

Written testimony for, Agenda item 6.2, Public Hearing as pertaining to Proposed Tree Code Amendments

Planning Commission Meeting, November 9, 2021

Hello: Chair Looseveldt, Vice Chair Edge, commissioners Hemer, Erdt, Khosroabadi, Sherman; Senior Planner Koliass, and Urban Forester Rogers

I **Oppose** the proposed Tree Code for Non-Development, private property.

The proposed language for Type 1 Tree Removal (citation in packet, 6.2 page 174) is **too costly and burdensome for homeowners, failing to provide a fair balance between personal freedom and community interest.**

I recommend **modifying the proposed Type 1 Tree Removal code to strike a better balance between the personal freedoms of the homeowner versus the interests of the community.**

1. Recommend exempting removal of one healthy tree per year with diameter of less than 12 inches from ISA Best Management Practices - 2.a.[1], 6.2 page 174.

I infer ISA Best Management practices means having to hire or consult with tree expert/ services.

The narrower a tree becomes below 12 inches, generally there becomes a fair chance the homeowner can physically remove such tree on their own, avoiding the increasingly costly tree services and allowing the homeowner more pride of managing their own property.

The **City of Portland**, by comparison, **does not regulate private property, non-developmental trees with less than 12-inch diameters.**

There are several good reasons for not making one tree removal per year as onerous as proposed in the language of 6.2 page 174 with its “Best Practices” provision in the case of trees less than 12 inches DBH (Diameter at Breast Height):

(1) Such restrictions on a homeowner managing their property’s trees will discourage the homeowner from trying to stay within the spirit of the City’s tree preservation efforts. **As a tree becomes narrower towards six inches, enforcement in the case of violation becomes spottier;** and relies increasingly on neighbors filing complaints against their own neighbors, potentially making for bad relations among neighbors.

(2) **As a tree becomes wider than 12 inches, the odds are much more certain the homeowner will need the assistance of tree experts/services anyways** for removing the tree.

(3) Given the weight of the proposed permit fees, removal fees and restrictions; the best practices provision for small trees not much bigger than 6 inches in width, I suspect will deter many homeowners from growing new trees in the first place.

(4) The monies a homeowner can save on small tree management, by avoiding costly tree services, are monies thus available to the homeowner for managing other more mature, larger trees.

2. Drop the Type 1 Permit Fee to zero for the removal of one healthy tree in a year in cases in which the homeowner maintains at least four mature trees; or has planted and is growing four new trees in the last year.

Related to this recommended modification, I note the City of Portland provides a water bill credit for those homeowners maintaining four large, mature trees on their property.

As proposed, the tree code changes for non-development private property trees do not provide enough **'carrots' in encouraging homeowners to plant and grow news trees**; and dropping the permit fee for type 1 healthy tree removal for those already managing and caring for several trees would be a form of acknowledging *their* applied success in tree growing practices.

Also, even a permit fee of \$50 is consequential enough to tempt homeowners to try evading the permitting process altogether, particularly for narrower trees in the 6-to-12-inch range (more physically removable by homeowner than wider and larger trees).

And lastly,

3. Modify the replacement tree provision for tree removal - I.(3) 6 page 175; so that homeowners are exempted from it, if they have recently already planted and are growing four or more trees on their property, or are already maintaining four large, mature trees on their property.

I believe these three modifications of the proposed tree code for non-developmental, private property are very necessary to lessen the burden on homeowners of tree regulation and strike a better balance between individual liberties and community interest.

Sincerely,
Elvis Clark,
Ardenwald neighborhood,
Milwaukie 97222

To: Milwaukie planning commission
Re: In support of private tree code
Date: 11/9/21

I am writing today in support of the development and non development private tree code.

I am a volunteer member of the tree board. Over the last year we have worked with consultants to craft and refine the code to meet the unique needs of Milwaukie.

I am also an ISA board certified master arborist with knowledge and experience in tree protection and the many constructive alternatives to tree removal.

I want to highlight the importance of protecting *healthy* trees on private property.

Think back to the heat dome off this past summer. Extreme heat is the most deadly form of climate change. Residential trees help to cool homes. Preservation of existing healthy trees on private property is a first line of defense against future extreme heat events.

The informational notice sent to all residents in advance of this hearing states that regulation of private trees *may* affect property values. A well regarded US Forest Service study (conducted in Portland) agrees: mature healthy trees *increase* home values 10-20%.

Our city has set ambitious climate action goals including increasing canopy coverage to 40% throughout the city. Currently the city enjoys 23% canopy coverage, yet 80% of trees are located on private property. Regulation of trees on private property can help to meet climate action goals which help all of us.

It is important to not conflate regulation with prohibition; the code allows tree removal for a number of circumstances, including a provision to allow one healthy tree removal per property per year. Regulation is needed as a check to deter excessive and unwarranted removal of healthy trees.

We need only look at the events of last week at the Monroe street development to see the need for strong development tree code. The Mission park debacle of a few years ago provides even stronger evidence that trees need standing protection from development.

Tree protection is not incompatible with development. We need both. Preservation minded arborists have the tools and technology to help builders work around existing trees. As the city pursues the important goal of increasing middle housing, we need accompanying tree code to compel developers to partner with arborists to protect trees on development sites.

On non development private property the code asks property owners to seek professional counsel from a certified arborist and to explain their reasoning for tree removal as part of the permit application process. This is a reasonable request, not dissimilar from requirements for

other types of private property permits. More information is not a bad thing. Professional consultation and city review will identify and facilitate removal of unhealthy trees and ensure that healthy trees are retained.

Surely many will have written to oppose the code as government overreach. From my perspective as a tree professional, I suggest viewing the code as proactive community support. Helping trees helps people.

Thank you,
Jon Brown

3023 SE Malcolm Street
Milwaukie Oregon 97222



Sightline Institute is an independent think tank working to advance sustainability in the Pacific Northwest. We believe it exists at the intersection of environmental health and social justice.

We're writing to offer feedback on Milwaukie's comp plan implementation process. Our perspective is informed by our past work helping assess, inform and in some cases urge amendments of the recent middle housing legalizations in Portland, Eugene and Hood River, as well as House Bill 2001 and its subsequent state rulemaking process.

Our animating interest in these issues is simple. **Small homes and attached homes are green**; they make it easier for people to use less stuff and burn less energy. (An Oregon Department of Environmental Quality life-cycle analysis [found](#) that more than 80 percent of the lifetime energy consumption of a home occurs from heating and cooling.) **Giving people the option to live close to each other is green**, too; proximity is a key ingredient to creating walkable, bikeable-transit rich neighborhoods that offer lots of amenities within a short distance.

The policy work of environmentalism can be gloomy. In many cases, leaving a healthy planet for our grandchildren and their peers requires trying to get people to do things they don't want to, or to stop doing things they like.

Greening our zoning laws is a happy exception. Here's how it works: **people who want to reduce their own energy consumption get the option to do so**. In some cases, lowering the invisible walls in our zoning codes also gives *more* people the option to save energy. For example, we can broaden access to low-energy living when we allow multiple households to divvy up the cost of valuable urban land, or when we stop forcing people to pay for parking spaces they don't need.

Those who don't want to change their energy consumption, meanwhile, aren't forced to.

With these proposals, especially including the recent amendments by the planning commission, Milwaukie proposes to join many other cities in Oregon and elsewhere by ending its bans on less expensive, less energy-intensive housing types.

After listening to much of the Planning Commission's deliberation so far, it seems worth commenting specifically on three subjects: the likely pace of change, the role of parking mandates, and the potential for size or unit-count bonuses for projects that offer regulated affordability.

The pace of change

Every quantitative analysis of middle housing we're aware of suggests that, for better or worse, re-legalizing middle housing options will change a city quite slowly.

[Economic analysis](#) of Portland's recent reform to its low-density zones concluded that the vast majority of additional homes created over the next 20 years would result not from a higher rate of redevelopment, but from the fact that when a project happens, it would probably create a triplex rather than a oneplex. The effects of such a shift are to:

- sharply reduce the market price of the typical newly built home in lower-density zones (mostly because the triplex units would tend to be smaller)
- modestly increase the total number of units in the city
- barely increase the overall redevelopment rate

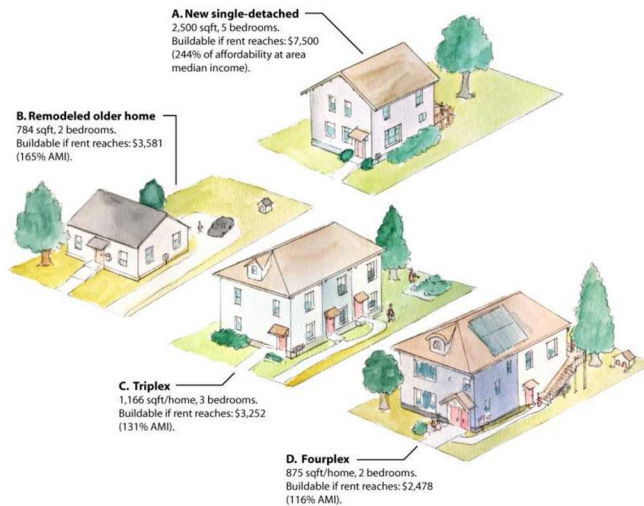
Notably, this shift toward triplexes was found to be likely *only* after Portland chose to incentivize duplexes and triplexes by allowing them to be a bit larger than a oneplex. Before the city introduced this sliding-scale size cap, the same calculations (by the local firm Johnson Economics) had found that many redevelopments would be oneplexes despite the fourplex legalization.

