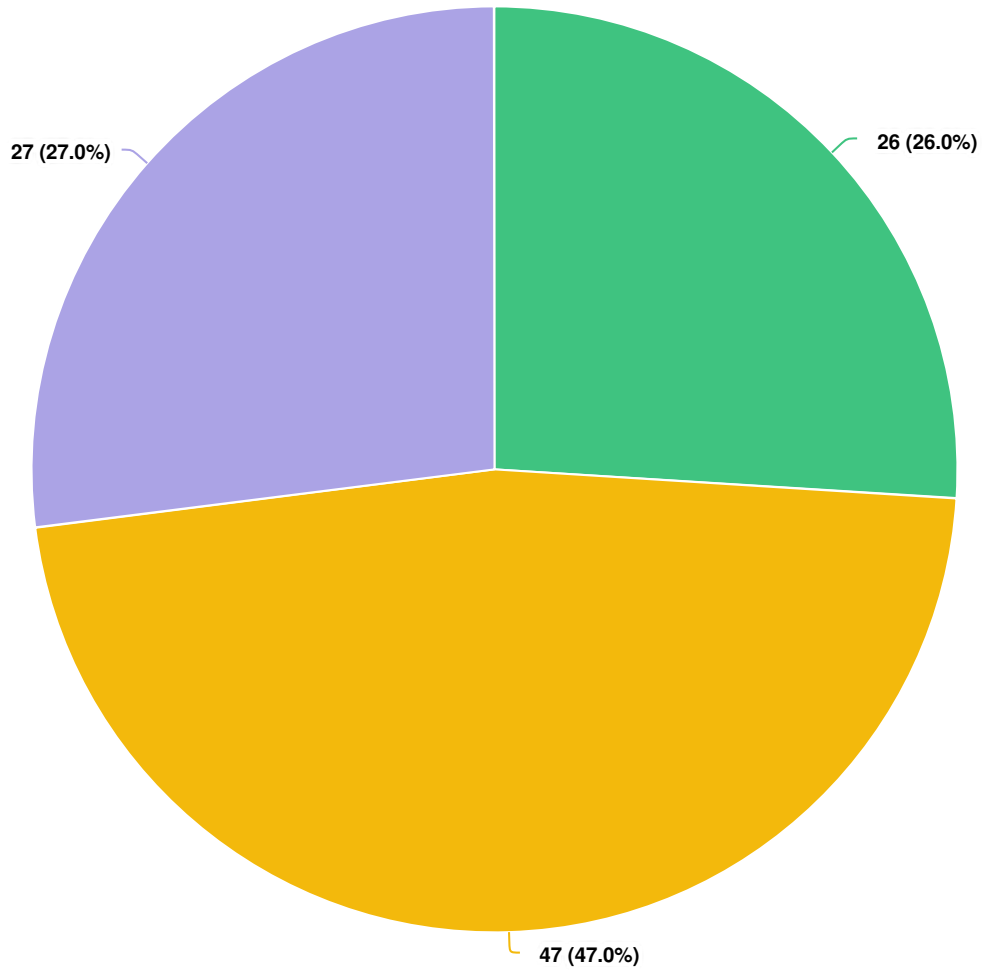
Question options

- I like this route
- I do not like this route
- I don't like or dislike this route

Mandatory Question (100 response(s))

Question type: Radio Button Question

ROUTE OPTION 2 Look at notes on the map below for more information on this route. What do you think about this route?



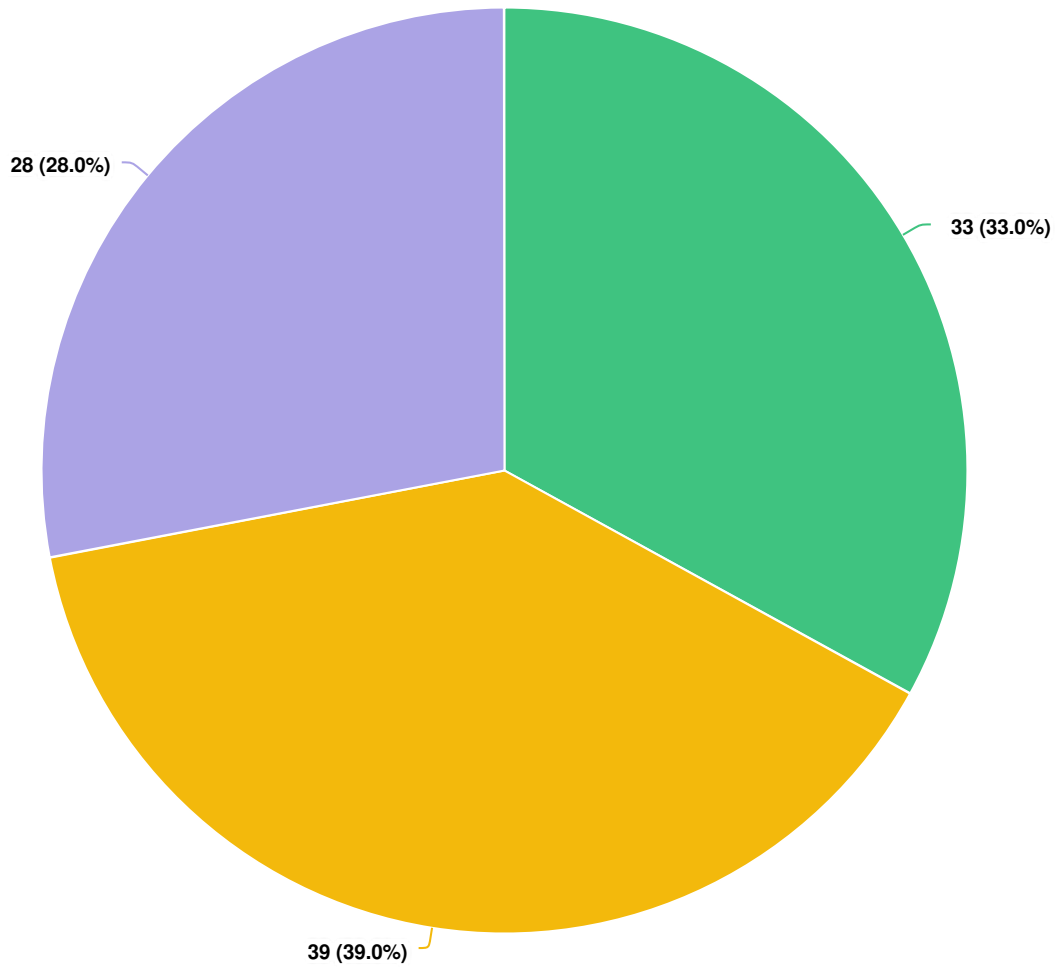
Question options

- I like this route I do not like this route I don't like or dislike this route

Mandatory Question (100 response(s))

Question type: Radio Button Question

ROUTE OPTION 3 Look at notes on the map below for more information on this route. What do you think about this route?



Question options

- I like this route
- I do not like this route
- I don't like or dislike this route

Mandatory Question (100 response(s))

Question type: Radio Button Question

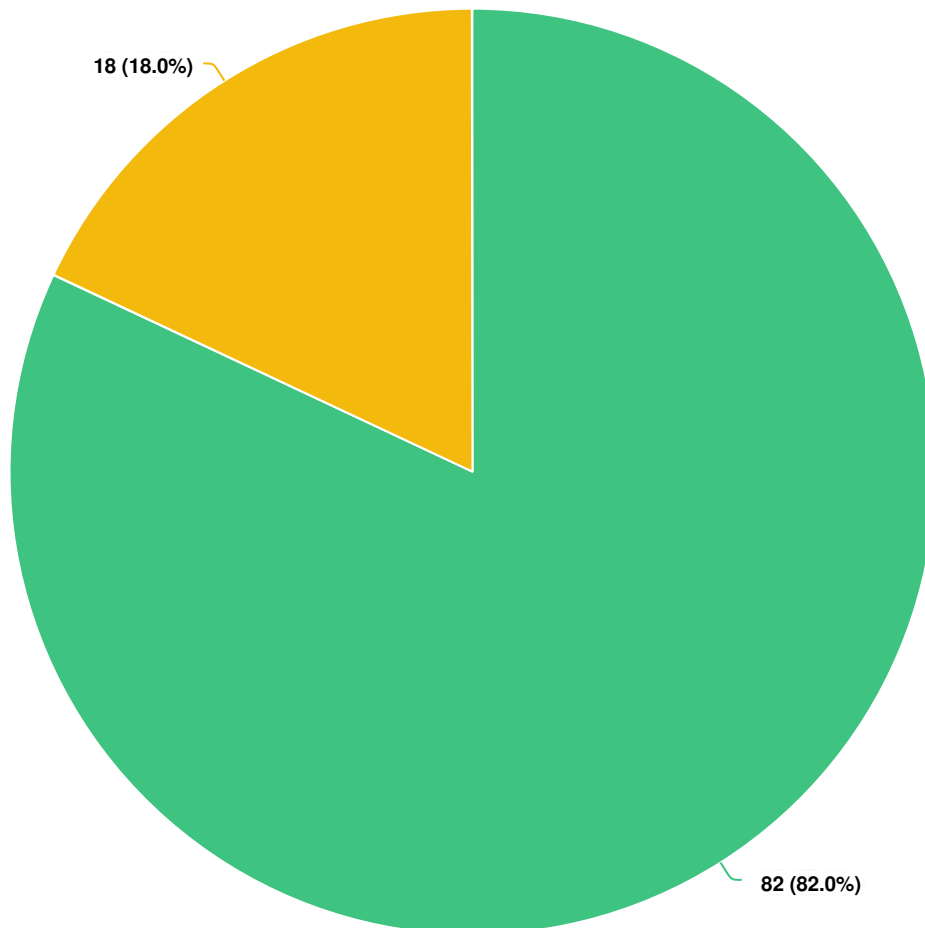
Rank the Route Options (1 = most preferred, 3 = least preferred)

OPTIONS	AVG. RANK
Option 1	1.71
Option 3	2.12
Option 2	2.17

Mandatory Question (100 response(s))

Question type: Ranking Question

Is there another potential route option that we are missing?



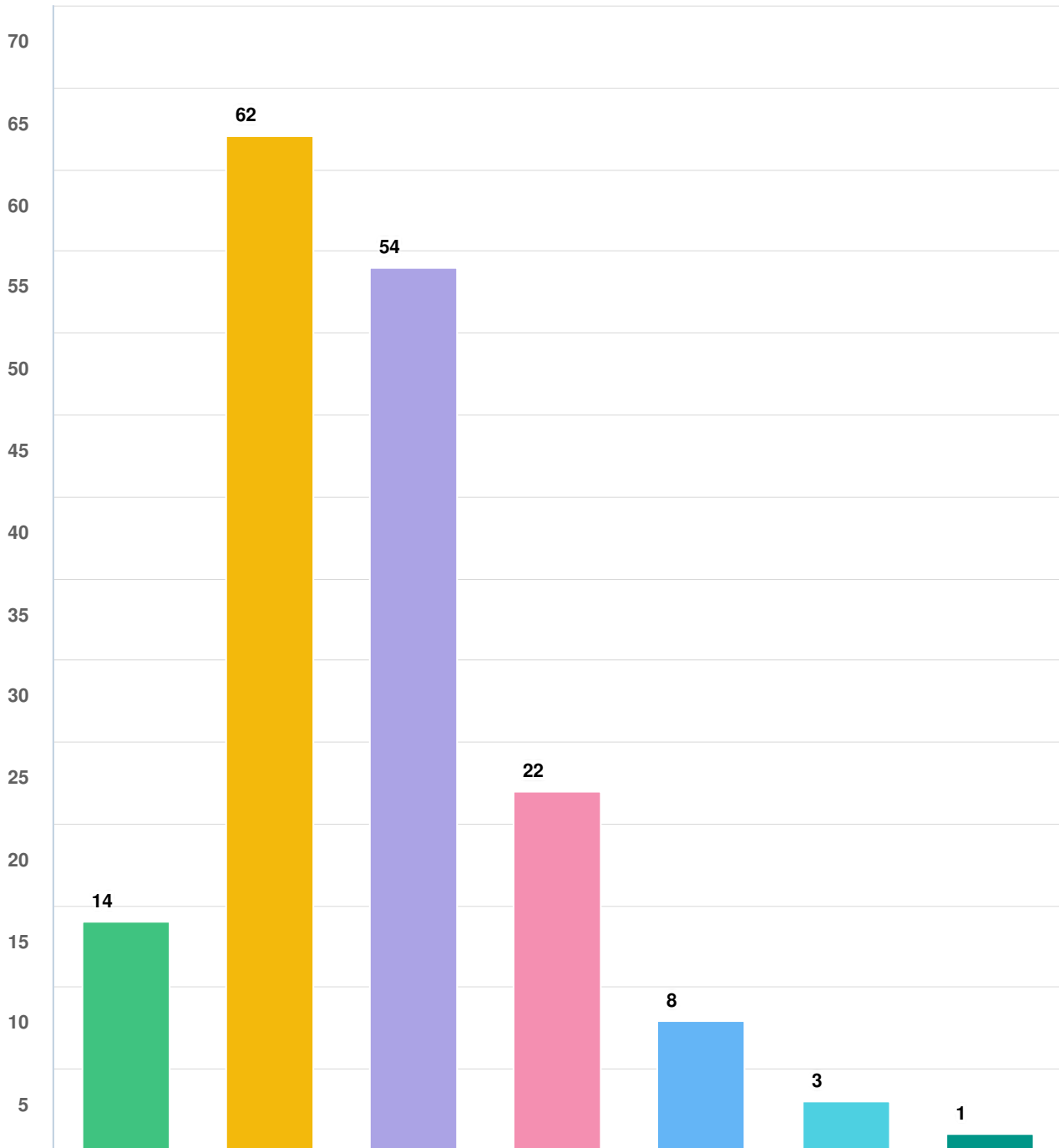
Question options

- No
- Yes

Mandatory Question (100 response(s))

Question type: Radio Button Question

ADDITIONAL DEMOGRAPHIC DATA Tell us where you live or work near the project site area (select all that apply):



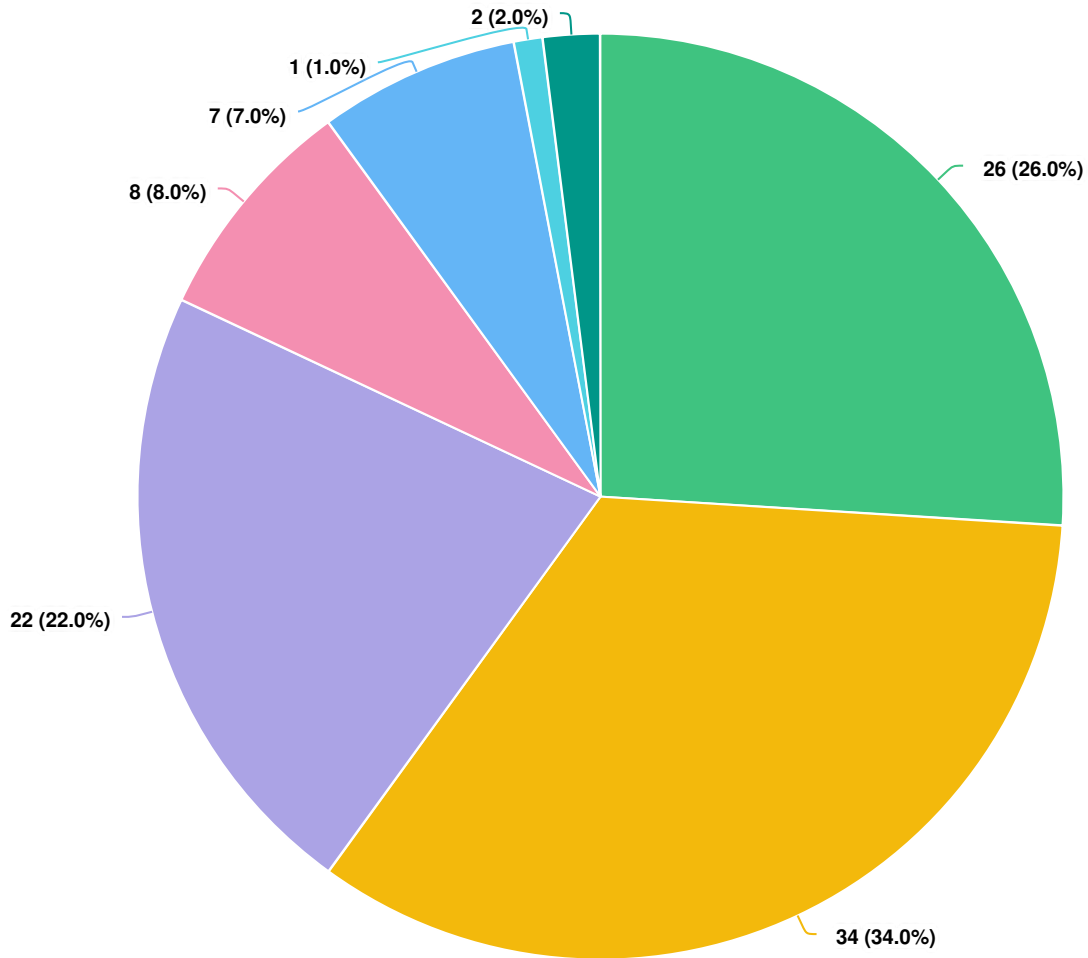
Question options

- I work or own a business near the project site area
- I live in Milwaukie near the project site area
- I visit or travel through the project site area
- I live in Milwaukie, but not near the project site area
- I work in Milwaukie, but not near the project site area
- I do not live or work in Milwaukie
- I prefer not to answer

Mandatory Question (100 response(s))

Question type: Checkbox Question

Tell us about your bicycle riding habits:



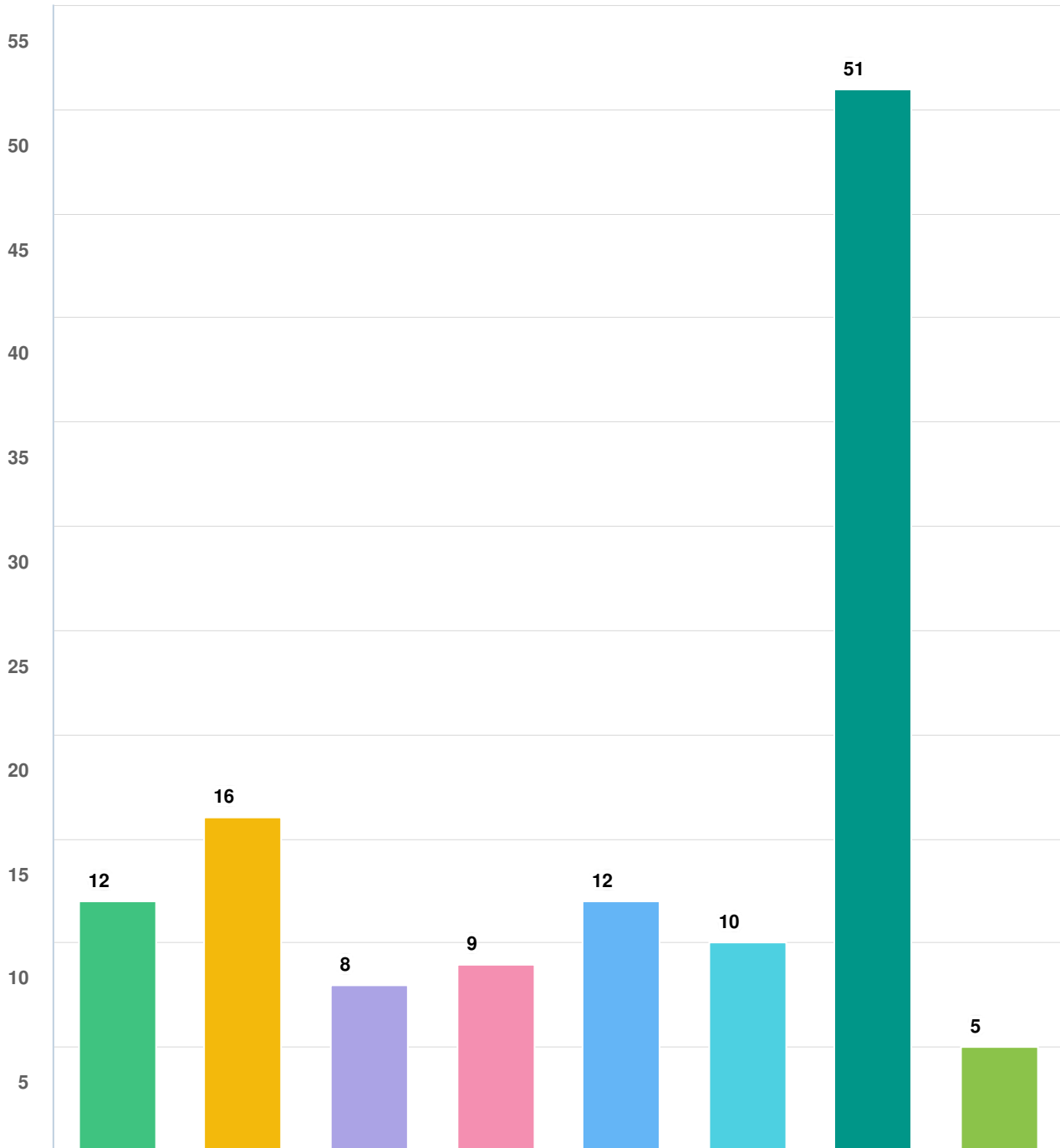
Question options

- I am an avid biker and ride almost every day
- I ride a bicycle a few times a month
- I occasionally ride a bicycle a few times a year
- I do not ride a bicycle, but I would like to start biking more
- I do not ride a bicycle and am not interested in riding
- I am not able to ride a bicycle
- I prefer not to answer

Mandatory Question (100 response(s))

