



CITY OF MILWAUKIE

February 5, 2020

Land Use File(s): DEV-2019-009; TFR-2019-001; VR-2019-012

NOTICE OF DECISION

This is official notice of action taken by the Milwaukie Planning Director on February 5, 2020.

Applicant(s):	Dean Masukawa, LRS Architects
Location(s):	37 th Ave and Monroe St
Tax Lot(s):	11E36AB03003 and 11E36AA19203
Application Type(s):	Development Review; Transportation Facilities Review; Variance
Decision:	Approved with Conditions
Review Criteria:	Milwaukie Municipal Code: <ul style="list-style-type: none">• MMC Title 12 Streets, Sidewalks, and Public Places Milwaukie Zoning Ordinance: <ul style="list-style-type: none">• MMC 19.303 Commercial Mixed-Use Zones (including the GMU zone)• MMC 19.500 Supplementary Development Regulations• MMC 19.700 Public Facility Improvements• MMC 19.906 Development Review• MMC 19.911 Variances• MMC 19.1005 Type II Review
Neighborhood(s):	Ardenwald-Johnson Creek Hector Campbell Historic Milwaukie

Appeal period closes: 5:00 p.m., February 20, 2020

This notice is issued in accordance with Milwaukie Municipal Code (MMC) Section 19.1005 Type II Review. The complete case file for this application is available for review by appointment between 8:00 a.m. and 5:00 p.m. on regular business days at the Planning Department, Johnson Creek Facility, 6101 SE Johnson Creek Blvd. Please contact Vera Koliass, Associate Planner, at 503-786-7653 or koliassv@milwaukieoregon.gov, if you wish to view this case file or visit the project webpage at www.milwaukieoregon.gov/planning/DEV-2019-009.

This decision may be appealed by 5:00 p.m. on February 20, 2020, which is 15 days from the date of this decision.¹ (Note: Please arrive by 4:45 p.m. for appeal payment processing.) Any person who is adversely affected or aggrieved by this decision may appeal the decision by filing a written appeal. An appeal of this decision would be heard by the Milwaukie Planning Commission following the procedures of MMC Section 19.1010 Appeals. This decision will become final on the date above if no appeal is filed during the appeal period. Milwaukie Planning staff can provide information regarding forms, fees, and the appeal process at 503-786-7630 or planning@milwaukieoregon.gov.

Per MMC Subsection 19.1001.7.E, this land use approval expires unless the applicant has: (1) obtained and paid for all necessary development permits and started construction within 2 years of land use approval, and (2) passed final inspection and/or obtained a certificate of occupancy within 4 years of land use approval. Extensions can be granted per MMC Section 19.908.

Findings in Support of Approval

The Findings for this application are included as Exhibit 1.

Conditions of Approval

1. Prior to the issuance of a building permit, Applicant must enter into a Development Agreement with the City that defines and clarifies the responsibilities of both the developer and the city, estimated costs, and estimated Transportation SDC credits/reimbursements for design and construction of the segment of the Monroe Street Neighborhood Greenway connection from the Oak Street/Railroad Avenue/Monroe Street intersection to the 37th Avenue/Washington Street intersection. See also Conditions 6 (h) and (j), and 9.
2. Applicant must construct the project in compliance with all Public Works Standards and the requirements identified in Other Requirements.
3. Post-occupancy: should the driveway entry gate off 37th Ave cause queuing that extends on to 37th Ave as reasonably determined by the City to materially impact public travel or safety on 37th Ave, the property owner, or their designee, must work with the City to resolve these queuing or safety issues in a manner as quickly as feasible and to the

¹ As per MMC Section 19.1010, if the 15th day falls on a weekend or legal holiday, the end of the appeal period shall be extended to the end of the next business day.

reasonable satisfaction of the City. Such resolution could include, but not limited to, modifications to, or removal of, the entry gate.

4. The main entrance to the development is proposed to be located to create a de facto intersection with Washington St to comply with a variety of code requirements related to access spacing standards and sound engineering practices. The submitted Transportation Impact Analysis (TIS) includes future vehicle trip distribution related to the development based on the impact of the development combined with background growth. In this case, peak impact for vehicle trips resulting from the development is during the morning and afternoon peak hours (commuting time). According to the analysis, no vehicles are anticipated to travel from the site to Washington St during the morning and afternoon peak hours. Post-occupancy: should vehicle travel on Washington St cause public safety issues or vehicular traffic exceeding maximum greenway levels, as reasonably determined by the City to materially impact the functionality of the Washington St section of the Monroe Street Neighborhood Greenway, the City may choose to look at other physical design or signage options that could be used at this intersection to create safer conditions.

5. Environmental Quality

Due to the contaminated soil on Parcel 2, site development work requires Department of Environmental Quality (DEQ) Cleanup Program review and approval of all plans before construction. DEQ and the City will review and approve all plans to ensure the proper controls are in place to protect human health and the environment.

Detailed project requirements for construction and site maintenance for Parcel 2 are in the Consent Decree, Record of Decision (ROD), and Easement and Equitable Servitude (EES). These documents are located at:

<https://www.deq.state.or.us/Webdocs/Forms/Output/FPController.ashx?SourceId=887&SourceIdType=11> in the Site Documents section under the following titles: *EES (October 10, 2001).pdf*, *LDM Consent Decree 2014060410221.pdf*, and *Idmrod 201406041001.pdf*.

The EES is recorded and is attached to the property and will detail all long-term obligations of the property owner, including:

- (1) Groundwater monitoring/reporting
- (2) Confirmation monitoring of vapor control systems
- (3) Maintaining site cap after construction
- (4) Recording the EES

Additional requirements related to environmental quality are:

- a. A Contaminated Media Management Plan, which provides information needed to identify, properly manage, and dispose of contaminated media (materials) must be developed. The plan will include monitoring of dust, odors, and chemical screening to ensure work is protective. Soils excavated at Parcel 2 are considered hazardous materials unless analytical characterization determines the material to not be hazardous.

- b. Construction work of the proposed clubhouse, garage structures and utility lines will require engineering controls due to this risk of vapor intrusion. The project will require plans, prepared by an Oregon registered professional to prevent vapor migration into structures on Parcel 2 (clubhouse, garages, and vapor dams in utility trenches). The engineering controls will include a monitoring plan for any sub-surface controls to assure that the system remains protective.

6. Building Permit Submittal

The applicant must submit a Type I Development Review application with final plans for construction of the project. The purpose of the Type I Development Review is to confirm that the final construction plans are substantially consistent with the land use approval. The final construction plans must address the following:

- a. Final plans submitted for construction permit review must be in substantial conformance with plans approved by this action, which are the plans stamped received by the City on July 26, 2019, and revised through October 18, 2019, except as otherwise modified by these conditions.
- b. Provide a narrative describing all actions taken to comply with these conditions of approval.
- c. Provide a narrative describing any changes made after the issuance of this land use decision that are not related to these conditions of approval.
- d. Provide confirmation from a certified third-party green building assessor that the buildings are designed to meet the green building design requirements in Earth Advantage, or an equivalent program as identified in MMC 19.510.
- e. Final plans submitted for construction permit review must include details of the bike stall dimensions to confirm that the applicable standards are met.
- f. Final plans submitted for construction permit review must include a new photometric plan showing compliance with lighting standards.
- g. Final plans submitted for construction permit review must demonstrate that there is sufficient space for a 5-ft sidewalk, 5-ft landscape strip, and a 5-ft bike lane along the west side of 37th Ave between the entrance driveway and the railroad tracks. If needed, the applicant shall dedicate sufficient right-of-way to accommodate the above facilities.
- h. For this segment of the Monroe Street Neighborhood Greenway, the final plans submitted for development permit review must include engineering design plans that are substantially consistent with the Alternative B concept plan provided by Alta Planning, dated November 7, 2019 and as approved by the City Engineer. The cost of design and construction of elements of the Monroe Street Neighborhood Greenway project lying adjacent to the Development but outside of the developer's responsibility will be subject to a Transportation SDC credit/reimbursement provided by the City.

- i. To assure that the driveway on Monroe St functions as a right-out only egress, as conditioned, the Applicant must construct a minimum 80-ft long concrete median, centered on the driveway, at the new centerline of Monroe St.
 - j. The addition of the cycle track will require the applicant to provide public bicycle, pedestrian, and sidewalk easements along Monroe St and 37th Ave for those portions of the sidewalk lying outside of the public right-of-way. Along Oak St the applicant must dedicate sufficient right-of-way for future construction of the landscape strip, cycle track, and sidewalk (16.5-ft from face of curb).
 - k. Final plans submitted for construction permit review are not required to include the 15-ft wide area, or the easement, previously shown for the multi-use path. Garages may be located along the rear property line with the design proposed in the July 26, 2019 plan set. The Development Review application materials must clearly identify how the plans submitted for construction permit review have changed to account for this additional area along with a narrative describing how the changes satisfy all relevant code requirements.
7. Prior to issuance of development permits, the following must be resolved:
- a. Prior to commencement of any earth-disturbing activities, the applicant must obtain an erosion control permit from the City. The plan must demonstrate that dust and tracking from the contaminated portions of the site will be contained on the site. Any failure of the developer to meet the requirements of the plan will be considered a violation of zoning ordinance and result in stoppage of all work until a corrective action is approved by DEQ and City.
 - b. Thirty days prior to commencement of any earth-disturbing activities, the applicant must do the following:
 - (1) Host a public outreach meeting to inform the community of the construction plans. Applicant will coordinate this meeting with city staff; and
 - (2) Provide to city staff a detailed project fact sheet including, but not limited to, the following information:
 - (a) estimated construction start date;
 - (b) summary of construction timeline;
 - (c) summary of protection measures and safeguards for workers and the public; and
 - (d) a list of site contacts with business and after hours contact information for the lead site contractor, DEQ staff contact, and emergency contact information.

City staff will make this fact sheet available to NDA leadership for distribution and will post it on the project and Central Milwaukie webpages.

- c. Signs with project manager contact information must be posted and maintained at the site entry(ies) for the duration of the project.
8. Prior to final occupancy, the following must be resolved:
 - a. Applicant must submit certification that the buildings meet the green building design requirements in Earth Advantage, or an equivalent program as identified in MMC 19.510.
 - b. Frontage Improvements as shown on the plans received by the City on July 26, 2019, and revised through October 18, 2019, except as otherwise modified by these conditions.
 - c. Dedication/Easement Requirements as shown on the plans received by the City on July 26, 2019, and revised through October 18, 2019, except as otherwise modified by these conditions.
 9. Timing and amount of Transportation SDC credit / reimbursement will be determined in the Development Agreement (see Condition 1).

Other requirements

The following items are not conditions of approval necessary to meet applicable land use review criteria. They relate to other development standards and permitting requirements contained in the Milwaukie Municipal Code (MMC) and Public Works Standards that are required at various points in the development and permitting process.

1. The level of use approved by this action shall be permitted only after issuance of a certificate of occupancy.
2. Limitations on Development Activity.

Development activity on the site shall be limited to 7:00 a.m. to 10:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday and Sunday, as provided in MMC Subsection 8.08.070(I).
3. Landscaping Maintenance.

As provided in MMC Subsection 19.606.2.E.3, required parking area landscaping shall be maintained in good and healthy condition.
4. Applicant should coordinate their construction activities with the Union Pacific Railroad Company (UPRR) (Aaron Galley, ph. 402-544-8043) as necessary during project construction to ensure safety and that there are no impacts to railroad operations during construction. Applicant is advised by UPRR to coordinate with the Oregon Public Utility Commission and other relevant parties to discuss potential impacts of the project to railroad operations.
5. Applicant must submit an access and water supply plan as required by the Clackamas Fire District #1 for full review and approval.

6. Final plans submitted for construction permit review must include details to show the exact distance from the driveway to the rail crossing. The entrance driveway on 37th Ave is very close to the location of the Advanced Pavement Marking, which is within the safe stopping distance of the public rail crossing. If the access is located within the safe stopping distance, a crossing order will be required.
7. Prior to final inspection, the following must be resolved:
 - a. Submit full-engineered plans for construction of all required public improvements, reviewed and approved by the City of Milwaukie Engineering Department.
 - b. Obtain a right-of-way permit for construction of all required public improvements listed in these recommended conditions of approval.
 - c. Pay an inspection fee equal to 5.5% of the cost of the public improvements.
 - d. Provide a payment and performance bond for 100 percent of the cost of the required public improvements.
 - e. Provide a final approved set of Mylar and electronic PDF “As Constructed” drawings to the City of Milwaukie prior to final inspection.
 - f. Install all underground utilities, including stubs for utility service, prior to surfacing any streets.
 - g. Clear vision areas shall be maintained at all driveways and accessways and on the corners of all property adjacent to an intersection.
8. Other Engineering Requirements.

Submit a final stormwater management plan to the City of Milwaukie Engineering Department for review and approval. The plan shall be prepared in accordance with Section 2 - Stormwater Design Standards of the City of Milwaukie Public Works Standards. In the event the stormwater management system contains underground injection control devices, submit proof of acceptance of the storm system design from the Department of Environmental Quality.

The stormwater management plan shall demonstrate that the post-development runoff does not exceed pre-development runoff, inclusive of any existing stormwater management facilities serving the development site.

The stormwater management plan shall demonstrate compliance with water quality standards in accordance with the City of Portland Stormwater Management Manual.

Development/building permits will not be issued for construction until the stormwater management plan has been approved by the City of Milwaukie.

Director's Declaration of Impartiality

I certify that neither I nor any member of my immediate family has a material, personal, or financial relationship with the applicant. I further certify that no other relationship, bias, or

ethical conflict exists which would have prevented me from evaluating the land use application solely on its merits and in accordance with the Milwaukie Municipal Code.

Decision

- Approved
- Approved with Conditions
- Denied



Dennis Egner, FAICP
Planning Director

Exhibits

1. Findings in Support of Approval
2. Technical Memorandum prepared by Alta Planning and Design dated November 7, 2019

cc: Dean Masukawa, LRS Architects (via email)
Marc Wyzykowski, Johnson Development Associates, Inc. (via email)
Planning Commission (via email)
Leila Aman, Community Development Director (via email)
Justin Gericke, City Attorney (via email)
Kelly Brooks, Assistant City Manager (via email)
Steve Adams, City Engineer (via email)
Engineering Development Review (via email)
Samantha Vandagriff, Building Official (via email)
Stephanie Marcinkiewicz, Inspector/Plans Examiner (via email)
Harmony Drake, Permit Technician (via email)
Tim Salyers, Code Compliance Coordinator (via email; for variances only)
Matt Amos, CFD#1 (via email)
NDA(s): Ardenwald-Johnson Creek , Hector Campbell, Historic Milwaukie (via email)
Interested Persons
Land Use File(s): DEV-2019-009

EXHIBIT 1
Findings in Support of Approval Master File
#DEV-2019-009, Monroe Apartments

Sections of the Milwaukie Municipal Code not addressed in these findings are found to be inapplicable to the decision on this application.