Sightline followed up on this analysis with [one of its own](#) that used a different method. If we gaze into the future of a \$320,000 lot with a crumbling old home, what scenarios are likeliest? This approach suggested that in most cases, given the size constraints Portland put on all new structures (height limit of 30', floor area ratio of 0.7), the only additional housing that could be created at or below today's market prices would be options that don't require demolition of the existing structure – true “infill” options such as ADUs, remodeled group homes, and backyard homes on wheels. (Milwaukie's “flag lot” and “back lot” proposals would also fall in this category.)

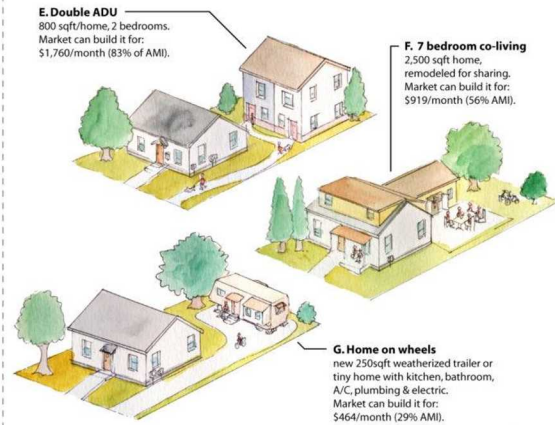
Legal living options in Portland as of 8/1/2021 and what it'd cost to build them*

* Affordability ratios, via Portland Housing Bureau, vary by bedroom count. Assumes a 5k sqft lot in RS zone. A, C, & D demolish existing 784 sqft home. B & F remodel existing homes. E & G develop backyard with no demolition or remodel.

These four options **can't be built** in most cases at Portland's current rents and costs. But if rents rise, the less expensive options would start to be built first:



These three options **can now be built** on many lots at Portland's current rents and costs. They should soon be helping prevent prices from rising further:



However, these numbers also suggested that when a structure reaches the true end of its useful life, it will now be more likely to be replaced by a triplex or fourplex than by a oneplex.

These specific cost projections are unique to the size limits and rent conditions in Portland, but the basic principle applies in every city. New housing is more valuable than old housing, but rarely so much more valuable that it's worth demolishing a habitable building to create only a bit more of it.

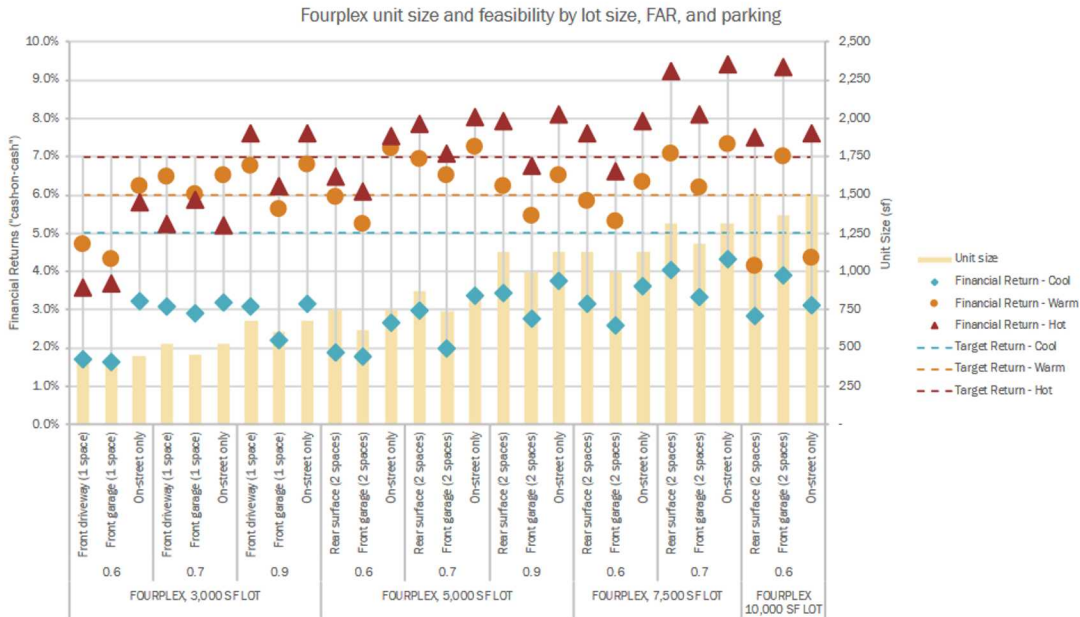
Parking and middle housing

When a jurisdiction makes parking mandatory with new residential or commercial projects, it has literally prioritized the creation of additional parking spaces over homes and jobs.

For the foreseeable future, most newly built homes in most of Milwaukie will be built with off-street parking whether or not parking is mandatory. Most new commercial buildings will be, too. But if anyone ever *figures out a way* to create a home or a job without also creating a parking space, parking mandates would make it illegal for them to do so.

This tradeoff is very real. When [calculating](#) the relationship between parking and project viability to inform Oregon's rulemaking process for House Bill 2001, local firm ECONorthwest concluded that "on small lots, even requiring more than one parking space per development creates feasibility issues."

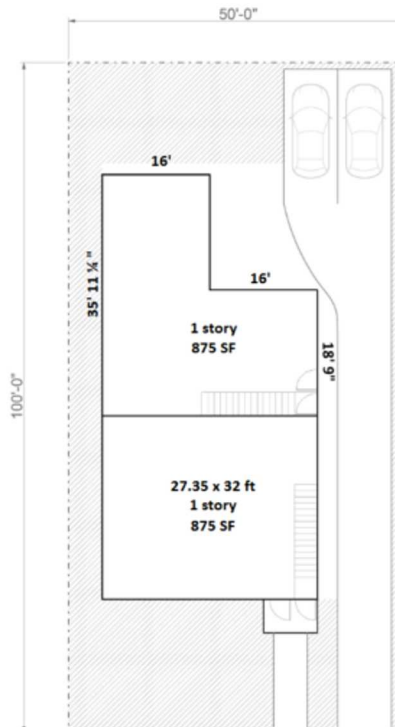
Exhibit 1: Fourplex Results Summary by Lot Size, FAR, and Parking



Source: ECONorthwest

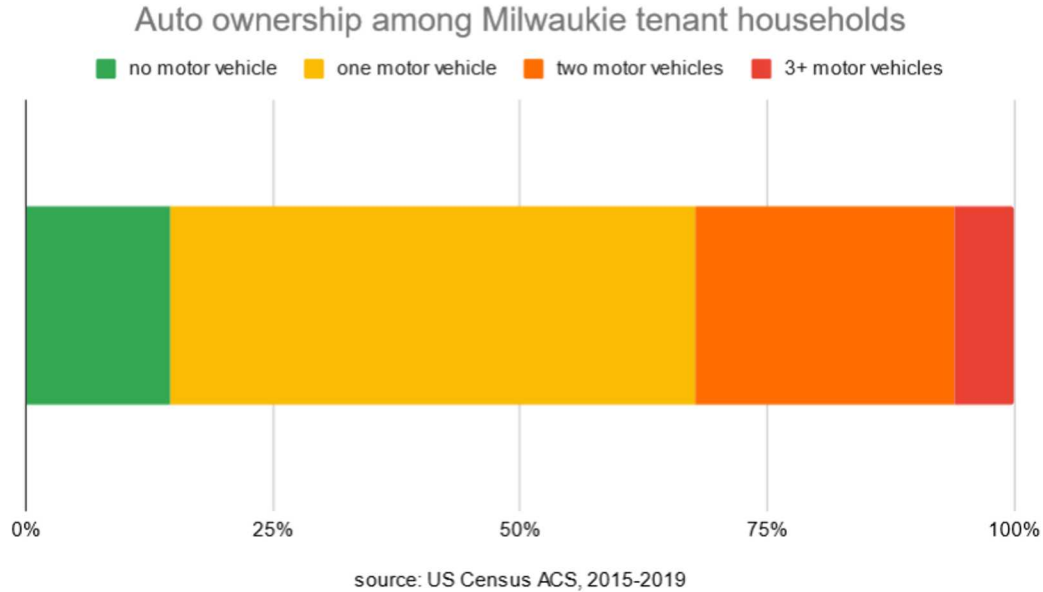
The firm didn't even bother to model the cost of parking requirements above two spaces per lot, because it would make so many projects geometrically impossible.

Lot Size: 5,000 SF **Units:** 4
Lot Width: 50 **Lot Depth:** 100
Buildable Dimensions: 40' x 65'
FAR: 0.7 **GFA:** 3,500
Unit SF: 875 **Floors:** 2
Building Footprint: 1,750 SF
Layout:
 Stacked units.
 Two rear parking spaces.



