



MILWAUKIE PLANNING
 6101 SE Johnson Creek Blvd
 Milwaukie OR 97206
 503-786-7630
 planning@milwaukieoregon.gov

Application for Land Use Action

Master File #: VR-2021-017; TFR-2021-003;

Review type*: I II III IV V P-2021-002;

DR-2021-004

CHECK ALL APPLICATION TYPES THAT APPLY:

- | | | |
|--|--|---|
| <input type="checkbox"/> Amendment to Maps and/or Ordinances:
<input type="checkbox"/> Comprehensive Plan Text Amendment
<input type="checkbox"/> Comprehensive Plan Map Amendment
<input type="checkbox"/> Zoning Text Amendment
<input type="checkbox"/> Zoning Map Amendment
<input type="checkbox"/> Code Interpretation
<input type="checkbox"/> Community Service Use
<input type="checkbox"/> Conditional Use
<input type="checkbox"/> Development Review
<input type="checkbox"/> Director Determination
<input checked="" type="checkbox"/> Downtown Design Review
<input type="checkbox"/> Extension to Expiring Approval
<input type="checkbox"/> Historic Resource:
<input type="checkbox"/> Alteration
<input type="checkbox"/> Demolition
<input type="checkbox"/> Status Designation
<input type="checkbox"/> Status Deletion | <input type="checkbox"/> Land Division:
<input type="checkbox"/> Final Plat
<input type="checkbox"/> Lot Consolidation
<input type="checkbox"/> Partition
<input type="checkbox"/> Property Line Adjustment
<input type="checkbox"/> Replat
<input type="checkbox"/> Subdivision
<input type="checkbox"/> Miscellaneous:
<input type="checkbox"/> Barbed Wire Fencing
<input type="checkbox"/> Mixed Use Overlay Review
<input type="checkbox"/> Modification to Existing Approval
<input type="checkbox"/> Natural Resource Review**
<input type="checkbox"/> Nonconforming Use Alteration
<input type="checkbox"/> Parking:
<input checked="" type="checkbox"/> Quantity Determination
<input type="checkbox"/> Quantity Modification
<input type="checkbox"/> Shared Parking
<input type="checkbox"/> Structured Parking
<input type="checkbox"/> Planned Development | <input type="checkbox"/> Residential Dwelling:
<input type="checkbox"/> Accessory Dwelling Unit
<input type="checkbox"/> Duplex
<input type="checkbox"/> Manufactured Dwelling Park
<input type="checkbox"/> Temporary Dwelling Unit
<input type="checkbox"/> Sign Review
<input checked="" type="checkbox"/> Transportation Facilities Review
<input type="checkbox"/> Variance:
<input type="checkbox"/> Use Exception
<input type="checkbox"/> Variance
<input type="checkbox"/> Willamette Greenway Review
<input checked="" type="checkbox"/> Other: <u>Parking Variance and Building Height Variance</u>
<input type="checkbox"/> Use separate application forms for:
Annexation and/or Boundary Change
• Compensation for Reduction in Property Value (Measure 37)
Daily Display Sign
• Appeal
• Appled |
|--|--|---|

RESPONSIBLE PARTIES:

APPLICANT (owner or other eligible applicant—see reverse): **Sodo LLC**

Mailing address: **3436 SE Johnson Creek Blvd** State/Zip: **97222**

Phone(s): **503-975-3035** Email: **jenniferdillan@gmail.com**

Please note: The information submitted in this application may be subject to public records law.

APPLICANT'S REPRESENTATIVE (if different than above): **Works Progress Architecture - Jessamyn Griffin**

Mailing address: **811 SE Stark Street, S210** State/Zip: **97214**

Phone(s): **503.234.2945** Email: **jessamyn@worksarchitecture.net**

SITE INFORMATION:

Address: **2206 SE Washington Street** Map & Tax Lot(s): **11E36BC01700**

Comprehensive Plan Designation: **TC** Zoning: **DMU** Size of property: **.23 Acres**

PROPOSAL (describe briefly):

Dogwood Station is a new 6 story Multifamily project offering 55 workforce units.