1. The applicant, Dean Masukawa, LRS Architects, has applied for approval to develop a multifamily development on the vacant site located at 37th Ave and Monroe St (TL 11E36AB03003 and 11E36AA19203. This site is in the General Mixed Use Zone GMU. The land use application file numbers are DEV-2019-009; TFR-2019-001; VR-2019-012.
2. The proposal is to construct a multifamily development with 234 units with associated site improvements, including parking, landscaping, an amenities building, and a cycle track. Also requested is a fence variance to allow an 8-ft tall fence along the railroad right-of-way on the south side of the site.
3. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):
 - MMC Title 12 Streets, Sidewalks, and Public Places
 - MMC 19.303 Commercial Mixed-Use Zones (including the GMU zone)
 - MMC 19.500 Supplementary Development Regulations
 - MMC 19.700 Public Facility Improvements
 - MMC 19.906 Development Review
 - MMC 19.911 Variances
 - MMC 19.1005 Type II Review

The application has been processed and public notice provided in accordance with MMC Section 19.1005 Type II Review. Referrals and public notices were sent on November 21, 2019.

4. MMC Title 12 Streets, Sidewalks, and Public Places
 - a. MMC Chapter 12.16 Access Management

MMC Section 12.16.040 establishes standards for access (driveway) requirements, including access spacing, number and location of accessways, and limitations for access onto collector and arterial streets. For uses other than single-family residential development accessing collector streets, new driveways must be spaced at least 300 ft from the nearest intersection.

The subject property has frontage on both Monroe St and 37th Ave, collector streets. Monroe St has been designated as a neighborhood greenway. The new multifamily development would have its primary entry from 37th Ave across from Washington St and a driveway on Monroe St that would allow only right out vehicular egress for residents, but full access for emergency

vehicles (as generally shown on land-use plans submitted by LRS Architects dated 9/3/19). The primary driveway would be located approximately 500 ft from Monroe St and approximately 200 ft from Railroad Ave. The limited access driveway on Monroe St would be located approximately 100 ft from Oak St.

There are no locations along either Monroe St or 37th Ave where access spacing standards can be met. Per MMC 12.16.040.B.2, access spacing may be modified with the submission of an access study prepared by a professional engineer. The access study must evaluate the site access design, traffic impacts associated with the proposed design, and must include mitigation as appropriate. The applicant has followed this process by providing a traffic impact study (see Finding 8c) that includes all the required information. The safest location for the driveway is directly across from either Jefferson St or Washington St. In the future the City anticipates that both the Monroe Street Neighborhood Greenway and the Railroad Ave multi-use path will cross 37th Ave at Washington St, just outside of the Rail Crossing area. Accordingly, the proposed driveway on 37th Ave is planned at a location opposite Washington St. In addition, the limited access driveway on Monroe St is expected to serve nominal volumes of traffic on an average day, whereby safety impacts associated with this access are expected to be negligible. To ensure that the driveway on Monroe St functions as a right-out only egress, as conditioned, the Applicant shall construct a minimum 80-ft long concrete median, centered on the driveway, at the new centerline of Monroe St.

As conditioned, the development is consistent with the applicable standards of MMC 12.16.

b. MMC Chapter 12.24 Clear Vision at Intersections

MMC 12.24 establishes standards for maintenance of clear vision at intersections to protect the safety and welfare of the public in their use of City streets.

As proposed, all driveways, accessways, and intersections associated with the proposed development conform to the applicable standards of MMC 12.24.

The Planning Director finds that, as proposed, the development meets all applicable requirements of MMC Title 12. This standard is met.

5. MMC Section 19.303 Commercial Mixed-Use Zones (including GMU)

a. MMC Subsection 19.303.2 lists the allowed uses in the medium and high density residential zones.

Multifamily uses are permitted outright in the GMU zone. The proposal is a 234-unit multifamily development.

The Planning Director finds that this standard is met.

b. MMC Subsection 19.303.3 contains standards for Commercial Mixed Use zones, including the GMU zone.

The application meets the standards of this section as described in Table 1 below.

Table 1 – Zoning Compliance

General Mixed Use Development Standards			
Standard	Required	Proposed	Staff Comment
Minimum Lot Size	1,500 sq ft	7.21 ac (Lots 1 & 2)	Complies with standard.
Minimum Street frontage	25 feet	609 ft along 37 th Ave 771 ft along Monroe St	Complies with standard.
Minimum Setbacks	15 ft (front) – residential edge treatment	15 feet	Complies with standard.
Off-Street Parking and Loading	1.25 spaces per dwelling unit Min = 235 Max = 468	299 spaces	Complies with standard.
Height Restriction	45 ft (base maximum) 57-69 ft with height bonuses	All perimeter buildings are 3 stories/45 ft 5-story building up to 69 ft	Complies with standard per land use file #VR-2019-003.
Max. Lot Coverage	85%	91,286 sq ft (approximate) 29% lot coverage	Complies with standard.
Minimum Vegetation	15%	29% (approximate)	Complies with standard.
Density	25-50 units/net acre	Minimum: 181 units Maximum: 361 units Proposed # of units: 234	Complies with standard.

The Planning Director finds that these standards are met.

6. MMC Chapter 19.500 Supplementary Development Regulations

a. MMC Subsection 19.502.B Accessory Structures – Fences, Walls and Plantings

(1) MMC 19.502.2.B.1.a Residential Zones and Residential Uses in All Zones

Maximum height is 6 ft for rear, street side, and side yards; 42 in for front yards, except that for flag lots fences in the front yard may be 6 ft. No electrified, barbed, or razor wire fencing is permitted.

The applicant is seeking approval of a variance for installation of an 8-ft fence along the railroad line at the rear of the property as required by the Oregon Department of Transportation Rail Division.

As addressed in Finding 9, a variance has been submitted to allow the new fence. Subject to approval of the variance, the Planning Director finds that this criterion is met.

b. MMC Subsection 19.505.3 Multifamily Housing

MMC 19.505.3 establishes design standards for multifamily housing, to facilitate the development of attractive housing that encourages multimodal transportation and good site and building design. The requirements of this subsection are intended to achieve the principles of livability, compatibility, safety and functionality, and sustainability. The design elements, established in MMC Subsection 19.505.3.D, are applicable to all new multifamily housing developments with 3 or more units.

- (1) MMC Subsection 19.505.3.B states that all new multifamily and congregate housing developments with 3 or more dwelling units on a single lot are subject to the design elements in Table 19.505.3.D.

The proposed development will have 234 dwelling units on a single lot and is considered multifamily. The proposed development meets the applicability standards of MMC 19.505.3.B.

- (2) MMC Subsection 19.505.3.D contain standards for Multifamily Design Guidelines.

The proposed multifamily development is following the Design Guidelines for the Discretionary Process. The application meets the standards of this section as described in Table 2 below.

Table 19.505.3.D
Design Guidelines—Multifamily Housing

Design Element	Guideline	Findings
<p>1. Private Open Space</p>	<p>The development should provide private open space for each dwelling unit, with direct access from the dwelling unit and visually and/or physically separate from common areas.</p> <p>The development may provide common open space in lieu of private open space if the common open space is well designed, adequately sized, and functionally similar to private open space.</p>	<p><i>Private open space is provided for most of the living units with patios on the ground floor and decks on the upper floors. The only exception are the 10 studio units in the 5-story building. All patios and decks are approximately 55 sq ft and are located directly off of the living rooms and have direct access into the units.</i></p> <p><i>The total amount of common open space, including the clubhouse but not including the cycle track, provided as part of the development is over 38,000 sq ft.</i></p>
<p>2. Public Open Space</p>	<p>The development should provide sufficient open space for the purpose of outdoor recreation, scenic amenity, or shared outdoor space for people to gather.</p>	<p><i>There are multiple open space areas proposed in the development, including an outdoor fitness, gathering, and barbecue area adjacent to the clubhouse. A large fenced playground is located on the north side of the 5-story building. The playground is located to be in a visible location for 4 of the 5 buildings.</i></p> <p><i>A dog walk area will be located in the NW area of the development.</i></p> <p><i>The applicant proposes to make improvements to the pocket park located at the corner of 37th Ave and Monroe St.</i></p> <p><i>As conditioned, a 6-ft sidewalk and a cycle track will be constructed as part of the development.</i></p> <p><i>The total amount of public open space, including the clubhouse but not including the cycle track, provided as part of the development is over 38,000 sq ft.</i></p>
<p>3. Pedestrian Circulation</p>	<p>Site design should promote safe, direct, and usable pedestrian facilities and connections throughout the development. Ground-floor units should provide a clear transition from the public realm to the private dwellings.</p>	<p><i>As designed, a connected system of walkways would provide safe and convenient access to and through the site. On-site parking would be distributed around the building to minimize walking distances to building entrances, with a continuous walkway connecting all of the apartment buildings as well as to the public open space, clubhouse, bike parking, and trash enclosure.</i></p> <p><i>The live/work units will have direct connections to Monroe St. The other ground floor units will have porches facing the street, but no direct access.</i></p>

Table 19.505.3.D
Design Guidelines—Multifamily Housing

Design Element	Guideline	Findings
<p>4. Vehicle and Bicycle Parking</p>	<p>Vehicle parking should be integrated into the site in a manner that does not detract from the design of the building, the street frontage, or the site. Bicycle parking should be secure, sheltered, and conveniently located.</p>	<p>299 off-street parking spaces are proposed. On-site vehicle parking is designed to provide safe and convenient parking for residents and visitors. Parking is proposed to be distributed around the site to minimize distances to building entrances. Wherever possible, on-site parking is located behind the buildings to allow for a pedestrian friendly street façade. Parking is separated from the buildings with a sidewalk and a landscape buffer. Garages are proposed along the railroad tracks to help mitigate noise from passing trains.</p> <p>Bicycle parking is proposed in the following locations:</p> <ul style="list-style-type: none"> • 19: near building entries and amenity areas • 24: in a bike room at the end of Garage 1 • 96: garage wall racks • 40: 2 storage rooms in the 5-story building • 10: Individual storage units • 45: Bike racks provided inside the units - lower-level of the 3-story apartment buildings. <p>A total of 234 bicycle parking spaces are proposed, 215 of which would be covered spaces (88%).</p>
<p>5. Building Orientation and Entrances</p>	<p>Buildings should be located with the principal façade oriented to the street or a street-facing open space such as a courtyard. Building entrances should be well-defined and protect people from the elements.</p>	<p>The proposed buildings along Monroe St have the principal facades oriented toward the street. Building 5 along 37th Ave has its primary entrances oriented to the interior of the site due to topographic challenges in maintaining accessible entrances on 37th Ave. It is designed to have first floor patios facing the street, and a walkway from the sidewalk to the southern building entrance. Building 1 (5-story building) has the principal façade oriented toward a plaza area. Building entrances on the 3-story buildings are identified with a low roof and opening. Landscaping and the open plaza identify the entrance to Building 1. The entrance to the community building faces the main entrance to the development.</p>

Table 19.505.3.D
Design Guidelines—Multifamily Housing

Design Element	Guideline	Findings
<p>6. Building Façade Design</p>	<p>Changes in wall planes, layering, horizontal & vertical datums, building materials, color, and/or fenestration should be incorporated to create simple and visually interesting buildings</p> <p>Windows and doors should be designed to create depth and shadows and to emphasize wall thickness and give expression to residential buildings.</p> <p>Windows should be used to provide articulation to the façade and visibility into the street.</p> <p>Building facades should be compatible with adjacent building facades.</p> <p>Garage doors shall be integrated into the design of the larger façade in terms of color, scale, materials, and building style.</p>	<p><i>The design utilizes various articulation elements on all sides of the buildings to present a visually interesting façade: decks and porches are inset in the facades as well as a change in building material and colors; repeating minor gables break up the roof eaves; canopies on the street-facing facades; offset wall planes; lap siding and horizontal wood toned siding; residential-style windows; and ample window area and glazed patio doors.</i></p> <p><i>No garage doors are located on the residential buildings. The garages along the railroad line are proposed to have garage doors painted to match or the color or color palette of the rest of the garage buildings.</i></p> <p><i>The 5-story building will have a window area of between 25%-30% to meet prescriptive path energy requirements.</i></p> <p><i>No blank, windowless walls in excess of 750 sq ft are proposed.</i></p>
<p>7. Building Materials</p>	<p>Buildings should be constructed with architectural materials that provide a sense of permanence and high quality, incorporating a hierarchy of building materials that are durable.</p> <p>Street-facing facades should consist predominantly of a simple palette of long-lasting materials such as brick, stone, stucco, wood siding, and wood shingles.</p> <p>Split-faced block and gypsum reinforced fiber concrete (for trim elements) should only be used in limited quantities.</p> <p>Fencing should be durable, maintainable, and attractive.</p>	<p><i>A variety of materials and colors are proposed for the buildings, using a hierarchy of materials to define the different portions and stories of the building. High-quality, durable materials are proposed, including fiber cement siding in a both panel and lap siding and a palette of 3 colors to break down the massing.</i></p> <p><i>Perimeter fencing is proposed to be black iron fencing. Guardrails are proposed to be painted metal.</i></p>
<p>8. Landscaping</p>	<p>Landscaping should be used to provide a canopy for open spaces and courtyards, and to buffer the development from adjacent properties. Existing, healthy trees should be preserved whenever possible. Landscape strategies that conserve water should be included. Hardscapes should be shaded where possible, as a means of reducing energy costs (heat island effect) and improving stormwater management.</p>	<p><i>Approximately 29% of the site is proposed to be landscaped and a detailed landscaping plan was submitted.</i></p> <p><i>Landscaping is proposed throughout the development: in planting areas around the buildings, perimeter buffers adjacent to parking areas, the stormwater facility, and in the public open space areas throughout the site.</i></p>

Table 19.505.3.D
Design Guidelines—Multifamily Housing

Design Element	Guideline	Findings
9. Screening	Mechanical equipment, garbage collection areas, and other site equipment and utilities should be screened so they are not visible from the street and public or private open spaces. Screening should be visually compatible with other architectural elements in the development.	<i>Through-wall air conditioning units are proposed to be located underneath the windows of the apartment units. The exterior grills would be designed to match the color of the window trim so that they blend in with the windows. A roof wall is designed on Building 1 to house any rooftop mechanical units. Buildings 2-5 are not proposed to have rooftop mechanical units.</i> <i>The trash/recycling area would have sight-obscuring landscaping and gates for visual screening.</i>
10. Recycling Areas	Recycling areas should be appropriately sized to accommodate the amount of recyclable materials generated by residents. Areas should be located such that they provide convenient access for residents and for waste/recycling haulers. Recycling areas located outdoors should be appropriately screened or located so they are not prominent features viewed from the street.	<i>The trash and recycling area is proposed to be located adjacent to Garage 4 of the south side of the site, making it accessible and also visually separated from the residences. The containers would have waterproof lids. Screening would be provided by walls and landscaping as well as sight-obscuring gates.</i>
11. Sustainability	Development should optimize energy efficiency by designing for building orientation for passive heat gain, shading, day-lighting, and natural ventilation. Sustainable materials, particularly those with recycled content, should be used whenever possible. Sustainable architectural elements should be incorporated to increase occupant health and maximize a building's positive impact on the environment. When appropriate to the context, buildings should be placed on the site giving consideration to optimum solar orientation. Methods for providing summer shading for south-facing walls, and the implementation of photovoltaic systems on the south-facing area of the roof, are to be considered.	<i>As proposed, the project would be built to meet Earth Advantage, or an equivalent, sustainability program per MMC 19.510.</i>
12. Privacy Considerations	Development should consider the privacy of, and sight lines to, adjacent residential properties, and should be oriented and/or screened to maximize the privacy of surrounding residences.	<i>Monroe St and 37th Ave separate the proposed development from neighboring residential properties. Landscaping the limiting the height of the street-facing buildings to 3 stories also contribute to privacy considerations.</i>

Table 19.505.3.D
Design Guidelines—Multifamily Housing

Design Element	Guideline	Findings
13. Safety	Development should be designed to maximize visual surveillance, create defensible spaces, and define access to and from the site. Lighting should be provided that is adequate for safety and surveillance, while not imposing lighting impacts to nearby properties. The site should be generally consistent with the principles of Crime Prevention Through Environmental Design (CPTED): <ul style="list-style-type: none"> • Natural Surveillance • Natural Access Control • Territorial Reinforcement 	<i>On-site visual surveillance would be provided by windows on all sides of the buildings. Pedestrian paths would be lit, as well as the parking areas. Open spaces and amenities are designed to be seen from the buildings so they are not isolated.</i>

The Planning Director finds that, as conditioned, the discretionary multifamily design guidelines have been met.

c. MMC Subsection 19.505.6 Live/Work Units

MMC 19.505.6 establishes regulations and standards for creating and operating live/work units.

