



**COMPREHENSIVE PLAN
IMPLEMENTATION PROJECT –
PROPOSED CODE AMENDMENTS
HEARING #2**

Planning Commission
October 26, 2021
Vera Kolas, Senior Planner

COMPREHENSIVE PLAN - POLICY MANDATES

- Increase supply of middle housing; provide housing choice
- Increase the tree canopy and preserve existing trees
- Manage parking to enable middle housing and protect trees



PUBLIC ENGAGEMENT – SUMMARY OF ACTIVITIES

- Project webpages (City of Milwaukie and Engage Milwaukie)
- Pilot newsletter articles: 12 articles
- CPIC meetings: 9
- Stakeholder interviews: 32 interviews in October
- Virtual open houses: 3 (English and Spanish)
- Community Surveys: 2 (English and Spanish)
- Email blasts and social media posts
- Handouts (English and Spanish)
 - Library, Farmers Market, Hillside, Wichita Center, Northwest Housing
- Neighborhood District Association (NDA) presentations
- Small group discussions (in both Spanish and English)
- Planning Commission and City Council updates



PUBLIC ENGAGEMENT – PUBLIC HEARINGS

- 9/1 – 35-day public notice
 - Project webpages (City of Milwaukie and Engage Milwaukie)
 - Email blast, including all NDAs
 - Executive Summary posted
 - City social media
- 9/22 – 20-day notice
 - Email blast
 - Direct mail postcard to all residential and business properties
- 9/28 – presentation to Rotary
- 10/6 and 10/15 – Measure 56 notice to all residential properties
- October Pilot newsletter article
- Tree code outreach and education materials: Fall/Winter



PC CODE REVIEW SCHEDULE

October 12: Middle housing and parking

- *Take public testimony; Deliberate; Continue hearing*

TONIGHT: Middle housing and parking

- Address lingering questions from tonight; Take public testimony; Deliberate; Continue hearing

November 9: Development-related Tree Code

- Address lingering questions; Take public testimony; Deliberate
- Recommendation to Council



CC CODE REVIEW SCHEDULE

December 21: Council work session

January 18 : Council hearing #1

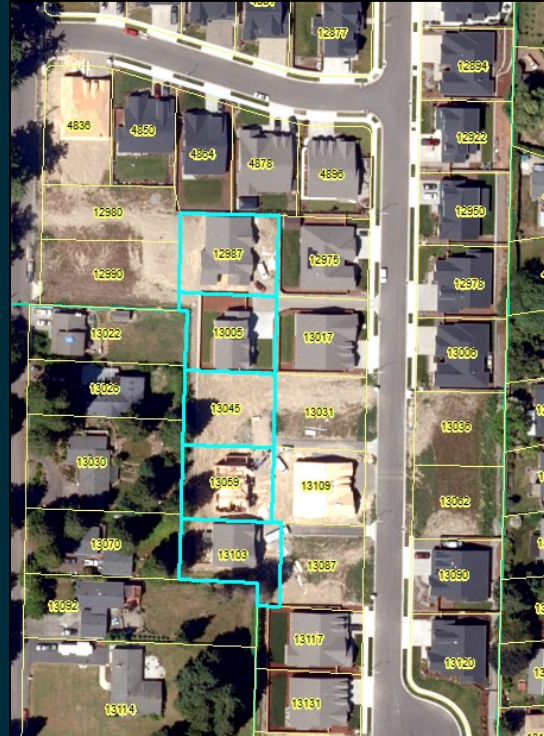
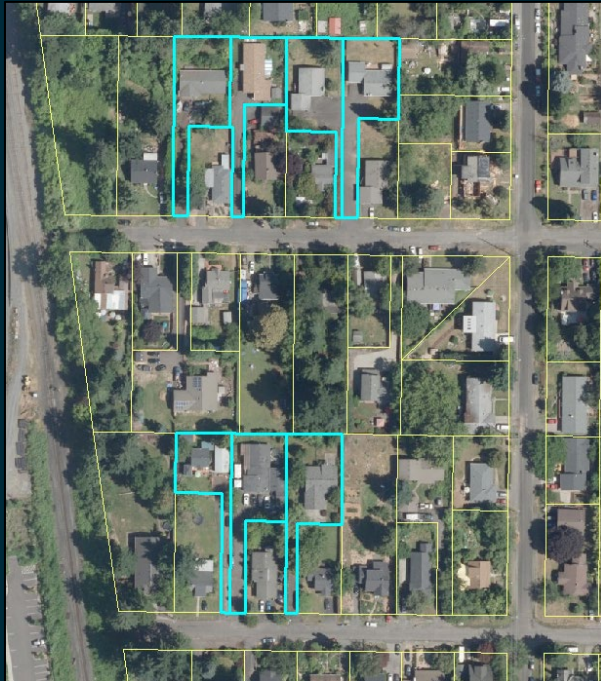
February 1: Council hearing #2

February 15: Council hearing #3 – Adoption



FLAG LOTS & BACK LOTS – ALLOW IN SUBDIVISIONS?