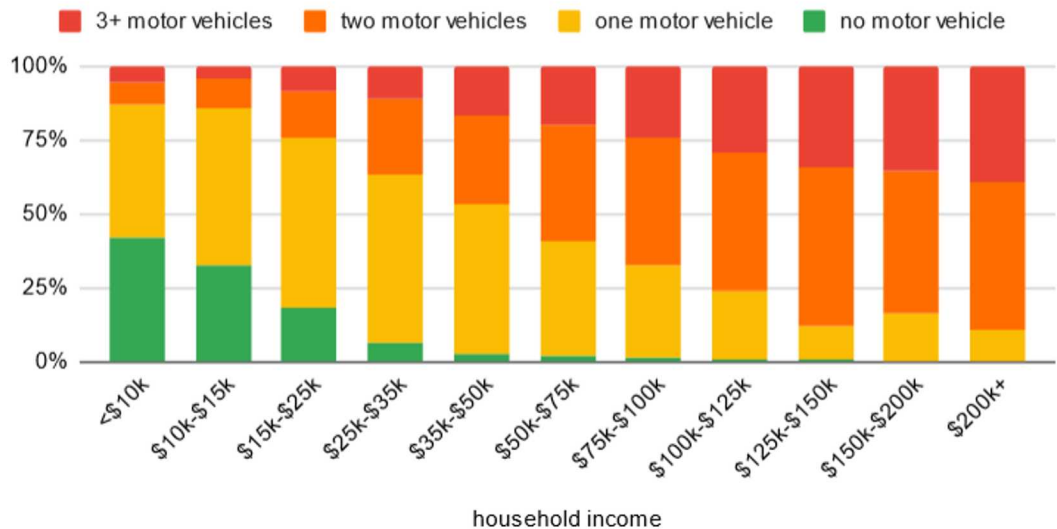
Parking mandates are a particular burden on tenants, especially lower-income tenants.

Though many Milwaukie households have multiple cars (and many Milwaukie homes offer multiple off-street parking spaces), many households do not. Fully two-thirds of the city's tenant households own either zero or one car.



There isn't great city-level data on auto ownership by income bracket. But in places across the United States that have population density similar to Milwaukie's, the 2017 National Household Transportation Survey shows that households with zero or one car are overwhelmingly, though not exclusively, lower-income:

Auto ownership by income category across US Census tracts of Milwaukie's average population density



Removing parking mandates – which is to say, letting Milwaukie residents decide for themselves how many parking spaces they want to pay for when they’re looking for a home – is an incremental reform with potentially large long-term effects.

In the short term, again, this reform is likely to have very little effect. As in Tigard, which effectively removed its parking mandates from low-density zones in 2018, most new construction will continue to include on-site parking. Most people in cities like Milwaukie or Tigard own cars, and those that do tend to find a home slightly less valuable if it doesn’t have on-site parking.

The effect of ending parking mandates, however, is to allow new homes to also occasionally be optimized for households that own fewer cars, or for sites that already offer plenty of parking nearby.

A final consideration about parking is aesthetics. Here is an example of a recently built fourplex with two off-street parking spaces:



Photo: Kol Peterson

And an older fourplex with none:

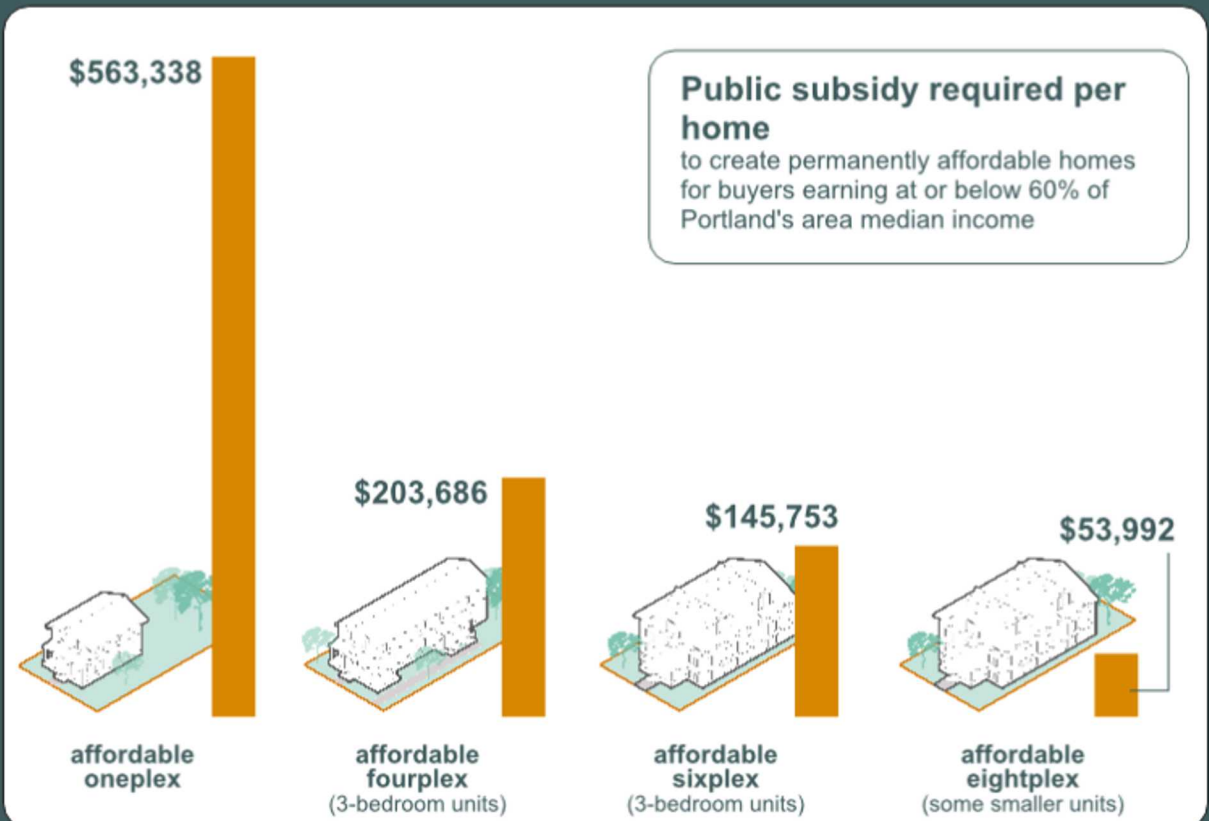


In both cases, the low parking ratios help allow room for street trees and street-facing windows – not to mention for curbside parking spaces, since each additional curb cut removes a public parking space (essentially privatizing it).

Regulated affordability

A key feature of Portland’s middle-housing legalization is sometimes referred to as the “deeper affordability option.” It was based in part on [research](#) by Sightline showing the significant per-unit savings that allowing higher unit counts can bring to an affordable housing project by an affordable middle-housing developer like Habitat for Humanity.

Letting nonprofit developers build bigger is the same as cutting a big check for affordable housing — except it's free.



Source: Habitat for Humanity Portland/Metro East, Portland Community Reinvestment Initiatives, Proud Ground. Compiled by Neil Heller.

This is the same function, of course, that allows market-rate plexes with higher unit counts to pencil at lower price points; in both cases, more households are divvying up the fixed costs, such as land. In the case of affordable housing, allowing more units (and proportionally larger buildings) is the financial equivalent of cutting a large check to a project for no additional cost.

Cities also have many options for how to structure what is essentially an inclusionary zoning bonus. Though the graphic above assumes that all homes are price-regulated, Portland ultimately decided to further encourage their construction by allowing up to half the homes in its “deeper affordability” projects to be market rate.

One important note here is that on any Oregon lot where the state requires a fourplex to be legal, state law doesn't allow affordability to be a condition for any of the first four units. This makes it somewhat complicated for a city like Milwaukie to make affordability a condition for the fourth unit in any structure.

Theoretically, a city could make fourplexes legal by right on enough parcels to comply with state law, then allow fourplexes on other parcels only if they meet affordability covenants. More straightforward is Portland's method of allowing up to four units by right on all lots and allowing the deeper affordability option for projects of four to six units. Another approach is for a city to allow up to four units regardless of price, but allow larger sizes for projects meeting affordability thresholds.

Conclusion

With the Planning Commission's amendments so far, Milwaukie is considering one of the greener and more pro-housing zoning reforms in Oregon. We are glad for the chance to help inform the city about some of the issues this discussion has raised, and would be happy to offer further information that might help inform this process.

Michael Andersen
senior researcher, housing and transportation
michael@sightline.org

From: [Jill B](#)
To: [Vera Kolas](#)
Subject: Housing and Osrking
Date: Tuesday, November 9, 2021 7:39:50

This Message originated outside your organization.

To the Planning Commission,

It is vital to allow at least one parking space per living unit. If you disregard the wishes of most probably the majority of Milwaukie citizens, and pass the zero parking space per unit, you are absolutely not serving the city, you are making Milwaukie an undesirable place to live, not only for property owners, but also for potential renters in the multiple unit dwellings.

I beg you to preserve the quality of life we enjoy in Milwaukie and allow a MINIMUM of one parking space!

Sincerely,
Jill Bowers

--

From: [Aine Seitz McCarthy](#)
To: [Milwaukie Planning](#)
Subject: Support!
Date: Tuesday, November 9, 2021 8:37:34

This Message originated outside your organization.

Hi there,

I can't make the meeting tonight bc I have kiddos but I would like to express my strong support for protecting and growing trees, and also housing affordability in Milwaukie. I'm an ardenwald local, on Olsen st .

Thank you for your hard work!