The proposed live/work units are single-story, and the nonresidential portion is designed to occupy between 26% to 36.5% of the total floor area of the unit, depending on the selected floor plan.

The Planning Director finds that the live/work unit standards have been met.

7. MMC Chapter 19.600 Off-Street Parking and Loading

MMC 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of these requirements includes providing adequate space for off-street parking, minimizing parking impacts to adjacent properties, and minimizing environmental impacts of parking areas.

a. MMC Section 19.602 Applicability

MMC 19.602 establishes the applicability of the provisions of MMC 19.600, and MMC Subsection 19.602.3 establishes thresholds for full compliance with the standards of MMC 19.600. Development of a vacant site is required to provide off-street parking and loading areas that conform fully to the requirements of MMC 19.600.

The proposed development consists of 234 apartment units in 5 buildings and an amenity building/clubhouse on a vacant site and is required to conform fully to the requirements of MMC 19.600.

The Planning Director finds that the provisions of MMC 19.600 are applicable to the proposed development.

b. MMC Section 19.605 Vehicle Parking Quantity Requirements

MMC 19.605 establishes standards to ensure that development provides adequate vehicle parking (off-street) based on estimated parking demand.

The proposed multifamily development includes: 10 studios, 145 1-bedroom units, 120 2-bedroom units, 30 3-bedroom units, and 12 live/work units. Based on the submitted application materials, 161 units are 800 sq ft or less in floor area and the remainder are more than 800 sq ft.

As per MMC Table 19.605.1, the minimum number of required off-street parking spaces for multifamily housing is 1 space per unit for units 800 sq ft or less and 1.25 spaces per unit for units more than 800 sq ft. The maximum number of spaces is 2 spaces per unit, regardless of size. According to MMC Table 19.605.1, the proposed development should provide a minimum of 235 spaces and would have a maximum of 468 spaces allowed. As proposed, the development would provide 202 surface parking spaces and 97 garage spaces, for a total of 299 spaces, which falls within that range.

The Planning Director finds that this standard is met.

c. MMC Section 19.606 Parking Area Design and Landscaping

MMC 19.606 establishes standards for parking area design and landscaping, to ensure that off-street parking areas are safe, environmentally sound, and aesthetically pleasing, and that they have efficient circulation.

(1) MMC Subsection 19.606.1 Parking Space and Aisle Dimension

MMC 19.606.1 establishes dimensional standards for required off-street parking spaces and drive aisles. For 90°-angle spaces, the minimum width is 9 ft and minimum depth is 18 ft, with a 9-ft minimum curb length and 22-ft drive aisles. Parallel spaces require with 22-ft lengths and a width of 8.5 ft.

The applicant has submitted a parking plan that satisfies these dimensional standards.

(2) MMC Subsection 19.606.2 Landscaping

MMC 19.606.2 establishes standards for parking lot landscaping, including for perimeter and interior areas. The purpose of these landscaping standards is to provide buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate between parking spaces and drive aisles, and provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect.

(a) MMC Subsection 19.606.2.C Perimeter Landscaping

In all but the downtown zones, perimeter landscaping areas must be at least 6 ft wide where abutting other properties and at least 8 ft wide where abutting the public right-of-way. At least 1 tree must be planted for every 30 lineal ft of landscaped buffer area, with the remainder of the buffer planted with grass, shrubs, ground cover, mulch, or other landscaped

treatment. Parking areas adjacent to residential uses must provide a continuous visual screen from 1 to 4 ft above the ground to adequately screen vehicle lights.

For the majority of the site, buildings are proposed to be located adjacent to Monroe St and 37th Ave. Two small parking areas in the southeast portion of the site near the entrance driveway are located adjacent to 37th Ave. These two areas are shown to have the required perimeter landscaping between the parking areas and the public right of way. As proposed, the landscaping plan (Sheets L1-L4) show that the required perimeter landscaping standards are met.

This standard is met.

(b) MMC Subsection 19.606.2.D Interior Landscaping

At least 25 sq ft of interior landscaped area are required for each parking space. Planting areas must be at least 120 sq ft in area, at least 6 ft in width, and dispersed throughout the parking area. For landscape islands, at least 1 tree shall be planted per island, with the remainder of the buffer planted with grass, shrubs, ground cover, mulch, or other landscaped treatment.

The proposed development includes 202 surface parking spaces, for which a minimum of 5,050 sq ft of interior landscaping is required. As proposed, the site plan provides approximately 9,171 sq ft of interior landscaping in 33 individual landscaped islands, well over the minimum required. All but 8 of the interior landscaped areas are at least 120 sq ft in size and all are dispersed throughout the various parking areas on the site.

This standard is met.

(c) MMC Subsection 19.606.2.E Other Parking and Landscaping Provisions

Preservation of existing trees in off-street parking areas is encouraged and may be credited toward the total number of trees required. Parking area landscaping must be installed prior to final inspection, unless a performance bond is posted with the City. Required landscaping areas may serve as stormwater management facilities, and pedestrian walkways are allowed within landscape buffers if the buffer is at least 2 ft wider than required by MMC 19.606.2.C and 19.606.2.D.

The site includes only 1 existing tree, and the plans submitted show that the proposed site work does not allow for the preservation of this tree. Proper and complete installation of landscaping will be confirmed as part of the subsequent Development Review and final inspection. No pedestrian walkways are proposed within the parking lot landscaping, but they are adjacent.

This standard is met.

As conditioned, the Planning Director finds that the applicable standards of MMC 19.606.2 are met.

(3) MMC Subsection 19.606.3 Additional Design Standards

MMC 19.606.3 establishes various design standards, including requirements related to paving and striping, wheel stops, pedestrian access, internal circulation, and lighting.

(a) MMC Subsection 19.606.3.A Paving and Striping

Paving and striping are required for all required maneuvering and standing areas, with a durable and dust-free hard surface and striping to delineate spaces and directional markings for driveways and accessways.

The plans submitted indicate that all parking areas will be paved and striped.

This standard is met.

(b) MMC Subsection 19.606.3.B Wheel Stops

Parking bumpers or wheel stops are required to prevent vehicles from encroaching onto public rights-of-way, adjacent landscaped areas, or pedestrian walkways. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian areas.

The applicant's narrative indicates that a combination of curbs set back 2 ft or wheel stops will be installed to prevent vehicles from encroaching into pedestrian walkways and perimeter landscaping areas. This requirement will be confirmed as part of the subsequent Development Review and final inspection.

This standard is met.

(c) MMC Subsection 19.606.3.C Site Access and Drive Aisles

Accessways to parking areas shall be the minimum number necessary to provide access without inhibiting safe circulation on the street. Drive aisles shall meet the dimensional requirements of MMC 19.606.1, including a 22-ft minimum width for drive aisles serving 90°-angle stalls and a 16-ft minimum width for drive aisles not abutting a parking space. Along collector and arterial streets, no parking space shall be located such that its maneuvering area is in an ingress or egress aisle within 20 ft of the back of the sidewalk. Driveways and on-site circulation shall be designed so that vehicles enter the right-of-way in a forward motion.

The proposed development will take its main access via a driveway from 37th Ave. An emergency access driveway, with a right-turn exit only for residents, is proposed on Monroe St. The proposed drive aisles meet the minimum applicable dimensional requirements and are designed so that vehicles enter the ROW in a forward motion.

The proposed development includes an entry gate at the main access. The gate is located more than 80 ft from 37th Ave, providing queuing for 3-4 vehicles if

necessary. Should the driveway entry gate off 37th Ave cause queuing that extends on to 37th Ave as reasonably determined by the City to materially impact public travel or safety on 37th Ave, a condition has been included that would require the property owner or designee to work with the city to resolve any impacts.

The main entrance to the development is located to create a de facto intersection with Washington St to comply with a variety of code requirements related to access spacing standards and sound engineering practices. The submitted Transportation Impact Analysis (TIS) includes future vehicle trip distribution related to the development based on the impact of the development combined with background growth. In this case, peak impact for vehicle trips resulting from the development is during the morning and afternoon peak hours (commuting time). According to the analysis, no vehicles are anticipated to travel from the site to Washington St during the morning and afternoon peak hours. A condition has been added to address future public safety impacts or vehicular traffic exceeding maximum greenway levels, affecting the functionality of the Washington St section of the Monroe Street Neighborhood Greenway. If warranted, the City may choose to look at other physical design or signage options that could be used at this intersection to create safer conditions.

As conditioned, this standard is met.

(d) MMC Subsection 19.606.3.D Pedestrian Access and Circulation

Pedestrian access shall be provided so that no off-street parking space is farther than 100 ft away, measured along vehicle drive aisles, from a building entrance or a walkway that is continuous, leads to a building entrance, and meets the design standards of MMC Subsection 19.504.9.E.

As proposed, no off-street parking space is farther than 100 ft away from a building entrance or walkway that meets the standards of this subsection.

This standard is met.

(e) MMC Subsection 19.606.3.E Internal Circulation

The Planning Director has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modification of drive aisle dimensions.

The Planning Director has reviewed the proposed circulation plan and concluded that it provides safe and efficient on-site circulation.

This standard is met.

(f) MMC Subsection 19.606.3.F Lighting

Lighting is required for parking areas with more than 10 spaces and must have a cutoff angle of 90° or greater to ensure that lighting is directed toward the parking surface. Lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site and shall provide a minimum illumination of 0.5 footcandles for pedestrian walkways in off-street parking areas.

The applicant's submittal includes a lighting plan and details for the entire site, but some light levels exceed the maximum beyond the center line of 37th Ave. A condition requiring a new photometric plan showing compliance to be submitted during permit review has been included.

As conditioned, this standard is met.

As conditioned, the Planning Director finds that the applicable standards of MMC 19.606.3 are met.

As conditioned, the Planning Director finds that the applicable design and landscaping standards of MMC 19.606 are met.

d. MMC Section 19.608 Loading

MMC 19.608 establishes standards for off-street loading areas and empowers the Planning Director to determine whether loading spaces are required. The purpose of off-street loading areas is to contain loading activity of goods on-site and avoid conflicts with travel in the public right-of-way; provide for safe and efficient traffic circulation on the site; and minimize the impacts of loading areas to surrounding properties. For residential development with fewer than 50 dwelling units on a site that abuts a local street, no loading space is required; otherwise, 1 space is required.

The proposed multifamily development includes 234 units in 5 buildings. Building 1 is the only building with more than 50 units, so 1 loading space is required for that building. As proposed, no loading spaces are provided. Because Building 1 is located away from public streets in the center of the site with ample parking and driveway space, the Planning Director has determined that no loading spaces are required. No impacts to the public right of way or surrounding properties are anticipated by loading activity on the site.

The Planning Director finds that this standard is met and that no loading spaces are required.

e. MMC Section 19.609 Bicycle Parking

MMC 19.609 establishes standards for bicycle parking for new development of various uses. Multifamily residential development with 4 or more units shall provide 1 space per unit. When at least 10 bicycle spaces are required, a minimum of 50% of the spaces shall be covered and/or enclosed. MMC Subsection 19.609.3.A provides that each bicycle parking space shall have minimum dimensions of 2 ft by 6 ft, with 5-ft-wide aisles for maneuvering. MMC Subsection 19.609.4 requires bike racks to be located within 50 ft of a main building entrance.

The proposed multifamily development has 234 units, which equals a minimum of 234 bicycle spaces required, 117 of which must be covered and/or enclosed. Per Finding 6-b, a total of 234 bicycle spaces are proposed, with 215 of those spaces being covered, which are in a bike room at the end of Garage 1 and in Building 1, garage wall racks, individual storage units, and bike racks provided in the apartments on the lower level of Buildings 2-4. The submitted plans do not include details of the bike stall dimensions, so a condition has been established to require more detailed information sufficient to determine that the applicable standards are met.

As conditioned, the Planning Director finds that this standard is met.

f. MMC Section 19.610 Carpool and Vanpool Parking

MMC 19.610 establishes carpool parking standards for new industrial, institutional, and commercial development. The number of carpool/vanpool parking spaces shall be at least 10% of the minimum amount of required parking spaces. Carpool/vanpool spaces shall be located closer to the main entrances of the building than other employee or student parking, except ADA spaces and shall be clearly designated with signs or pavement markings for use only by carpools/vanpools.

The proposed development is a multifamily development.

This standard does not apply.

As conditioned, the Planning Director finds that the proposed development meets all applicable standards of MMC 19.600.

8. MMC Chapter 19.700 Public Facility Improvements

MMC 19.700 is intended to ensure that development, including redevelopment, provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts.

a. MMC Section 19.702 Applicability

MMC 19.702 establishes the applicability of the provisions of MMC 19.700, including new construction.

The applicant proposes to develop a multifamily residential community on a vacant site. The proposed new construction triggers the requirements of MMC 19.700.

b. MMC Section 19.703 Review Process

MMC 19.703 establishes the review process for development that is subject to MMC 19.700, including requiring a preapplication conference, establishing the type of application required, and providing approval criteria.