The project has a unique and highly sustainable approach to multifamily. No on-site parking.

SIGNATURE:

ATTEST: I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: *Jennifer Dillan* Date: **10/15/2021**

IMPORTANT INFORMATION ON REVERSE SIDE

*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION (excerpted from MMC Subsection 19.1001.6.A):

Type I, II, III, and IV applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

Type V applications may be initiated by any individual.

PREAPPLICATION CONFERENCE:

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

REVIEW TYPES:

This application will be processed per the assigned review type, as described in the following sections of the Milwaukie Municipal Code:

- Type I: Section 19.1004
- Type II: Section 19.1005
- Type III: Section 19.1006
- Type IV: Section 19.1007
- Type V: Section 19.1008

****Note:** Natural Resource Review applications **may require a refundable deposit**. Deposits require completion of a Deposit Authorization Form, found at www.milwaukieoregon.gov/building/deposit-authorization-form.

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	AMOUNT <small>(after discount, if any)</small>	PERCENT DISCOUNT	DISCOUNT TYPE	DATE STAMP
Master file	VR-2021-017	\$ 2,000			
Concurrent application files	TFR-2021-003	\$ 750	25%		
	P-2021-002	\$ 750	25%		
	DR-2021-004	\$ 750	25%		
	N/A	\$ 4,000 (Transportation review deposit)			
Deposit (NR only)				<input type="checkbox"/> Deposit Authorization Form received	
TOTAL AMOUNT RECEIVED: \$			RECEIPT #:	RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):					
Neighborhood District Association(s): Historic Milwaukie					
Notes:					

December 1st, 2021

Vera Koliass, City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 9720

Land Use Incompleteness Response

File: VR-2021-017, TRF-2021-003, P-2021-002, DR-2021-004
Project/Site: Dogwood Station, 2206 SE Washington St.

Dear Ms. Koliass,

In response to your Incompleteness check and issued list of items needing resolution, please find the attached revised narrative, and summary below for reference.

Response to Completeness Items

1.a. MMC 19.911.6. Building Height Variance in the Downtown Mixed Use Zone (and subsequent Approval Criteria).

- See added sections responding to the required Milwaukie Downtown Design Guidelines as they pertain to the Building Height Variance.

1.b MMC 19.505.3 – Multifamily Housing, (1) 19.505.3.B – Applicability, (2) 19.505.3.C – Review Process, and (3) Calculation requests.

- All sections from table 19.505.3 have been included and responded to.
- Project requests to be reviewed under the Discretionary Process
- See revised sections/responses.

Response to Approvability Items

1. Photometric plan deemed unnecessary given the Discretionary Process review/requirements. Site lighting will be provided to highlight safety and circulation and will meet the 0.5 footcandle minimum requirement. No feature exterior architectural/building uplights are proposed – avoiding any chance of sky pollution and lights shining into residential units.

2. Off site parking agreement for 2305 SE Washington added to narrative appendix. The team is aware of the parking design standards and will work with the city and property owners to assure compliance.
3. Team is aware of stormwater design requirements and will assure compliance for future permit review.

Response to Informational Items

1. Frontage occupancy updated. See response under section 19.304.4.B.5
2. Affordable workforce housing clarified as follows: *workforce affordable rents at 80% MFI are contingent on securing subsidies to support this program. Funding programs we are pursuing include a Metro Transit Oriented grant, OHCS MEP funds, and City of Milwaukie CET funds*

Should you have any additional questions please feel free to reach out directly to me via email (jessamyn@worksarchitecture.net) or on my cell at 503.545.9289.