Aine

--

Aine Seitz McCarthy
ainesmccarthy@gmail.com

From: [OCR](#)
To: [Vera Kolas](#)
Cc: [OCR](#)
Subject: RE: One Half Verse One Parking Spot Requirement
Date: Tuesday, November 9, 2021 9:20:59

From: Bernie Stout <usabs1@nethere.com>
Sent: Tuesday, November 9, 2021 7:41 AM
To: koliasv@milwaukieor.gov
Cc: OCR <OCR@milwaukieoregon.gov>
Subject: One Half Verse One Parking Spot Requirement

This Message originated outside your organization.

To: City of Milwaukie Oregon

- One Half – Verse – One Parking Spot Requirement
- Lack of infrastructure – Pavement, sidewalks, Complete Greenways and Complete Multi-use paths, and more Buses

If future growth in Milwaukie is going work we need to Plan Better.

- One Half Verse One Parking Spot Requirement will collide into the lack of infrastructure to support the goal of getting people out

of their vehicles, gas or electric. We are building out and not giving the citizens alternatives. The city is talking about taking out pavement rather than

maintaining it. People will be

less inclined to bike or walk in that environment.

We do not have enough buses in Milwaukie but, we have no control of that. Get more buses then consider this.

- First the city needs to complete the Railroad Avenue **Multi-Use Path** from SE 37th up to SE Linwood. The Kiel Crossing at SE 42nd has completed their portion and it

looks great. **Separate from traffic** and much safer route connecting to the current Clackamas County Sunnyside Road/Multi-Use improvements (much wider overpass at Hwy

205). Also install **all the features** to complete the **Monroe Street Greenway.**

- The Monroe Apartments (started last week), Milwaukie Market Place, Hill Top, and the Murphy site are in the center of Milwaukie and are creating more growth. The impact will be tremendous.

- Please do not go below one parking space per unit built.

Thank you,

Bernie Stout

Renee Moog
Planning Commission Meeting Nov 9th, 2021
Public comments to read

Relying on street parking is not a “one-size-fits-all” proposition because parking supply and demand varies from one type of street to another. Our code changes need to consider hyper-local needs as well as safety and equity issues.

One day last week, my driveway was blocked by two work vehicles. I asked if there was a problem and one of the drivers said the gate next door where they had a service call was closed and said, “there is literally no place to pull over.” He couldn’t have said it better – “There is literally no place to pull over.”

Future parking needs may shift but currently and in the foreseeable future, on-site parking is a critical need to many people and something that should not exclusively be available in certain neighborhoods to certain populations based on the type of housing they are able to afford. Our code must consider that on-street parking is not an equitable option for all units and will need to include distinct modifications for minimum required parking for distinct types of streets.

Several commissioners justified eliminating on-site parking requirements based on the premise that current on-street parking capacity will accommodate all future parking needs. I question this premise and ask that commissioners, city council and the public take a more critical and thorough look at the data.

In the October 26th meeting it was stated:

“Milwaukie has 765 buildable lots. At 3% market absorption rate for getting middle housing on new lots, we are (only) looking at 24 new dwellings of middle housing city wide.”

I question these numbers:

- By “24 dwellings” did you mean 24 lots or units? Is this per year or over 20 years?
- If it’s lots, has the potential number of units that could be developed been calculated and considered?
- Is it possible that the number of identified buildable lots will increase as properties are subdivided and middle housing is built on lots that were previously single family?
- Has the reduction of on-street parking supply based on planned street improvements been calculated and considered?
- Have you included the additional parking demand of approximately 1400 new units as detailed in November’s Pilot article? (These units aren’t necessarily middle housing but more units means more cars and will affect parking supply and demand.)

Besides discussing the quantity of on-street parking, have you discussed quality issues related to safety, livability, traffic flow due to increased number of parked cars?

And finally, have you discussed equity issues? By incentivizing housing density near transit, minimizing or eliminating on-site parking for middle housing and income-restricted housing, our policies are effectively driving those with limited housing options to forego equitable access to on-site parking. Our community vision puts an emphasis on equity issues but proposed policy is not supporting equitable opportunity for all groups.

I would ask that you adequately discuss parking as an integral component of our new code before making any recommendations. Please take the time needed to consider a wider framework and put forth an equitable, informed and data supported recommendation. Thank you.

From: [Jay Panagos](#)
To: [Vera Kolia](#)
Subject: 1 unit=1parking space
Date: Tuesday, November 9, 2021 10:59:20

This Message originated outside your organization.

Hello,

I believe 1 parking space should be provided for 1 unit. Ideally, in order to control vehicle emissions which affect our health and planet, alternative modes of transportation should become more prevalent (bikes, scooters, buses, trains,etc). However, alternative modes of transportation will not always fit the circumstances.

Jay

Sent from my iPhone

From: [David Aschenbrenner](#)
To: [Vera Kolia](#)
Subject: Planning Commission Comments
Date: Tuesday, November 9, 2021 11:13:07

This Message originated outside your organization.

Dear Planning Commission,

As a citizen of Milwaukie and one that has been involved in Milwaukie for many years, Please reconsider the parking requirements for middle housing. As you know many of Milwaukie streets are not built out to a standard that allows for on street parking and in some neighborhood where parking on street is allowed, there is no space to add more on street parking.

As an example the street I live on, Home Ave., will be adding sidewalks to the west side of the street which will remove all the present parking that is possible on the west side. The rebuilt street width will not allow for parking on most of the west side as the street is it will be to narrow to allow emergency vehicles to access the area if cars are parked on the west side.

Milwaukie is not a city that has a grid network of streets that allows for more places to park. Milwaukie is not Portland, look at the problems and conflicts that has raised over parking in establish neighborhoods in Portland.

Please reconsider your decisions, Listen to the groups that have spend hours looking into this topic. There needs to be some off street parking.

Thank You for your time on the Planning Commission

David Aschenbrenner
11505 SE Home Ave.
Milwaukie, OR

Sent from [Mail](#) for Windows

City of Milwaukie Planning Commission 11-9-2021 Public Tes

Milwaukie Middle Housing, Tree Code, and Residential Parking
RE: Proposed Code Amendment 19.605 - Vehicle Parking Quantity Requirements

Dear City of Milwaukie Planning Commission:

While we support the City's goals to reduce carbon emissions by increasing density, we do not support the City of Milwaukie's revision to the Proposed Code Amendments for middle housing parking requirements without concomitant increase in muliti-modal infrastructure.

SUMMARY

Over much of this year a group of Milwaukie citizens participated in the Comprehensive Plan Implementation Committee (CPIC), which addressed changes to housing development, trees, and parking requirements for our city that must be made due to Oregon House Bill (HB) 2001. Online community surveys were conducted to request citizens' preferences for housing code, tree protections, and parking requirements. **Now we ask for your consideration of the following 5 key points:**

- 1. We do not yet have the multi-modal infrastructure to support such a significant reduction in Middle Housing parking occupancy requirements.**
- 2. The Planning Commission has disregarded CPIC (Comprehensive Plan Implementation Committee) and Engage Milwaukie participants' points of view in their decision making process.**
- 3. We need a phased-in, incremental approach based on neighborhood specific criteria to establish a timeline for reducing Middle Housing parking requirements from 1 off-street parking spot per unit to .05 parking spots, then 0 parking spots.**
- 4. We propose an additional Planning Commission meeting for public testimony to further consider the data, discussions, and public testimony specific to Middle Housing parking requirements before the PC submits their recommendations to Council.**
- 5. We wish to further explore impacts of proposed parking requirements specific to lower income households and their need for automobile transportation.**

The development of parking code amendments, as part of a comprehensive code review process including specific to Middle Housing, heritage tree protection, and parking occupancy is a community wide decision making process and must continue to reflect that in the diversity of opinions from within the community by the Planning Commission as the consider their final recommendations to City Council.

INTRODUCTION

In the absence of significant pedestrian and bicycle infrastructure, reducing minimum residential parking requirements below 1 per unit for middle housing does not make sense and is NOT supported by a majority of Milwaukie citizens who participated in surveys and committees.

As long as people need cars to get things done, and public transit is insufficient, inconvenient, and deemed unsafe, people will continue to choose to own and drive personal cars. The recommended revisions to proposed code amendments below, from the upcoming 11-9-21 Planning Commission meeting packet, are completely unacceptable.

Table 19.605.1 Off-street Parking Requirements

Table 19.605.1 Minimum To Maximum Off-Street Parking Requirements		
Use	Minimum Required	Maximum Allowed
A. Residential Uses		
3. <u>Middle Housing</u>		
a. <u>Duplexes</u>	<u>0</u>	<u>1 space per dwelling unit</u>
b. <u>Triplexes</u>	<u>0</u>	<u>1 space per dwelling unit</u>
c. <u>Quadplexes</u>	<u>0</u>	<u>1 space per dwelling unit</u>
d. <u>Town Houses</u>	<u>0</u>	<u>1 space per dwelling unit</u>
e. <u>Cottage Clusters</u>	<u>0.5 spaces per dwelling unit</u>	<u>1 space per dwelling unit</u>

This would mean that a new du- tri- or fourplex or a would have a minimum requirement of ZERO on-site parking spaces. **Yet the possibility of a minimum zero parking space requirement has never been discussed with the community as a potential code amendment.**

In fact, the following documents support the need for a minimum off-street residential parking requirements requirement of one space per unit for Middle Housing:

1. Proposed Code Amendments
2. Residential Parking Occupancy Study
3. CPIC Community Survey #1 Summary
4. Planning Commission Meeting on 10/26/21

1. PROPOSED CODE AMENDMENTS - SEPTEMBER 2021

In September 2021, the City of Milwaukie published and proposed Chapter 19.600 which regulates off-street parking and loading areas on private property outside the public right-of-way.