The applicant had a preapplication conference with City staff on January 11, 2018 and January 24, 2019, prior to application submittal. The proposed development triggers a Transportation Impact Study (as addressed in Finding 8-c). The proposal's compliance with MMC 19.700 has been evaluated through a concurrent Transportation Facilities Review application. Finding 8-f addresses the proposal's compliance with the approval criteria

established in MMC Subsection 19.703.3, particularly the required transportation facility improvements.

c. MMC Section 19.704 Transportation Impact Evaluation

MMC 19.704 establishes the process and requirements for evaluating development impacts on the surrounding transportation system, including determining when a formal Transportation Impact Study (TIS) is necessary and what mitigation measures will be required.

The proposed development is on a vacant site and will result in a significant increase in trip generation therefore the City Engineer has determined that a TIS is required. City Engineering staff and the City's on-call traffic consultant (DKS) provided the applicant with a scope of work for the TIS. Lancaster Engineering, the applicant's traffic consultant, prepared the TIS that was included with the applicant's larger submittal for the proposed multifamily development.

The TIS concluded that the proposed development does not trigger mitigation of impacts beyond the proposed frontage improvements and bicycle facility, for which conditions of approval have been established. The TIS also concluded that the surrounding transportation system and all study intersections are currently operating acceptably per City of Milwaukie and ODOT standards and are projected to continue operating acceptably through the 2022 buildout year of the site. The TIS does note that the intersection of Railroad Ave at 37th Ave is anticipated to shift to LOS E (specifically for the westbound to southbound movement), however, this was also expected with anticipated increases in local traffic with a no-build scenario. The city's engineering department is working with DKS Associates to determine what options are available to resolve this issue and return the intersection to LOS D or less.

As submitted, the applicant's TIS is sufficient to meet the requirements of MMC 19.704.

d. MMC Section 19.705 Rough Proportionality

MMC 19.705 requires that transportation impacts of the proposed development be mitigated in proportion to its potential impacts.

Vehicle trips from multifamily development is calculated at 6 ADT (trips per unit per day). Single-family homes are calculated at 10 ADT. The proposed development of 234 units represents approximately 1,400 daily trips. For a typical Milwaukie development, frontage improvements are required. Single-family homes are typically responsible for improvements on about 50 ft of frontage, which represents about 5 ft of frontage per ADT. For the proposed development of 234 units, this would equate to improvements to about 7,000 linear ft of frontage. The proposed project has about 1,600 ft of frontage and is well under what could be considered roughly proportional.

The TIS concluded that no mitigation measures are required beyond the proposed frontage improvements and related bicycle facilities and that no operational mitigation is necessary or recommended at the study intersections.

As proposed, the proposed development is consistent with MMC 19.705. As conditioned, any challenge to the frontage design and costs associated with construction would be addressed through the negotiated development agreement.

e. MMC Section 19.707 Agency Notification and Coordinated Review

MMC 19.707 establishes provisions for coordinating land use application review with other agencies that may have some interest in a project that is in proximity to facilities they manage.

The application was referred to the Oregon Department of Transportation (ODOT), Clackamas County Department of Transportation and Development (DTD), TriMet, and Metro for comment. Agency comments have been incorporated into these findings and the associated conditions of approval.

f. MMC Section 19.708 Transportation Facility Requirements

MMC 19.708 establishes the City's requirements and standards for improvements to public streets, including pedestrian, bicycle, and transit facilities.

(1) MMC Subsection 19.708.1 General Street Requirements and Standards

MMC 19.708.1 provides general standards for streets, including for access management, clear vision, street layout and connectivity, and intersection design and spacing.

As proposed, the development is consistent with the applicable standards of MMC 19.708.1.

(2) MMC Subsection 19.708.2 Street Design Standards

MMC 19.708.2 provides design standards for streets, including dimensional requirements for the various street elements (e.g., travel lanes, bike lanes, on-street parking, landscape strips, and sidewalks).

Per the Milwaukie Transportation System Plan (TSP) and the Central Milwaukie Land Use and Transportation Plan, a multiuse path or connection between Oak St and Washington St through the site is required. After substantial community discussion and staff review, the applicant is proposing a cycle track as outlined as Option B in the Alta technical memorandum dated November 7, 2019. The proposed cycle track effectively connects the Monroe Street Neighborhood Greenway and Washington St and the Railroad Ave multiuse path with Oak St. It would also serve as connection between the Monroe Street Neighborhood Greenway and the 29th Ave Greenway to the north.

The Oak St, Monroe St, and 37th Ave frontages will be following an alternative design that is not shown table 19.708.2, however the cycle track design has been approved by the City Engineer. Milwaukie Code references the Engineering Director as the individual as have decision authority for right-of-way construction requirements and TIS determination. Currently in the City of Milwaukie, the City Manager has assigned

the City Engineer to act as the Engineering Director for purposes of carrying out Municipal Code requirements.

The proposed cross section for Monroe St and 37th Ave conforms to applicable requirements and are consistent with MMC 19.708.2.

(3) MMC Subsection 19.708.3 Sidewalk Requirements and Standards

MMC 19.708.3 provides standards for public sidewalks, including the requirement for compliance with applicable standards of the Americans with Disabilities Act (ADA).

The proposed development includes ADA ramps at all corners as required and all portions of the proposed cycle track and sidewalk will be ADA compliant

As conditioned, the development is consistent with all applicable standards of MMC 19.708.3.

(4) MMC Subsection 19.708.4 Bicycle Facility Requirements and Standards

MMC 19.708.4 provides standards for bicycle facilities, including a reference to the Public Works Standards.

Per the TSP, a multiuse path between Oak St and Washington St is required.

As originally proposed, the multiuse path along the north side of the railroad right-of-way would satisfy this requirement, provided the connection at 37th Ave is relocated to the existing crossing location at Washington St. However, upon further analysis, it was determined that an alternative to this multiuse path would be preferable. The preferred alternative was determined to be a 16-foot wide multiuse path from Oak St to Washington St, following the south side of Monroe St and the west side of 37th Ave. A 10-ft wide section of this pathway would be designated and striped as a 2-way cycle track as part of the Monroe Street Neighborhood Greenway project. Because portions of this alternative multiuse path would be outside the applicant's responsibility, those aspects are eligible for system development charges (SDC) credits as further described and detailed in a Development Agreement to be entered into by the applicant and the city. The cost of construction and engineering of these aspects will be offset by a reduction of the transportation SDCs on the associated building permit.

An additional bicycle facility, a bike lane on the west side of 37th Ave between the development's driveway and the railroad tracks, is required.

As conditioned, the development is consistent with all applicable standards of MMC 19.708.4.

(5) MMC Subsection 19.708.5 Pedestrian/Bicycle Path Requirements and Standards

MMC 19.708.5 provides standards for pedestrian and bicycle paths.

The proposed development includes pedestrian connections between the proposed development and Monroe St and 37th Ave. Walkways between the development and the sidewalk on both Monroe St and 37th Ave are identified on the site plan as being located

less than 300 ft apart. Two walkways are shown connecting to the sidewalk on 37th Ave and 3 walkways are shown connecting to the sidewalk on Monroe St.

The proposed cycle track along Monroe St and 37th Ave will be approximately 16 ft wide, consisting of a 10-ft wide bicycle path and a 6-ft-wide pedestrian path.

As conditioned, the development is consistent with all applicable standards of MMC 19.708.5.

(6) MMC Subsection 19.708.6 Transit Requirements and Standards

MMC 19.708.6 provides standards for transit facilities.

The subject property is within 2 blocks of Harrison St and 32nd Ave, which are classified as transit routes in the Milwaukie TSP. As a result, transit facility improvements are not required for the proposed development.

As proposed, the development is consistent with all applicable standards of MMC 19.708.6.

As conditioned, the Planning Director finds that the proposed development meets the applicable public facility improvement standards of MMC 19.700.

9. MMC Subsection 19.911 Variances

a. MMC 19.911.3 establishes the review process for variance applications.

The applicant has requested a variance to the maximum height of a fence in the rear yard to allow a fence up to 8 ft in height. This request meets the allowable variance of a fence up to 8 ft in the rear yard through Type II review.

The Planning Director finds that the application is subject to Type II Variance review for the proposed new 8-ft fence in the rear yard.

b. MMC 19.911.4.B establishes criteria for approving Type II Variance applications.

An application for a Type II Variance shall be approved when all the criteria in 19.911.4.A have been met.

(1) The proposed variance, or cumulative effect of multiple variances, will not be detrimental to surrounding properties, natural resource areas, or public health, safety, or welfare.

The proposed fence is required by the Oregon Department of Transportation (ODOT) as a safety barrier and would be located along the rear property line adjacent to the railroad line. There are no developable properties contiguous to the fence and no natural resources would be impacted by the fence. The fence does not cause any public health safety or welfare risks as the fence does not encroach into the public right-of-way.

The additional height does not have any detrimental effects on surrounding properties, particularly as the site is a corner property.

The Planning Director finds that this approval criterion is met.

- (2) The proposed variance will not interfere with planned future improvements to any public transportation facility or utility identified in an officially adopted plan such as the Transportation System Plan or Water Master Plan.

The Engineering Department has confirmed that the fence will not interfere with any future right-of-way improvements.

The Planning Director finds that this approval criterion is met.

- (3) Where site improvements already exist, the proposed variance will sustain the integrity of, or enhance, an existing building or site design.

There are no site improvements on the subject property as it is a vacant site. The only improvements in the immediate area is the railroad line.

The Planning Director finds that this approval criterion is met.

- (4) Impacts from the proposed variance will be mitigated to the extent practicable.

No impacts from the proposed variance have been identified.

The Planning Director finds that the approval criteria are met.

The Planning Director finds that the approval criteria for the Type II Variance are met.

10. The application was referred to the following departments and agencies on November 21, 2019:

- Milwaukie Building Division
- Milwaukie Engineering Department
- Milwaukie Public Works Department
- Clackamas County Fire District #1
- Ardenwald, Hector Campbell, and Historic Milwaukie Neighborhood District Association Chairperson and Land Use Committee
- Metro
- ODOT Development Review Region 1
- TriMet Transit Development Group
- NW Natural
- North Clackamas School District

The public notice was sent to all properties, property owners, and persons who signed up to receive more information about this application on November 21, 2019.

The comments received from departments and agencies are summarized as follows:

- **Madeline E. Roebke, Union Pacific Railroad Company (UPRR):** Concerns regarding trespassing, increased traffic impact, noise and vibration, drainage and project construction, and crossing and sight line safety were expressed.

Staff response: Specific UPRR-related items have been included in Attachment 3 – Other Requirements.

- **Jim Orr, DEQ:** No new comments were submitted, but a reminder to the developer regarding several specific DEQ requirements for construction on the site was included.

Staff response: Due to the contaminated soil on Parcel 2, site development work requires Department of Environmental Quality (DEQ) Cleanup Program review and approval of all plans before construction. DEQ and the City will review and approve all plans to ensure the proper controls are in place to protect human health and the environment. Specific DEQ-related items have been included in the Conditions of Approval and in Attachment 3 – Other Requirements.

- **Oregon Department of Transportation (ODOT):** Comments regarding noise impacts on properties adjacent to rail lines and the requirements for a crossing order should the access driveway be located within the advanced pavement marking were included.
- **Staff response:** Specific ODOT-related items have been included in Attachment 3 – Other Requirements.
- **Hector Campbell NDA:** The NDA expressed general support for the development, but suggested an alternative name for the development using the name “Minthorn”. The majority of the attendees at the December NDA meeting supported the cycle track Option B as presented in the Alta technical memorandum. Further, the NDA did not support the closure of Washington St right away before traffic issues warrant it. Concerns were expressed about the gate at the main entry causing traffic issues on 37th Ave.

Staff response: As conditioned, the cycle track Option B will be constructed rather than the multi-use path along the rail line. A condition has been included to address possible future queuing issues affecting 37th Ave.

- **Ardenwald NDA:** The NDA expressed similar concerns as the Hector Campbell NDA relative to the entry gate, and expressed support for the cycle track rather than the multi-use path.

In addition to a petition, 26 individuals submitted comments on the application (all comments are available for review on the application webpage: <https://www.milwaukieoregon.gov/planning/dev-2019-009>). In general, the majority of the comments can be categorized and summarized as follows:

- **Bicycle route design – cycle track vs multiuse path**
 - Multiple comments encouraged the City to require the construction of the cycle track rather than allow the construction of the proposed multi-use path along the rail line, citing safety and visibility concerns. Only one

commenter specifically stated that the cycle track appears to be out of direction and they would prefer a more direct route.

Staff response: conditions of approval, including a negotiated development agreement, require that the cycle track (Option B in the Alta report) is constructed rather than the multi-use path.

- **Environmental impacts**

- Several comments noted concern about potential environmental impacts resulting from construction activities on the contaminated portion of the site.

Staff response: Specific DEQ-related items have been included in the Conditions of Approval and in Attachment 3 – Other Requirements to address these concerns, including site monitoring and dust control.

- **Traffic impacts**

- Multiple commenters identified concerns about traffic-related impacts to 37th Ave and Washington St from vehicles associated with the proposed development, including: the location of the access driveway across from Washington St resulting in impacts to Washington St from increased vehicle trips; the gated access at main entrance; and impacts to the railroad crossing.

Staff response:

- The main entrance to the development is located to create a de facto intersection with Washington St to comply with a variety of code requirements related to access spacing standards and sound engineering practices. The submitted Transportation Impact Analysis (TIS) includes future vehicle trip distribution related to the development based on the impact of the development combined with background growth. In this case, peak impact for vehicle trips resulting from the development is during the morning and afternoon peak hours (commuting time). According to the analysis, no vehicles are anticipated to travel from the site to Washington St during the morning and afternoon peak hours. Future public safety impacts can be addressed by the City should they be warranted.
- According to the applicant, gated access provides a more secured access and housing for residents, especially overnight and during non-business hours. Mail and package delivery services will be provided access codes to directly access the property, if gates are closed, ensuring they will not contribute to queuing. Residents may provide delivery services the gate access codes for ease of entry if the gates are closed. The driveway gates will have sensors which will prevent any closing of the gate while vehicles are in the way. During business hours the property manager may decide to have the main driveway gate open to allow for non-residents to access the

leasing area. A condition of approval has been included to address future safety issues impacting the public right-of-way resulting from the gated access.



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To: Steve Adams, PE and Dennis Egner | City of Milwaukie, Oregon
From: Kirk Paulsen, PE and Adrian Esteban, PE | Alta Planning + Design
Date: November 7, 2019
Regarding: Monroe Street Greenway Alignment Options for the McFarland Property

Introduction

The intent of this memorandum is to review two primary route options of the planned Monroe Street Greenway as it traverses around the proposed development known as the McFarland Property. The subject site is situated in Milwaukie, Oregon south of Monroe Street, east of Oak Street, west of 37th Avenue, and north of the railroad corridor.