Flag lots and back lots are an opportunity for more infill housing and “hidden density”.



Back lots
proposed to be
allowed.



FLAG LOTS & BACK LOTS – ALLOW IN SUBDIVISIONS?

2002 code amendments:

- Increased width of accessway from 20 feet to 25 feet
- 2-lot limitation on the number of flag lots that can be created from a parent parcel
- Prohibited flag lots in subdivisions
- Increased front, rear, and side yard setback requirements
- Prohibited variances of lot area, lot width, and lot depth
- New driveway design standards
- Improved landscaping requirements to help protect neighboring properties
- New provision requiring houses to be oriented to the street



FLAG LOTS & BACK LOTS – ALLOW IN SUBDIVISIONS?

- Flag lots are “hidden density”
- Usually in-fill development
- Beneficial in subdivisions if traditional lotting pattern infeasible
- Should flag/back lots be permitted in subdivisions?
- Variance or by-right?



PARKING CODE – FURTHER REDUCTIONS?

Current Proposal

- **1 space** per unit required with reductions:
 - 20 – 25% reduction for proximity to transit
 - 50% reduction for income-restricted housing
- Allow alternatives to parking location
 - Parking modification process
- Question: reduce min. required parking for middle housing to **0.5 spaces/dwelling unit?**
 - If yes: by-right reductions still apply?



PARKING CODE – RESIDENTIAL PARKING STUDY - 2021

The sample neighborhood study zones:

- Lake Road; Lewelling; Ardenwald; Island Station

Methodology:

- 10 AM and 2 AM occupancy counts following an inventory count to assess parking demand (vehicles per residential unit)



RESIDENTIAL PARKING STUDY – PARKING SUPPLY

		Lake Road	Lewelling	Ardenwald	Island Station	Total
Residential Units		190	154	171	131	646
Supply	On-Street Stalls/Unit	2.37	2.64	1.20	2.18	2.09
	Driveway Stalls/Unit	1.75	2.29	1.68	1.82	1.87
	Surface Lot Stalls/Unit	-	-	0.25	0.14	0.09
	Total Stalls Studied/Unit	4.12	4.93	3.13	4.13	4.05

Higher
than
average

Lower
than
average



RESIDENTIAL PARKING STUDY – PARKING DEMAND

		Lake Road	Lewelling	Ardenwald	Island Station	Total
Residential Units		190	154	171	131	646
Demand	On-Street Vehicles/Unit	0.89	0.29	0.29	0.36	0.48
	Driveway Vehicles/Unit	1.16	1.60	1.58	1.48	1.44
	Surface Lot Vehicles/Unit	-	-	0.18	0.11	0.07
	Total Vehicles/Unit	2.05	1.89	2.05	1.95	1.99



RESIDENTIAL PARKING STUDY - FINDINGS

- Minimum average parking demand approximately 2.0 vehicles per residential unit at the peak hour.
 - This includes approximately 1.5 vehicles per unit parked on-site.
 - On-street demand = 0.48 vehicles/unit
 - In no cases does demand exceed or constrain supply capacity (on site or on-street)
- Neighborhood conditions vary: Much of on-street parking supply is unimproved, which could reduce on-street supply if improvements were made (e.g., curbs, paving).
- Notable percentage of residential units with multiple vehicles (3 or more) parking on-site.



DEVELOPMENT STANDARDS – MINIMUM LOT SIZE

Lot Size	Permitted Housing Types currently	Permitted Housing Types proposed
1,500 sq. ft.	Rowhouse (townhouse)	Townhouse
3,000 sq. ft. to 4,999 sq. ft.	Detached single dwelling Detached single dwelling + ADU Duplex	Detached single dwelling Detached single dwelling + 2 ADU Duplex Triplex Quadplex
5,000 sq. ft. to 6,999 sq. ft.	Detached single dwelling Detached single dwelling + ADU Duplex	Detached single dwelling Detached single dwelling + 2 ADU Duplex Triplex Quadplex
7,000 sq. ft. and greater	Detached single dwelling Detached single dwelling + ADU Duplex	Detached single dwelling Detached single dwelling + 2 ADU Duplex Triplex Quadplex Cottage Cluster



ADDITIONAL INCENTIVES FOR INCOME-RESTRICTED HOUSING

Reduce Development Cost

- Programs: Fee reduction; subsidies; SDC reduction
- Zoning: lot size; middle housing; reduce parking requirements; reduce setbacks (more flexibility)

Standard	Proposed Code	Alternative Standard
Front yard	20 ft	10 ft (note: impacts off-street parking)
Rear yard	15/20 ft	15 ft
Side yard	5/10 ft	5 ft
Street side yard	15/20 ft	10 ft (note: impacts off-street parking)



Recommend alternative min. setbacks for income-restricted housing?