Question type: Radio Button Question

How did you hear about this open house and survey? (select all that apply)



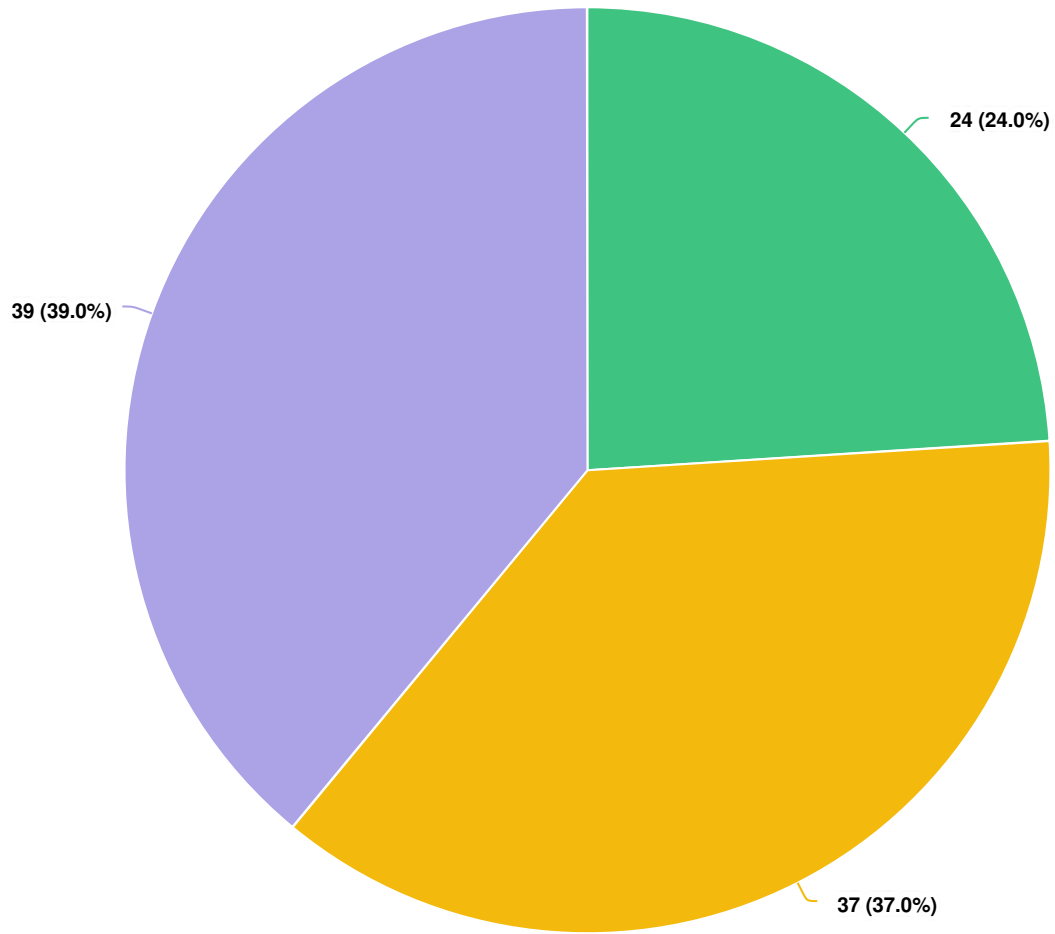
Question options

- Project website
- Social media
- City website
- Postcard in the mail
- Neighborhood District Association (NDA) newsletter or announcement
- Personal invitation from a friend
- Email invitation from the City
- Other (please specify)

Mandatory Question (100 response(s))

Question type: Checkbox Question

Members of the project team will be available to answer questions or talk more about the project live at a virtual meeting on January 14, 2021 from 6:30-8:30pm. Would you be interested in attending?



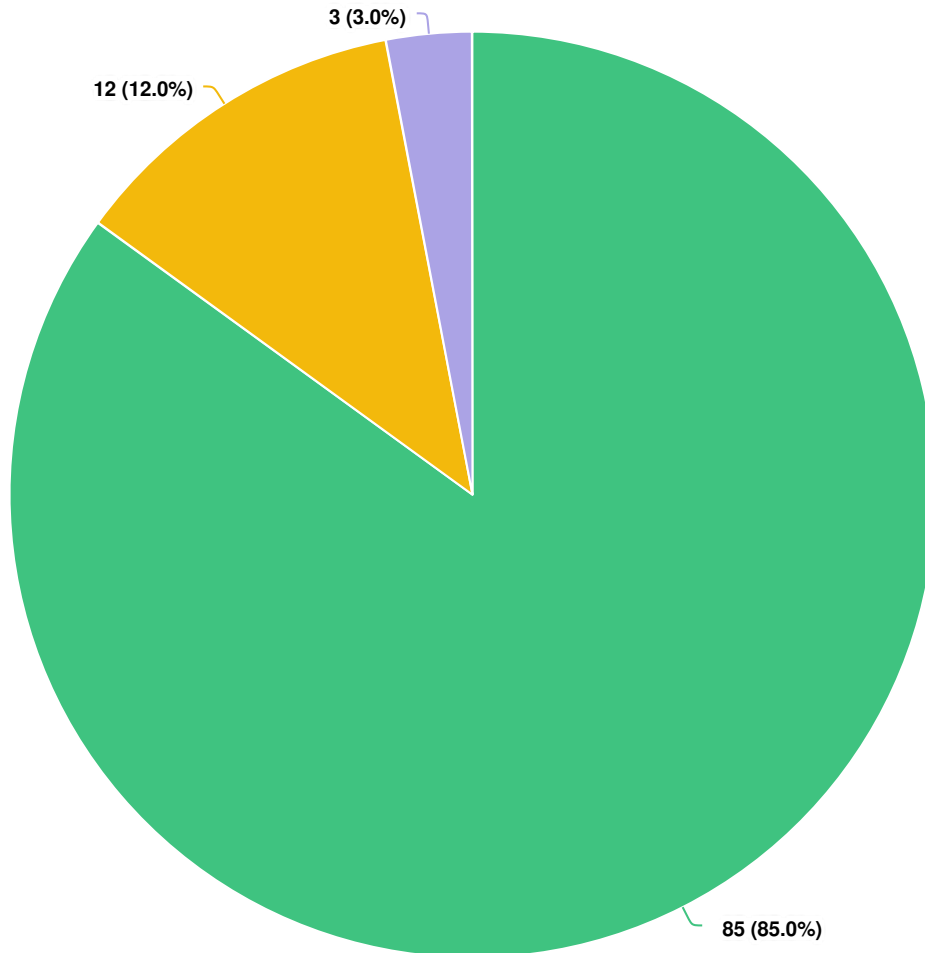
Question options

- Yes
- No
- Maybe, but I am unsure if I can make it right now

Mandatory Question (100 response(s))

Question type: Radio Button Question

Would you like to be notified via email on any updates regarding this project?



Question options

- Yes
- No
- Yes, but not through email

Mandatory Question (100 response(s))

Question type: Radio Button Question



CITY OF MILWAUKIE

To: Planning Commission
Through: Laura Weigel, Planning Manager
From: Vera Kalias, Senior Planner
Date: March 16, 2021, for March 23, 2021, Informational Update
Subject: Comp Plan Implementation Project Update – Code Concepts

ACTION REQUESTED

None. This is a briefing for information only.

ANALYSIS

This update relates to the initiation of the detailed code concepts discussion portion of the Comprehensive Plan implementation project (see detailed discussion below).

Project Background

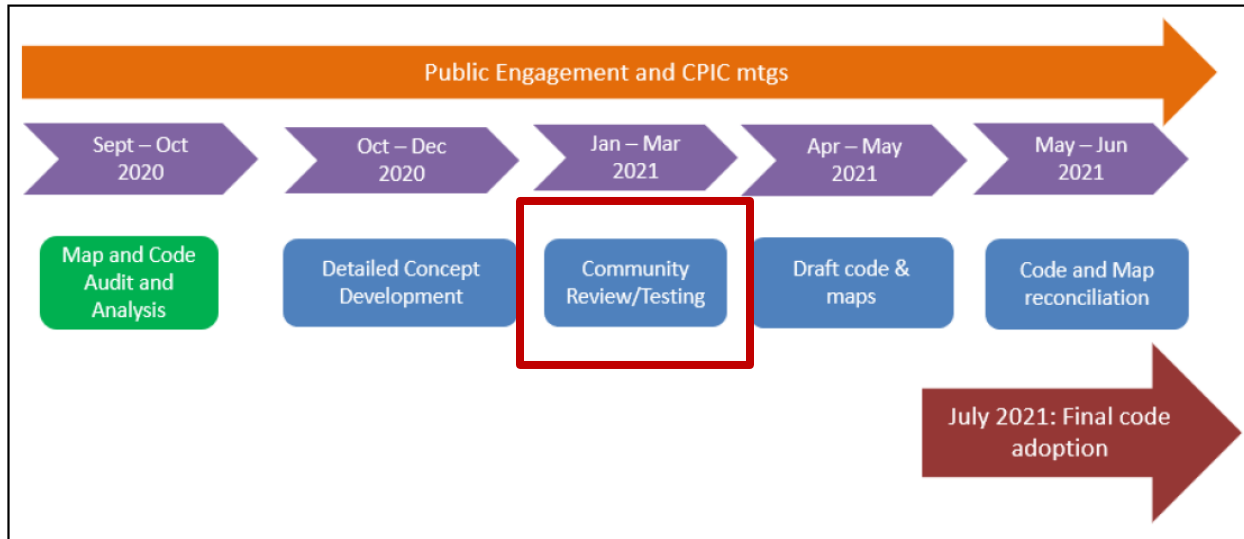
Creating and supporting housing opportunities, primarily middle housing options in all neighborhoods, has been a key goal for Council and the community. The adopted Comprehensive Plan (Plan) policies call for expanded housing opportunities throughout the city and House Bill 2001 (HB 2001), passed by the state legislature in July 2019, requires the expansion of middle housing options throughout the state. In November 2019, Council discussed how to proceed with code amendments after the updated plan was adopted, setting the stage for the recently initiated implementation project.

The focus of this phase of plan implementation is housing, but it also includes related changes to parking requirements in residential areas and tree protection and preservation related to residential land. The outcome will be code amendments that balance the city's goal for a 40% tree canopy and implementation of the housing policies outlined in the plan in compliance with HB 2001.

The scope of work for this project includes the following tasks:

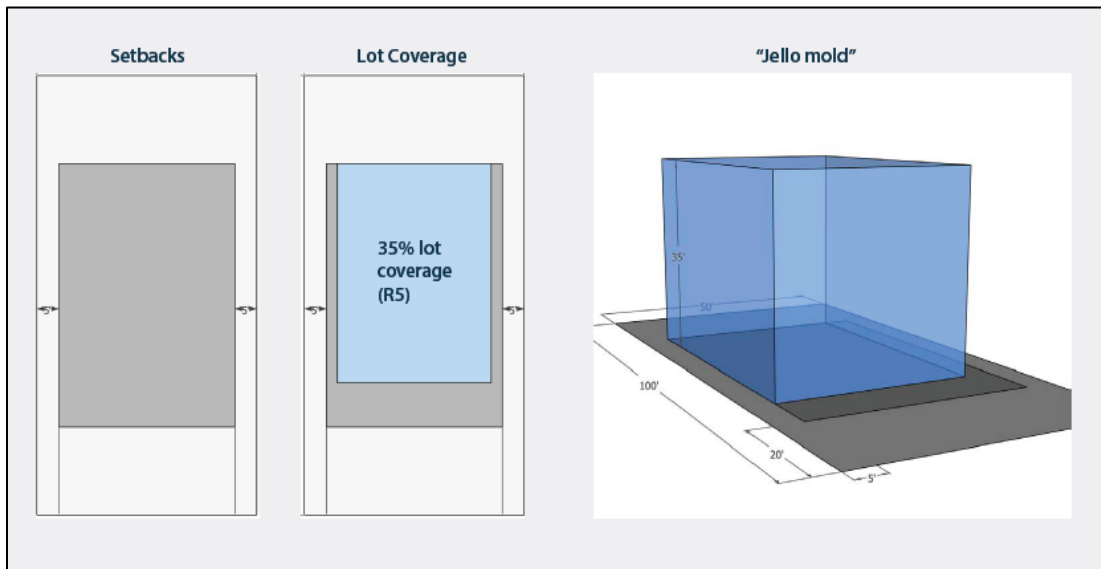
1. Public Engagement
2. Map and Code Audit and Analysis
3. Detailed Concept Development
4. Community Review and Testing
5. Draft Code Changes and Map Amendments
6. Code and Map Review and Reconciliation
7. Final Code and Map Changes and Adoption

Project Schedule



Types of Zoning Code Amendments and Associated Changes

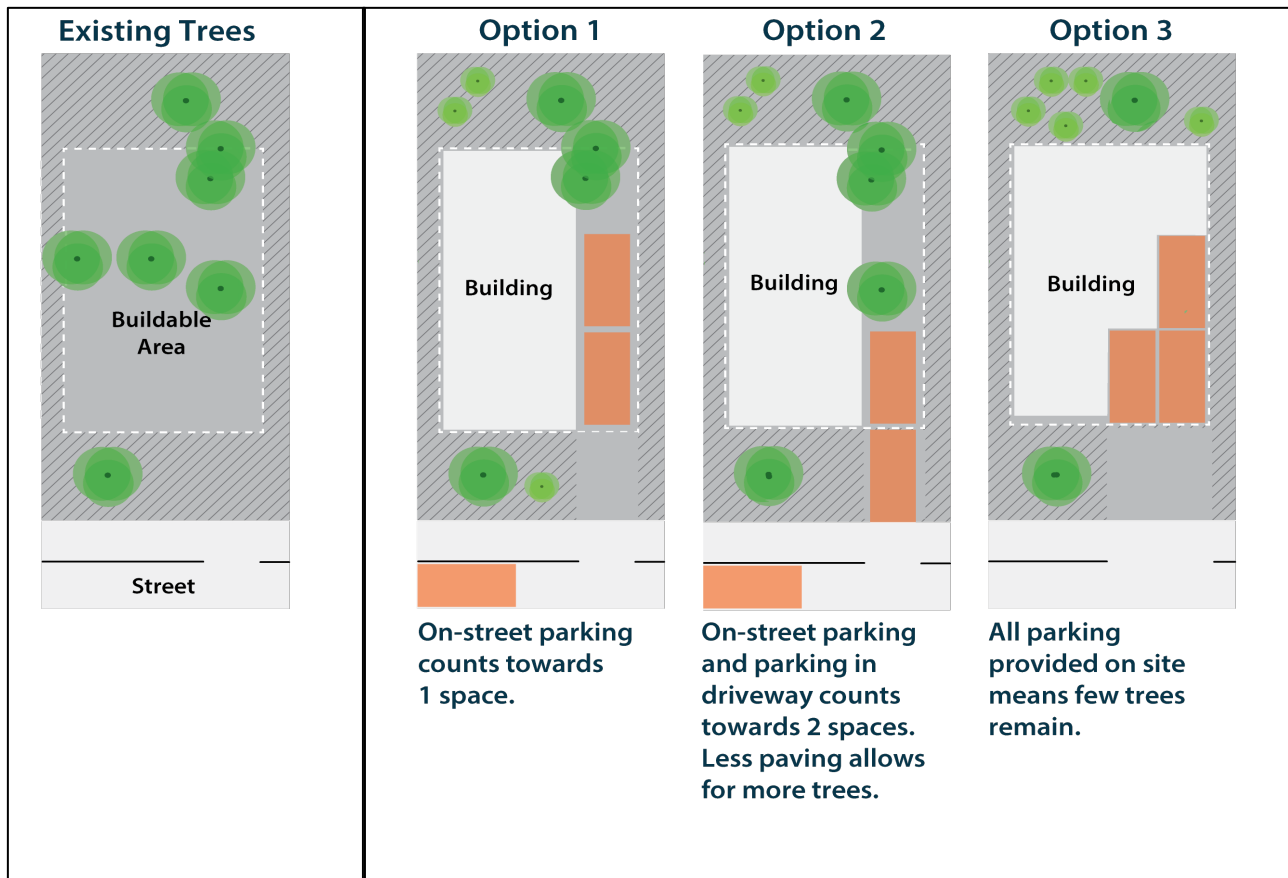
The previous staff update to the commission included a detailed discussion about the types of code amendments being considered. At the [February 25 CPIC meeting](#), there was a lot of support for the proposal to simplify the number of zones. The committee also spent a significant amount of time discussing the form based approach to code as well as the kinds of trade-offs and specific standards that are important to ensuring that the code amendments are context sensitive and will increase the livability of Milwaukie. The discussion stressed that this type of approach focuses on the form, not the use, and that the design features of such an approach include: lot coverage, building height, setbacks, daylight plane, and the location of parking.



Graphic used to illustrate the form based approach.

Community Testing and Review

The code concepts are potential ways to approach code amendments that will achieve the goals of the project and will be organized into a set of alternatives that can be evaluated and presented to the community for testing and review. At least one alternative will rely on the use of a form-based approach for the regulations to achieve housing goals. Alternatives related to parking for various housing types and the city’s tree canopy goals will be included:



Graphic from online engagement event to illustrate options to preserve onsite trees.

The results of community testing of the code concepts through the public engagement process will directly inform the development of specific code language for the code and map amendments.

Comprehensive Plan Implementation Committee

The Comprehensive Plan Implementation Committee (CPIC) met on [March 18](#) to discuss the community engagement process for this stage of the project and to continue discussing the specifics of the proposed amendments and HB 2001.

Public Engagement

The next public engagement event will be held virtually from March 22 through April 8 on the Engage Milwaukie platform. The event will include informational stations and a survey to determine preferences for development standards, incentives, and the ways to think about trade-offs when encouraging the development of middle housing throughout the city’s residential areas.

Staff has started conducting a series of presentations with each NDA to discuss the project and encourage all members to participate in the online engagement event. There are also several “meetings in a box” scheduled with smaller facilitated groups (including BIPOC and Spanish-speaking participants).

Your voice matters!





The City of Milwaukie is focused on creating more housing options throughout the City. **Tell us what you think** about how new housing options should be integrated into existing neighborhoods.

Visit our online open house
March 22 – April 8
engage.milwaukieoregon.gov

Complete the short survey to be **entered into a drawing** for fantastic prizes! Printed copies available upon request.



COMPREHENSIVE PLAN
IMPLEMENTATION
PHASE 1

Next Steps

-
- Final synthesis report of recommended code concepts.
- Schedule technical review meetings with city staff.
- Residential parking utilization study results – Rick Williams.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	Public Copies	Packet
1. March 18, 2021 CPIC meeting packet	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

PC Packet = paper materials provided to Planning Commission 7 days prior to the meeting.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at <https://www.milwaukieoregon.gov/bc-pc/planning-commission-69>.

MILWAUKIE COMPREHENSIVE PLAN IMPLEMENTATION COMMITTEE

MEETING PACKET #6

To: Milwaukie Comprehensive Plan Implementation Committee Members

From: Vera Koliass, Senior Planner

Subject: CPIC Meeting Packet #6

Hello Milwaukie Comprehensive Plan Implementation Committee members,

Thank you in advance for preparing for this Comprehensive Plan Implementation Committee (CPIC) Meeting. The sixth CPIC meeting is scheduled for March 18th, from 6 – 9 PM, however the agenda only goes to 8:10 PM. If needed, we can take more time for more discussion.

Important Note: Due to public health concerns, this meeting will be held entirely over Zoom. City staff will send an email to you with your individual Zoom panelist link. Please log in to the meeting approximately 15 minutes early to avoid any potential technology issues.

Request for Review and Comment on Meeting Packet Materials

In the spirit of working quickly and efficiently to meet our project deadlines, careful review of meeting packet materials is essential. It is expected that CPIC members come to each meeting prepared having read the materials and ready to discuss each topic in detail.

The primary objectives for CPIC #6 are to:

1. Share upcoming public engagement activities and preview survey questions
2. Have an expanded FAQ discussion
 - a. HB 2001
 - b. R-10 zoning
 - c. Review of parking study and tree code basics
3. Learn about additional development-related requirements
4. Opportunity to ask more project-related questions.
5. Learn about next steps in the project

CPIC Meeting Packet #6 Materials List

Number	Packet Item
1	Agenda (this document)
2	Attachment A: February 25, 2021 CPIC meeting notes
3	Attachment B: February 25, 2021 breakout group discussion summary
4	Attachment C: Packet and basic presentation template for NDA project discussions

If you have any questions on the materials in this packet, please feel free to contact me via phone or email, my information is listed below. We are grateful for your participation in this important work.

Thank you,
 Vera Kolas, Senior Planner
 koliasv@milwaukieoregon.gov
 503-786-7653

Milwaukie Community Vision

In 2040, Milwaukie is a flourishing city that is entirely equitable, delightfully livable, and completely sustainable. It is a safe and welcoming community whose residents enjoy secure and meaningful work, a comprehensive educational system, and affordable housing. A complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system connect our neighborhood centers. Art and creativity are woven into the fabric of the city.

Milwaukie's neighborhoods are the centers of daily life, with each containing amenities and community-minded local businesses that meet residents' needs. Our industrial areas are magnets for innovation, and models for environmentally-sensitive manufacturing and high wage jobs.

Our residents can easily access the training and education needed to win those jobs. Milwaukie nurtures a verdant canopy of beneficial trees, promotes sustainable development, and is a net-zero energy city. The Willamette River, Johnson Creek, and Kellogg Creek are free flowing, and accessible. Their ecosystems are protected by a robust stormwater treatment system and enhanced by appropriate riparian vegetation. Milwaukie is a resilient community, adaptive to the realities of a changing climate, and prepared for emergencies, such as the Cascadia Event.