The planning process for the Monroe Street Greenway has focused on the McFarland Property as a key portion of the route at the western end of the planned greenway. Previously proposed alignments have considered both Monroe Street on the north side of the property as well as a future trail adjacent to the rail corridor on the south side of the property as possible route options.

The McFarland Property is currently proposed for development; therefore, it is critical to review and consider the tradeoffs of various Monroe Street Greenway alignment options at this time.

Alignment Options

The proposed development of the property includes a trail alignment adjacent to the rail corridor, designed in coordination with the city, as part of the land use approval process. However, recent local stakeholder interests have requested an alternate route following the alignment of adjacent streets be considered.

We reviewed an alternate route that would be located along the outer perimeter of the proposed development along Oak Street (Oak), Monroe Street (Monroe), and 37th Avenue (37th). Alta considered in detail two minor variations of the alternate route along Monroe; these are presented here as two separate options.

In general, greenway routes provide a low-stress facility for biking and walking. Therefore, a greenway route that would traverse the proposed development would need to be substantially more comfortable than typical bike and pedestrian facilities in this area of higher traffic roadways.

MONROE PLAN TRAIL ALIGNMENT

The proposed trail alignment would be a 10' wide shared use path (SUP) located within a 15' easement between the rail corridor and the southern boundary of the proposed development, providing a direct connection between Oak and 37th. The trail option would be free of conflicts with motor vehicles and, by this metric, would be considered to be a low-stress segment of the greenway route.

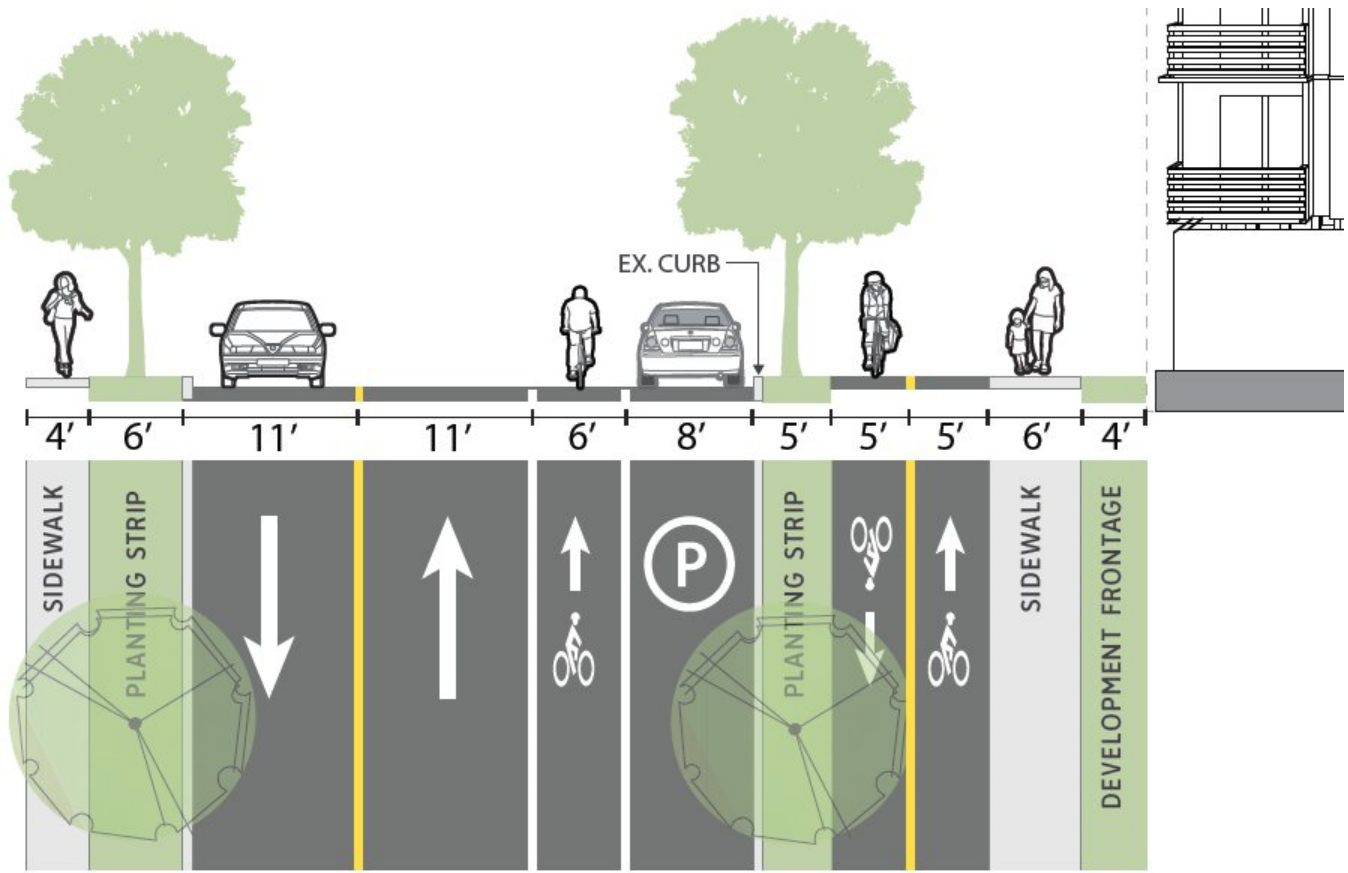
It should be noted that this alignment option has been proposed as part of the development in conjunction with standard painted bike lanes along both Monroe and 37th.

STREET ALIGNMENT CONCEPT

The development of the McFarland site presents an opportunity to route a bidirectional bikeway around the property in conjunction with the sidewalk, as there would be fewer conflict points compared to standard painted bike facilities located within the roadway. A bidirectional bike facility would result in few conflict points with motor vehicles, these being focused entirely at the driveways serving the development. Avoidance of such conflicts results in a low-stress segment of the greenway route.

The recommended facility would be 16' wide and consist of two 5' wide bike lanes directly adjacent to a 6' wide sidewalk, all at the same level as the sidewalk. Color and/or texture should be used to visually differentiate between the two types of users, such as asphalt for the bikeway and concrete for the sidewalk.

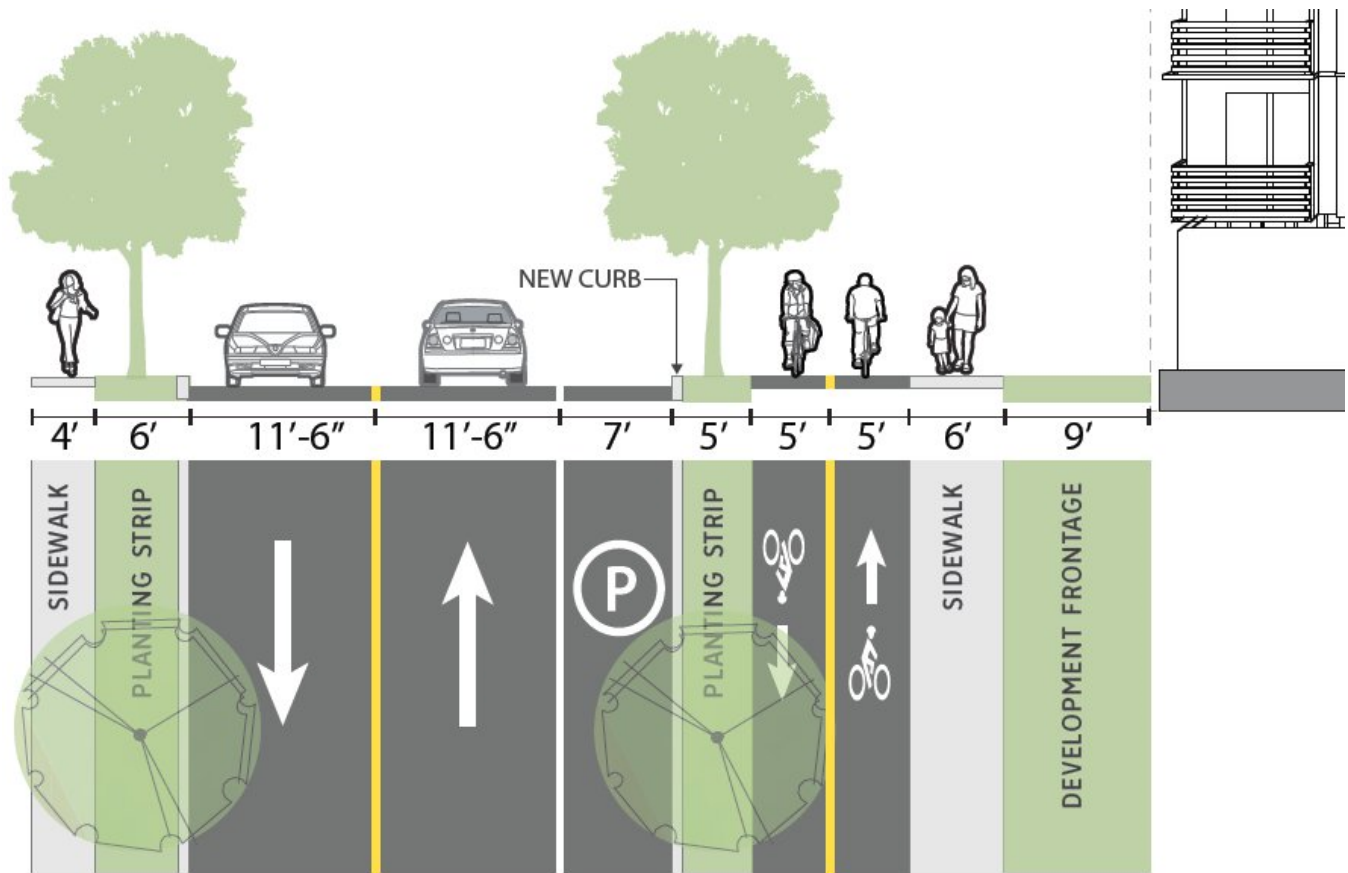
One variation of the design ('Option A') would utilize the existing southern curb along Monroe, shown in the cross section on the following page. Retaining the existing curb-to-curb width of Monroe would allow for an eastbound bike lane to be provided in the uphill direction for people who desire to continue biking along Monroe at street level. The downside of this option is that the distance between buildings of the proposed development and the sidewalk would be about 4', less than the current design assumption of 9'. As the City of Milwaukie Planning Department staff have observed, a 4' setback would minimize the functional setback of the building. Additionally, the planned sidewalk is already within the 15' easement. The Planning Department strongly prefers to retain the 9' distance between the buildings and the sidewalk.



Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Option A)
 Monroe St between Oak St and 37th Ave (Looking East)

The other variation of the design ('Option B') would retain the distance of about 9' between the buildings of the proposed development and the future sidewalk by not providing a street-level uphill bike lane, therefore narrowing the curb-to-curb width of Monroe. A cross section of this variation along Monroe is shown on the following page. While this option would more closely match the most recently proposed design of the development, the biggest downside is that it would introduce a gap in the on-street bike lane network along Monroe in the uphill direction, affecting people who desire to continue biking along Monroe at street level. Another downside is that the southern curb along Monroe would need to be fully reconstructed, increasing the costs of this option as compared to 'Option A'.

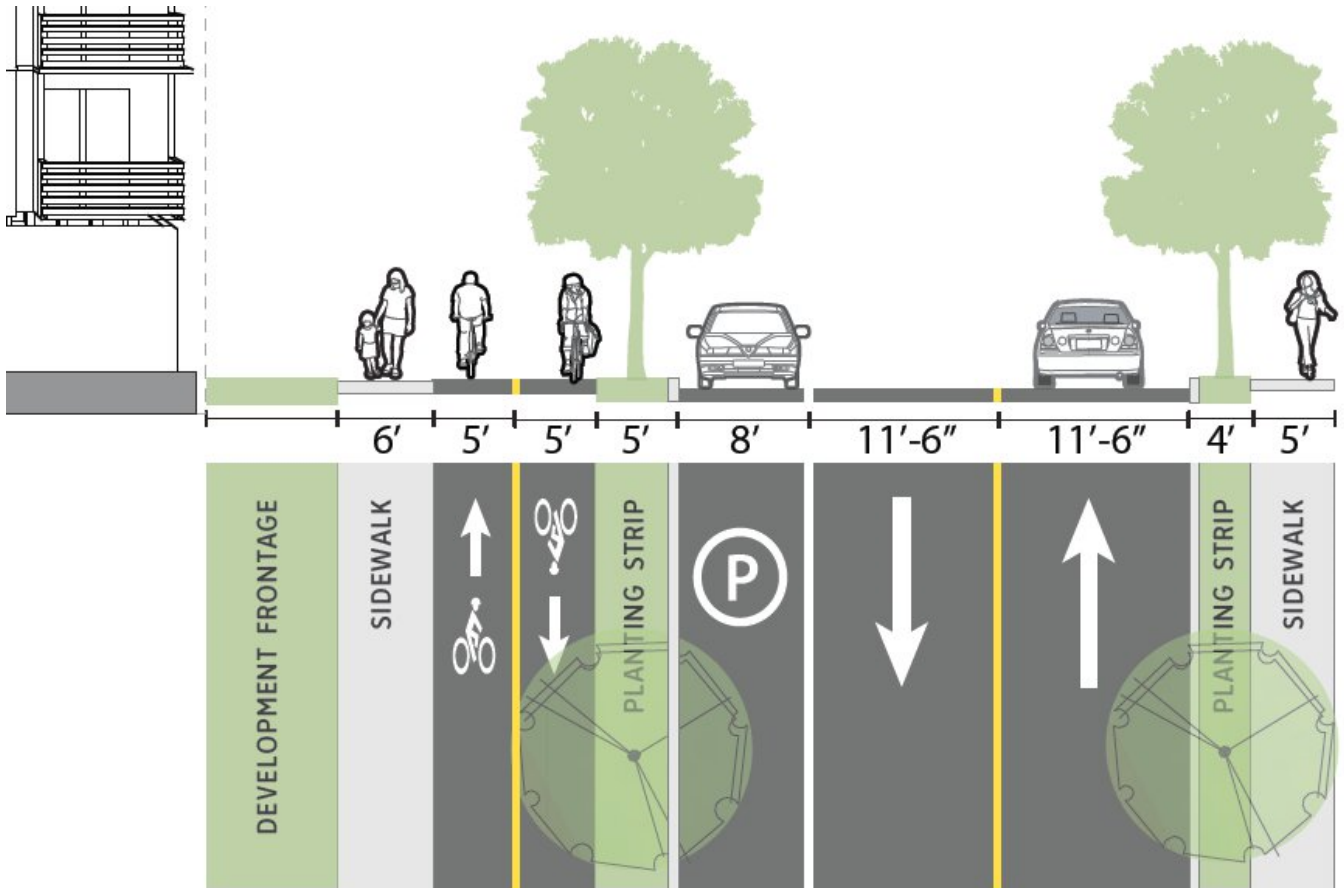
Both street alignment options would not provide a painted westbound bike lane along Monroe, as compared to the recent development proposal. In addition, both options would also require minor realignment of travel lanes east of 37th, resulting in the loss of some on-street parking spaces.



Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Option B)
 Monroe St between Oak St and 37th Ave (Looking East)

Both variations of the proposed greenway facility would result in the same cross section along 37th, shown on the following page. The main difference between this option and the current design of the proposed development is the inability to retain the existing curb at the SW corner of the intersection of 37th at Monroe. The 3-lane intersection approach would transition to 2 lanes at SE Jefferson, at which point on-street parking spaces along the west side of 37th can be defined with the use of a curb extension. On-street parking would not be allowed north of SE Jefferson as is currently proposed. In addition, the recommended street alignment option would not provide painted bike lanes along 37th, as is reported to be the case for the recent development proposal.

Note: the western edge of the west sidewalk shown on the following page would match the location of sidewalk proposed within the most recent development plans. The eastern curb of 37th as shown below reflects the location of existing curb.



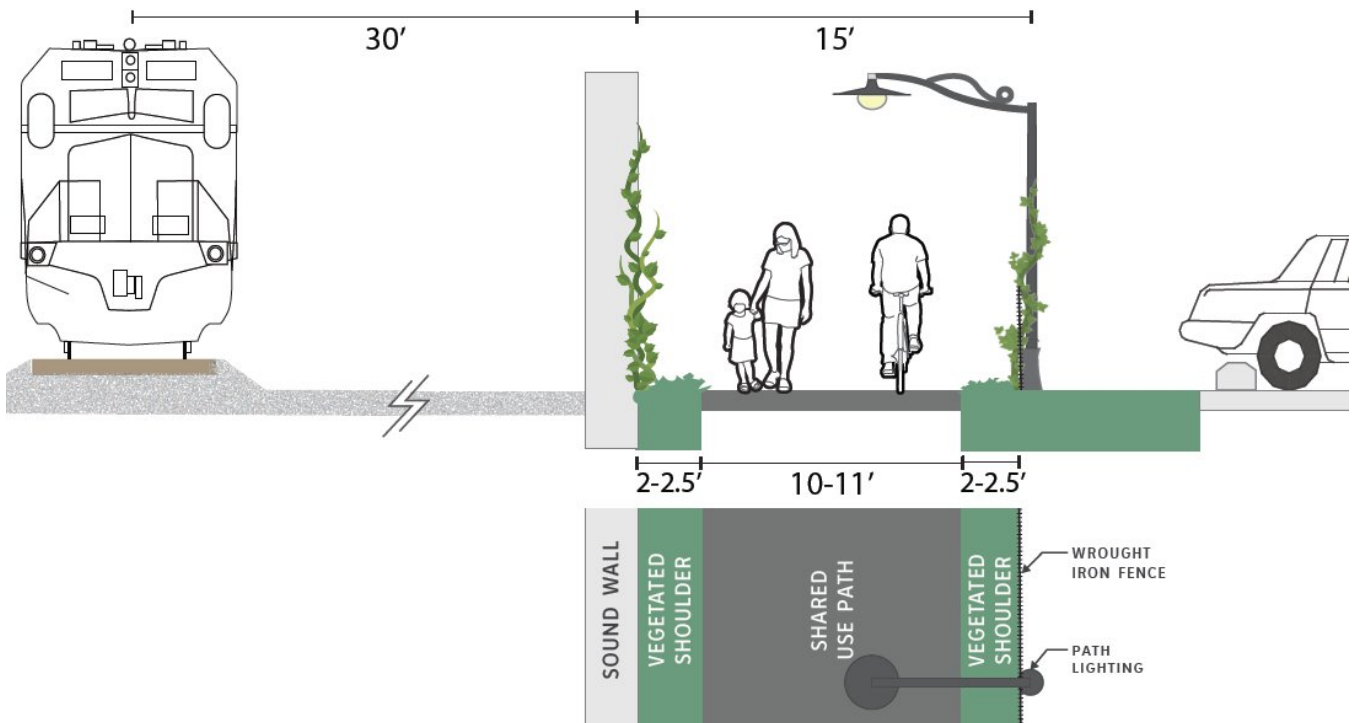
Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Options A & B)
 37th Ave between Washington St and Jefferson St (Looking North)

The two street alignment concepts described within this section are shown in detail in plan view within the attachments of this memo.

Desired Widths

MONROE PLAN TRAIL ALIGNMENT

In general, a SUP is recommended to be a minimum of 10' wide with shoulders that have a minimum 2' clear distance. Therefore, the path within the currently proposed 15' easement could be widened up to 11' if desired. Due to the need to include shoulders as part of the design, the path should be centered within the easement rather than positioned on one side of the easement. An example cross section of the preferred position and style of the SUP is shown below.



Shared Use Path between Railroad with Sound Wall and Back of Uncovered Parking Area
Between Oak St and 37th Ave (Looking West)

STREET ALIGNMENT CONCEPT

A minimum of 15' is needed to properly provide separate facilities for pedestrians and bidirectional bicyclists, with 5' allocated for pedestrians and 10' for two-way bikes. We recommend a facility that is 16' wide to provide a 6' wide sidewalk for a better walking environment.

PROS/CONS

The wider operating space of the street alignment concept would allow for pedestrians and bicyclists to be better separated from one another, as would be the case throughout the remainder of the proposed greenway route. The Monroe Plan trail alignment option would require users to share the space and safely navigate past each other when passing. It should be

noted that the Monroe Plan trail alignment would also contain the 6' wide sidewalk facility around the development, resulting in the same dedicated walking space for both scenarios.

Travel Distance / Elevation Gain

An online routing tool was used to determine the segment distance and elevation gain for the two alignment options.

MONROE PLAN TRAIL ALIGNMENT

Approximately 1,300' in length, with about 7' elevation gain in the eastbound direction and 3' elevation gain in the westbound direction.

STREET ALIGNMENT CONCEPT

Approximately 1,500' in length, with about 18' elevation gain in the eastbound direction and 11' elevation gain in the westbound direction.

PROS/CONS

The Monroe Plan trail alignment option would be easier and faster for bicyclists and pedestrians, in terms of both travel distance and elevation gain.

Note: the values provided above are estimates and should be verified in the field prior to choosing an alignment.

Oak/Campbell Street Connections

INTERIM CONNECTION

The timing of the development-related improvements will likely be different than changes that require approval of the railroad. However, early coordination efforts with the railroad may result in approval of crossing improvements to be made by the time the Monroe Street Greenway project is ready for construction. This section explores how the alignment options would connect to existing bike networks in the surrounding area during the interim condition.

MONROE PLAN TRAIL ALIGNMENT

The western terminus of the trail presents difficulties connecting westbound trail users to the on-street network. However, it is not expected that many trail users will use the facility until the Monroe Street Greenway project is implemented.

The most difficult connection would be for westbound trail users attempting to access either the westbound lane of Campbell or the southbound lane of Oak. The most likely route would be to cross the railroad tracks by turning south, then use the existing 6' wide asphalt approaches, maneuvering across the service driveway associated with the shopping center, and utilizing the marked crossing across the southern leg of Oak at Campbell. Trail users attempting to travel southbound on Oak would be able to depart the crosswalk and do so. Users choosing to safely navigate to Campbell westbound would then utilize the marked crosswalk across the western leg of the intersection of Campbell at Oak.

However, due to the complexity of the crossings of the railroad, driveway, and streets, all within a relatively short distance, some may take a more direct, but less safe, route.

Eastbound trail users would travel along a more predictable on-street route to access the trail, but the design of the entrance to the trail could present complications. For example, if there is a northbound bike ramp to allow access to the trail from Oak, eastbound users could be expected to consistently utilize the ramp in a predictable manner but westbound users may be attracted to use the ramp and enter the roadway to cross at a location where access control significantly restricts crossings of Oak. Similarly, if no bike ramp is provided at the western terminus of the trail, eastbound users will be required to access the trail via the sidewalk or driveway south of the railroad.

STREET ALIGNMENT CONCEPT

Eastbound bicyclists coming from south of the railroad tracks via Campbell or Oak would travel within the roadway and be given the opportunity to enter the facility via a bike ramp.

Westbound bicyclists traveling toward areas south of the railroad tracks via Campbell or Oak would be directed to depart from the subject property and cross Oak at the intersection with Monroe and then utilize the shared lane along Oak southbound. The bike facility along the western edge of the proposed development would be a 5' wide unidirectional facility northbound.

LONG-TERM CONNECTION

It is assumed that long-term connections associated with this portion of the Monroe Street Greenway will consist of approved and constructed full-width crossings of the railroad itself in conjunction with safety enhancements. This section explores how the alignment options would connect to existing bike networks in the surrounding area.

MONROE PLAN TRAIL ALIGNMENT

The western point of the trail would connect to an upgraded crossing of the railroad. However, existing issues connecting bicyclists to/from the trail would remain, such as navigating across the service driveway associated with the shopping center, as well as the indirect connection to westbound Campbell if relying on the marked crosswalks. A more direct crossing to Campbell westbound from the north side of the shopping center service driveway could be envisioned cutting through the existing median barrier with a marked crossing, but its proximity to the railroad presents challenges that would need to be approved and mitigated with a signalized intersection as recommended in the *Monroe Street Neighborhood Greenway Concept Plan*. Similar to the interim condition, eastbound bicyclists could be provided with a bike ramp to access the facility, however, westbound users may be attracted to use the curb cut and enter the roadway to cross at a location where access control is in place to significantly restrict the crossing of Oak. Similarly, if no curb cut is provided at the western terminus of the trail, eastbound users will be required to access the trail via the sidewalk or driveway south of the railroad.

STREET ALIGNMENT CONCEPT

Eastbound bicyclists coming from south of the railroad tracks via Campbell or Oak would travel within the roadway and be given the opportunity to enter the facility via a bike ramp.

Westbound bicyclists traveling toward areas south of the railroad tracks via Campbell or Oak could be directed depart the subject property to cross Oak at the intersection with Monroe and then utilize a separated bike facility along the west side of Oak in the southbound direction as was recommended in the Monroe Street Greenway Concept Plan.

PROS/CONS

Overall, the street alignment option would provide intuitive connections to both Oak and Campbell for both the interim and full buildout scenarios, for both east- and westbound users. The Monroe Plan trail alignment option presents concerns for connections to both Oak and Campbell, particularly during the interim condition.

Railroad Ave Connection

This section explores how the alignment options would connect to the existing bike network along Railroad Avenue west of Oak Street.

INTERIM AND LONG-TERM CONNECTIONS

MONROE PLAN TRAIL ALIGNMENT

The western terminus of the trail would not provide a direct connection to existing bike routes along Railroad Avenue. It would be expected that people biking along Railroad Avenue to/from the Monroe Street Greenway would utilize the planned bike lanes along Monroe Street to access the Monroe Street Greenway. If people biking along Railroad Avenue have a strong desire to access the western terminus of the trail segment, they could be accommodated with a relatively short segment of a bidirectional bike facility along the western edge of the proposed development.

STREET ALIGNMENT CONCEPT

People biking eastbound along Railroad Avenue would either opt to remain on-street (and travel within the proposed uphill bike lane along Monroe if the 'Option A' design is chosen), or they would likely enter the bidirectional raised bike facility at the SE corner of Oak and Monroe. Bicyclists planning to travel westbound along Railroad Avenue would either locate themselves in the shared westbound lane of Monroe or utilize the bidirectional raised bike facility to then cross to the north side of the roadway via marked crosswalks at the intersection of Oak at Railroad/Monroe.

PROS/CONS

Overall, the street alignment option would provide the most direct connection to Railroad Ave for both the interim and full buildout scenarios. However, the downside is that westbound bicyclists choosing to ride within the roadway would not have a dedicated bike lane as is currently proposed in the trail alignment option. Furthermore, if the trail alignment is chosen, a relatively short segment of a bidirectional bikeway could be included along the east side of Oak to more directly connect bicyclists between Railroad Ave and the proposed trail.

Monroe/37th Connection

This section explores how the alignment options would connect to the existing bike network along Monroe east of 37th.

INTERIM AND LONG-TERM CONNECTIONS

MONROE PLAN TRAIL ALIGNMENT

The eastern terminus of the trail would not provide a direct connection to existing bike routes along Monroe, users would likely instead opt for the painted on-street bike facilities to connect to the Monroe bike lanes.

STREET ALIGNMENT CONCEPT

Eastbound bicyclists utilizing the bidirectional raised and separated bike facility along Monroe who have a desire to remain on Monroe would transition to the on-street facilities at the intersection of Monroe at 37th. If the 'Option A' design is selected, a bike ramp would connect eastbound bicyclists to the eastbound bike lane. However, if 'Option B' is selected, there would be no dedicated bike facility to receive bicyclists via a bike ramp, therefore no bike ramp could be provided in a safe manner and they would be expected to enter the roadway via a curb ramp at the SW corner of the intersection.

'Option A' could have the unintended consequence of encouraging bicyclists to remain along Monroe east of 37th, significantly altering travel routes and resulting in a reduced utilization of the Monroe Street Greenway route by bicyclists immediately east of 37th. 'Option B' would more intuitively route greenway users toward Washington Street but still allow local access to

Monroe facilities, if desired. Westbound/downhill bicyclists along Monroe approaching the intersection are not expected to access the raised and separated bidirectional bike facility for a single block, but could do so via the pedestrian infrastructure.

PROS/CONS

The street alignment option provides a more direct connection to the intersection of 37th at Monroe, potentially at the expense of underutilization of Washington Street by greenway users.

37th/Washington Connection

This section explores how the alignment options could potentially connect to the planned greenway network along Washington Street east of 37th.

INTERIM AND LONG-TERM CONNECTIONS

MONROE PLAN TRAIL ALIGNMENT

The proposed development eliminates most of the turning movement conflicts associated with the planned driveway along 37th. It is recommended to revise the median traffic diverter currently designed to prohibit eastbound through trips from entering the neighborhood and instead plan for a full closure of the eastern leg of the intersection to prohibit all motor vehicle trips from entering/exiting the neighborhood. Other traffic diverter options can be reviewed in detail.

STREET ALIGNMENT CONCEPT

A raised bidirectional bike facility along the east side of the proposed development (west side of 37th) would be best transitioned across 37th to Washington Street along the northern leg of the intersection, to avoid crossing the bike facility with the proposed driveway. Given that such a crossing would position eastbound bicyclists within the northern portion of Washington Street, it is recommended that a full closure of the eastern leg of the intersection to prohibit all motor vehicle trips from entering/exiting the neighborhood be utilized to provide the safest treatment for eastbound bicyclists traveling in a contraflow direction.