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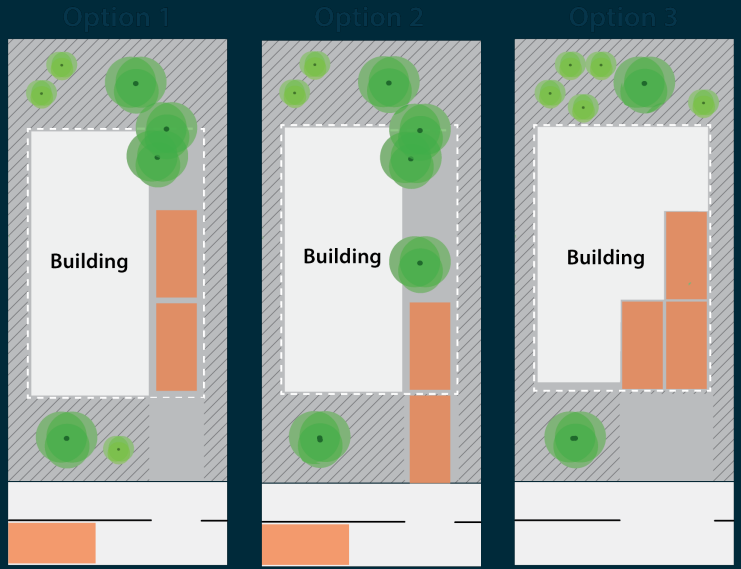
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LOCATION OF PARKING CAN AFFECT SITE DESIGN

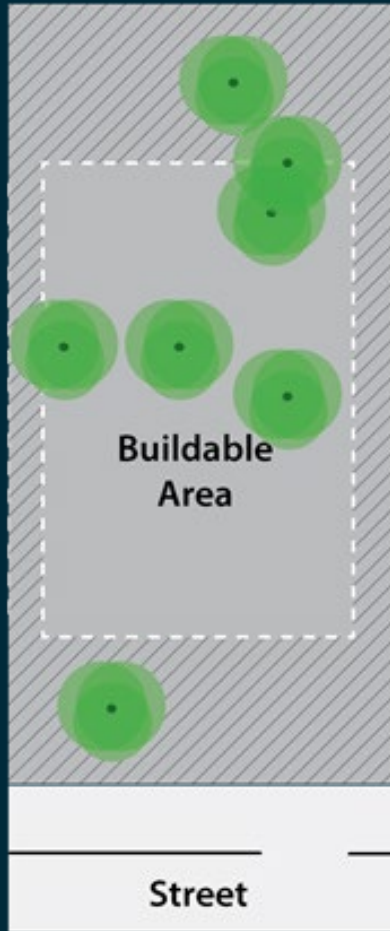


Option 1
On-street parking counts towards 1 space.

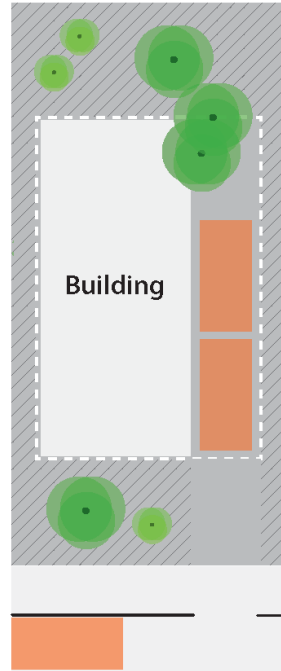
Option 2
On-street parking and parking in driveway counts towards 2 spaces. Less paving allows for more trees.

Option 3
All parking provided on site means few trees remain.



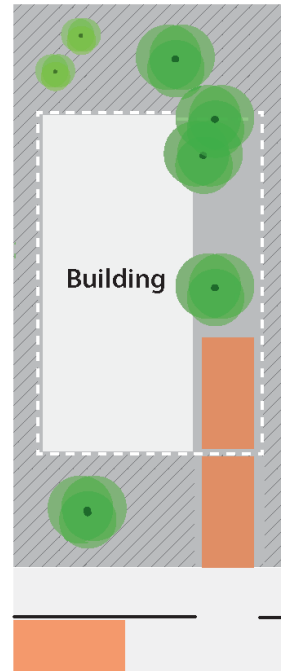


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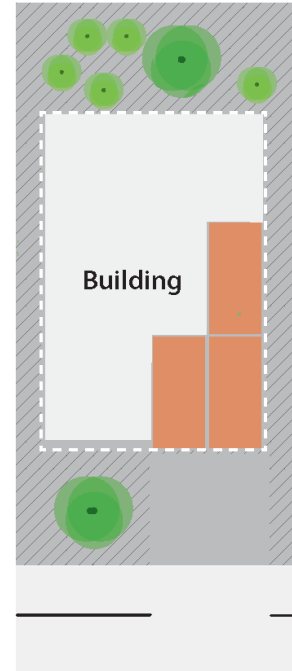
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