Milwaukie's government is transparent and accessible, and is committed to promoting tolerance and inclusion and eliminating disparities. It strongly encourages engagement and participation by all and nurtures a deep sense of community through celebrations and collective action. Residents have the resources necessary to access the help they need. In this great city, we strive to reach our full potential in the areas of education, environmental stewardship, commerce, culture, and recreation; and are proud to call it home.

Comprehensive Plan Implementation Committee Charge

The CPIC will support the City by helping to involve a variety of different stakeholders in the decision-making process, offering feedback on a code audit and draft code concepts and ensuring that the diverse interests of the Milwaukie community are reflected in the code and map amendments.

The CPIC are the primary liaisons to the Milwaukie community, and are expected to provide feedback on public involvement efforts, code concepts and amendments, and advance recommendations to the Planning Commission and City Council.

The CPIC will interact with City of Milwaukie staff, particularly the Planning Division and its consultant team. The CPIC will meet monthly throughout the code amendment process, with adoption of the final code package plan targeted for early Summer 2021. Subcommittees may also be established to work on specific tasks and will hold meetings as necessary. CPIC members are also encouraged to help facilitate meetings with their neighborhood district associations and other community organizations. The CPIC is encouraged to promote opportunities for public involvement, disperse information to the Milwaukie community, and solicit feedback concerning the Comprehensive Plan Implementation project.

MILWAUKIE COMPREHENSIVE PLAN IMPLEMENTATION | ATTENDEES

CPIC Members

Joel Bergman

Micah Meskel

Nicole Zdeb

Renee Moog

Sharon Johnson

Celestina DiMauro

Daniel Eisenbeis

Matthew Bibeau

Stephan Lashbrook

Ada Gonzalez

Dominique Rossi

Eugene Zaharie

Jennifer Dillan

Councilor Lisa Batey – City Council Liaison

Joseph Edge – Planning Commission Liaison

City Staff

Vera Kolias, Senior Planner

Laura Weigel, Planning Manager

Leila Aman, Community Development Director

Mary Heberling, Assistant Planner

Peter Passarelli, Public Works Director

Natalie Rogers, Climate Action and Sustainability Coordinator

Consultant Team

Marcy McInelly, Urbsworks, Inc.

Kimi Sloop, Barney and Worth, Inc.

Keith Liden, Land Use Planner

Rick Williams, Rick Williams Consulting

Todd Prager, Teragan

Milwaukie Comprehensive Plan Implementation Committee Virtual Meeting (CPIC #6)

March 18, 2021; 6:00 pm – 9:00 pm

By Zoom Web Conference

This meeting will be recorded and posted to the city website.

Public comment: Members of the public that wish to make a public comment should submit their written comment to koliasv@milwaukieoregon.gov.

Comprehensive Plan Implementation Committee Meeting #5 - Agenda		
Time	Topic	Who
5:45 – 6:00 pm	Login to Webinar and Conference Line	CPIC members
5 minutes 6:00 – 6:05 pm	<ul style="list-style-type: none"> · Meeting protocol and introductions · Overview of process – where we are, where we’re going 	Vera Kolias
40 minutes 6:05 – 6:45 pm	Public Engagement overview for March/April Preview of survey questions	Kimi Sloop
40 minutes 6:45 – 7:25 pm	Expanded FAQs <ul style="list-style-type: none"> • HB 2001 Process – now we know what we know, all residential zones based on min. lot sizes, parking ratios 1:1 • R-10 zoning • HB 2001 on smaller lots • What is a parking study? • What is a tree code? 	Marcy McInnelly, Vera Kolias
15 minutes 7:25– 7:40 pm	Zoning 201 (permitting, procedures, infrastructure and public works requirements)	Vera Kolias
20 minutes 7:40 – 8:00 pm	<ul style="list-style-type: none"> · Public comment/Q&A 	All
10 minutes 8:00 – 8:10 pm	<ul style="list-style-type: none"> · Next Steps: Virtual Open House; April meeting preview 	Marcy McInnelly
8:10 pm	Adjourn	Vera Kolias

u r b s w o r k s

Milwaukie Comprehensive Plan Implementation Project
Comprehensive Plan Implementation Project Committee Meeting #5
February 25, 2021

Meeting Summary

Members Present

- Micah Meskel
- Nicole Zdeb
- Renee Moog
- Celestina DiMauro
- Daniel Eisenbeis
- Matthew Bibeau
- Stephan Lashbrook
- Dominique Rossi
- Eugene Zaharie
- Jennifer Dillan
- Lisa Batey, City Councilor
- Joseph Edge, Planning Commissioner
- Lauren Loosveldt, Planning Commissioner

Members Not Able to Attend

- Joel Bergman
- Ada Gonzalez
- Sharon Johnson

City of Milwaukie

- Vera Kalias, Senior Planner
- Mary Heberling, Assistant Planner
- Natalie Rogers, Climate Action Plan and Sustainability Manager
- Peter Passarelli, Public Works Director
- Leila Aman, Community Development Director
- Laura Weigel, Planning Manager

Consultant Team

- Marcy McInelly, UrbsWorks
- Pauline Ruegg, UrbsWorks

- Kimi Sloop, Barney & Worth

Others

- Ronelle Coburn
- Lisa Gunion-Rinker

Meeting Notes

Started the meeting at 6:06 pm

Vera Koliass, Project Manager with City of Milwaukie, welcomed everyone and noted what was in the meeting packet. She reviewed the meeting protocols, meeting purpose, meeting agenda, and where we are in the process.

Marcy McInelly, Urbsworks Project Manager, provided a project update highlighting what has happened since the last meeting. The team met with City's Equity Manager, developed the next phase of public engagement, drafted map and code concepts, began the parking inventory study and outlined the draft tree code.

Code Concepts

Marcy McInelly explained that the code concepts implement the three policy mandates (increase the supply of middle housing, increase the tree canopy and preserve existing trees, and manage parking). The code concepts are the approaches to implement the policy mandates in the comprehensive plan. She explained that the code could be described as a "livability code" – thinking about how the code could foster the vision for the city. The result will be specific code amendments, to be discussed in mid-April.

She reviewed the six code concepts presented in the technical memo and noted that we will only be discussing three tonight.

Adopt a form-based approach to the amendments

She explained how potential development is defined. Many codes look at the form of the development, not what is in the box. She explained the concept of the jello mold: what is in the building can change, but not the other requirements, such as the setbacks, lot coverage and height. Milwaukie has an additional provision for a "daylight plane" meaning that the closer the building is to the neighbor, the more the maximum height is limited to prevent shading of neighboring lots. HB 2001 changes the type of housing that is allowed in the jello mold – the residential use stays the same.

With HB 2001, there are choices that can be made – minimal compliance is just allowing the type of housing in the jello mold, or going beyond the minimal compliance is looking at the other design standards to adjust what the jello mold looks like.

Simplify the number of residential zones

Marcy McInelly explained how, under HB 2001, middle housing applies to all zones – duplexes are required to be allowed in all residential zones. The other middle housing types are permitted based on minimum lot size. She said that one question is whether or not the zones should go away since the state law requires housing type by lot size. The team is looking at three options:

- Option 1 – leave the number of lots, and just permit housing types based on eligible lots.
- Option 2 – make three residential zones and group similar type lots.
- Option 3 – make just one zone. Housing types are allowed to occupy lots that meet the minimum lot size requirement, wherever they occur. The development on the lot can be more context-sensitive if it is a larger size.

Establish a pattern guide or menu to illustrate different site conditions.

Marcy McInelly explained the context of site design in the City. Different sites may require different approaches to form, parking and trees. She described the types of context that housing has been developed in throughout the city.

- Mid-century: laid out post WWII in the 1950's – lower profile, ranch style homes.
- Pre-war: pre WWII – more bungalow type housing, some two stories.
- When you get to 10,000 sq ft lots, more options for development.

The group discussed the specific requirements of HB 2001, what is and is not allowed, whether or not homes must be on their own lot vs. a shared land ownership and individual structure ownership, and the implications of consolidating the number of zones. It was noted that when HB 2001 first came out, there was much uncertainty about its requirements. A model code has since been developed and there is greater direction as to the intent of HB 2001. Although the model code is intended to be an off-the-shelf option for communities to adopt, it does reflect best practices and jurisdictions have the option to pick sections of the model code for adoption. It was noted that this project is recommending going beyond the base minimum standards of HB 2001 to encourage more middle housing options.

Code Concepts – Interactive Exercise

CPIC divided into breakout rooms to discuss the trade-offs involved for middle housing, parking and tree preservation. They were asked questions about development under the current standards, trade-offs necessary for the preservation of trees based on the location and amount of required parking and building form, and other trade-offs that might encourage the development of middle housing. Groups were then asked to provide a report out to the larger group with the key themes, and range of agreement and disagreement. Below is a summary of the breakout room report outs.

Group 1 Report Out (Public group)

- The group did not have much disagreement among the participants. The one area of disagreement was the planting standards for tree replacement – one opinion was that small trees were ok for replacement trees and the other was to require big trees for replacement of trees that need to be removed.
- Height and setback matters. Don't go taller than 3 stories. There needs to be extensive mitigation if buildings are above 3 stories.
- Concern about lot consolidation, and the result being development with 50-100 units just by virtue of consolidation. The public should have a say in developments of that size.
- Trade-offs to think about include mitigation, stormwater and trees.
- The group liked the idea of having separate structures. Increasing lot coverage needs mitigation.
- For required parking, one could be on the street, but need to require at least one parking space. OK to have parking in the setback. Parking on street matters with relation to the street conditions. Consider angle parking – rethinking street design.
- Open to considering consolidating the number of residential zones to three.

Group 2 Report Out (CPIC members)

- A lot of agreement. Distinctions between residential zones aren't really felt. Variation between lot sizes isn't really felt – more about when housing is developed and the pattern of development. Large lots – acknowledge the agricultural history and current agricultural uses in the city.
- Parking – go bold. Can you reserve on-street parking? Does that person have that space all the time? Allow parking in the setback area.
- Shared common space – separate buildings. Garden space. Like how the building footprint would be flexible.
- Increase the size of the lot coverage to allow affordable housing.

Group 3 Report Out (CPIC members)

- Generally, the group didn't notice zoning change. Separation between housing seems excessive – prefer urban built feel – smaller setbacks, more flexibility.
- Rethink the parking requirement – why is there a minimum parking requirement especially given the goals of this project and the other City goals? Eliminate parking minimum for redevelopment. Help reduce our reliance on vehicles, make communities more walkable, make people use transit more.
- Building form – need to consider flexibility. Better to trade off frontage improvement for parking. Quality of the built environment is as important.
- Building heights – would be helpful to see real world examples. Try to protect trees on a lot and incentivize affordable housing (housing price capped) – add some height. With that additional height, other development code changes, like fences.
- Agree to simplify the number of zones, but consider elements like natural resource provisions.

Group 4 Report Out (CPIC members)

- The group commented that they understand zoning and the racial history behind zoning. The code is not user friendly.
- There was a lot of interest in questioning all dimensional standards.
- Parking space in the front yard – let it count, but there should be limits (no paving of the entire front yard). Maybe a limitation on the number of spaces in the front yard setback.
- On street parking – Street construction will help define the areas for parking. Some areas may not ever be able to accommodate on-street parking. Concerns about the amount of paving. Could use other types of parking pavement.
- Interest in alleys or a shared parking area. Concern about where chargers go for electric cars. Discussion about undergrounding utilities.
- Some discussion about the tree code being adopted with this code. Concern about losing trees, but city will have tools to address the tree preservation.
- Front yard setback. Layers of privacy are good, but twenty feet may be too much.

CPIC discussed the importance of protecting open space and natural areas, whether it is public or private open space, through the zoning code. Concerns were raised that consolidating the number of residential zones might make it harder to protect the identified natural areas, and that it still makes sense to have larger lots in certain locations. Standards that are adopted should directly intersect with the City's policy goals. The discussion included the need to have a balance between private property rights and the public good.

Next Steps

The consultant team gave a brief overview of the upcoming public engagement and the technical work, including the vetting of the code concepts with City staff, the City Engineer and City Attorney.

The FAQ were reviewed. CPIC members asked questions about the housing types, and whether or not ADUs are considered middle housing.

The meeting was adjourned at 9:00 pm.

Date 21_0225 | **Subject** CPIC #5– Interactive Exercise Summary | **To** Vera Kolia, City of Milwaukee |
From Marcy McInnelly (Urbsworks), Kimi Sloop (Barney & Worth) | **Copy** Pauline Ruegg, Erika Warhus

CPIC #5 – INTERACTIVE EXERCISE FACILITATORS NOTES - COMPILED

Exercise Context: The context for the interactive exercise will be provided with an overview of the code concepts and time for questions as a full group early in the CPIC agenda.

Purpose: The interactive exercise will walk the CPIC members through the principles described with the code concepts to help them understand the concepts, the complexity of the issues and how they could be implemented in Milwaukee.

Format: Each pre-assigned small group break out session will have 75 minutes to discuss the questions. CPIC members will be divided into 3-4 groups. The public will be assigned to one group. Each group will be discussing the same questions. Each group will have a facilitator, scribe and spokesperson. The facilitator and scribe will be assigned beforehand. The spokesperson will be a volunteer or selected by the facilitator. The scribe will share their screen so everyone can see the notes that are being taken (just as you would if it was a small group discussion with a flip-chart).

Roles:

- **Facilitator** – ask the questions, keep track of time, make sure that everyone is able to participate in the discussion. Answer technical questions if asked to provide clarity.
- **Scribe** – take notes on the attached form. Record the key themes and quotes. Answer technical questions if asked to provide clarity. Assist with keeping track of time.
- **Group spokesperson** – one of the participants will report out the key take-aways from the discussion (5 minutes).

Steps:

1. Facilitator reminds everyone that all input is valuable and to be respectful of other's opinions regardless of whether or not you agree. Remind the group that we are discussing the concepts and approach; the details will come with the code amendment language. Note to the group that a group spokesperson will provide a report out at the end and they should be keeping that in mind during the discussion.
2. There are four main questions and three optional questions. You have 75 minutes to get through as many as possible. Plan for 15 minutes per the first four questions. This will give you cushion in case you go over or time to discuss the optional questions if you stick to the 15 minutes per question.
3. Mary will keep time and provide time checks for the group. When there is about 10 -15 minutes left, she will remind the groups to identify a spokesperson if they haven't already.
4. Use the last couple minutes to wrap up the discussion, go over key themes for the spokesperson, etc.

Report out: During the report out, the groups will be asked to share what they discussed in relation to:

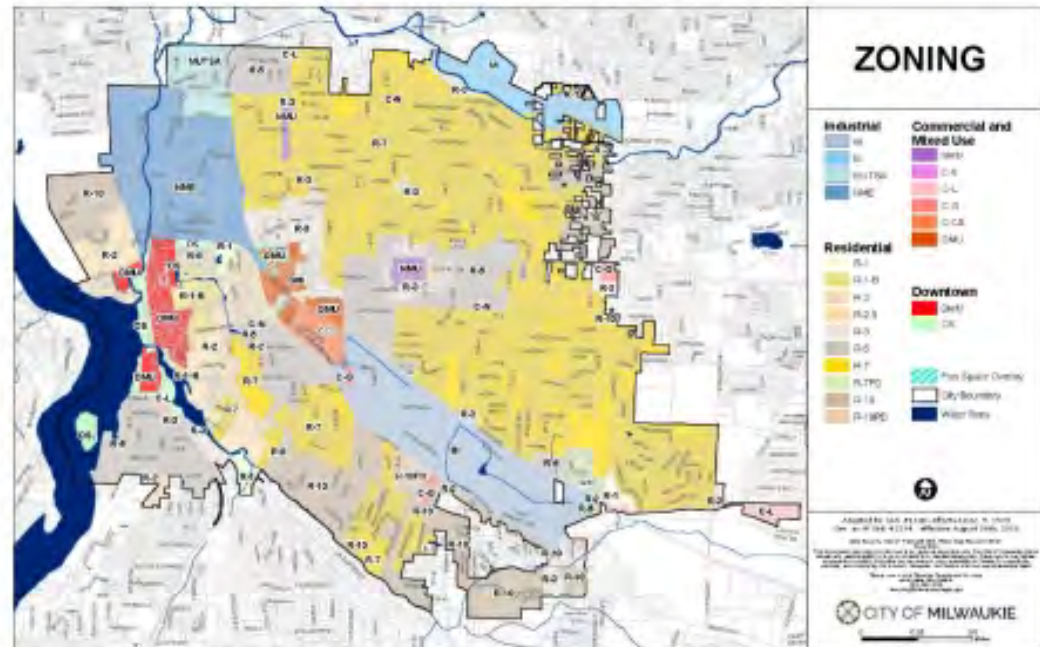
1. If it makes sense to use a form-based approach in Milwaukee
2. The desire to have different requirements for places with different development patterns
3. The priorities for trade-offs that may be required on individual parcel

Q1: Residential Zoning (10 minutes)

EXISTING RESIDENTIAL ZONING

Q1. Thinking about the different zones, development patterns and housing types in Milwaukee, what do you think about the way the City regulates residential development today? Specifically, housing type permitted by zone designation rather than lot size.

- Do you know what your lot is zoned?
- Can you tell in your neighborhood how/where the zoning changes?
- Can you tell where lot sizes are different?
- Do you think the development regulations including housing types, design requirements, parking standards, landscaping requirements, etc – are working to create a livable place?

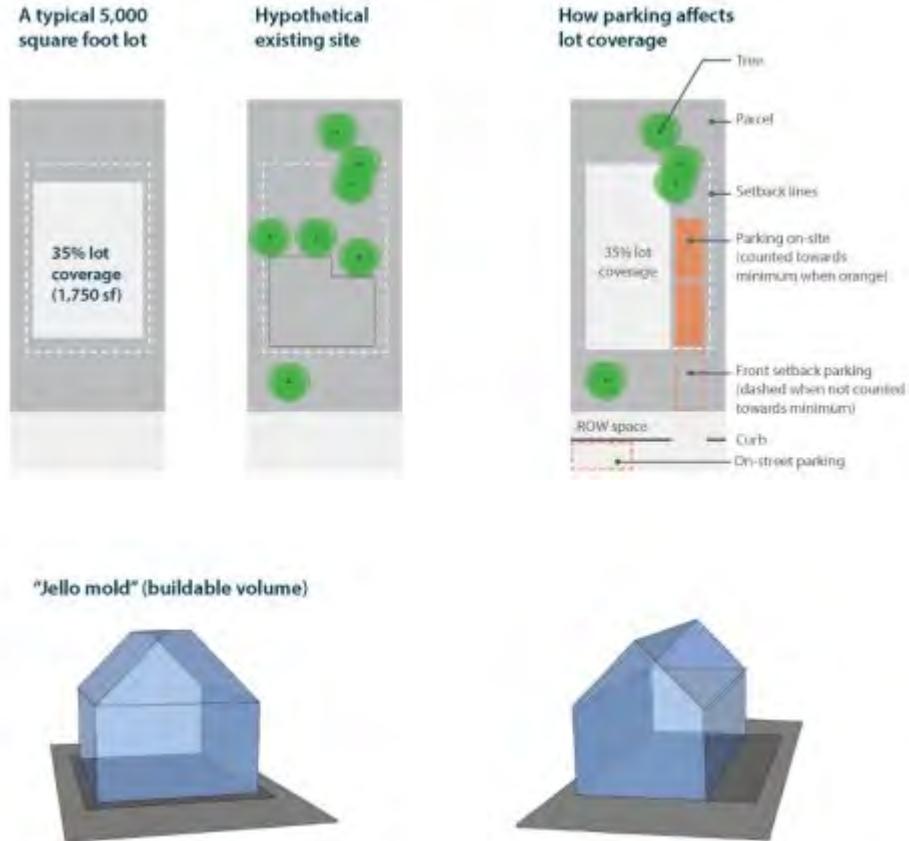


Q2: Trade-offs (30 minutes)

TRADEOFFS FOR HOUSING, TREES, PARKING

Q2. Rather than define the housing type in the land use code organized by zone and applied the same way throughout the City, housing type could be defined using a form-based approach. This approach considers how the scale of the housing fits into the physical space, and its relationship to the street and adjacent neighbors. We are going to look at a couple scenarios of how this could be applied. To start, let's look at the lot itself: 35% lot coverage, existing trees on site, setbacks are set, building height is the same. The amount of building space is the same, but it is shaped differently on the lot to allow for trees and parking.

Each scenario has a 5,000 sq. ft. lot with a triplex – three units, each with one required parking space. Kept the same: 35% lot coverage, existing trees on site, setback distances, building height.



TRADEOFFS FOR HOUSING, TREES, PARKING

Scenario 1 – parking

What do you see as the trade-offs with each of the scenarios? What do you think about those trade-offs?

- Allowing on-street parking to count toward parking requirements allows more landscaping, new trees.
- Allowing on-street parking to count toward parking requirements and allowing parking in the front setback preserves a tree and has less paving.
- If all parking is required on-site, fewer trees can be preserved.