PROS/CONS

The Monroe Plan trail alignment provides the most direct connection to the intersection of 37th at Washington.

Railroad Avenue Multi-Use Path (37th to Linwood)

A multi-use trail is planned to be located along the north side of the railroad tracks between 37th and Linwood Ave, approximately 1.5 miles in length. The length of the planned trail, and the direct connection to the trail currently planned along the southern portion of the development, would result in an extremely important and direct link of the bike network, once fully implemented.

If the proposed development were to incorporate the street alignment bikeway concept as described within this memo, it is our recommendation that the 15' easement for the Monroe Plan trail segment adjacent to the development be retained for future implementation by the City.

The Railroad Avenue multi-use path would be a distinctly different type of bike facility, serving a different part of the city. Retaining the easement for future construction of the trail would provide a connection the Monroe Greenway and access to other parts of the city. Therefore, the long-term plans for this trail alignment should be retained even if opting for the street alignment option.

Perceived Safety Issues

This section provides items that should be considered for addressing potential safety concerns associated with either type of facility.

MONROE PLAN TRAIL ALIGNMENT

- There are currently no direct connections between the proposed development and the trail to activate and promote desired activity along the trail segment.
- There are currently no escape routes proposed between the sound wall / chain link fence and the development, which can lead to the feeling of becoming trapped within this area. Providing a well-lit and open area would improve the feel of the trail alignment.

- Relocating the proposed car ports to other parking areas within the site plan would further open up the pathway in a visual manner to the development and create a safer feeling.
- The sound wall and any other walls constructed along the trail segment can have climbing vegetation planted at the base to discourage graffiti as the plants grow to cover the wall.
 - The sound wall, as proposed between the trail and the rail corridor, is the preferred location.
- The fence between the trail and the development should be an attractive and open style of fence, such as wrought iron, rather than a chain link fence.

STREET ALIGNMENT CONCEPT

- This route option is fairly welcoming and attractive to the casual user. The main safety issue that would be associated with this alignment would be the conflicts with motorized vehicles at intersections with driveways.
 - A right-in/right-out driveway providing access to Monroe from the subject property would be preferred over a full movement access point to reduce the number of possible conflicts and complexity of the intersection.
 - Pavement markings and warning signs should be used to alert drivers to the presence of two-way bike and pedestrian traffic.
- The only other conflicts between users would be people walking across the bidirectional bike facility to/from parked cars within the parallel parking spaces. While speed differential between pedestrians and bicyclists will be slow, some confusion/uncertainty is expected to occur at first until people become familiar with the area.

PROS/CONS

The street alignment option would likely be trusted as the safer route option over time by the majority of the greenway users, as there is risk that a short segment of trail could become an unsafe area and could degrade further as a result. If the trail alignment is chosen, the City will need to be fully committed to ensuring it is a safe route throughout the future. As the Railroad Avenue path is fully implemented, the trail segment adjacent to the development would be expected to be much more utilized and relied upon as a trusted segment within the bike network.

Conclusion

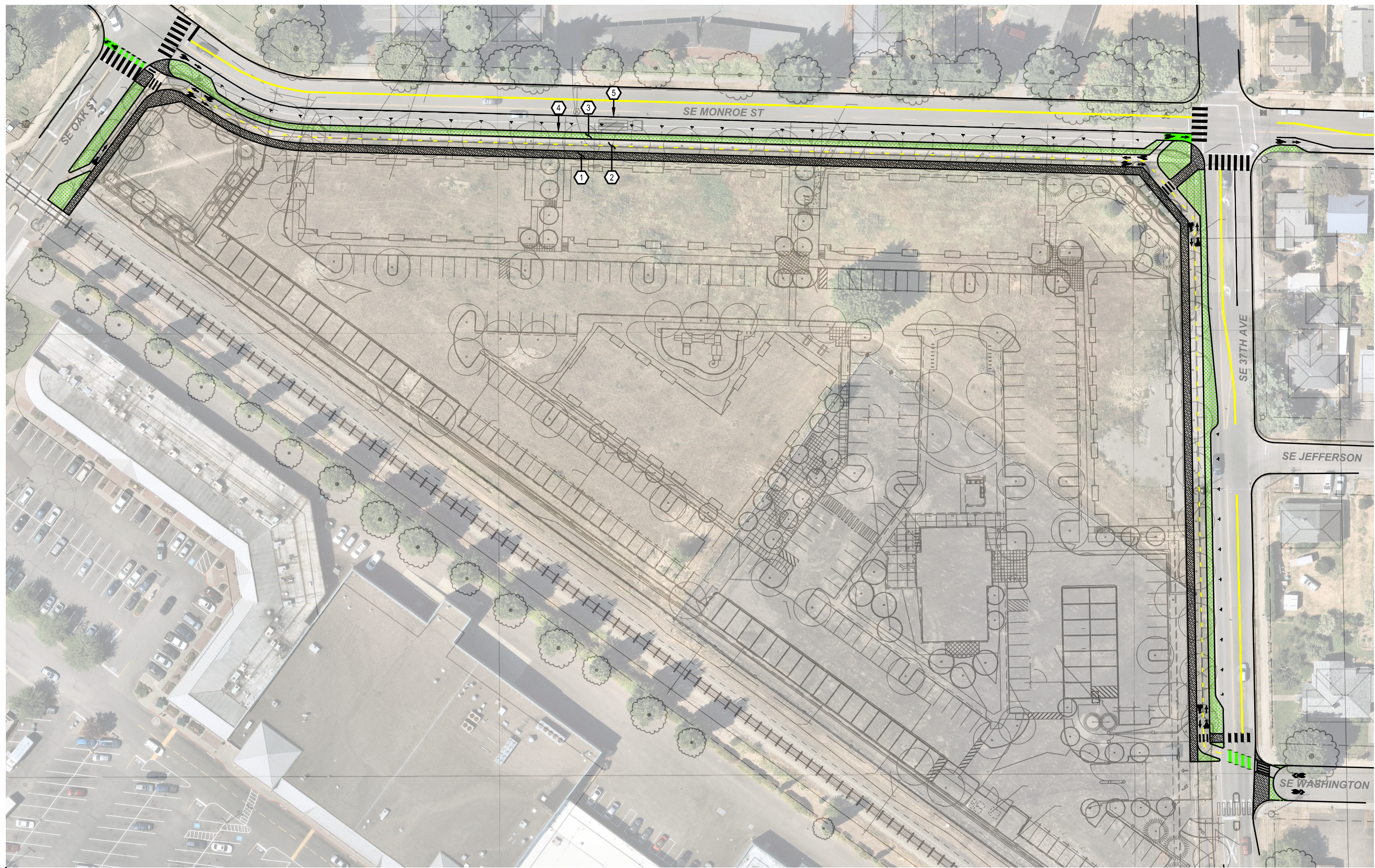
Based on our review of the alignment options we feel that the street alignment concept should be the preferred alternative associated with the development, while retaining the 15' trail easement at the southern property boundary. The alignment around the proposed development would have better visibility, providing a perceived high level of safety. The visibility of the on-street facility from those living in the proposed development, as well as those traveling the adjacent roadway, will make it a more viable option for users in a consistent manner through the future. We believe that the additional distance and elevation gain associated with this alignment is worth the tradeoff, as the facility would connect better to other nearby roadways in the immediate future and better serve a majority of the users expected to travel through the area, especially in the interim condition. The additional cost of about 200 LF of a 10' asphalt surface would be approximately \$40,000.

The Monroe Plan trail alignment option will be a relatively short trail segment for the foreseeable future, but part of a much longer trail once the Railroad Avenue path is constructed. If the trail segment were constructed in conjunction with the development, it would be especially important to design and maintain the facility with attractiveness and user safety in mind, to avoid the public perception that the short segment is a safety concern which could potentially result in an underutilized bike facility along the remaining portion of the Monroe Street Greenway route. If the trail segment is neglected, greenway users may opt for a different route around the proposed development, either via standard width sidewalks around the perimeter of the development, or higher-stress on-street painted bike facilities. The benefits of choosing the trail alignment as part of the development would be a more direct connection along the greenway at an easier grade, but at the expense of indirect connections to other nearby roadways. The cost of about 1,100 LF of a 10' pervious concrete trail surface plus landscaping would be approximately \$185,000.

Attachments

- *McFarland Property Monroe Greenway Alignment – Cross Sections*
- *McFarland Property Monroe Greenway Alignment – Concept Plans*

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.



KEYNOTES

- 1. 6' SIDEWALK
- 2. 10' TWO-WAY BIKE FACILITY
- 3. 5' PLANTER
- 4. EXISTING CURB
- 5. 6' BIKE LANE



PLAN
SCALE: 1" = 80'



INFO
 PROJECT NO: 00-2019-248
 CAD DWG FILE: MONROE SHEETS
 DESIGNED BY: KTP
 DRAWN BY: SEW
 REVIEWED BY: KTP
 DATE: 11.6.2019
 SCALE: AS NOTED



SHEET TITLE
 MCFARLAND PROPERTY
 STREET ALIGNMENT (A)
 EASTBOUND BIKE LANE

SHEET NO.
 1
 SHEET 1 OF 3

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.



KEYNOTES

- 1. 6' SIDEWALK
- 2. 10' TWO-WAY BIKE FACILITY
- 3. 5' PLANTER
- 4. PROPOSED CURB



PLAN
SCALE: 1" = 80'



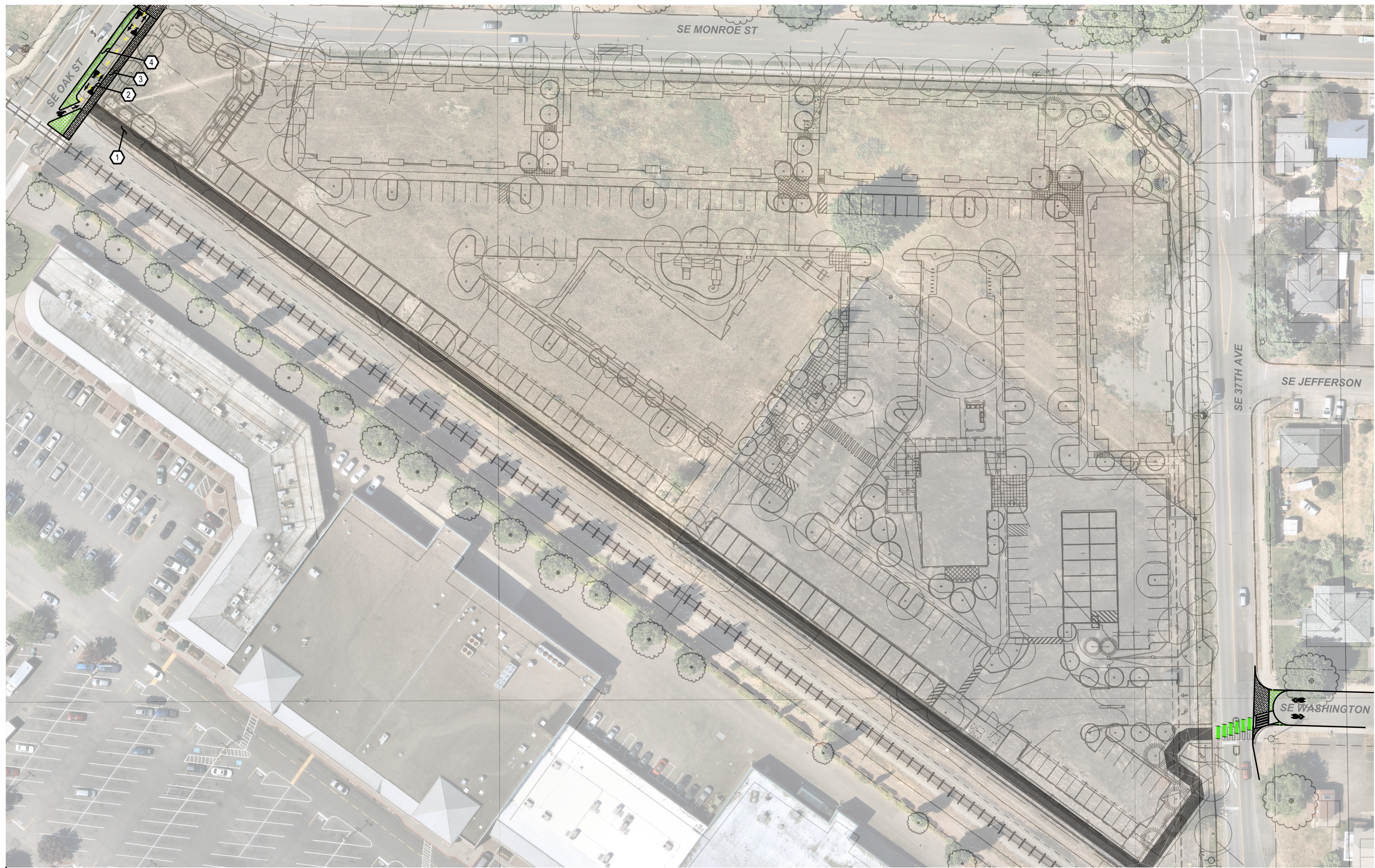
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 CAD DWG FILE: MONROE SHEETS
 DESIGNED BY: KTP
 DRAWN BY: SEW
 REVIEWED BY: KTP
 DATE: 11.6.2019
 SCALE: AS NOTED



SHEET TITLE
 MCFARLAND PROPERTY
 STREET ALIGNMENT (B)
 NO EASTBOUND BIKE LANE

SHEET NO.
2
 SHEET 2 OF 3

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.