*The purpose of Chapter 19.600 is to: **provide adequate, but not excessive, space for off-street parking;** support efficient streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; improve the appearance of*

parking areas; and minimize environmental impacts of parking areas.

Proposed code amendments 19.605.1 Off-street Parking Requirements for Middle Housing Units are a minimum of 1 space per dwelling unit and a maximum of 1 space per dwelling unit.

Table 19.605.1 Off-street Parking Requirements

Table 19.605.1 Minimum To Maximum Off-Street Parking Requirements		
Use	Minimum Required	Maximum Allowed
A. Residential Uses		
1. Single detached dwellings, including manufactured homes.	1 space per dwelling unit.	No maximum.
2. Multi-Unit Dwellings	1 space per dwelling unit.	2 spaces per dwelling unit.
3. Middle Housing a. Duplexes b. Triplexes c. Quadplexes d. Town Houses e. Cottage Clusters	1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit	1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit
4. Residential homes and similar facilities allowed by right in residential zones.	1 space per dwelling unit plus 1 space per employee on the largest shift.	Minimum required parking plus 1 space per bedroom.
5. Accessory dwelling units	No additional space required unless used as a vacation rental, which requires 1 space per rental unit	No maximum.

2. RESIDENTIAL PARKING OCCUPANCY STUDY - CITY of MILWAUKIE

As part of the **Comprehensive Plan Implementation Committee (CPIC)** the City of Milwaukie hired Rick Williams Consulting to perform a Residential Parking Occupancy Study - [link here](#).

As stated in the **Executive Summary of the Residential Parking Occupancy Study**

- *Data from the occupancy study suggests the City take the minimum compliance approach to meet State mandate for parking requirements for new middle housing projects. According to the new regulations, a city may not require more than a total of **one off-street parking space per dwelling unit**. (Where minimum compliance equals one off-site parking spot per unit.)*
- Total parking supply averages approximately 4.05 stalls per residential unit across all four neighborhoods. Within this average, Lewelling has the highest parking supply total of 4.93 stalls per residential unit: Ardenwald the lowest at 3.13 stalls per residential unit
- **Minimum parking demand averages approximately 1.99 vehicles** per residential unit at the peak hour across all four neighborhoods; this includes both the on and off-street parking systems. Within this average, Lake Road has the highest demand for parking at 2.05 vehicles per residential unit: Lewelling the lowest at 1.89 vehicles per residential unit.

- Much on-street parking is unimproved, **which could reduce on-street supply** if improvements are made.

This conclusion is further supported by the Summary table below, which suggests that Milwaukie’s neighborhoods are currently designed to support 1.99 total vehicles per unit.

Summary Table: Residential Peak Parking Demand per Unit by Neighborhood and by Combined Average

		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
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

*All demand observations shown represent the 2:00 AM overnight peak hour.

Yet even planning for one off-street parking requirement per Middle Housing unit may exacerbate current parking, transportation, and public safety problems due the lack of uniformity and unique constraints that are present in Milwaukie’s neighborhoods.

Per HB 2001, the State of Oregon has already mandated a maximum requirement of 1 on-site (garage, driveway) per Middle Housing dwelling unit as stated in the Proposed Code Amendment 19.605 Vehicle Parking Quantity Requirements.

Reducing parking requirements to the HB 2001 maximum on-site parking requirements is already a significant reduction, given that many households have 2 or more vehicles (including RVs, boats, other recreational vehicles) and the parking study noted that a “notable number of households have 3 or more vehicles.” The reduction of the 1 parking space to 1 dwelling unit parking requirement may actually serve to limit who can choose to live in these middle housing neighborhoods if they need on-site parking that is not available to them (such as the elderly, the disabled, and people with children), some of the very people “middle housing” is aimed to provide shelter for.

3. CPIC COMMUNITY SURVEY #1 SUMMARY

It is not clear that CPIC made any determination with regards to Middle Housing parking requirements. However the Engage Milwaukie survey summary [link here](#) (95 participants total) clearly states that **reducing parking requirements appeared to be of the greatest concern** to the survey respondents.

People identified more negative impacts than benefits to reductions in on-site parking requirements, and were concerned about the availability of parking and the lack of safe multi-modal (pedestrian & bicycle) networks.

Perceptions of reducing parking requirements

People were asked to identify perceptions about reducing parking requirements they might have. On average, people identified between two to three perceptions. The lack of good networks for walking or biking and availability of transit in existing neighborhoods was mentioned the most, followed by streets not being able to accommodate on-street parking, a concern that the reduced parking requirements will not reflect actual demand, and a lack of on-street parking close to people's destinations.

Other perceptions related to reducing parking requirements included:

- Resistance to bike parking requirements
- Immediate neighbors might be impacted by reduced parking requirement for multi-unit complexes
- Streets would not safe or friendly for pedestrians and cyclists – poor lines of sight and lack of sidewalks make it dangerous
- Negative impacts on lower economic groups because they rely on their car for work
- Concerns about electrical vehicles charging stations

10/26/21 10/26/21 Planning Commission meeting- Middle House Code Continued Hearing #2

As Commissioner Massey clearly states during the 10/26 PC meeting, it is incumbent on the Planning Commission to carefully consider the opinions of our community members who participated as CPIC volunteers, submitted surveys, and public comments during the public hearing process, and not just rely on the characterization of CPIC by a minority of PC commissioners (2) who participated in the CPIC meetings.

And during this Planning Commission meeting, Ms. Koliias presented findings related to the Residential Parking Occupancy study, but did not have time to represent the CPIC findings, nor the Engage Milwaukie surveys nor the open house comments. (Nor was she requested to do so by a majority of the Planning Commissioners).

Planning Commissioners are not appointed by Council to selectively determine which findings are most important, while ignoring community surveys and open house comments which may contradict their views.

Yet this is exactly what transpired on October 26, first with Commissioner Edge and followed by at least 4 other Planning Commissioners who joined together in a hastily coordinated series of votes to reach a determination that does not also reflect the findings of the CPIC, results of community surveys, or even the independent parking consultant's recommendations.

Notably very few CPIC members, or any members of the community, were present during the final hour of the 10/26/21 PC meeting discussion, which was facilitated by Planning Commissioner Edge, and focused almost

entirely on his own calculations related to parking supply relative to findings of the Residential Occupancy Study.

The impunity with which Commissioner Edge makes determinations about how members of the CPIC would interpret the findings of the Residential Parking Study, and the impression that he is somehow authorized to summarize the opinions of that group and other community members who participated, is exceedingly disturbing as it undermines the integrity of the community involvement process.

As stated in the MMC, the PC is the governing body responsible for engaging the citizens around matters of community development, specifically Middle Housing and the impacts it will have on neighborhood safety and traffic impacts, and also serves as the Citizen Involvement Advisory Committee (CIAC).

How does the Planning Commission propose to recommend any Middle Housing requirements below the initial Proposed Code Amendments of one off-site parking spot per unit, without further informing members of the broader engaged community that such significant changes are under consideration?

As stated in Milwaukie Municipal Code (MMC) Comprehensive Plan Part 1. Fostering Community, Culture, and Belonging, Section 1: Community Engagement Goals and Policies:

OVERARCHING SECTION GOAL

Engage in inclusive, *collaborative*, *transparent*, *accountable*, and equitable decision-making through a broad range of strategies that inform and involve a full spectrum of community members, in particular those traditionally left out of the planning process.

GOAL 1.1 - FOSTER BROAD, EFFECTIVE, AND COLLABORATIVE COMMUNITY PARTICIPATION

Implement and encourage practices that increase community participation by providing detailed information, consulting with the community, and fostering collaborative partnerships.

Based on these MMC Community Engagement Goals as stated above, the Planning Commission has not acted in a collaborative, transparent, and accountable fashion with regards to recommendations it made to City Staff relative to specific Middle Housing parking requirements and revisions to the Proposed Code Amendments.

With what right does the Planning Commission ignore the recommendation for minimum compliance with HB 2001, and expect to represent the views of the previously engaged Milwaukie community, and *also state during this meeting that an in-depth conversation to discuss the data had never happened in the past?*

This state of mind, of a majority of Planning Commissioners as they made their recommendations to City Staff, represents a conflict of interest and potentially violates the Planning Commission's charter's requirements in their role as the Community Involvement Advisory Committee per MMC goals.

CONCLUSION

We, the named below, unanimously agree that Middle Housing is required for the City of Milwaukie by the State of Oregon and that it will have both positive and negative outcomes for residents of our neighborhoods.

We agree that there is a need to increase density, to mitigate climate change, promote a 40% tree canopy, and reduce the cost of construction to make Middle Housing more affordable. However, we also feel that an incremental approach to Proposed Code Changes should not deviate from the minimum standard as defined by HB 2001, and any attempt to do so represents a significant distortion of the community engagement process.

As the impacts of requiring 1, 0.05, and 0 off-site parking spaces have the most impacts at the local level, specific to already burdened intersections and streets subject to cut-through traffic, and as there have been no studies presented to the community relative to the impacts of reducing parking requirements at the local level during any stage of the community engagement process, it is extremely disingenuous for the Planning Commissioners to deviate in any way from the Proposed Code Changes as stated in Section 1 above.