Scenario 1

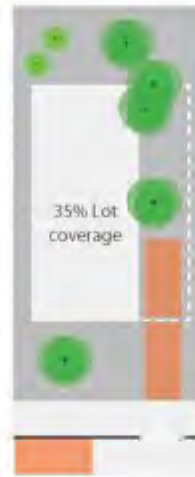


» Triplex on 5,000 sf lot

On-street parking counts towards 1 space per unit



Scenario 2



» Triplex on 5,000 sf lot

» Front setback counts towards 1 space per unit

Less paving allows for more trees



Scenario 3



» Triplex on 5,000 sf lot

» All parking provided on site

All parking provided on site means few trees remain

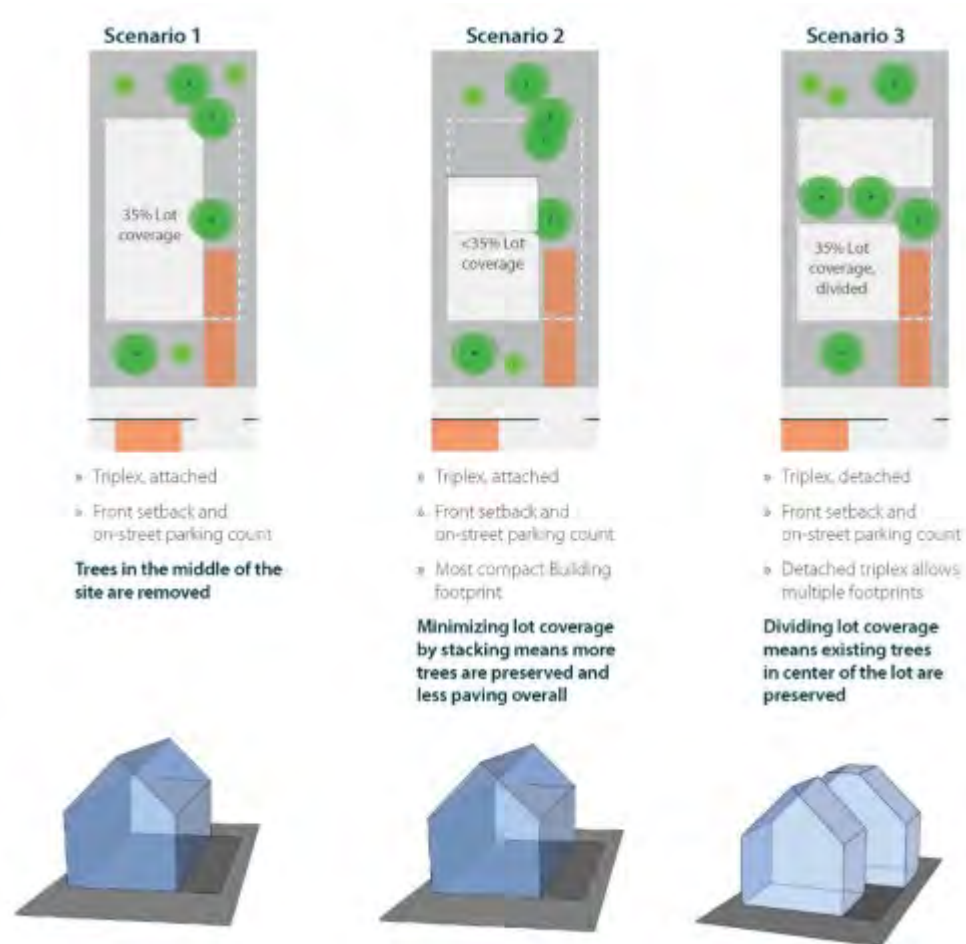
TRADEOFFS FOR HOUSING, TREES, PARKING

Scenario 2 – building form

The 35% lot coverage can be arranged in several ways. HB 2001 allows middle housing to be attached or detached buildings. The triplex form is different in each scenario.

What do you see as the trade-offs with each of the scenarios? What do you think about those trade-offs?

- Building is narrow – taking up more of the lot depth and requiring more trees to be removed.
- Building is stacked – minimizes the building size and preserving more trees.
- Building is detached – reduces the appearance of a large building, preserves more trees.



Q3: Form and Design Elements (15 minutes)

Q3. The scenarios kept the lot coverage, setbacks and building heights the same. This would be the minimum compliance with HB 2001. However, keeping “the box” (the buildable volume) the same is unlikely to get Milwaukie the attainable middle housing that people have said they want. If we are to be bold, we should be stretching the box for middle housing. What form and design elements can we stretch to provide more realistic opportunities for middle housing that the market will actually produce?

- How tall could buildings be? What are your concerns with the building height being taller than the two-stories allowed now?
- Could parking be located under the dwellings, at ground floor, making the building taller?
- Should a smaller side-yard setback be allowed? What are your concerns about buildings being closer together?
- Should a smaller front-yard setback be allowed? What are your concerns about the buildings coming right up to the street?

Q4: Form-Based Approach (10 minutes)

Q4: Now that you have tested out the scenarios, what do you think about the concept of a form-based approach? Does it make sense for Milwaukie? Why/why not?

- What additional information do you need to determine if it is the right approach?
- What are the most important form-based issues to address in the development code? (examples – side yard setbacks, front yard setbacks, location of parking, lot coverage, building height)
- What do you think the public’s concerns will be with a form-based approach as compared to the traditional zoning the City has now?
- Using a form-based approach could reduce the number of residential zones in the City’s code. What is your reaction to hearing that there could be a fewer number of residential zones?

Optional questions:

1. Should we take the approach of minimal compliance or should we be bold and go all the way – meaning modify what is allowed in the existing zones or reduce the number of zones and adopt a form-based/context zone approach?

2. We know tree preservation is an important topic to some and they believe that existing trees should be preserved at all costs. We also know that an option must be provided because the location of existing trees can, at times, make it impossible to meet the other development and design standards. What do you think are the most important aspects of trees preservation to consider before allowing an “in lieu” fund option? (example: size, age, type, contribution to the tree canopy, etc.)

3. Thinking about parking, what issues need to be addressed if there are provisions in the code to provide additional parking choices, such as on-street parking?

- Does there need to be more landscaping requirements?
- Should there be no minimum requirement for on-site parking?
- Should on-street parking count toward the minimum number of parking spaces per dwelling unit required?

Group 1 (Vera - Public)

Question 1: Zoning

- Ardenwald neighborhood already has a lot of the things discussed: Apartment buildings, Row houses, Duplexes, Triplexes
- How would you follow a format if all the zones are the same?
- Building diversity with zoning formats
- Lose ability to discuss at key times
- Unsure of original need for code requirements
- More concerned with ending up with larger scale development - Density and privacy concerns
- Easy for developers to combine lots and go for a larger scale development
- Higher density, increased asphalt, cottage clusters that are 3 story
- Carrot vs Stick, feel like the weighting on regulatory stick, not incentive
- Parking demand in high density development
- Impacts walkability
- HB2001 cottage clusters
- Dwelling unit size max footprint 900 sq ft
- Rowhouses – 900 sq ft will be a different appearance
- Form based approach should address
- Trade off conversations to height
- 3 stories vs trees? Need to determine comfort level
- Flexibility to work with different situations
- Development may cause significant tree loss
- For-profit developers create canopy challenges
- Tree code inclusion in CPIC to mitigate this
- Not just preservation, but also growth
- Heavily treed areas often on larger lots
- Air quality issues, particularly next to industry
- Underground parking?
- Cost limitations?
- Examples exist! Raised house for ADU
- Flexibility in code for site specific design, but allows for 'fast tracking' through clear and objective path
- Zone consolidation?
- Option 2:
- Not opposed if some sort of way to make sure lot consolidation and the unintended/unpredicted larger development (50/100+ units) occurs
- Neighbors need an avenue to voice concerns
- Neighborhood hubs
- Consideration for historic homes
- Ratio needed, undeveloped area loss leads to loss of carbon storage and ecosystem services

Question 2: Tradeoffs

- Offset or mitigation needed for increased % development
- 2.5 story max, not a fan of 3 stories
- Ratio to come up as sustainable as it was before
- Permeable driveways
- Low lime concrete

- Carrot for developers to take the sustainable option
- Three story home? Increase tree code requirements, form-based approach can mitigate, roof design, green screen
- 35ft height allowance could allow 3 stories with tradeoffs
- On-street parking space as an allowance under certain circumstances?
- Households sometimes need to utilize on-street parking
- Hope for less cars will decrease parking needs
- Autonomous cars on the horizon!
- 1:1 requirement right now
- Housing costs -> larger housing costs -> more cars on street?
- Parking allowed in setback
- Openness to idea to stretching idea of duplex/triplex if it meets lot coverage and setbacks?
- Separate smaller structures ideal
- Stories of aversions to shared wall
- Single vs Multiple Trees
- Don't make everything so people centric!
- Wildlife, wetland, waterway preservation
- Natural area focus
- Opportunities to come up with different street architecture
- Norm street design is car centric
- Pedestrians don't 'own' the street
- Parking issue may be solved by street design
- Two-way bikeway on one side of street
- Parking on the other side (angled parking)
- Get away from 1950's car-centric street architecture
- Woonerfs!
- Developer incentive for street architecture? Developers would be required to build
- Piecemeal curb and sidewalk development that doesn't fit
- Recommendations for PW standards
- What will be the concerns of your neighbors/questions we should be asking to better understand needs of communities?
- Neighbors would likely not have a problem with it if 'box' doesn't change
- NDA meetings!
- Tree preservation – what if existing tree makes it impossible? What do you think are the most important aspect of tree preservation before of fine? Size, age, canopy?
- All of those!
- Mature trees will be lost
- Malcom st. tree – move the house back 5 ft, design different house, next owner will have to make hard decision whether to remove tree
- No win for anyone
- Consultation where the homeowner/developer to meet and discuss options to do site assessments
- Construction standards for tree preservation
- Tree replanting standards?
- Root structure challenges
- Caliper standards, ensure not a tiny tree
- Code to allow for parking in setback/on-street, but you have to have a trade off (tree planting)

Group 2 (Pauline)

Question 1: Zoning

- Dominique R-3
- Jennifer R-3
- Nicole R-3
- General zoning map reactions: lots of yellow
- How does zoning impact the city? Is there a strong difference?
- Milwaukie stands out the lots sizes and shapes seem widely varied in the neighborhood
- Portland seems more planned
- Benefit to consolidate zone – helpful and add continuity- haphazard
- NE Milwaukie – size, shape and position, scale and character issues, hodgepodge, viewshed.
- Wide variation, lifestyle clashes
- Difference in home properties are valued, hodgepodge, Milwaukie quirky
- More market stability when uniform, Milwaukie lacks some uniformity
- Hodgepodge, some in city, some in county – infrastructure issues occur, sidewalk and sewer

Question 2: Tradeoffs

- Parking on site problematic (3 spaces on site)
- Parking expensive to build
- Why don't we currently count setback space parking?
- Less Cars-livability- not committed to 1to 1 . Figure out parking in a community way.
- Where do boats and RVs go?
- Count on street parking and reducing the amount of parking on site.
- Height restrictions for adjacent units?
- Yard Access?
- Scenario 3- Trees provide a sense of privacy
- Scenario 3 – own space, a buffer and separation.
- How can sustainable agricultural be weaved into the site?
- History and agricultural contribution, how can it be continued
- How do we assign value to trees, orchards and agricultural?
- Jello mode flexibility.

Question 3: Form and Design Elements

- If it was for low income housing that would be ok.
- No strong negative feelings , except for parking, parking is expensive, reduce parking requirements.
- Underground parking not a good idea. Reduce car centric increase community centric.

Group 3 (Marcy)

Question 1: Zoning

- Current system is overly complicated and not intuitive. Makes residents feel disconnected and code is a hurdle to make development or improvements. Results in frustration. System needs a refresh.
- Are people aware of what they can do in their zone? Those that come before the commission, have shown there is a barrier. Likely a small number of folks know their zoning.
- Some surprise at the amount of R10 – less than expected.
- Limited knowledge of zones, even though know what zone you are in. Not sure what it means.
- Experience was trying to develop an ADU Obstacles in creating an ADU – SDCs were a barrier. PDX ADU program was mentioned.

- NMU residential shocked to see how little detail there was in the code that the intent of the zone was coded. More focused on the commercial piece the code is unclear on design standards. Seemed like an afterthought.
- SF zoning like R7 promoted segregation, even federal policy from HUD at the time neighborhoods like Lewelling were developed post war era.
- We ought to look at every SFR code requirement and ask why? Why is there a 20' setback, why is a height requirement in place? Challenge and investigate the why for each of these standards.

Question 2: Tradeoffs

- If there is space to park in front of your house should that be sufficient? Stephan says yes!
- Some folks park multiple cars in their front yard currently because there is no on street parking and people have more than one car. Examples include a house that has head in parking with a gravel front yard.
- Could there be different parking zones? There are a lot of areas (perhaps most) that have on street parking, some do not.
- We need to question how many cars people have.
- On street parking should come with some form of additional infrastructure such as curbs, and sidewalks etc.. not to further degrade the ROW.
- Consider the evolution of Electric Vehicles how do we accommodate that infrastructure if we support on street parking. Chargers at the curb?
- Paved parking space in the front yard setback is supportable. But gravel in the front yard not attractive and doesn't build community and is an environmental hazard. Not having parking on paving is problematic.
- On street parking is more acceptable when water quality facility and grading can treat contaminated runoff from vehicles.
- Should there be a limitation on the number of parking spaces in the front yard? Limiting the number of spaces in the front yard.
- People will still continue to build garages. How much of the width of the garage along the front of the house. So allowing two parking spaces in front of a two car garage would make sense in the front set back.
- Why do we have the front yard setback? Provides sense of space and privacy in walking along the street. The homeowner has some sense of privacy from their windows.
- If you are going to make provisions in the code to allow for on street parking then the context needs to be able to support on street parking. There are a number of places throughout the city where on street parking is not a possibility. There is not a one size fits all.
- Consider bike access and greenways and how that interacts with on street parking. Ideally you don't want parking next to a bike lane. Eliminate the possibility of getting "doored"
- What if the building could occupy the front yard setback? Uniformity and predictability and privacy. What about variation in setbacks? Could the setback be smaller but still be large enough to accommodate a car. A porch extending in to the front yard seems different.
- Staff should have the authority to influence site design based on tree protection. Staff will have the tools through the tree code.
- Alley end? Using it as community parking as a way to create pods of parking for places where there is no parking like JCB. Could also lend itself to tuck under parking.
- Concern about creating more impervious surface in the community and limiting more areas for green, tree coverage. Other unintended consequences from these Alley/Alley Ends. Might be hard to retrofit Milwaukee. Alleys may also be privileged system that separates uses and community. Main concern is runoff. Worthy of a little more study. In specific locations maybe it's assigned to a certain kind of zoning but not citywide. Some good examples in Arizona on how alleys created a new dynamic of community. So they can also be a positive use.
- Alleys don't have to be impervious. Alleys can be part of the storm water system.
- Love to see underground utilities incorporated into this thinking.

Group 4 (Kimi/Laura)

Question 1: Zoning

- Yes, I know how the lot is zoned.
- Maybe – more a feeling of the era when it was built. Generally, don't notice when zoning changes. Sometimes the development type changes with the zoning. Zoning lines seem arbitrary. Some irregularities with big back yards. Feeling is on lot size more than the zone.
- Lot size doesn't seem to be connected to lot size.
- Sometimes – residentially zoned next to downtown so that is the bigger difference. Pre-war development has elements that aren't allowed with today's zoning code.
- It's pretty clear in the Waverly area – exclusively zoned for large lots.
- Like the idea of doing away with R10 to allow middle housing throughout the city.
- Separation feels excessive – it feels comfortable for things to be closer – buildings closer to the street, other buildings, etc. In a residential district only, might be an opportunity to provide larger setbacks. It's a personal preference.
- I like a built environment that feels cozier. Would like an easing of the setback requirements. Having smaller setbacks work better if you are going to allow parking on-site.
- Would like more flexibility in setbacks, especially when it comes to protecting trees.
- Would like an accommodation of redevelopment of development that is currently out of conformance – a garage into an ADU for example.

Question 2: Tradeoffs

- Rethink the one to one requirements. Create no minimum parking requirements. For a 4-plex, maybe have no minimum parking near transit.
- Minimum parking standards contribute to more driving than if no minimum parking requirements. How are we going to go about meeting our policy goals? Does requiring off street parking help or hinder trying to meet the goals?
- High saturation of vehicle ownership today, and likely to change in the future research says. Reducing parking minimums allow for transition of off-street parking to other uses. Develop parking deliberately to allow it to be converted to another use later. Parking space to a park-let for example.
- Agree minimum parking requirements not needed. Hard to project into the future what that means – how it plays out.
- Trying to maximize housing and trees – parking is where we need to be flexible.
- In context of this project, reduced/no off-street parking minimums makes sense.
- Redevelopment will be piecemeal – not on a grand scale – so adding a couple more cars to on-street parking won't have a significant impact. Should coincide with trends on parking ownership.
- Where is equity and access to housing for all – where is it being played out? Pertains to housing need.
- Middle housing definition of needs – is it changing as we talk today? Where do the economics come into play?
- Pour concrete for sidewalks and frontage improvements – not parking. There is a cost of providing parking. If it's a cost of prioritization, don't prioritize parking.
- Might be a better trade off to do frontage improvements than to provide parking.
- Allow flexibility is good. Leverage private investment to meet public policy goals. Make it an attractive option for property owners. If it is too expensive to do what we want, our policies won't be met. Flexibility is key.
- Quality of built environment is really important. Preserving the trees is important, but it depends on the trees – age, type, etc.

- It may not be existing trees – it could be to preserve space for a future tree. Make space for a healthy tree in the future.
- Important to have a code for the development of sidewalks allows for a buffer between street and sidewalk – to allow for street trees to grow.

Question 3: Form and Design Elements

- Building height
- Need residential examples extending beyond 45' to visualize.
- The taller you get, the more expensive it gets, the further away from the equity goals we get. There is a practical limit. Same with how it looks along the street.
- The visual would help to understand how it would look in the neighborhood – would it blend in or stick out?
- Ultimately, ok with going taller but what is the practical height limit?
- Where is the height limit measured? To the peak of the roof. Flat roofs are not allowed in residential districts now. Why not flat roofs?
- Development code is based on the mid-century type. Fences are good example – 6 foot fence doesn't provide privacy for daylight basement homes, for example.
- Other policies need to change to address privacy if the heights of buildings get taller.
- How can height incentivize other priorities. Ex – allow additional height if one unit must be provided at affordable rate. Trade building height for meeting equity goal.

Question 4: Form-Based Approach

- Tie trade offs to affordability and equitable. Here is how we get more housing on a parcel and have it be affordable. Less site coverage vs greater coverage for more units – caps on square footage.
- Think about what you want the code to accomplish and how can you address that? Provide the link for the public.
- Reiterate that it is piece meal – it won't happen all at once. It will be slow to change – not big changes.
- Parking – is about how much of what type of parking is required which is a different discussion than what is allowed on each lot. Market choice.
- Need visual descriptions of building height and how it is measured.
- No greater than a 3% increase over pre-HB2001 housing production. How do we convey how little 3% is? We need to squeeze out housing production wherever we can.
- Show that it is very little change for the next 5 years. If we want more change, how do we make it happen?
- Start with all zones for residential. We aren't considering how the natural resources zones are in the residential zones. Need to keep the natural resources there.
- The zones don't necessary work now – with the natural resource overlay for example.
- The way we are conceptualizing it isn't right – could be more focused on natural resources.
- Minimum lot sizes get applied by making sure that people have similar lot sizes than their neighbors.
- Prefer option 3.
- Collectively, option 1 – leaving it all the way it doesn't work. Maybe not go to one zone, but take the other considerations into account.

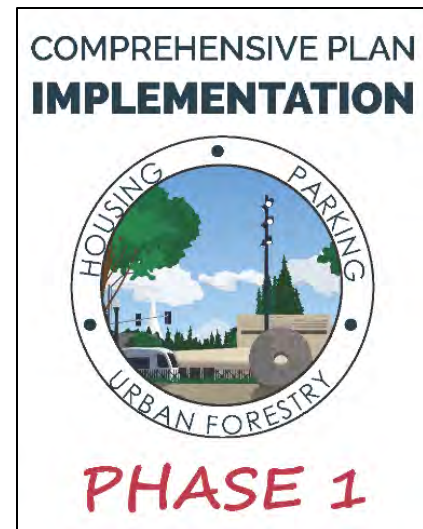


To: Neighborhood District Associations
Through: Laura Weigel, Planning Manager
From: Vera Kolas, Senior Planner
Date: March 1, 2021
Subject: Comprehensive Plan Implementation Project

This memo is an introduction to the Comprehensive Plan Implementation Project and serves as a cover memo for the attached packet of reading material in preparation for a series of meetings with each NDA in the city.

BACKGROUND INFORMATION

Creating and supporting housing opportunities, primarily middle housing options in all neighborhoods, has been a key goal for Council and the community. On August 18, 2020, the City Council adopted a full update to the policies that make up the [Comprehensive Plan](#), a feat that hasn't been done in over 30 years. The update process took 2 ½ years to complete with countless staff and community member volunteer hours. The adopted Comprehensive Plan (Plan) policies call for expanded housing opportunities throughout the city and House Bill 2001 (HB 2001), passed by the state legislature in July 2019, requires the expansion of middle housing options. With this guidance the City is focused on creating more housing options throughout the City, with a focus on duplex, triplex, quadplex, townhouse, and cottage cluster development (middle housing) – the types of housing that fill the gap between single-unit housing and apartment or mixed-use buildings.