KEYNOTES

- 1. 10' SHARED USE PATH
- 2. 10' TWO-WAY BIKE FACILITY
- 3. 6' SIDEWALK
- 4. 5' PLANTER



PLAN
SCALE: 1" = 80'

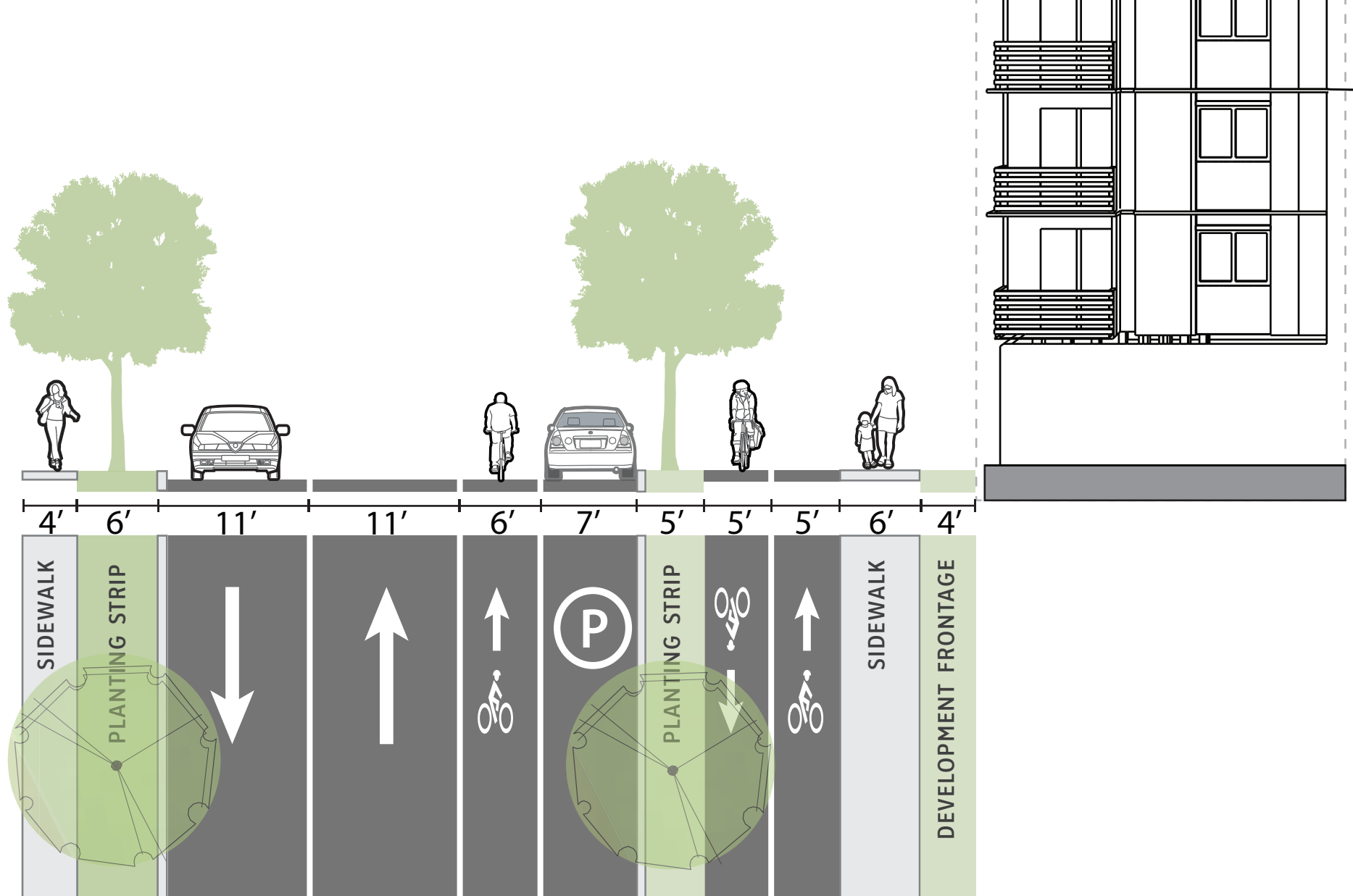


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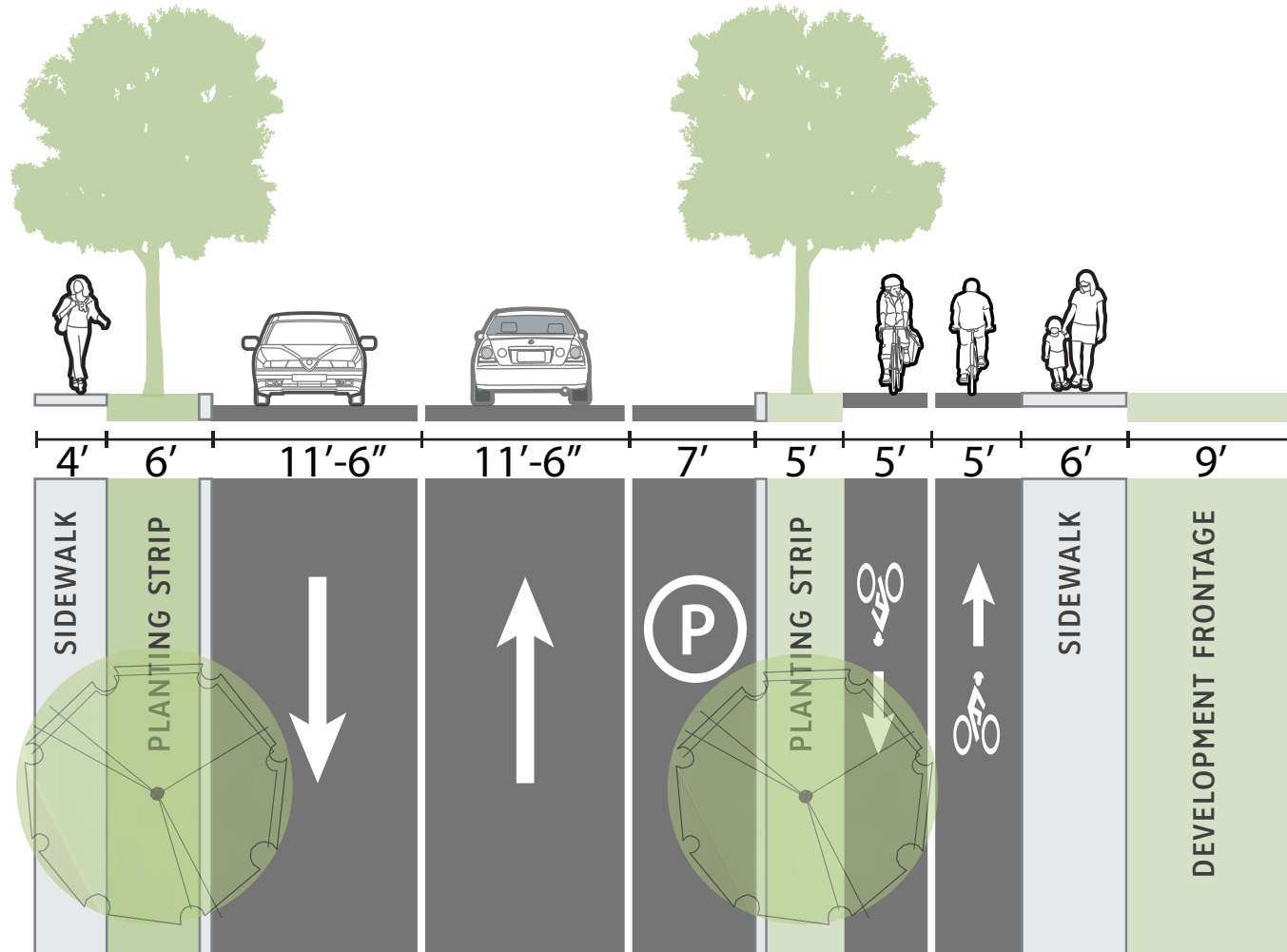
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 MCFARLAND PROPERTY
 TRAIL ALIGNMENT

SHEET NO.
3
 SHEET 3 OF 3

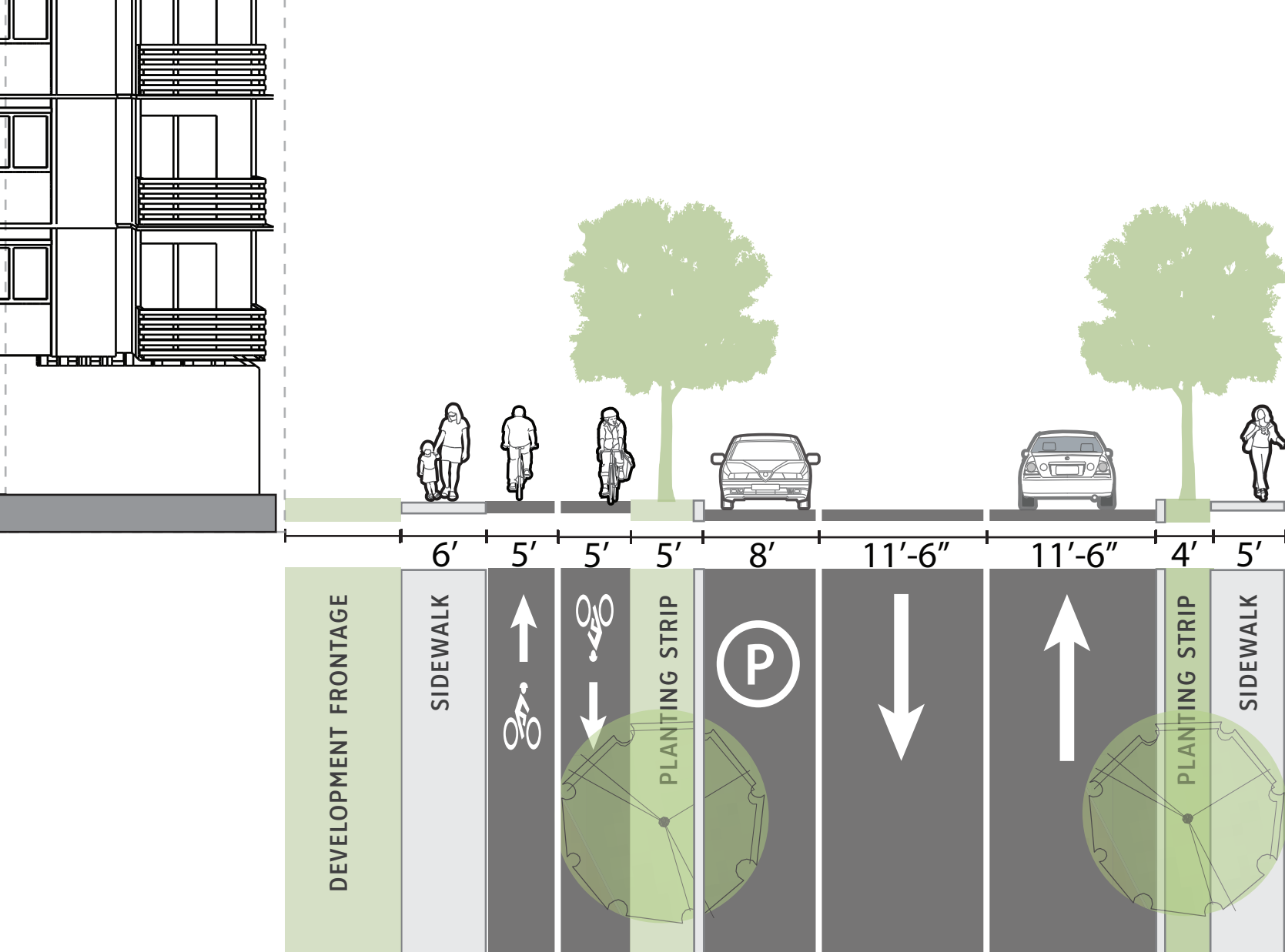


Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Option A)

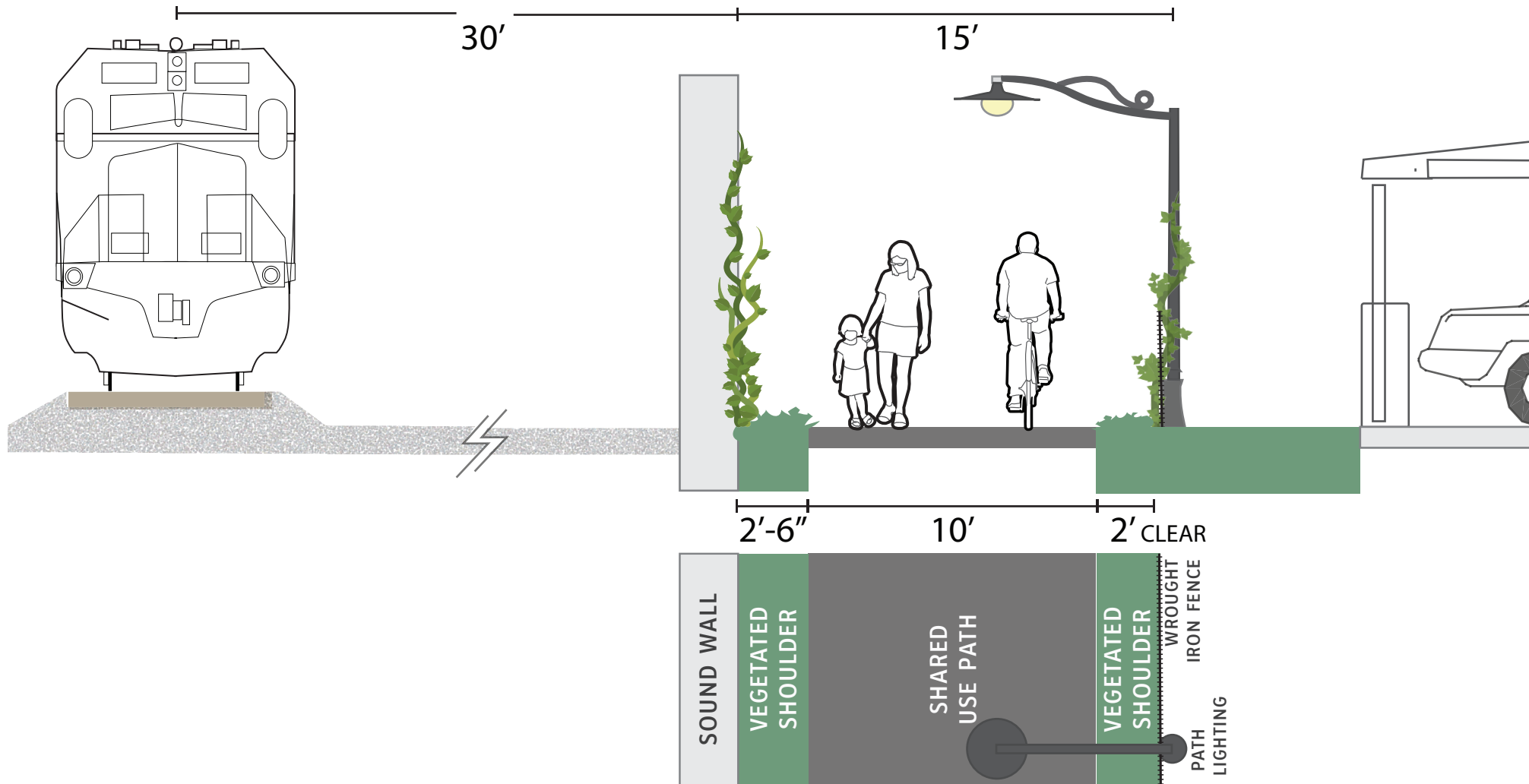
Monroe St between Oak St and 37th Ave (Looking East)



Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Option B)
 Monroe St between Oak St and 37th Ave (Looking East)



Sidewalk Level 2-Way Bike Facility Concept (Street Alignment Options A & B)
 37th Ave between Washington St and Jefferson St (Looking North)



Shared Use Path between Railroad with Sound Wall and Back of Half-Wall Carports
 Between Oak St and 37th Ave (Looking West)