As Stephan Lashbrook, a CPIC member, commented re: the 19.605 proposed code amendment:

Reducing the parking standard for residential developments still concerns me because there is so much variation in available parking from one block to another.

I realize that the State has mandated a reduced parking standard and I suppose that the best I can do is simply say that there will be problems when residents discover that the on-street parking they have relied on for years is now occupied by overflow parking from other properties.

I wish we had frequent transit service in every neighborhood and a thoroughly connected sidewalk and bike system all over town. We do not and we probably never will.

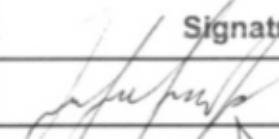
Without those alternative transportation improvements, we are going to create parking problems for some people in some parts of town.

Yet, despite citizen concerns of limiting Middle Housing residential parking requirements to the HB2001 maximum allowed 1 minimum required parking spot per unit for middle housing, BURIED on page 388 of a 423 page meeting packet, there is now a recommendation of ZERO on-site parking spaces required per unit of new Middle Housing built.

Given the City of Milwaukie's engagement with the community, participation of CPIC members, data derived from the Residential Parking Occupancy Study, and it's own proposed code change amendments 19.605.1 as of September 2021, it is imperative that the Planning Commission accept and approve the proposed Middle Housing off-street parking minimum requirement of 1 space per unit, and not the revised requirements of 0 parking spaces per unit.

Public Comment Supporters and City of Milwaukie residents

	First Name	Last Name	Neighborhood
1.	Chris	Ortolano (Author)	Hector Campbell
2.	Clodine	Mallinckrodt	Hector Cambell
3.	Bernie	Stout	Hector Campbell
4.	Michael	Bishop	Hector Campblell
5.	Linda	Keating	Hector Campblell
6.	Janice	Pearlman	Ardenwald
7.	Gwenn	L. Alvarez	Lake Road
8.	Vincent	Alvarez	Lake Road

	Signature	Printed Name	Neighborhood
9.		JEFFREY MUNFORD	ARDENWALD
10.		DIANA GREGG	ARDENWALD
11.		Stacy Gregg	ARDENWALD
12.		DAVID SILVERMAN	ARDENWALD
13.		JOHN KIRK PHILLIPS	ARDENWALD
14.		Elvis Clark	Ardenwald
15.		Renee Moog	Ardenwald
16.		LISA GUNION-RINKER	Ardenwald/JC
17.		MATT RINKER	AJC
18.		Michelle Greeley	AJC
19.		Mitch Miguel	AJC
20.		Ronelle Coburn	AJC

Milwaukie Middle Housing, Tree Code, and Residential Parking
RE: Proposed Code Amendment 19.605 - Vehicle Parking Quantity Requirements

Dear City of Milwaukie Planning Commission:

On Friday it was brought to our attention that suddenly there is a 0 parking space per 1 dwelling unit proposed recommendation buried on page 388 of tonight's 423 page meeting packet based on a late night Planning Commission vote on 10/26, that completely disregards this year's countless hours of service by the Comprehensive Implementation Committee, the community surveys conducted through the new Engage Milwaukie website, and also in direct contradiction to the independent parking consultant's report and final recommendation of maintaining 1 on-site parking space for each unit of forthcoming Middle Housing for du-tri- and quad-plexes.

Furthermore, Cottage Cluster & Townhouse parking requirements have been reduced to 0.5 on-site parking spaces per 1 unit...something that also has not been presented to the Milwaukie Community at any time this year.

At this moment, the proposed amendments to the Housing, Parking, and Trees portion of the new Comprehensive Plan, posted on the Engage Milwaukie website, all refer to 1 on-site parking space per 1 dwelling unit for ALL forms of Middle Housing.

As this issue is of crucial concern to many citizens, due to the impact of cars on our streets due to a preponderance of unimproved and derelict street conditions, lack of safe and efficient bicycle and pedestrian facilities, and radically differing conditions from street to street, we set up an online survey that went up midday on Saturday and ran for just 72 hours before sending in this public testimony.

Clearly citizens are very concerned about the possibility of a zero parking requirement and the Planning Commission's late night decision to blatantly override this year's citizen input.

It is clear in the 10/26 meeting that at least some of the commissioners who voted, against the community's evident documented wishes, have little knowledge of the outcomes of this year's citizen engagement processes and that an actual in-depth review of community surveys, CPIC discussions, and the parking consultant's recommendations is needed for a more substantive conversation amongst the PC members.

It seems incumbent upon the Commission to be fully informed and to choose to represent the greater Milwaukie community BEFORE voting on such a vital matter. Also: any substantive changes to what has already been presented should be RE-presented to the larger community before such a small body as the Planning Commission takes it upon itself to make decisions on behalf of the rest of us.

With all due respect on behalf a significant number of OUR city's residents:



Ronelle Coburn
Ardenwald Resident
Milwaukie RIP

And by proxy:

Chris Ortalano
Hector Campbell
Milwaukie RIP

ONLINE PETITION & RESULTS AS OF 11-9-21 @ 12noon RUNTIME: 72 Hours

CITY OF MILWAUKIE PARKING BAIT & SWITCH

Milwaukie's Planning Department is playing a game of bait and switch with its citizens by IGNORING both independent parking consultant's and residents' surveyed preferences over new proposed residential on-site residential parking requirements. They must be stopped and we need your support NOW before the Planning Commission meets this Tuesday, November 9th.

Over much of this year a group of Milwaukie citizens participated in the Comprehensive Plan Implementation Committee which addressed changes to housing development, trees, and parking requirements for our city that must be made due to Oregon state mandate HB2001 which aims at allowing multiplex housing development (du- tri- & four-plexes, cottage clusters and townhouses) in what have historically been single family residential zones (SFR). SFR zoning has been abolished in all communities with 25,000 residents or more and in metropolitan areas and this type of multiplex "middle housing" or "residential infill projects" (RIP) will now be allowed throughout the mandated cities.

Online community surveys were also conducted to glean citizens' preferences for housing form code, tree protections, and parking requirements.

The clear conclusion drawn regarding citizen preferred on-site parking requirements was for 1 on-site (garage, driveway) per 1 dwelling unit. Also, the hired consulting firm concluded that the MINIMUM average demand for parking across all of our neighborhoods is 2 vehicles per unit with a "notable percentage of residential units with multiple vehicles (3 or more) parking on-site."

Despite the consensus amongst CPIC, the private consultant, and a majority of survey respondents, Milwaukie citizens desire the highest number of on-site parking spaces be required for new middle housing construction. Per the state mandate, HB2001, the maximum number of allowable parking spaces is 1 on-site space per 1 dwelling unit.

*So WHY??? BURIED on page 388 (of a 423 page meeting packet), is city staff suddenly recommending a requirement of ZERO on-site parking spaces per unit of new housing built? This would mean that a new du-tri- or fourplex or a would have ZERO on-site parking. Just do a little simple math and then think of whether or not there will be anywhere enough street parking to handle the load as our city urbanizes? And is it realistic to think that enough people will decide to take the currently cumbersome transit or ride a bicycle/walk when we lack a comprehensive walking or bicycling network that is safe or convenient and there are no plans to create and build such a network?

Also, it's proposed that new cottage clusters or townhouse properties with 8 or more units would have only 0.5 on-site parking spaces per unit built.

As it is, even with a maximum allowable of 1 on-site parking space per 1 dwelling unit MANY properties will get reductions due to being either within 1,000 feet of a Max line stop (25% reduction) or within 500 feet of a bus line with service intervals of 30 minutes or less (20% reduction).

Given the big picture of multiplex infill development coming our way, it is vital to require 1 onsite parking space per 1 dwelling unit as recommended by the professional parking consultant, the CPIC committee, and as supported by the majority of citizens who have taken the online surveys put out on the Engage Milwaukie website by the city. Even with this standard, in time, our streets will be beyond flooded by cars long before our streets are improved, mass transit is viable for many, and long before alternative transportation networks exist (if they ever do).

It is beyond outrageous and incredibly disrespectful that our own city staff are trying to slip a fast one past us at the last moment, on the last page of a huge packet, AND at a meeting that is presented as being focused on the new Tree Code! A zero minimum on-site parking requirement was never presented in the public outreach efforts of the city and should not be making a last second appearance now.

PLEASE JOIN US in OPPOSING anything less than a minimum 1 on-site parking space to 1 dwelling unit ratio for residential parking in Milwaukie's moderate density neighborhoods.

AND please consider participating in Tuesday's Planning Commission meeting with either your quick written comments (send to KoliasV@milwaukieoregon.gov) and/or 3 minute or less verbal testimony. Details for the zoom conference meeting are here: <https://www.milwaukieoregon.gov/bc-pc/planning-commission-84>

PLEASE SHARE WITH YOUR NEIGHBORS

WITHOUT YOUR VOICE MILWAUKIE WILL BECOME A PLACE YOU DON'T WANT TO LIVE!

Questions? Please feel free to contact us at milwaukierip@gmail.com.

3-DAY SURVEY RESULTS & RESPONSES

64 Milwaukie resident signatories | SEE TABLE pp. 5-6
Petition shared 25 times from change.org

Online petition comment responses to the question, "Why did I sign?"