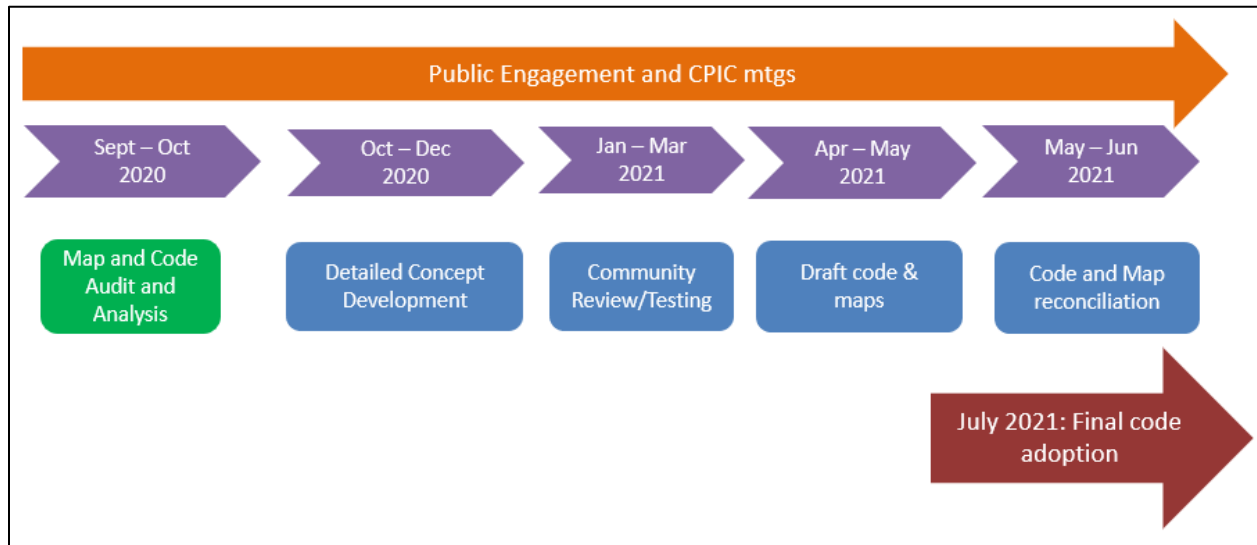


The Plan will take multiple years to implement and the focus of this phase of plan implementation is housing, but it also includes related changes to parking requirements in residential areas and tree protection and preservation related to residential land. The outcome will be municipal code amendments that achieve the city's goal for a 40% tree canopy and that create opportunities for different housing types throughout the City.

In August 2020 the City hired a consultant, Urbsworks, to assist with the first phase of the plan implementation. In addition to extensive community engagement throughout the project,

Urbsworks will be assisting staff in updating the residential designations on the plan map, making corresponding changes to the zoning map, and making changes to the zoning and land division ordinances related to housing, parking, and the protection and preservation of trees on private property and in the public right-of-way.

General Project Timeline



What is this project about and why is it important?

Changes to Milwaukie’s zoning are focused on a singular aspect of American cities from a certain era: single family zoning. Most western US cities and suburban areas developed after regulations were adopted in the mid-19th century that dictated the size of residential lots; the form and shape of dwellings; the types and numbers of households that could live in them; and requirements for providing parking on-site. In effect, single family zoning created large areas with only one kind of housing, which many Americans could not afford. These neighborhoods became monocultures of housing, and by extension, monocultures of people, segregated by age, race, income, and household type. Single family zoning enacts systemic exclusion that still exists today.

Milwaukie’s history in this regard is not unique; every metropolitan city in America had similar laws and practices in place. Milwaukie is unique, however, in setting a vision for a more diverse community and articulating policies to accomplish this vision in its Comprehensive Plan.

The Comprehensive Plan Implementation Project in Milwaukie is about choice. Today you typically pick your housing based on its price and the needs of your household. But you may not have much choice in the location as different types of housing are not available throughout all of Milwaukie. Given where you might find the type of housing you need, you may find that you do not have the access to schools, stores, parks, or other essential amenities that residents in other neighborhoods have. Through this project the City will look at how to increase the types of housing in different neighborhoods throughout Milwaukie, so residents have as many choices available as possible.

Demographics are shifting. Household sizes are shrinking and changing in composition. Households also evolve as their members pass through different phases of life, and housing should be adaptable. For example, many older Americans would like to stay in their community as long as they can – yet they can only find one size or type of housing in their community and that may not meet their needs.

Historically, neighborhoods throughout America were made up of many different types of housing all mixed together. This meant that both renters and owners from a wide variety of ages and family composition were able to live near the services they needed in the same neighborhoods. The City’s Community Vision adopted in September 2017 is based on the idea that this will be true by 2040 (see Attachment 1).

This project looks at expanding housing options in Milwaukie so can we expand the meaning of what housing for everyone can be. This is especially important during this unique moment in time, when our homes are serving as more than just a place to live. They serve as our workplaces, our schools, and where we take care of our families and friends. They also may be our main financial investment.

Public Engagement

Community involvement and engagement is an essential element of this project including a particular emphasis on outreach to under-represented communities.

Work sessions and public hearings with the Planning Commission and City Council will be a critical component of this process. Public outreach in the form of virtual town halls, focus groups, stakeholder interviews, online surveys, and other forms of outreach to educate, inform, and receive feedback from the public on code concepts and plan and zoning map changes will be another key aspect of this process.

In addition to the general public engagement strategy it was determined that a **Comprehensive Plan Implementation Committee (CPIC)** should be formed to assist with the analysis of the project. The CPIC, who meets on a monthly basis, is responsible for reviewing code concepts with staff and providing input on proposed amendments to the Milwaukie Municipal Code (MMC). The CPIC webpage is here:

<https://www.milwaukieoregon.gov/planning/comprehensive-plan-advisory-committee-cpic>.

Code Audit

The purpose of the code audit is to identify which zoning and other code provisions fall short of, or prevent the city from, meeting the goals of Comprehensive Plan and, by extension, the requirements of HB 2001 (see Attachment 3 for the summary report). The code audit provides the basis for the development of the code concepts that will address the findings of the code audit.

Code Concepts

Types of Zoning Code Amendments and Associated Changes

Code concepts are potential ways to approach code amendments that will achieve the goals of the project and will be organized into a set of alternatives that can be evaluated and presented to the community for testing and review.

This list of concepts is based on the initial recommendations outlined in the Code Audit and a number of questions that have been raised since the Code Audit was published. This list covers amendments of various kinds—from those that are structural, and are needed to enable the other amendments, to those that were identified in the Code Audit package. Some of these amendments will involve re-mapping zones, and some amendments involve projects outside of the scope of this project, such as public works standards. The list also includes amendments that will be needed to allow the code to be published by the city’s online publishing contractor. Most of these amendments are interdependent, but they are listed here as discrete amendments.

1. Simplify the number of residential zones (from eight to three, or one)
This amendment is not strictly needed to comply with HB 2001, but may help the city implement Comprehensive Plan goals for equitable distribution of housing choices. There are a few implementation options that go beyond HB 2001 compliance, and would implement the Comprehensive Plan.
2. Selectively apply existing development standards that currently provide additional building capacity (“bonuses”) to duplexes.
To comply with HB 2001, the code must permit duplexes on all lots. Amend existing “bonus” allowances, e.g., the 20% additional lot coverage granted to duplexes, and instead of applying to all duplexes, grant these bonuses selectively to dwelling units within and around neighborhood hubs or other areas such as those served by transit. Note that this project would amend the application of the “bonuses” but not identify where they apply. Identifying the areas that these bonuses would apply to is a separate project – the Neighborhood Hubs project.
3. Adopt a form-based approach for the code amendments.
 - a. A form-based code approach focuses on the form of development (not the use), emphasizes the design of buildings, and uses illustrations to support the text of the regulation. It connects urban form and land use. The approach pays more attention to the buildings, which will last many years, instead of the uses, which change over time. This approach makes the code easier to understand, focuses on what the community wants and prioritizes, and can make the code more predictable. The city’s code already uses this approach in a number of ways, such as maximum lot coverage and the side yard height plane standards.
 - b. An example of this type of amendment would be to remove housing types from the land use table, and instead handle them in a development standards section of the zoning code. This would involve amending definitions and including a separate housing types table that is associated with the development standards, i.e.

dimensional standards that specify minimum lot size, setbacks, height, and maximum lot coverage for each housing type. This amendment is needed to comply with HB 2001, and also enables other amendments that will implement the City's Comprehensive Plan.

4. Adopt a Tree Code applicable to private property in residential zones.

This amendment is not required for HB 2001 compliance but is required for Comprehensive Plan implementation and helps achieve the goals outlined in the Climate Action Plan and Urban Forest Management Plan. It will ensure that certain trees on private lots are handled in one of several ways: the tree is either subject to preservation, or its removal triggers replacement or payment of "in lieu" funds. This would be after an existing tree is determined to be a tree that meets a Comprehensive Plan goal, e.g., contributes to the city's goal for increased tree canopy.

5. Amend (restrict) on-site parking requirements to one per dwelling unit. Provide additional parking choices, i.e., for parking to be provided on the street, instead of on-site.

6. Establish a pattern guide or menu illustrating clear and objective standards

7. Adopt an additional street standard for compliance with street improvements (the "lighter, greener, cheaper" option).

Note: The development and approval of this public works standard would occur in a separate project.

8. Structure zoning code figures, tables and text for online code publishing.

The results of community testing of the code concepts through a public engagement process will directly inform the development of specific code language for the code and map amendments.

Next Steps

CPIC

The Comprehensive Plan Implementation Committee (CPIC) met on [February 25](#) to review and discuss the code concepts and implementation options. A series of interactive exercises in break-out groups will help the committee members work through the options to help finalize the concepts for the larger public participation event in March. However, in general, the implementation options that the committee discussed are summarized as follows:

- Simplify the number of residential zones
- Consider new minimum and/or maximum on-site parking requirements. Provide additional parking choices, i.e., for parking to be provided on the street, instead of on-site.
- Establish a pattern guide or menu illustrating how clear and objective standards can be responded to in different contexts.
- Adopt a form-based approach for the code amendments.

Public Engagement Event #2

The City's focus is on the livability and the form and function of housing and associated amenities such as parking, trees and landscaping within a neighborhood, which vary greatly across the city. The next public engagement effort is focused on livability issues (<https://engage.milwaukieoregon.gov/>).

Think about where you live:

- How much space is used for your home, landscaping, parking, trees, etc.?
- If a duplex or a triplex is built on your street, what else would need to change in comparison to a single-unit dwelling?
 - The location of the parking?
 - The number of trees?
 - The amount of space between the home and the street, or between the homes and a neighbor? Or can the home be taller so there is the same amount of space for other features?

ATTACHMENTS

1. Community Vision
2. Milwaukie Housing Infographics
3. Code Audit Summary Report
4. Code and Map Concepts Memo
5. Project FAQs
6. Project Definitions and Acronyms

Milwaukie Community Vision

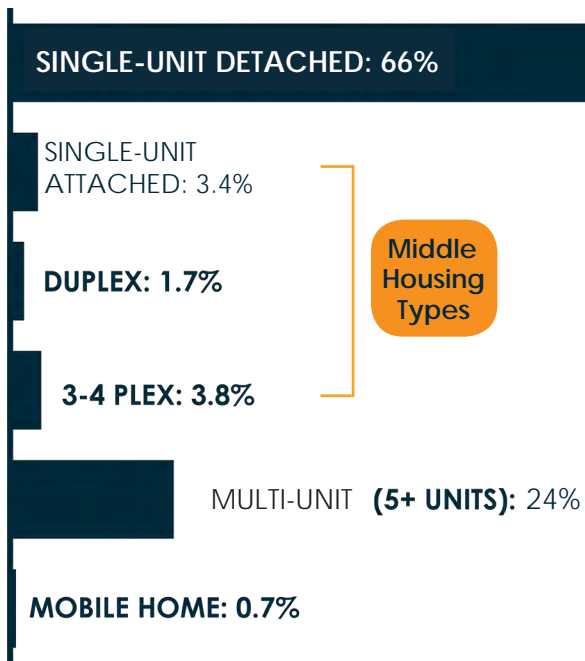
In 2040, Milwaukie is a flourishing city that is entirely equitable, delightfully livable, and completely sustainable. It is a safe and welcoming community whose residents enjoy secure and meaningful work, a comprehensive educational system, and affordable housing. A complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system connect our neighborhood centers. Art and creativity are woven into the fabric of the city.

Milwaukie's neighborhoods are the centers of daily life, with each containing amenities and community-minded local businesses that meet residents' needs. Our industrial areas are magnets for innovation, and models for environmentally-sensitive manufacturing and high wage jobs.

Our residents can easily access the training and education needed to win those jobs. Milwaukie nurtures a verdant canopy of beneficial trees, promotes sustainable development, and is a net-zero energy city. The Willamette River, Johnson Creek, and Kellogg Creek are free flowing, and accessible. Their ecosystems are protected by a robust stormwater treatment system and enhanced by appropriate riparian vegetation. Milwaukie is a resilient community, adaptive to the realities of a changing climate, and prepared for emergencies, such as the Cascadia Event.

Milwaukie's government is transparent and accessible, and is committed to promoting tolerance and inclusion and eliminating disparities. It strongly encourages engagement and participation by all and nurtures a deep sense of community through celebrations and collective action. Residents have the resources necessary to access the help they need. In this great city, we strive to reach our full potential in the areas of education, environmental stewardship, commerce, culture, and recreation; and are proud to call it home.

MILWAUKIE'S HOUSING SPREAD



Source: Milwaukie Housing Needs Analysis (2016)

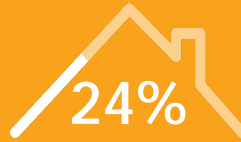
HOUSING COST BURDEN



Cost Burdened Households are households spending more than 30 percent of gross household income on monthly housing and utility expenses.



Increase in median home price in Milwaukie from 2012 to 2018



Increase in median sale price for a small multi-unit development in Milwaukie between 2012 and 2018



51% of renters are cost burdened according to the most recent Census data (2010)



32% of homeowners are cost burdened according to the most recent Census data (2010)

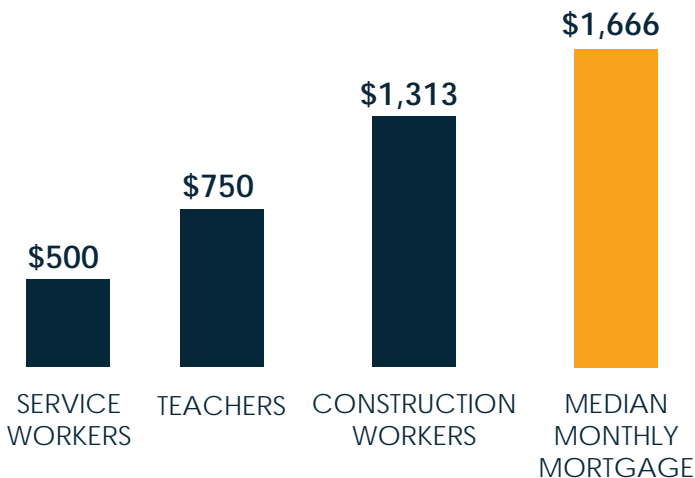
Source: Milwaukie Housing Affordability Strategy (MHAS) and Clackamas County Assessor Data (2012-2018)



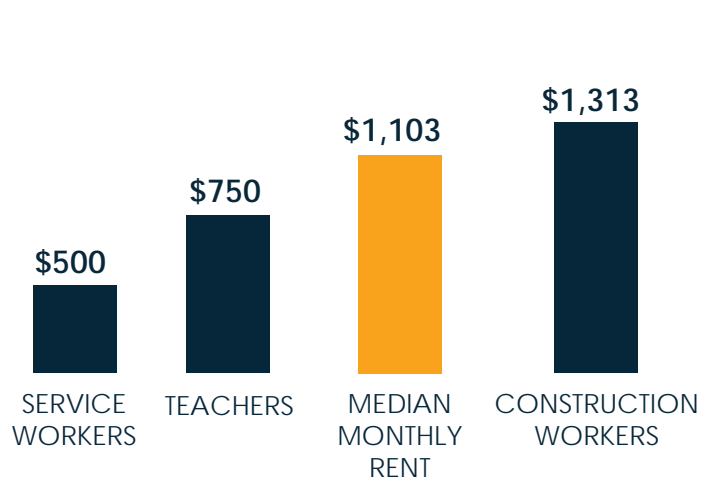
MEDIAN SALE PRICE OF HOMES IN 2020
\$395,200

Source: Zillow.com, 97222 Home Prices & Value

AVERAGE MORTGAGE AN INDIVIDUAL CAN AFFORD* IN MILWAUKIE



AVERAGE RENT AN INDIVIDUAL CAN AFFORD* IN MILWAUKIE



*Affordable = spending less than 30% of household income on monthly housing costs. Numbers are based on average salaries.

Source: 2018 American Community Survey (ACS) 5-year Estimate

Date: 03 December 2020

Subject: Milwaukie Comprehensive Plan Implementation – Code Audit Report

To: City of Milwaukie Project Management Team

From: Marcy McInnelly AIA, Pauline Ruegg, Erika Warhus, Urbsworks, Inc.

CODE AUDIT SUMMARY REPORT

Introduction

Implementing the Comprehensive Plan

In 2015, as part of its project Milwaukie All Aboard, the city initiated a dialogue with the community to update its 20-year old vision statement and identify an Action Plan. Building on its visioning process, the city then spent two years working hand in hand with the community to update its Comprehensive Plan. Updating the Comprehensive Plan is a major undertaking that Oregon requires cities to complete on a periodic basis. An update can be conducted as a check-the-boxes exercise, or it can be used to bring a community together, to foster important conversation about the future, and to memorialize a compelling vision. The Milwaukie Comprehensive Plan adopted in August of 2020 is an example of the latter. Now that it is adopted, the Plan will guide decisions that shape Milwaukie for the next ten to twenty years.

The adoption of the Comprehensive Plan establishes a mandate for Milwaukie to update any lagging land use policies and practices that may be holding the city back from realizing its vision. One major area where current policies and practices need to be updated is the zoning code. The city made it an early priority to update the zoning code in single dwelling residential areas. These areas of the zoning code will need to be amended in order to achieve a number of Comprehensive Plan goals related to increasing community diversity, preparing for population growth, protecting natural resources, and improving climate resiliency.

The effect of these zoning changes will be both very large and very slow. Very large in that the Milwaukie areas affected equal over 70% of the land within the City; very slow in that these changes will occur somewhat randomly, lot by lot, and gradually over a long period of time. While the changes are very important, they will not happen overnight. Making the changes does create a framework for addressing historic patterns of inequity.

Exclusion and lack of affordability

Changes to Milwaukie's zoning are focused on a singular aspect of American cities from a certain era: single family zoning. Most western US cities and suburban areas developed after regulations were adopted in the mid-19th century that dictated the size of residential lots; the form and shape of dwellings; the types and numbers of households that could live in them; and requirements for providing parking on-site. In effect, single family zoning created large areas with only one kind of housing, which many Americans could not afford. These neighborhoods became monocultures of housing, and by extension, monocultures of people, segregated by age, race, income, and household type.

The Comprehensive Plan touches on how Oregon, as a state, and areas in Milwaukie enacted "Exclusion Laws." These laws banned slavery but also prohibited Black people from settling or remaining in the territory, and later from owning property or entering into contracts. Exclusion was further enacted through specific discriminatory laws and housing practices, such as racist deed restrictions (only banned in 1948). More subtle forms of exclusion continued, largely through the mapping and designation of single family zoning over wide expanses of America cities, including Milwaukie. By the time of the 1968 passage of federal Fair Housing Laws, racial exclusion practices continued "de facto," through zoning.

Richard Rothstein, in "The Color of Law," details how even after all of the achievements of the civil rights movement—the desegregation of schools, swimming pools, water fountains, employment, and transportation—one remaining

form of segregation in neighborhoods remained: segregated zoning. Single family zoning enacts systemic exclusion that still exists today. By end of 1960s, the civil rights movement had persuaded much of the country that racial segregation was wrong, and harmful, to both Blacks and whites, and “incompatible with our self-conception as a constitutional democracy”—but zoning in cities was largely left untouched.

After decades of exclusion ranging from being denied home loans, having neighborhoods in which they lived “redlined” (when federal certifiers designated neighborhoods ineligible for loans), facing discrimination in employment, and receiving less pay, Black people were denied the opportunity to own a home. Unable to join the middle class and build generational wealth through homeownership, they were essentially excluded from the American dream which White people had access to for decades. Generations of denial have compounded to make it harder for Black people to buy single family homes today. Exclusion and segregation persists between Black and White people in neighborhoods zoned exclusively for single family homes.

Milwaukie’s history in this regard is not unique; every metropolitan city in America had similar laws and practices in place. Milwaukie is unique, however, in setting a vision for a more diverse community and articulating policies to accomplish this vision in its Comprehensive Plan.

Addressing a housing crisis, needs, and goals

Major generational and demographic shifts that affect housing supply and demand are taking place in Oregon and the country. Some of these affect the entire country and state—such as the recent Great Recession, new households forming, young people growing up, older people downsizing. Some of these affect Milwaukie in particular, such as the development of the MAX Orange Line light rail and increasing population. These national and local trends have combined to create a housing crisis; the supply of housing is not keeping up with the demand, and the need for affordable housing has reached a state of emergency.

The Oregon legislature recently passed House Bill 2001 (HB 2001) intended to address this crisis. Milwaukie, having declared a state of housing emergency since 2015, is ahead of other cities in Oregon. Using its vision and adopted Comprehensive Plan, Milwaukie is well prepared to address housing needs. The City has already made numerous incremental amendments that partially address the issues of housing choice and affordability and bring the zoning code closer in alignment with city goals. The purpose of this project is to think bigger and be bolder—to rethink the single-family neighborhood, and in the process, rethink the role of parking and how to codify the contribution of trees.

A policy mandate and how the current zoning code falls short

The purpose of this document is to explain which zoning provisions and procedures fall short of or prevent the city from meeting its Comprehensive Plan goals. A code audit is one of the first steps. In Milwaukie, the code audit is primarily targeting the zoning code, but there are many related documents that will need to be amended—either as a part of this project or future efforts.

A policy mandate

Adopted policy documents establish a clear policy mandate for this project, which can be summarized in three main themes: housing, tree canopy, and parking.

1. Increase the supply of middle or attainable housing and provide equitable access and housing choice for all
2. Increase the tree canopy and preserve existing trees
3. Manage parking to enable middle housing and protect trees

The code audit

In September the consultant team initiated the Milwaukie Comprehensive Plan Implementation Code Audit. The team audited existing policies and regulations to identify barriers preventing the city from achieving the goals of the Comprehensive Plan. Specifically, the team identified existing policies in the Comprehensive Plan and other policy documents that support the city’s goals and vision and reviewed regulations, including policy documents related to urban forestry, affordable housing, and House Bill 2001. The team then reviewed regulations including the zoning code, public works standards, and draft tree code to pinpoint requirements in conflict with identified policies that need to be changed. This memo summarizes key findings and recommendations to address identified obstacles.

FINDINGS AND ISSUES

Following is a summary by the three primary themes of the major findings of code regulations that fail to meet the project objectives identified through the code audit.

Policy Mandate 1: Increase the supply of middle and attainable housing and provide equitable access and housing choice for all

Goal 7 of the Comprehensive Plan recognizes that the shift to permit more forms of housing will require zoning and code changes in order to remove barriers. Additional housing types will need to be allowed in low and medium density zones. The scale and location of this new housing should be consistent with city goals of tree protection and complement the public realm. Further support for the development of denser forms of housing is found in the recent Housing Needs Analysis (HNA). The HNA notes a projected need for 1,150 additional new housing units by 2036, with 54% of these new units anticipated to be some form of attached housing. Both the Comprehensive Plan and Milwaukie Housing Affordability Strategy cite the need to enable equitable housing options that meet the needs of all residents, including in low and medium density zones.

Milwaukie’s Comprehensive Plan goals are aligned with the intent of Oregon’s Housing Choices Bill (HB 2001) to increase the amounts and types of housing available across Oregon. This will require establishing development standards that regulate size, shape, and form rather than focusing exclusively on density. Additional regulatory and maps changes will be needed in order for the City of Milwaukie to be compliant with House Bill 2001 and the accompanying proposed Oregon Administrative Rule (OAR) Division 46, known as OAR 660-046.

Code amendments that will support this policy mandate are found in the following sections:

- × Title 17 - Land Division – Sections regarding Application Procedure and Approval Criteria, Flag Lot Design and Development Standards
- × Title 19 – Zoning (all sections)

Removing barriers to middle housing

Many sections of the land division and zoning code place requirements on developments with multiple units or multiple lots that single detached dwellings are not also required to meet. These types of requirements negatively affect the cost and feasibility of middle housing and are not required of detached single dwelling development. For example, land use review is required for Accessory Dwelling Units (ADUs) and duplexes, but not for single dwellings.

HB 2001 generally prohibits additional requirements for middle housing that are more restrictive or create a greater burden than are faced by single detached dwellings in the same zone. For example, the maximum height of a middle

housing-type dwelling cannot be lower than the maximum height allowed for single detached dwellings in the same zone, and setbacks cannot be greater.

Similarly, Title 17 land division requirements, particularly those in 17.12.020 - Application Procedure and Approval Criteria, create a greater burden on development with four or more lots by requiring a Type III review, which is a more difficult review procedure. This will negatively affect cottage cluster or townhouse developments.

Key Issues

× **Large number of undifferentiated residential zones that do not permit middle housing equitably**

While eight residential zones exist in Milwaukie, several of them are minimally used and are almost identical to other zones in terms of development standards and permitted uses. This creates a lack of clarity about the intent of each residential zone and how it meets stated Comprehensive Plan Goals. Also of note is that the large majority of residentially zoned lands are mapped in the R-10 and R-7 zones. These low-density zones only allow duplexes and ADUs through land use review, including a discretionary Type II review using subjective approval criteria; as a result the vast majority of the city does not meet the policy goal to provide opportunities for a wide range of rental and ownership housing choices and to remove barriers to development of these middle housing types. While the code does permit some middle housing types (duplexes, rowhouses, cottage clusters and ADUs) in some zones, not all types are defined and permitted as required by HB 2001. All middle housing types will need to be allowed in zones that permit single detached dwellings, with duplexes permitted on all lots and other middle housing types permitted in areas defined through this code update and engagement process.

× **Housing types are regulated using permitted land use table**

Currently each housing type is treated as a separate permitted use regulated in the permitted use tables and defined across base zones (Tables 19.301.2 and 19.302.2). This approach confuses housing types with the broader residential land use category. It would be more consistent with the Milwaukie vision to separate housing types from land uses so that the “uses allowed” table for residential zones only lists land uses (e.g., commercial). The categories of residential land uses should be limited (e.g. group living or household living). A separate housing types table would specify which housing types are permitted in which zones and how (e.g. permitted, not permitted, conditional).

× **Housing types confused with household types**

The zoning code uses terms for housing types that are in conflict with goals for equity, affordability, and also conflict with HB 2001 requirements. Definitions for housing types should be based on the building form and lot type rather than who lives in it; for example “single detached dwelling” refers to one house not attached to any other houses located on its own fee-simple lot whereas “single-family detached home” refers to both the building form and lot type but also who lives in the home. Who lives in a home is irrelevant. Definitions should be clearly defined to be consistent with the Milwaukie vision and implementation goals in order to truly promote a wide range of housing types for all types of households living in the city. Terms should be updated and used consistently in all applicable sections of the code (e.g. parking provisions, land use table, etc.).

× **Restrictive standards limit the development of certain housing types**

The middle housing types that are currently allowed are subject to further restrictive and subjective development standards (including in Section 19.500 Supplementary Development Regulations) that discourage their development. For example, cottage cluster housing is subject to standards for size, height, orientation, and required yards in addition to prescriptive design standards addressing individual units and the site. Another example is if a duplex is not allowed outright in a zone, it is required to be located so as “not to have substantial impact on the existing pattern of single-family detached dwellings within the general vicinity,” and its design must be “generally

consistent with surrounding development.” Similar restrictive development and design standards impact the potential development of ADUs, rowhouses, and flag lots.

× **Lack of equitable review processes for housing types**

Different housing types are subject to different review processes in the Milwaukie code. The current regulations need to be carefully evaluated to reduce or eliminate any procedural discrimination for certain housing types. For example, duplexes are currently subject to Type II review in the R-10 and R-7 zones when single dwelling detached homes are not subject to any land use review (Table 19.301.2). This difference in review creates a barrier to achieving the city’s goal of permitting the development of middle housing through new construction and conversions and promoting housing choice for all by creating a more difficult process for certain housing types and in certain zones.

× **Expensive street and frontage improvements**

Public facility improvements (including street, sidewalk, and planter strips) are required for an additional unit as well as an addition greater than 1,500 square feet to an existing home. This includes the development of ADUs and conversions of single units into duplexes. These improvements present barriers to development of these housing types by adding cost. In addition, a traditional curbed street improvement creates a potential conflict with existing established trees that may be in the right-of-way; the required width for new planter strip widths may not be generous enough to accommodate larger trees. More flexible options that allow for rural-character street design would reduce the burden of cost on new and converted middle housing units while maintaining an essential element of Milwaukie’s character. For example, the Island Station Neighborhood Greenway has street types with gravel shoulders and no planter strips. This could be a good model for certain contexts.

Recommendations

- × Allow duplexes across all residential zones
- × Amend permitted residential types to include triplexes, quadplexes, and townhouses (currently referred to as rowhouses)
- × Review low density and moderate density zones to identify areas where triplexes, quadplexes, townhouses, and cottage clusters are a permitted use
- × Consolidate residential zones and revise zoning map to expand the area in which middle housing types are permitted equitably across the entire city
- × Decouple housing types from uses table and clean up definitions to remove confusions with household types
- × Simplify and reduce the amount of design standards applicable to middle housing types and make them clear and objective so that all housing types, whether detached single units or larger number of attached units, are subject to the same standards
- × Permit all middle housing types to be permitted using the same approval type as single family dwellings are subject to today
- × Increase flexibility for street and frontage improvements and permit creative street designs to reduce the burden of cost on middle housing development

Policy Mandate 2: Increase the Tree Canopy and Preserve Existing Trees

Trees are key to Milwaukie’s quality of life. It is clear that trees are very important to Milwaukians and are a major contributor to the quality of life in Milwaukie, and, could be considered a signature feature of the city to be nurtured and protected. They contribute to property value and are also important to reducing stormwater runoff, improving residents’ health outcomes, helping the city meet its climate change goals and reducing heat island effect.

Because many of the most magnificent trees that contribute to Milwaukie are on private property, it is appropriate that there be greater protection of those trees in order to achieve the community's goals. This means trees on private property will be regulated differently than they have been in the past in order to preserve the existing and contribute to the future canopy of the city.

Changing the code to preserve trees on private property will have implications for city staff; there will be more applications to manage and a greater load on review boards. A culture shift may be required on the part of citizens, the development community, and city staff; one that promotes a collaborative approach to tree preservation and planting. The city established a Tree Board recently and the committed Public Works department views trees as another form of citywide infrastructure. If site and tree specific conversations occur early in the application process, there will be a much better understanding of goals and priorities by all parties.

Both broad and detailed support for preserving and increasing the tree canopy throughout Milwaukie is found in the Comprehensive Plan, Climate Action Plan, and Urban Forestry Management Plan. In Goal 3 of the Comprehensive Plan a target is established for a 40% tree canopy using a combination of development code and other strategies. Goals recognize that flexibility is needed in the siting and design of buildings and design standards in order to preserve existing large and old-growth trees while also increasing the tree canopy in areas that are currently deficient. The Urban Forestry Management Plan and Climate Action Plan bolster these objectives with possible implementation actions, but do not indicate which regulatory changes might contribute the most to achieving canopy goals. The Urban Forestry Management Plan further notes that the tree canopy is not equitable across the city and supports implementation actions that, while reducing barriers to affordable housing, also increase equitable access to trees and their benefits.

Code amendments that support this policy mandate are found in the following sections:

- × Title 16 – Environment, 16.32 – Tree – Code (and related code section, Public Works Standards, 5.0030)
- × 19.200 Definitions, Tree-related definitions
- × 19.402 Natural Resource Overlay Zone
- × 19.1200 Solar Access Protection
- × Draft Tree Preservation Amendments

Other sections that were reviewed and for which amendments are recommended that are not part of this project:

- × 19.401 Willamette Greenway Overlay Zone

Key Issues

- × **Solar access requirements are potentially in conflict with tree canopy goals**
Understanding how solar access provisions are enforced over time, especially regarding tree planting, growth and future shading, will be important. The approved tree list should be updated to clarify which trees are preferred, noting which do not interfere with solar collection. A list of solar-friendly trees should also be listed on the city website.
- × **Additional consideration should be given to native trees and other climate change suited species**
This should also include measures to ensure species, size, and structural diversity as recommended in the Comprehensive Plan and Urban Forest Management Plan policies to encourage the propagation of a diversity of species that increase forest resiliency.
- × **Flexible standards for tree preservation, especially as it relates to middle housing development, should be further explored**
Standards for tree preservation and planting should consider site and neighborhood characteristics to ensure it blends into larger patterns of the area. Included in this analysis should be consideration given to areas identified as

deficient in tree canopy in an effort to make tree plantings more equitable across the city. These standards should include protection measures during construction.

× **Consider enforcement of tree planting and preservation after development is completed**

Continued funding and staffing resources are needed for successful enforcement.

Recommendations

- × Create more distinct code sections in Section 16.32-Tree Code for development and non-development related code criteria, and create standards for the preservation and planting of priority street tree species with development
- × Reference desired tree species and conditions in updated public works standards and revised code for private residential property; ensure they include native trees , other climate change suited species and support canopy goals
- × Ensure newly planted trees have access to adequate soil volumes that support their long term growth to maturity
- × Create enforcement mechanisms to ensure newly planted trees become established and are properly managed for the long term as condition of permit approval
- × For projects in which tree preservation on site is not feasible, explore fee-in-lieu programs, i.e., the property owner or developer pays into a fund

Policy Mandate 3: Manage parking to enable middle housing and protect trees

Goals 6 and 8 of the Comprehensive Plan, along with strategies identified in the Climate Action Plan and Milwaukie Housing Affordability Strategy, offer strong support for minimizing parking in new developments in order to reduce vehicle emissions and encourage the use of alternate transportation. There is a desire to create a more energy efficient land use pattern in Milwaukie. This includes infill development and neighborhood hubs that includes mixed-use development while providing a wider range of rental and ownership choices.

There is also a strong desire to create more housing opportunities for all income levels throughout Milwaukie, not just in areas where multi dwelling units are allowed. The Milwaukie Housing Affordability Strategy identifies right sizing parking requirements to user patterns as critical to achieving this. Right sizing parking can help provide flexibility and both reduce the cost of housing production and increase viability for a range of unit types. Appropriate management may also be necessary. Reducing the amount of parking provided will also preserve more trees.

Code amendments that support this policy mandate are found in the following sections:

- × 19.200 Definitions, Parking-related definitions
- × 19.505.4 Parking Spaces Location
- × 19.600 Off-Street Parking and Loading

Other sections that were reviewed regarding to this policy mandate, and for which amendments are recommended but are not part of this project:

- × Public works standards – 5.0110 Private Streets/Alleys

Key Issues

× **Ensure adequate parking**

While many Milwaukians still drive and own cars, the community has expressed a clear desire to increase its share of people who don't own cars, who own fewer cars, and who bike or walk for many of their needs. It will continue to be

important consider parking that allows people to store their cars at or near their homes for the foreseeable future. However, there are a number of strategies that can be put into place that can help the city achieve multiple objectives while still providing enough parking to meet most people’s needs. It does signal a major change in that parking will become the commodity it is and will no longer be as free or abundant. This change will happen over time, and hopefully in concert with other investments in transportation that provides people with more options to not drive.

× **Managing parking in residential zones (off-street)**

Parking requirements are another area where the current zoning code (Section 19.600 Off-Street Parking and Loading) places additional burdens on middle housing. Parking requirement can impact the affordability of housing in a number of ways. Currently the requirement for a minimum of one space per dwelling unit and 1.25 spaces for housing that includes 3 or more dwelling units that are over 800 square feet makes many forms of middle housing infeasible, financially and physically. In order to comply with HB 2001, only one parking space may be required for middle housing, and on-street parking may be allowed to count toward the requirement.

× **Managing parking in residential zones (on-street)**

Section 19.600 includes a purpose statement that generally supports many aspects of the policy mandate, such as “provide adequate, but not excessive, space for off-street parking. However, “avoid parking-related congestion on the streets,” may be problematic. It assumes that on-street parking causes congestion, and also assumes auto congestion is an issue. On local streets in particular, on-street parking can reduce auto speeds (congestion) and make streets safer. This language may preclude ideas about reprioritizing and rethinking local streets that have been brought up by the community. Likewise managing parking is an important way for the city to achieve housing affordability and tree canopy goals. There are opportunities throughout Milwaukie to use the on-street parking system to help offset onsite parking demand. This approach may require some form of residential parking management at some point in the future. In addition to addressing off-street parking requirement in the zoning code, public works standards for streets and implications for on-street parking, will also need to be addressed. Historically, most cities have not managed on street parking in residential zones, however new approaches to parking will be needed to balance housing and transportation needs.

× **Achieving greater flexibility for parking**

Currently Section 19.600 does not permit on-street parking to count toward meeting parking requirements for new development. This section also precludes unbundling of onsite parking from housing, and may prohibit parking spaces from being rented or sold separately from the dwelling unit. In future Milwaukie neighborhoods where managing parking and middle housing options are more prevalent, permitting the “unbundling” of parking from dwelling units can make middle housing more economically feasible and affordable. Additional design standards in Section 19.607 further regulate the location and design of parking and have an impact on the feasibility and cost of developing middle housing. For example, off-street parking is not permitted within the required front or side yard or within 15 feet of the front lot line. This requirement essentially requires two parking spaces for each unit as the parking cannot be provided in the first 15 feet of the driveway approach. This standard has been a barrier to the conversion of garages as ADUs and reduces the potential developable area for middle housing types.

× **Importance of on-street parking**

Permitting parking on the street to count against parking requirements can make a lot of sense if the goal is to reduce the cost of housing, since even a surface parking space adds cost to housing. And if the street is already paved (or planned to be paved or widened), it makes sense to use already-paved space for parking instead of adding additional paved area on private property. Any strategy to reduce overall paved area in the city will benefit natural resource protections and trees, and reduce stormwater runoff.

Recommendations

- × Explore the feasibility of reducing parking minimums in light of use of on-street space and on-site design
- × Tailor reduction of parking minimums in tandem with use of on-street space, and on-site design to neighborhood supply and demand
- × Ensure parking minimums comply with HB 2001
- × Consider the usefulness of technology (e.g., car stackers), and if appropriate ensure the code does not preclude their use
- × Consider defining active transportation and how it can be required in a residential development to address goals for better connectivity, transit, etc. in the Plan
- × Clarify those active transportation measures which can be addressed by development, as opposed to ones which require infrastructure investments commonly made by the public sector
- × Employ data to quantify underused on-street space in affected neighborhoods and “calibrate” to real impacts of new development on existing supply
- × Adjust code requirements to reflect true capacity
- × A request for “reducing” a minimum standard (using the on-street, for instance) will have an impact on on-street parking, which is currently not allowed. Amend approval criteria to permit lowering the minimum requirement or locating parking off-site
- × Eliminating current exemptions/reductions process and use requirements of the Transportation Demand Management (TDM) in 19.605.3 Exemptions and By-Right Reductions to Quantity Requirements
- × Consider building TDM measures in as options for developers along with lower parking minimums
- × When considering stacker technology for parking solutions (see above), review height maximum of 8 feet for cottage cluster garages



Date 09 February 2021
Subject Milwaukie Comprehensive Plan Implementation Project
To Comprehensive Plan Implementation Committee (CPIC)
From Marcy McInelly, Urbsworks Inc.

ATTACHMENT C | **CODE AND MAP CONCEPTS MEMO**

Contents

- × Schedule for Code Concepts and project timeline
- × Introduction to the Code Concepts
- × Needed code updates (amendments)
- × *A Livability Code* for Milwaukie
- × Context zones for detailed siting studies
- × Implementation options

Schedule for Code Concepts

FEBRUARY	MARCH	APRIL	MAY	JUNE
Draft Code Concepts	Refined Code Concepts	Draft Amendments	Adoption-ready Amendments	
<ul style="list-style-type: none"> × Review at CPIC #5 × Incorporate technical feedback from staff × Refine code concepts for staff review × Tree Board review × PC and CC briefings 	<ul style="list-style-type: none"> × Staff meetings: technical and administrative review × Public engagement via meeting in a box and website × PC and CC briefings 	<ul style="list-style-type: none"> × CPIC #6 × PC and CC briefings × CPIC #7 	<ul style="list-style-type: none"> × CPIC #8 (Reconciliation) × PC and CC briefings* 	

* Adoption process hearings begin in July 2021, will involve Planning Commission (PC) and City Council (CC)

Introduction to the Code Concepts

Where we are, where we are going, where we have been

We are entering the middle phase of the Milwaukie Comprehensive Plan Implementation project, Code Concepts, which will take place between now and mid-April. This phase will inform the code amendments that are scheduled to be ready for adoption beginning in mid-June.

Through this project, the City will implement the goals that the Milwaukie community memorialized in its Comprehensive Plan. The resulting code amendments will provide the framework for the community to realize its stated future vision. At the same time, the project will make sure that the updated Milwaukie zoning code complies with state legislation for middle housing (HB 2001).

As noted in the Code Audit, there are several areas of the community vision that will be impossible to realize unless the current zoning code is updated. The Code Audit identified *policy mandates* that guide code amendments. They are:

- × Policy Mandate 1: Increase the supply of middle and attainable housing and provide equitable access and housing choice for all
- × Policy Mandate 2: Increase the tree canopy and preserve existing trees
- × Policy Mandate 3: Manage parking to enable middle housing and protect trees

Needed code updates (amendments)

In this Code Concepts phase, we will be looking at some new ways of structuring the zoning code and writing needed code updates, e.g., amendments. The Code Concepts seek to implement the policy mandates. Six (6) Draft Code Concepts have been identified. They encapsulate big picture thinking about how the City should re-structure its code to foster the vision for Milwaukie.

1. **Simplify the number of residential zones**
This amendment is not strictly needed to comply with HB 2001, but may help the city implement Comprehensive Plan goals for equitable distribution of housing choices. There are a few implementation options or choices (from eight to three, or one; see Implementation Options). These options go beyond HB 2001 compliance, and would implement the City's Comprehensive Plan.
2. Adopt a **form based approach** for the code amendments
An example of this type of amendment is to remove housing types from the land use table, and instead handle them in development standards section of the zoning code. This would involve amending definitions and in a separate housing types table that is associated with the development standards, i.e. dimensional standards that specify minimum lot size, setbacks, height, and maximum lot coverage. The City already uses a form based approach for many of these standards. This amendment is needed to comply with HB 2001, and also enables other amendments that will implement the City's Comprehensive Plan.
3. Selectively apply existing development standards that **provide additional building capacity ("bonuses") to duplexes**
Under HB 2001, duplexes must be permitted on all lots. The City has an existing "bonus" allowance granted to duplexes citywide (an additional 20% lot coverage is permitted). In order to implement the Comprehensive Plan vision of clustering activity in neighborhood hubs, this amendment would apply the existing "bonus" only to dwelling units within and around neighborhood hubs. This would incentivize the development of middle housing in areas of the City that already have or will have services and infrastructure to support more residents. This includes transportation infrastructure including light rail, bus lines, bike lanes, etc. This bonus could be applied to other areas described in the Comprehensive Plan as desirable for residential uses.
4. Adopt a **Tree Code applicable to private property in residential zones**
This amendment is not required for HB compliance but is required for Comprehensive Plan implementation. It would help achieve the goals outlined in the Climate Action Plan and Urban Forest Management Plan. It will ensure that certain trees on private lots are handled in one of several ways; If a tree is determined through a clear and objective process to be a tree that contributes to an increased tree canopy (Comprehensive Plan Goal), then the tree is either a) preserved or b) removed and either replaced or a payment "in lieu" is made to a city fund.
5. **Amend (restrict) on-site parking requirements** to one per dwelling unit. Provide additional parking choices, i.e., for parking to be provided on the street, instead of on-site. This amendment is needed to comply with HB 2001, and also enables implementation of the City's Comprehensive Plan.

- 6. Establish a **pattern guide or menu** illustrating how clear and objective standards can be responded to in different neighborhood contexts.