"I'm signing because the parking spaces are not guaranteed to be sufficient relative to construction expansion."

"When the citizens speak as-to what they want, which was 1 parking spot minimum per dwelling, your responsibility is to listen, not go against what the consultants and the citizens have stated. We, as citizens do not want dwellings with no parking."

"I was perfectly happy with the change to one parking spot per house but I am NOT ok with zero parking. I lived in Portland for many years and watched this become huge problem. People in milwaukie mostly can't get by without cars. We don't need to fill the streets with parking. Many places here don't even have sidewalks, now cars will take up space where people need to walk safely."

"It is not realistic to have no place for residents to park. This is guaranteed to create congestion in our neighborhoods. Doing this will only benefit builders. This type of building is not responsible."

"I moved out of Portland due to infill, no parking, and City leaders who did/do not listen. I went to some of the Milwaukie meetings prior to COVID and still felt they didn't listen and only a few concerned people were there to voice concerns on infill. I don't want to live next to apartments or six tiny houses. They are paving over the good things about Oregon and it sucks. If I wanted California I would live there."

COMMENTS FROM SOCIAL MEDIA

Karen Havran

Thank you for leading this. I've been commenting on lack of parking in city planning for a long time, going to open houses, leaving comments, etc. You're right, it falls on deaf ears. We don't all ride bikes like some of our elected officials but they seem to assume we do because they leave adequate parking out of planning. I will enthusiastically sign!

Like · Reply · 2d



Mary Zellharie

I Agree, we need to have a minimum of 1 parking place.

Like · Reply · 2d



Mike Mick Miller

I agree we need 1for 1

Like · Reply · 2d



Mike Mick Miller

Another case of sticking it to car owners who pay the bills for these roads and parking. It shows disrespect for older people who cannot go places without parking spaces.



Like · Reply · 2d



Kiersten Wolfe

Amy Erdt I really appreciate you linking the video. I did not watch it previously, because I choose to help the community in other ways and nobody has time to keep an eye on everything. Why else do we have a democratic republic where we elect officials to represent us? As a curiosity. I'm happy they encourage public participation, but it shouldn't be necessary for everybody to watch when the people's desires have been surveyed. In fact, when the CPIC majority opinion was brought up, they couldn't say what the consensus was. One man expressed genuine surprise that they didn't have that data.

So please everybody, if this is an issue you feel strongly about, we need to stay on them about it. That being said, if you are participating in the community in other ways and don't have time to take on another issue, it is understood. When it's time, remember to vote to represent your beliefs.

Pamela Brooks Rook

This is no longer the Milwaukie I moved to when I was in college. I'm not a fan of this one at all with it's apparent disregard for citizens and its own history.

Like · Reply · 1d



Kathleen Fustos • Ardenwald ⋮

Sadly, the Portland-way is now encroaching on Milwaukie. Thank you for sharing. I never, ever frequent businesses in Sellwood any longer due to the parking issues.

2 days ago Like Reply Share ❤️ 3

Elvis Clark

Our City of Milwaukie leadership and staff are completely aloof from residents, acting as though they know what's best even acting against what's best for existing Milwaukie residents.

Like · Reply · Hide · [Send Message](#) · 2d 👍 1

SURVEY SIGNATURE DATA as of 12noon 11-9-21

	<u>Name</u>	<u>City</u>	<u>State</u>	<u>Postal Code</u>	<u>Signed On</u>
1.	Ronelle Coburn	Milwaukie	OR	97222	11/6/21
2.	Chris Ortolano	Portland	OR	97222	11/6/21
3.	Mysty Dionne	Portland	OR	97222	11/6/21
4.	Anthony Allen	Portland	OR	97206	11/7/21
5.	Jean Shannon	Milwaukie	OR	97222	11/7/21
6.	Jill Bowers	Portland	OR	97222	11/7/21
7.	Theresa Hawkins	Portland	OR	97222	11/7/21
8.	Mary Meier	Milwaukie	OR	97267	11/7/21
9.	Renee Stilson	Milwaukie	OR	97222	11/7/21
10.	Kristine Pearl	Milwaukie	OR	97222	11/7/21
11.	Jessica Soares	Milwaukie	OR	97222	11/7/21
12.	Anita Christensen	Portland	OR	97222	11/7/21
13.	Kari Schumacher	Portland	OR	97222	11/7/21
14.	David Smith	Milwaukie	OR	97222	11/7/21
15.	Barbara-Lee Orloff	Milwaukie	OR	97222	11/7/21
16.	Tracy Hokanson	Milwaukie	OR	97222	11/7/21
17.	Sarah Powers	Portland	OR	97222	11/7/21
18.	Leah Stone	Milwaukie	OR	97222	11/7/21
19.	Donna Smith	Milwaukie	OR	97222	11/7/21
20.	Mollie Thorniley	Portland	OR	97212	11/7/21
21.	Maryruth Storer	Milwaukie	OR	97222	11/7/21
22.	Charles Meeker	Portland	OR	97222	11/7/21
23.	Rebecca Ray	Portland	OR	97222	11/7/21
24.	Cindy Thurman	Milwaukie	OR	97222	11/7/21
25.	Julie Fagan	Milwaukie	OR	97222	11/7/21
26.	Steven Fagan	Portland	OR	97222	11/7/21
27.	Will Sellars	Portland	OR	97267	11/7/21
28.	Kathleen Meyer	Eugene	OR	97402	11/7/21
29.	Justin Brandon	Portland	OR	97222	11/7/21
30.	Deborah Trudeau	Portland	OR	97222	11/7/21
31.	Jim Collias	Portland	OR	97222	11/7/21
32.	Nancy Pierce	Portland	OR	97267	11/7/21

33.	Laurie Palmer	Portland	OR	97222	11/7/21
34.	Pamela Denham	Milwaukie	OR	97222	11/7/21
35.	Audrey Trubshaw	Portland	OR	97222	11/7/21
36.	Jason Smith	Milwaukie	OR	97222	11/7/21
37.	Burrell Palmer	Portland	OR	97222	11/7/21
38.	Natalie Jones	Portland	OR	97267	11/7/21
39.	Melinda Stanfield	Milwaukie	OR	97222	11/7/21
40.	Mary Potter	Portland	OR	97222	11/7/21
41.	Krystina Thomas	Portland	OR	97206	11/7/21
42.	Marietta Metteer	Portland	OR	97222	11/7/21
43.	Sean McCoy	Portland	OR	97222	11/7/21
44.	David Hedges	Milwaukie	OR	97222	11/7/21
45.	Sarah McCoy	Milwaukie	OR	97222	11/7/21
46.	Jerilyn Lindquist	Milwaukie	OR	97222	11/7/21
47.	Geenie Yourshaw	Milwaukie	OR	97222	11/8/21
48.	Austin Brown	Milwaukie	OR	97222	11/8/21
49.	Erik Yourshaw	Milwaukie	OR	97222	11/8/21
50.	Siri Bernard	Milwaukie	OR	97222	11/8/21
51.	Mary Blount	Portland	OR	97222	11/8/21
52.	Shana Ralls	Portland	OR	97222	11/8/21
53.	Sarah Smith	Portland	OR	97222	11/8/21
54.	J Vasi	Portland	OR	97222	11/8/21
55.	Carla Buscaglia	Portland	OR	97222	11/8/21
56.	Mikayla Forkner	Portland		97213	11/8/21
57.	Sharon Konsa	Portland	OR	97222	11/8/21
58.	David Thomas	Portland	OR	97222	11/8/21
59.	Judy Schribman	Milwaukie	OR	97222	11/9/21
60.	Margaret Jamison	Portland	OR	97222	11/9/21
61.	Andrea Hopkins	Portland	OR	97206	11/9/21
62.	MaryEllen Edwards	MILWAUKIE	OR	97222	11/9/21
63.	Pamela Joslin	Portland	OR	97222	11/9/21
64.	Zina Seal	Portland	OR	97222	11/9/21

From: sarah@thegardensmith.com
To: [Vera Kalias](#)
Subject: Comments on ZA-2021-002 Trees, minimum setbacks, and Parking
Date: Tuesday, November 9, 2021 14:11:36

This Message originated outside your organization.

I applaud the Cities work on improving our tree canopy. I'm concerned about allowing smaller setbacks in new development, smaller setbacks leave less room for trees to grow. I'm in favor of a minimum 15 foot setback and 10 foot side setbacks.

The proposal for zero parking spaces is concerning. While some people don't need a vehicle, there are many who do. Mobility challenged people may need parking close to their homes. And public transportation is not available in many of our neighborhoods. I would like to see one parking space per dwelling.

Thank you for considering my comments.

--

Sarah Smith
SE Washington St
Milwaukie, OR 97222

Re: 6.2 Middle Housing Code

Dear Planning Commissioners of Milwaukie,

I am writing to you as a subject matter expert on the topic of parking policy and as the father of two children who live in the Portland Metro Region. I am the co-founder of the Parking Reform Network, an international non-profit organization with a mission to educate the public about the impact of parking policy on climate change, housing affordability, and traffic violence, a co-founder of Portland: Neighbors Welcome, a housing advocacy organization, and the founder of Portlanders for Parking Reform.

I understand that you are considering the tough political position of recommending middle-housing options for HB2001 implementation without any costly car parking mandates, and I applaud you and strongly encourage you to stay the course. If you succumb to pressure and impose costly parking mandates on these housing types, you will all but ensure that many homes will not be built and the ones which are built will be more expensive.