Additional policy and regulatory amendments

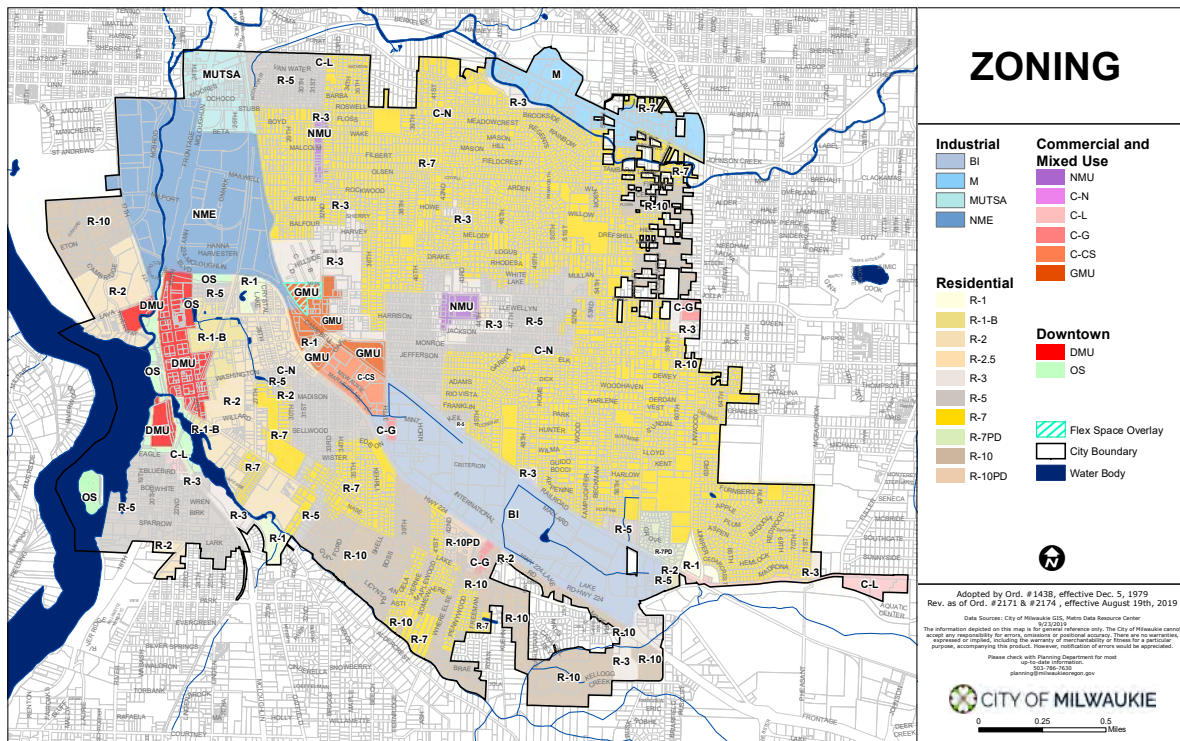
There are several policy and regulatory amendments that have been identified that are needed to support implementation of the Comprehensive Plan. These amendments are not part of this project and will occur in separate projects.

- × Adopt an additional street standard for compliance with street improvements (the “lighter, greener, cheaper” option).
- × Identify areas where density bonuses would be applied through Neighborhood Hubs project.

A Livability Code for Milwaukie

Land use zones are designated on the Milwaukie Zoning Map. Each land use zone corresponds to a list of permitted and prohibited land uses and specific development standards, such as minimum lot size. Several current land use zones, such as the R-5 (Residential, 5,000 square foot lots) Moderate Density Residential zone, need to be updated because they do not currently allow the middle housing types that HB 2001 requires. HB 2001 requires that middle housing types be permitted in any zone that also permits single detached homes. Middle housing types are permitted based on a minimum lot size. For example, triplexes—the term for three homes on one lot—will be allowed on any lot which is 5,000 square feet or greater in size. Quadplexes (four homes on one lot) will be allowed on any lots which are 7,000 square feet or greater in area.

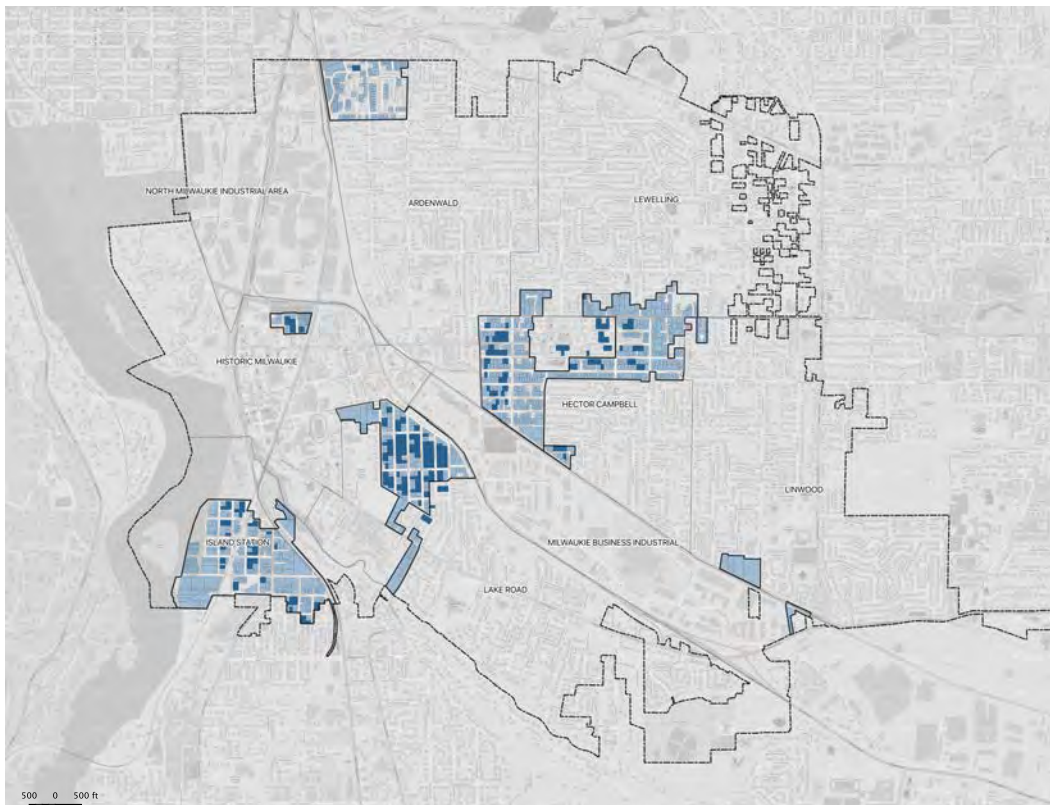
Figure 1: Milwaukie – Existing Zoning Map



5,000 square-foot lots generally occur in the R-5 zone. However, there are also lots in the R-5 zone that are bigger than the minimum lot size; some lots are 7,000 or 10,000 square feet in area. Figure 2 below shows lots that are 5,000 square feet in dark blue while lots that are larger than 5,000 square feet are noted in light blue. This same

phenomenon holds true across other residential land use zones. In other words, lot size does not exactly correspond to the zoning districts, yet housing types will be permitted wherever a suitably sized lot exists. Take for instance quadplexes; quadplexes will be permitted on any lot which provides the minimum lot area (7,000 square feet), no matter which zone it is in. But it should not be assumed that the resulting quadplexes will overwhelm the site. Their form will be regulated through standards addressing size, height, and yard setbacks. A new quadplex on a 7,000 square-foot lot will not be permitted to be any larger than a single dwelling has historically been permitted to be.

Figure 2: Sizes of Lots in R-5 Zones



This suggests a different approach to zoning: If development in the R-7 zone looks the same as in the R-5 in implementation then what does a zone mean? Should the zoning boundaries be modified, simplified, or even abolished? As described above in the example of a new quadplex, a zoning approach corresponding to the size, shape, siting, location, and configuration dictated by the lot size instead of by a mapped district outline might be more effective—particularly when one considers that the zoning boundaries were drawn more than fifty years ago and have not been updated since.

The city’s zoning as it exists today doesn’t implement the city’s newly adopted goals. An improved zoning code would intentionally regulate form to optimize the policy mandates, and focus on the form, i.e., adopt a form-based approach. A form-based approach is not entirely foreign to Milwaukee, since the city’s zoning code already employs a number of form-based approaches, such as setbacks, maximum height, diagonal planes, and lot coverage.

A “livability code” would be intentionally designed to provide more housing and more housing choices for people; to maximize the number of trees that can contribute to the tree canopy and the city’s climate resiliency; and to minimize unnecessary paved surfaces for parking. Through this project Milwaukee has the opportunity to define a livability code that fits the context of its neighborhoods and is thoughtfully drafted to implement the vision.

Context zones for detailed siting studies

As opposed to a blanket approach to zoning, where one size fits all, a form-based zoning approach is able to respond to different contexts in order to get better outcomes. For that reason, several Milwaukie contexts have been identified. The unique combination of characteristics within each context zone will demand or require different a different set of tradeoffs for housing, parking, and trees. These studies will be documented as part of the Code Concepts refinement task.

The identified context zones are based on areas where the lots are zoned R-5, R-7, or R-10. These make up the primary residential land use patterns found in Milwaukie’s current land use zones. By studying specific conditions which occur in different types of neighborhood contexts, we can better understand the issues identified in the prior section of this memo. An R-5 zoned area with a mix of 5,000 through 7,000 square foot lots with mid-century era development pattern. The “mid-century” development pattern means low profile buildings that are typically one story, with larger building footprints.

- A. An R-5 zoned area with a mix of 5,000 through 7,000 square foot lots with pre-war development pattern. The “pre-war development pattern” means taller profile buildings that are typically two- to two-and-one-half stories, with smaller footprints.
- B. An R-7 zoned area with 7,000 square foot lots with mid-century era development pattern.
- C. An R-7 zoned area with 7,000 square foot lots with pre-war development pattern.
- D. An R-10 zoned area with 10,000 square foot lots

Figure 3: Example Milwaukie Context Zones



Context zones have different lot sizes and lot patterns from very large and irregular to smaller and more regular. These aerial images show an array of different contexts throughout the city

Implementation Options

Two of the Code Concepts offer some choices for implementation. The tables below illustrate these. The choices are characterized as a) *minimal compliance with HB 2001* or b) *going beyond compliance* to fulfill the greater promise of the community vision and Comprehensive Plan.

Code Concept 1: Simplify the number of residential zones	
Currently there are eight different residential zones in the city. The code concept is to consolidate some or all of these residential zones into a smaller set of residential zones. The new consolidated zones would share the same development standards for setbacks, height, and site coverage. The boundaries of the current zoning districts would be remapped as a result.	
This amendment is needed to comply with HB 2001	No
This amendment is needed to implement Comprehensive Plan goals	Yes. The options listed below as “b)” and “c)” go beyond minimal compliance with HB 2001 to more fully implement the Comprehensive Plan.
Code Concept choices	a) Amend the code to permit housing types on eligible lots in order to comply with HB 2001, but maintain the current eight zones. This is the minimum compliance option.
	b) Condense the number of residential zones from eight to three: <ul style="list-style-type: none"> × Large lot (R-10) × R-5 and R-7 × R-3, R2.5, R-2, R-1
	c) Condense the number of residential zones from eight to one; housing types are allowed to occupy lots that meet the minimum lot size requirement, wherever they occur.

Code Concept 5: Amend (restrict) on-site parking requirements to one per dwelling unit.	
Provide additional parking choices, i.e., for parking to be provided on the street, instead of on-site.	
HB 2001 requires reducing parking requirements for middle housing. Dedicating site area and constructing parking adds to the cost of housing development and, in some cases, can render a project (especially smaller projects) economically infeasible. HB 2001 requires one off-street parking space per dwelling unit. Required parking can be provided on the street.	
This amendment is needed to comply with HB 2001	Yes

Code Concept 5: Amend (restrict) on-site parking requirements to one per dwelling unit.

Provide additional parking choices, i.e., for parking to be provided on the street, instead of on-site.

This amendment is needed to implement Comprehensive Plan goals

Yes, however, the option listed below as “b)” may not be consistent with goals of the Comprehensive Plan.

Code Concept choices

- a) Establish the maximum number of spaces to match up with the minimum off-street requirement, in essence limiting on-site parking to one per dwelling unit. Amend the current required location of the on-site space to allow in front yard setback. This would prevent a site from being dominated by parking spaces.
- b) Establish a higher allowed maximum number of off-street parking spaces to allow for conditions we may see as a result of the parking inventory and utilization studies (car ownership patterns combined with street conditions). For example, one off-street parking space would be required, but two or three would be allowed.
- c) Permit on-street parking to count toward the minimum.
- d) Establish no minimums, only a maximum.

Comprehensive Plan Implementation

Project FAQs

1. Would "upzoning" every parcel of single-family residential increase property values?

A search of articles and analysis reveals that upzoning of exclusively single-family residential land is a relatively new phenomenon and land markets and regulations differ from city to city, so there are few studies that analyze the effects on property values. The basic premise is that by increasing the number of dwellings that can be built on each private parcel, upzoning lowers the cost of land per unit, which can increase housing choices. However, it can also make the property more valuable if a private property owner can do more with it. The price of land, the cost to build or renovate a home, and what the market is willing to pay for a home all combine to drive a property owner's math.

2. What tools do we have to keep development affordable?

The City has several tools either in progress or in place to incentivize the development of more housing units, including more affordable (income restricted) units. Those include:

- *Vertical Housing Development Zone: This is a 10-year partial tax exemption on the value of new construction or rehabilitation for 20 percent per eligible floors up to 80 percent, available to qualifying developments within the city's approved vertical housing zone: <https://www.milwaukieoregon.gov/verticalhousing>. This zone near the downtown core incentivizes higher density, mixed-use and transit-oriented development in our core to help increase supply of affordable housing and expansion of retail and business opportunities.*
- *Upcoming in 2021: Affordable Housing Construction Excise Tax grant program to support the development of income-restricted residential housing units. Staff are in the process of developing the program guidelines, application, legal agreements, and compliance processes to kick this program off in 2021, ideally when the new housing code from this project is adopted. A community-based oversight group was convened to set criteria for this program. The preferred criteria include preference for middle housing types, housing located near transit, and financial need. Income levels served are between 0-120% of Area Median Income. More information can be found here: <https://www.milwaukieoregon.gov/communitydevelopment/milwaukie-construction-excise-tax-cet>.*

- *Affordable Housing Construction Excise Tax (CET) Exemption Program: Developers building multi family housing who elect to provide income restricted units may apply for an exemption to the City's CET if they can demonstrate that they have provided income restricted housing where the foregone revenue for holding those units as income restricted is at least 2 times that of the CET. The intent is to incentivize income restricted units in market rate apartment buildings.*
- *Nonprofit Low-Income Housing Tax Exemption. The City has supported a case by case approval for exemptions for non-profits providing income restricted housing. Currently Northwest Housing Alternatives (Walsh Commons in South Downtown) has been approved for an exemption for a 28-unit low income housing development through the state program. NHA applies for a renewal annual in Milwaukie to help maintain affordability.*
- *Downtown Mixed Use (DMU) and General Mixed Use (GMU) zones both offer residential housing density bonuses.*

3. What tools do we have to encourage more multifamily and middle housing units as ownership units versus rentals? How can we get more condos than apartments?

- *Middle housing options that will become more available because of the HB 2001 code amendments include new dwellings on small, fee simple lots, such as townhouses. Small, fee simple lots will provide homeownership options that do not currently exist.*
- *Developers have not been building condominiums in Oregon in recent years due to builders' exposure to lawsuits over construction defects. There has been an attempt in the state legislature to manage developer liability, but none have passed*
- *The ADU waiver pilot program that waived SDCs for ten (10) ADUs in the city supported the development of middle housing. This program wasn't restricted based on whether units were for ownership or rentals.*
- *A list of general homeownership resources is available on the city website at: www.milwaukieoregon.gov/housingaffordability/homeownership-resources.*
- *In general, increased homeownership is not a goal expressed in the Comprehensive Plan. However, the city can provide the opportunity to develop all types of housing that can be owned or rented, but the market will determine whether units are renter or owner occupied. Staff will be mindful of how the code is written to ensure that it does not contain barriers to potential homeownership of middle housing dwellings.*

4. Through this process the idea of a form based code has been discussed. What are the advantages of FBC? HB 2001 requires, to some degree, that we revisit lot sizes and number of units, but not necessarily that we adopt form-based code, right? So why is FBC preferable? Are there examples of how FCB has worked in other cities? Please provide examples of how FBC would work in Milwaukie.

We are proposing a form based approach for the city's code. It is important to note that the city already uses a form based approach for many of its existing standards for single unit dwellings such as lot coverage and side yard height plane. Using a form based approach involves clear and objective requirements, usually expressed in feet and inches, square footage area, or a percentage, that regulate the shape, size, and location of buildings and other items on a lot (parking, landscaping, open space). These standards are outlined in tables and supported with graphics; they are visual and easier to understand. A form based approach also allows for standards tailored to fit a specific neighborhood context or condition. For example, through this project additional study of context zones will identify different tradeoffs for housing, parking, and trees. The resulting code amendments will respond to the Comprehensive Plan Goal of creating complete neighborhoods that offer a range of housing types and enhance local identity and character. A form based approach is more responsive to the unique conditions on the ground in Milwaukie and will result in better outcomes than a blanket approach where one size fits all of amending the code according to HB 2001 requirements.

5. Should we rezone widely/everywhere, or rezone around transit corridors and neighborhood hubs where greater density is appropriate? Is there a way to incentivize/encourage density in certain locations (such as on streets with frequent transit or higher traffic streets)?

One way to do this could be regulatory incentives (using the code to incentivize these locations). An example would be to increase lot coverage or off-street parking reduction requirements/bonuses in specific areas in the city where development is desired. The current code already has some regulatory bonuses, like increased lot coverage for duplexes and by-right off-street parking reductions in certain areas. Code amendments from this project could include these kinds of incentives to encourage certain housing types in certain areas that meet specific criteria.

6. What are "residential designations?" Are "residential zone districts" different from "residential zones?" Is "residential land" a zoning designation or a description?

All of these terms, for the purposes of this project, are intended to refer to residential zones: R-10, R-7, R-5, R-3, R-2, R-2.5, R-1, and R-1-B. Going forward, we will be more consistent in referring to these areas as "residential zones."

7. Is there a definition of “cottage cluster?” I have seen the term applied to vastly different size developments.

A common definition of cottage cluster is small, single-level, detached units, often on their own lots and sometimes clustered around pockets of shared open space. A cottage is typically under 1,000 square feet in footprint. For the purposes of this project, we will primarily be referring to the two definitions below.

- *HB 2001 defines a cottage cluster as: a grouping of no fewer than four detached dwelling units per acre with a footprint of less than 900 square feet that includes a common courtyard. They can be located on a single lot or parcel, or on individual lots or parcels.*
- *The Milwaukie Municipal Code 19.201 Definitions sections states “Cottage” means a structure containing 1 dwelling unit on 1 lot within an area that was divided to create a cottage cluster development, per Subsection 19.505.4.*

8. Clarify the use of the terms “permitted” and “allowed” regarding uses. Is there a difference?

When used in code discussions, they are interchangeable. A permitted use is an allowed use. It does not refer to a use that requires a permit.

9. How many people who use other transportation modes don’t actually own a car?

This is a hard question to answer, because it varies by area. There is a high relationship between car ownership and access to alternative modes, however there is not a lot of detailed data at the neighborhood level. One study finds that about 14% of Portlanders do not own cars. See <https://www.governing.com/archive/gov-car-free-households-cities.html>

10. Have other neighborhoods that have built housing without parking actually reduced the number of vehicles?

In neighborhoods that charge for parking on the street or parking on the site, people own fewer cars per dwelling unit than neighborhoods that have no limit and do not charge for parking. When people pay for parking, they make different choices about how many cars to own, whether to have a car, or whether to store a car on site. In neighborhoods that charge for parking on the street or on the site, we see fewer cars per unit than in neighborhoods that have unlimited, free parking.

11. Terms used in the comprehensive plan include: “tree canopy”, “canopy tree”, “urban forestry”, “street/private/public trees”. What are the distinctions?

It is important to note that these are terms used in the Comprehensive Plan, which is a policy document, but they are not likely to be the same ones used in the regulatory tree code. For the purposes of the plan document, the following are the generally accepted definitions:

- **Tree canopy** is the top portion of a tree comprised of branches and leaves or needles.
- A **canopy tree** is a tree that has a large canopy or provides a large amount of shade. In a forest, these trees make up the highest layer of leaf coverings and consist of the largest and oldest trees.
- **Urban forestry** is the care and management of trees in urban settings for the purpose of improving the urban environment. The urban forest is the collective trees, including street, private, and public trees, within an urban setting.
- A **street tree** is any tree that is growing in the City right-of-way, whether in improved (between the sidewalk and the curb) or unimproved (no sidewalk and/or curb) right-of-way. A **private tree** is a tree located on private property, while a **public tree** is located on public property like a park or greenway.

In the current tree code for public property (a regulatory document) are the following definitions (http://www.qcode.us/codes/milwaukie/view.php?topic=16-16_32&frames=off):

- **Street tree** means a tree, shrub, or other woody vegetation on land within the right-of-way.
- **Public tree** means a tree, shrub, or other woody vegetation on land owned or maintained by the City, but does not include a tree, shrub, or other woody vegetation in the right-of-way.
- **Tree** means any living woody plant characterized by one main stem or trunk and many branches, or a multi-stemmed trunk system with a defined crown, that will obtain a height of at least 16 feet at maturity.
- **Shrub** means any plant with multiple woody stems that does not have a defined crown and does not grow taller than a height of 16 feet.

12. Is the city proposing any mechanisms to support existing homeowners with new tree plantings?

The city is growing its urban forest program. The city currently hosts multiple tree giveaways to provide free trees to residents, and partners with community organizations like Friends of Trees, North Clackamas Watershed Council, and Johnson Creek Watershed Council for tree planting events. Watch the city’s event calendar and social media pages for updates on future tree giveaways and planting events!

13. Is the city only implementing tree code for new developments?

The city recently adopted new code for public trees in November. For phase 1 of the comprehensive plan implementation process, the city is looking at developing tree code applicable to residential development. The new code would apply to new development and existing properties (i.e. tree removal not related to development). Commercial and industrial development will be handled in a subsequent phase of comprehensive plan implementation.



Comprehensive Plan Implementation Project – Definitions and Acronyms

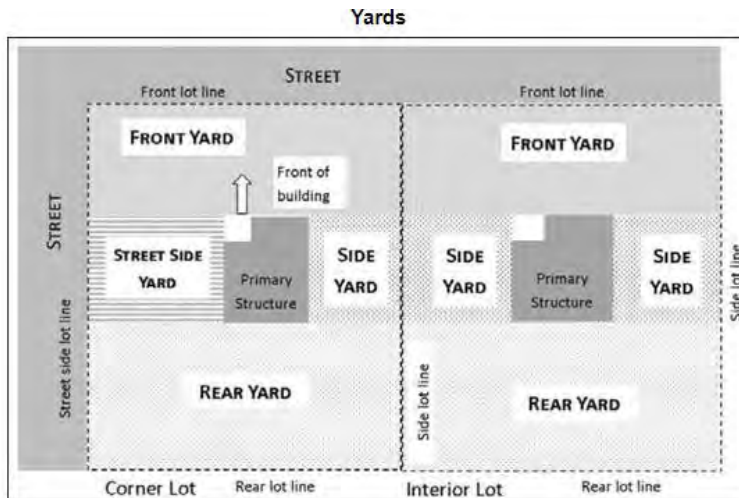
DEFINITIONS

Setbacks – a required distance that a building needs to be set back from the property line.

For example, a 5 ft setback means a building cannot be placed closer than 5 ft to a property line.

Front yard – the part of a property that is in front of the primary structure (such as a single-family home). It is between the front property line and the primary structure. See example below.

Yard - an open space on a lot which is unobstructed from the ground upward. A yard may include areas with grass, mulch, barkdust, shrubs, trees, garden plantings, gravel, pavement, or asphalt. See example below.



Variance – the act of wanting to vary a standard in the land use code.

For example, an applicant wants to reduce the required 5 ft setback to a 3 ft. They are asking for a variance to the required 5 ft setback.

Building Footprint – the area that a building covers the ground.

Dwelling Unit – A building, or portion of a building, that includes its own independent living facilities—including provision for sleeping, cooking, and sanitation—and is

designed for residential occupancy by 1 or more people. Buildings with more than 1 set of cooking facilities are considered to contain multiple dwelling units.

Single-family residential (SFR) – A residential structure that has one dwelling unit within one building footprint. This term is also called “single-unit housing” or “single-unit residence.”

Accessory Dwelling Unit (ADU) – A dwelling unit that is smaller in size than a single-unit residence and is on the same property as a single-unit residence. It can be attached to the single-unit residence (such as a basement ADU) or detached (such as a separate building in the backyard). The term has also been called “mother-in-law apartments.”

Duplex – A residential structure that has two dwelling units within one building footprint.

Multi-family residential (MFR) – a residential building that has multiple dwelling units within one building footprint. In Milwaukie, a building with 3 or more dwelling units within one building footprint is considered multi-family. This term is also called “multi-unit housing” or “multi-unit residence.”

Rowhouse/Townhome – a residential building that is typically less wide and skinnier than other residential buildings and share a common wall with another rowhouse/townhome. These types of homes typically are clustered together in 3-4 rowhouse/townhomes but can be a single structure too. Each rowhouse/townhome is on a separate lot, even though walls are connected. See example below.



Figure 1: Common design look for historic rowhouses/townhomes.



Figure 2: Site design example of a rowhouse development. Notice that each rowhouse is on their own lot, but still share walls.

Cottage Cluster – a group of residential buildings clustered on one property, typically surrounding a shared open space. See example below.



Middle Housing – a term applies to housing types that fall between detached single-unit residences and large apartment complexes. They include duplexes, triplexes, quadplexes, townhouses, cottage clusters, and courtyard and garden apartment complexes. See example below.



Natural Resource – a term used to describe areas where extra restrictions are in place to preserve and mitigate impacts on existing natural habitats and waterways. These areas are mapped out in the City of Milwaukie.

Conditional Use (CU) – a land use that cannot be permitted outright. Extra review is required and will go before the Planning Commission for a decision.

Land Use Review – a review process that means an application must be reviewed by the planning staff before building permits and depending on the review type, will go before Planning Commission or City Council for a decision. There are 5 types of land use review. See table below.

Type I	Type II	Type III	Type IV	Type V
Decision made by Planning Manager.	Decision made by Planning Manager. A public notice required.	Decision made by Planning Commission. A public notice is required and a public hearing will be held at Planning Commission.	Decision made by City Council. The proposal will also go before Planning Commission, who will make a recommendation to City Council. A public notice is required and public hearings will be held at both Planning Commission and City Council.	Decision made by City Council. The proposal will also go before Planning Commission, who will make a recommendation to City Council. A public notice is required and public hearings will be held at both Planning Commission and City Council. This is usually a review for when you are updating municipal code and ordinances. Not typically for development proposals. <i>Example, the Comprehensive Plan update was a Type V Review.</i>

Clear and Objective Standards – design and development standards within the land use code that is met through numbers and clear requirements.

Example – A 5 ft setback is a clear and objective standard. It is clear to know if you are meeting the standard or not. The required height of a structure is also an example. Required design elements, such as horizontal siding is another example.

Discretionary Standards – design and development standards that do not have a clear requirement. The standard can be interpreted in a variety of ways.

For example – A requirement could say an ADU must be compatible with surrounding development. What is compatible? Compatibility varies among different people based on opinions, likes/dislikes, etc.

ACRONYMS

ADU – Accessory Dwelling Unit

CPIC – Comprehensive Plan Implementation Committee

CU – Conditional Use

DLCD – Oregon Department of Land Conservation and Development

LCDC – Oregon Land Conservation and Development Commission

NCPRD – North Clackamas Parks and Recreation District

NCSD – North Clackamas School District

NDA – Neighborhood District Association

NR – Natural Resource

ODOT – Oregon Department of Transportation

SDC – System Development Charge

SFR – Single-family residence

MFR – Multi-family residence



Comprehensive Plan Implementation Project

NDA Presentation

Laura Weigel, Planning Manager

Vera Kolas, Senior Planner

Mary Heberling, Assistant Planner

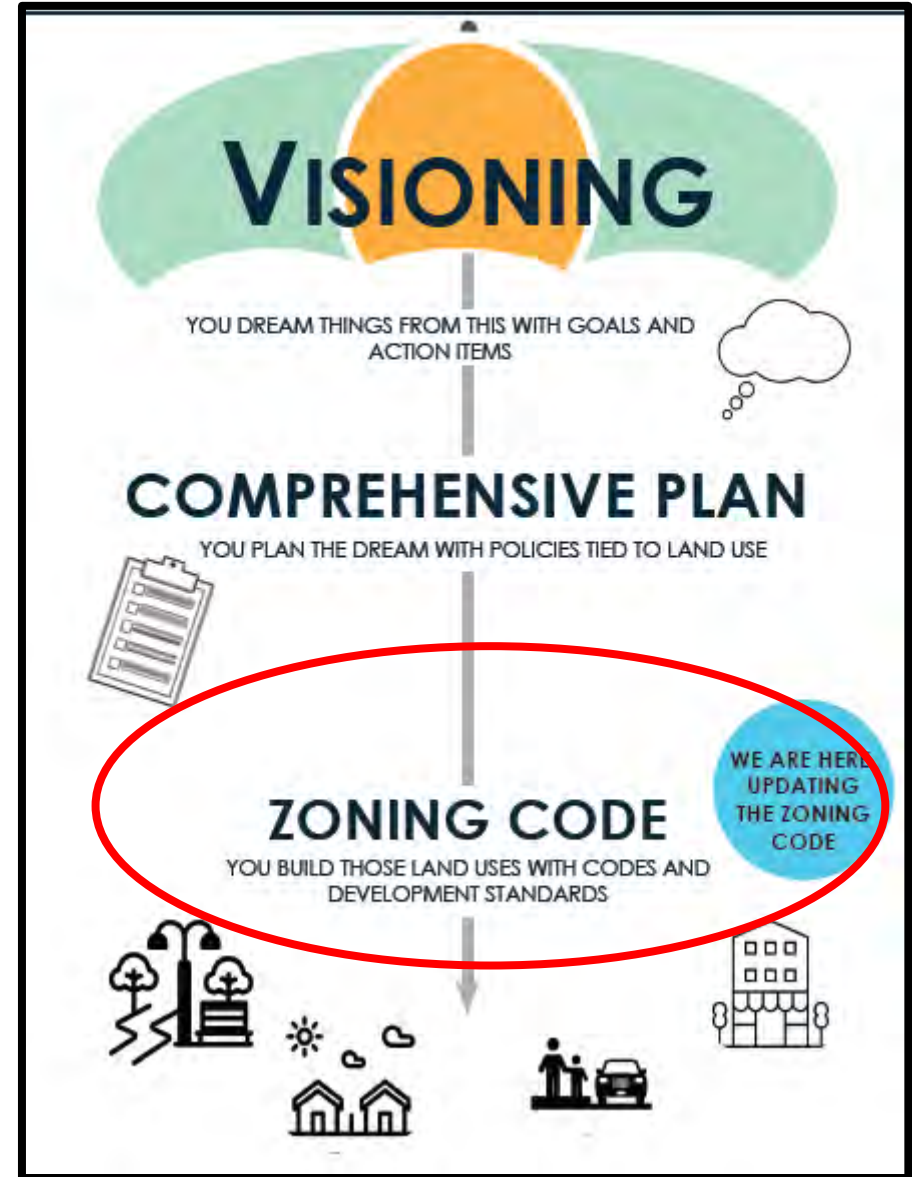
Natalie Rogers, Climate Action & Sustainability Coordinator

Tonight's Agenda

- Project Background
- Policy Mandates
- Approach to the Code Update
- How to provide input

Project Background

- Implements Comprehensive Plan update
 - Update adopted August 2020
- Implements Oregon House Bill 2001 (HB2001)
 - Expanded housing options
- Focus: Housing, Trees and Parking



Where are We Now?



Public Outreach

First Open House – what you said

- **Think big and be bold** with code amendments that achieve the City's vision.
- Give priority to code amendments that **support city-wide goals**, such as providing attainable housing.
- The **scale and form of new housing** is important in the context of the existing neighborhood development patterns.
- Concern that, when implemented, the code amendments will not achieve the desired goals of providing additional middle housing and preserving trees.

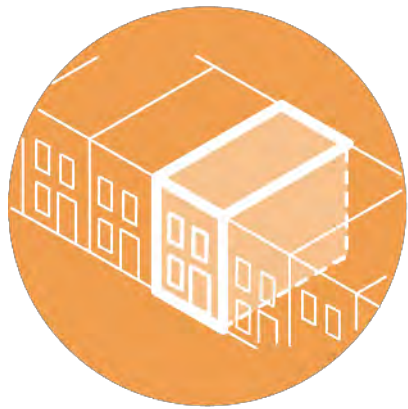
Policy Mandates from the Comp Plan

1. Increasing the types of housing in different neighborhoods throughout Milwaukie so residents have as many choices available as possible.
2. Supporting the City's goal of a 40% tree canopy.
3. Managing parking to enable middle housing and protect trees.



Housing – HB 2001 Mandates

HB 2001 requires **middle housing options** be permitted in all residential areas zoned for detached single-unit dwellings.



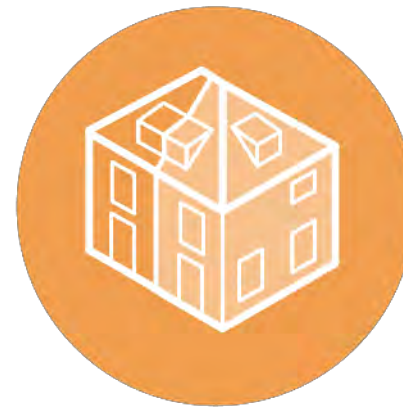
Townhomes



Cottage Cluster



ADU



Plexes

Attached housing - duplex



Attached housing - triplex



Cottage Cluster



Milwaukie Examples



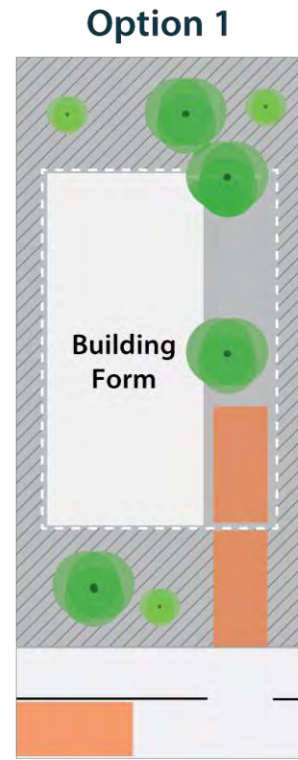
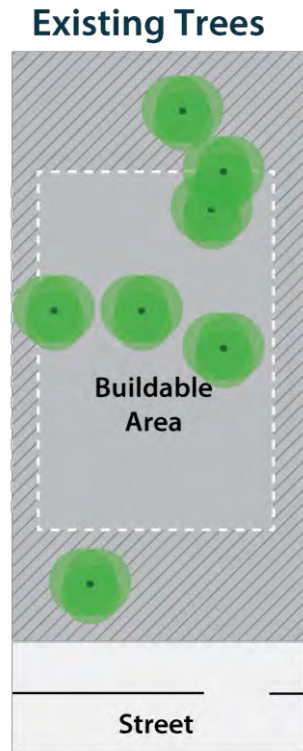


Trees

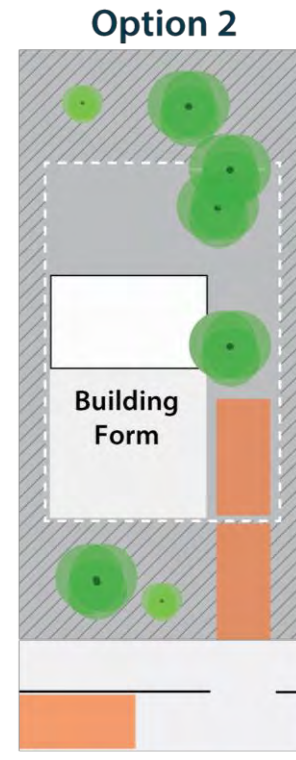
The City's Urban Forest Plan has an urban forest growth goal **“to achieve 40% canopy coverage by 2040 and sustain that level through time.”**



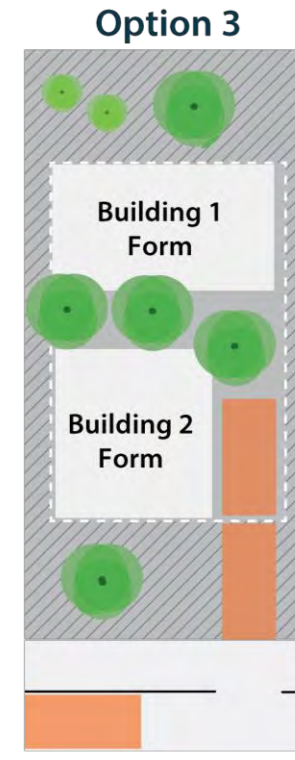
Location of buildings can impact trees



Trees in the middle of the site are removed.



Minimizing lot coverage by stacking means more trees are preserved and less paving overall .



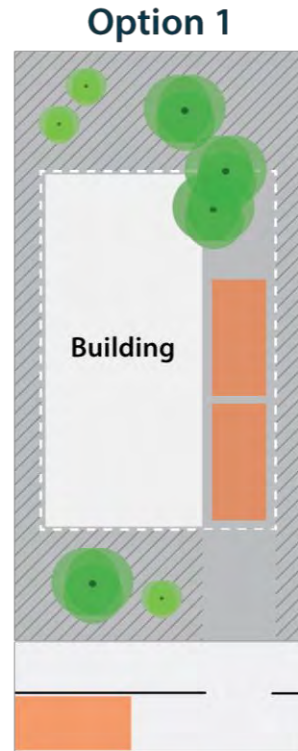
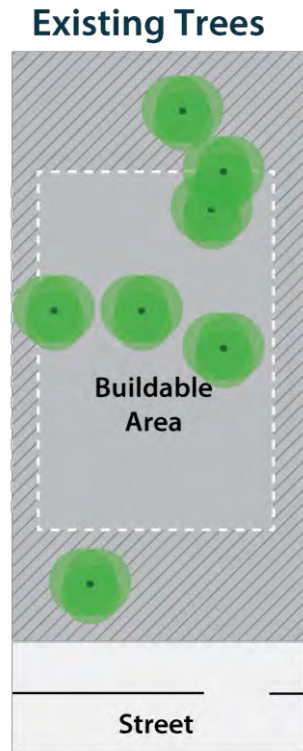
Dividing lot coverage means existing trees in center of the lot are preserved.

Parking

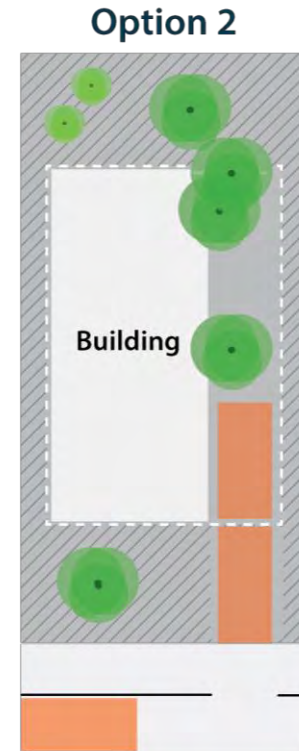
Better manage parking to: 1) support city goals of becoming a multi-modal community and provide affordable housing, and 2) be responsive of car ownerships trends.



Location of parking can affect site design



On-street parking counts towards 1 space.



On-street parking and parking in driveway counts towards 2 spaces. Less paving allows for more trees.



All parking provided on site means few trees remain.

Code Concepts

Main Code Concepts – focus on livability

- Use a **form-based approach** to address housing types in the development standards
- **Adopt a Tree Code** for private property in residential zones
- Amend **on-site parking requirements** and provide additional parking choice.

Plus other recommendations to be addressed in other city efforts.

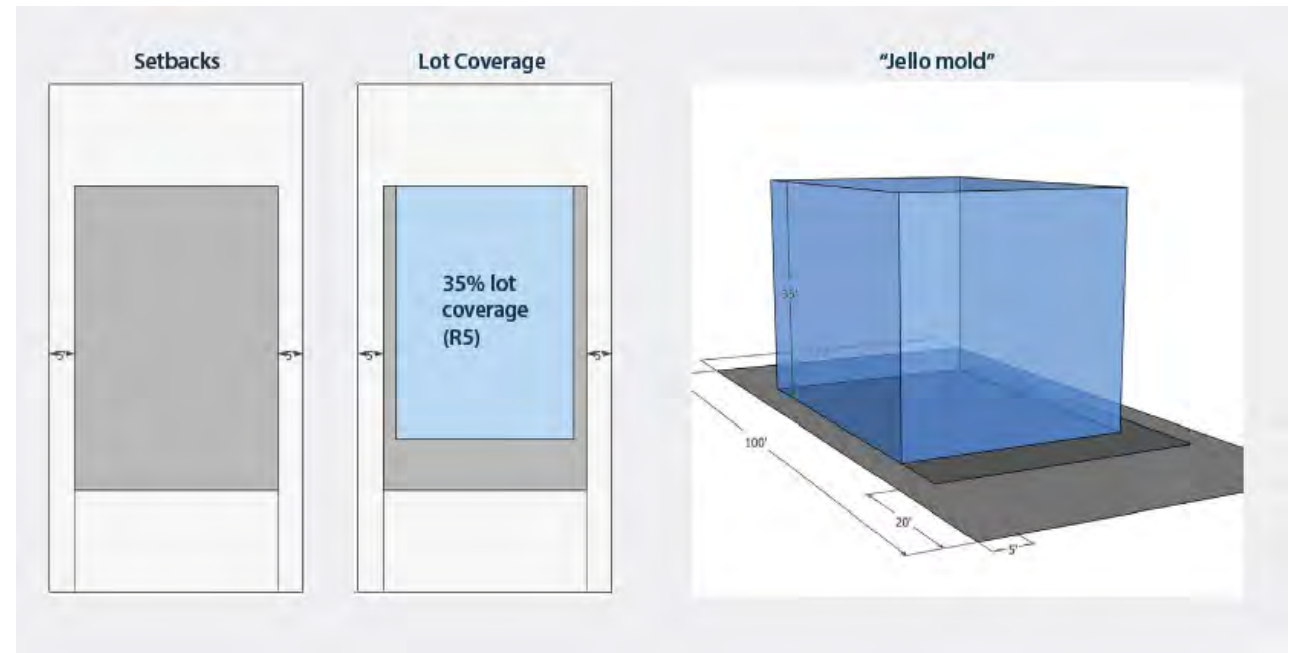
Focus is on the form, not the use

- **Lot size:** area as defined by property lines
- **Setbacks:** front, side, and back yard
- **Lot coverage** limits where building “footprint” may go
- **Maximum height limits** how tall a building can be

Form Based Approach

Imagine a “jello mold” waiting to be filled

Can we use design features to incentivize the type of development we want in Milwaukie?





**COMPREHENSIVE PLAN
IMPLEMENTATION**

PHASE 1

engage.milwaukieoregon.gov

March 22 – April 8

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