Furthermore, your decision will contribute to the imposition of car dependency upon future generations of the region, making it harder, if not impossible, for my children, and yours, to live low-carbon lifestyles and remain near their parents and grandparents.

This is not hyperbole, already your own commissioned study shows a massive amount of parking available in the neighborhoods of Milwaukie. It's nearly impossible that every household will need parking for 3 or four cars in 15 years, if we're still arguing over parking at that point, all hope is lost. I am truly puzzled why a consultant would recommend taking the route of minimal compliance here. The trend in the region is to build housing, not car storage. This consultant's advice is not in line with anything I have heard from mainstream planners in my recent experience. Even the Institute of Traffic Engineers (ITE) no longer recommends costly parking mandates. The conclusion of this consultant is outdated.

What is even the point of doing such a survey if not to plainly state the obvious, there is plenty of parking in Milwaukie, what is lacking is political willpower and courage to say enough is enough.

You are members of the planning commission, what future are you planning for? Your job is not to plan to continue to accommodate the currently disastrous levels of car ownership and drive alone trips, it's to guide your community to meet its climate action and housing goals and to leave this world in a better place than it would be without your actions.

Be strong, your first instinct was correct. Future generations will thank you. Do not impose costly parking mandates on middle housing.

All the best,
Tony Jordan
971.207.1348

From: [Milwaukie Planning](#)
To: [Vera Kolas](#)
Subject: FW: Tree preservation plan
Date: Tuesday, November 9, 2021 15:29:56

BRETT KELVER, AICP

Senior Planner
he • him • his

From: chinaconsulting@gmail.com <chinaconsulting@gmail.com>
Sent: Tuesday, November 9, 2021 3:28 PM
To: Milwaukie Planning <Planning@milwaukieoregon.gov>
Subject: Tree preservation plan

This Message originated outside your organization.

My name is David Kohl. I live at 12006 SE McLoughlin Blvd. This is the historic Birekemeir-Sweetland estate.

I am very much in support of tree preservation and further tree propagation. My family is involved in forest management in a non-commercial manner.

We engage in woodland maintenance to have healthy forests.

That said, I am curious about hazard trees. How does this change affect forest maintenance for safety and sustainable growth of other trees?

Thank you,
David W Kohl

Sent from [Mail](#) for Windows

From: [Pamela Denham](#)
To: [Vera Kolas](#)
Subject: Table 19.605.1 Off-street Parking Requirements
Date: Tuesday, November 9, 2021 15:58:35

This Message originated outside your organization.

Dear Ms Kolas,

I am unhappy to see that the minimum, which is what most developers will do, is zero off street parking per dwelling unit.

Milwaukie is not ready for SE Division Street type developments with no parking on site pushing residents and visitors into the neighborhoods. Our roads are not equipped to handle all the off street parking, not to mention the impact of residents who own homes in the area.

Please reconsider table 19.605.1 to at least 1 off street parking spot per dwelling unit.

Pam Denham
Milwaukie

From: [Gary & Sharon Klein](#)
To: [Vera Kolia](#)
Cc: [Richard Recker](#); k1ein23@comcast.net; milwaukierip@gmail.com
Subject: Parking issues in downtown MILWAUKIE
Date: Tuesday, November 9, 2021 18:07:43

This Message originated outside your organization.

MILWAUKIE,

We are having an issue with parking in downtown MILWAUKIE from time to time. Also at the same time we are loosing places to park. Also new buildings have very reduced internal parking, like Coho Point. The property that is now know as Coho Point was originally bought for a future site of a parking structure because MAX (light rail) was most likely coming to Milwaukie. Also phase two of Milwaukie Bay Park was being finalized too. But because at that time light rail (MAX) was going to stop here, not at Park Avenue as it does now. So the parking was reduced in Milwaukie Bay Park to the current numbers that it is now. The current parking in Milwaukie Bay Park is Insufficient for that park and especially when phase 3 is completed in the near future. We (The River Front Board, which I was part of) thought with the parking structure on McLoughlin Boulevard and Washington Street by Milwaukie Bay Park, we would have ample parking. Plus at that time before McLoughlin Boulevard was redone it had parking in downtown Milwaukie area on both sides of the street.

Then it all changed! McLoughlin Boulevard now has NO Parking in the down town area. Now Coho Point is not a parking structure. Coho Point is getting an over size structure (by Milwaukie code standards) with very very limited parking.

Things (parking areas) are not going right and folks in homes, condos and apartments around The Historic MILWAUKIE neighborhood are loosing out. Businesses in Milwaukie may be loosing customers too. Things need to change before we are a ghost town with a parking problem.

MILWAUKIE Historic 2nd generation home owner,
Gary E. Klein
Sent from my iPhone

From: [Steve Klingman](#)
To: [Milwaukie Planning](#)
Subject: Enhanced Rules for Tree Removal
Date: Tuesday, November 9, 2021 18:30:14

This Message originated outside your organization.

There are lots of things to consider here. My main concern is that where there are trees, no matter what size, that are a nuisance or a danger, the homeowner is allowed to remove them without penalty. Certainly the cost of removal, assuming they are the homeowner's property, will be their responsibility. But there should be no kind of a penalty.

Also, there should be a consideration for tree removal in a place where there are a plethora of trees.

THanks.

--

Steve Klingman
National Design Advisor
Presentation Design Group
steve.k@pdgdesign.net
541.556.9376 (direct)
541.344..0857 (studio -not currently used due to COVID)
www.pdgdesign.net
www.giftmap.com



2416 SE Lake Road, Milwaukie, OR 97222 - 503-550-9282 -northclackamaswatersheds.org

Testimony on Tree Code, Middle Housing, and Parking
Milwaukie Planning Commission
Neil Schulman, Executive Director
11/9/2021

Overall: The City is to be commended on a tree code that meets the needs of watersheds and people

I remember looking at my thermometer outside the Council office on 6/28. It read 114 degrees. We all know that we'll see more of that. That's why this decision is vital.

The Codes Proposed is forward looking on several fronts for which the City should be commended, and which we strongly urge the Planning Commission to adopt. Even if these things may be unpopular with some folks, they are smart and will make Milwaukie a leader in small cities in our region.

1. Reaching the 40% canopy goal is key to so many aspects of livability: respiratory health, climate resilience, equity, carbon sequestration, healthy streams, and reduced flooding, to name a few
2. Considering Trees, Middle Housing, and Parking together.
3. We strongly support proposal to remove parking requirements below cottage clusters. The two huge needs Milwaukie has is for more housing, and more trees. This is an essential step to having room for both. The PC is to be commended for this proposal and we strongly support it.
4. We strongly support the protection of trees above 6" dbh. Without protecting small trees, they won't have a chance to grow to big ones
5. Taking a broad view of mitigation, and having it off site. This will allow us to be sure that all parts of Milwaukie have good tree cover and reach the City's equity goals.

In the code itself, and the future tree plan, there are several gaps that the Commission should address:

1. The first and best way to a tree canopy to protect trees that already exist and are big enough to provide value. This means it is vital that the City's code, and practices, engage with proposed developers early, so that tree preservation is part of initial designs rather than an afterthought. City Arborist & tree staff need to be engaged at the preconference phase.
2. The Fee Schedule must be high enough to incentivize keeping existing trees, rather than just thinking of mitigation funds as "the cost of doing business". Current Fee Schedule (\$2,700 fee for removing an 18" dbh tree) is too low. Most folks will just pass that on in the cost of the development. This needs to be assessed to incentivize keeping existing trees in place.
3. The development of a Tree Plan/Manual that helps chart a course to a 40% canopy, where trees are in all neighborhoods, and plantings are done strategically to meet human and watershed health targets. This should follow the approval of the code

There are also some issues in the code that need to be addressed, as they will likely have the opposite of the desired effect:

16.32.042.B: Tree Preservation Standards and Affordable Housing

Milwaukie should not have a lesser standard for site canopy coverage than other housing. People of limited incomes need tree cover more, not less, than others. This flies in the face of the City's equity goals; low income neighborhoods and communities of color have 26% less park space than median neighborhoods. (Trust for Public Land). These populations also carry a higher disease burden and vulnerability to the Urban Heat Island Effect (EPA)

We should use other incentives for affordable housing: height bonuses, less parking. The Council supports the reduced mitigation.

16.32.042.E. Variance Procedure:

This section should be struck. The techniques described, while good, only provide one benefit- stormwater, efficient building, etc.. However, they do not provide the multifunctional benefits that a healthy canopy does. Furthermore, they are challenging to assess with rigor, and don't apply when the city is trying to reach tree, climate, and equity goals together.

2.a(2)(k)Non-Development Permits:

This section creates a loophole that allows the removal of a healthy tree a year up to 18" DBH with no mitigation. This should be removed. It's is loophole for losing a lot of very large trees. An 18' dbh tree is large enough to provide benefits - shade, habitat, stormwater interception-across property lines, and an 18" oak, for instance, is a very old tree that won't grow again in our lifetimes. The Commission should close this loophole. At the *very least*, it should be restricted to a 6" dbh size.

I'm reminded of a while back, when Elon Musk offered a \$100 million prize for an invention that removed CO₂ from the atmosphere. That technology already exists. It called a tree. We have them. We just need to keep them and plant more.