Sincerely,
Jessamyn Griffin



Works Progress Architecture



DOGWOOD STATION 2206 SE WASHINGTON STREET

Works Progress Architecture
Land Use Review Narrative
Original Submittal October 15th, 2021
Revised Submittal December 1st, 2021

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Requested Land Use Reviews

- Downtown Design Review, Multifamily Design Review (Type II)
- Transportation Facilities Review (Type II)
- Variances
 - o Parking Adjustment (Type II)
 - o Building Height in DMU Zone (Type III)
- Development Review (Type I application during permit - not included in this submittal)

Applicable Title 19 Zoning Sections

- 19.304 Downtown Zones
- 19.505.3 Multifamily Housing (Building Design Standards)
- 19.510 Green Building Standards
- 19.605 Vehicle Parking Quantity Requirements
- 19.609 Bicycle Parking
- 19.700 Public Facility Improvements
- 19.911.6 Building Height Variance in Downtown Mixed Use Zone
 - Development and Design Standards and Milwaukie Downtown Design Guidelines as they pertain to the Building Height Variance

Project Narrative

Dogwood Station is a new 6 story workforce Multifamily project located at 2206 SE Washington St, between SE 21st and SE 23rd. The existing site houses a single family residence and is bordered by commercial buildings to the south and east, with the Southern Pacific Railroad line to the west and street frontage along SE Washington.

The site is ideally located for public transit access with a Max station and nine bus stops all within an 1/8 mile radius of the site. Additionally the project provides 82 long term bike spaces in the fully secure basement of the building.

The project consists of 55 workforce priced units, offering a mix of both 1 and 2 bedroom configurations on all levels (workforce affordable rents at 80% MFI are contingent on securing subsidies to support this program. Funding programs we are pursuing include a Metro Transit Oriented grant, OHCS MEP funds, and City of Milwaukie CET funds). At the ground floor a generous entry lobby and shared amenity space face SE Washington and offers a place for tenants to gather both inside as well as outside on the adjacent terrace. The building also offers additional common outdoor area by way of a central courtyard with a variety of casual seating options and integrated storm-water planters. As the "U" shaped building footprint extends up, this same void allows for views into the courtyard and open air circulation to all units by way of exterior egress balconies. At the top floor a third common outdoor amenity is provided by way of a roof top deck.

The building's massing has been developed to maximize tenant's access to natural light and air, as well as provide an appropriately suited building for the neighborhood in transition, while also complying with the Milwaukie Multifamily Design Guidelines. As the building approaches the west it is set back to allow for a comfortable distance from the adjacent rail line while simultaneously stepping down at the southwest corner to break up the mass and transition to the lower commercial buildings beyond. Durable and contemporary box rib siding will clad the main façades along the north, south, east and west, with metal panel at the ground floor façade along the public faces. At the open air corridor vertical wood siding is applied along unit entries, and perforated metal guardrails at the walkways.

Dogwood Station offers a unique and highly sustainable approach to multifamily workforce housing and is pursuing Earth Advantage or LEED certification.

Base Zone Standards - Downtown Mixed Use (DMU)

19.304.2 Uses, A. Permitted Uses

Multifamily residential allowed outright

19.304.4 Development Standards

- 19.304.4.B.1 Floor area ration (FAR) = 4:1 max
 - Site area = 10,277 sf
 - Proposed GSF = 41,108 sf
- 19.304.4.B.2 Building height = 3 stories or 45 ft max, with height bonus of up to 5 stories and/or 69 ft
 - Proposed building is 6 stories and 64'-8" to top of roof. We are requesting a bonus level and height variance per 19.911.6. See related section of the narrative.

- 19.304.5.B.3 Height Bonuses

A building can utilize up to 2 of the development incentive bonuses of this subsection, for a total of 2 stories or 24 ft of additional height, whichever is less, above the height maximum specified in Figure 19.304-4.

- a. Residential

New buildings that devote at least one story or 25% of the gross floor area to residential uses are permitted 1 additional story or an additional 12 ft of building height, whichever is less. The residential height bonus cannot be used in combination with the lodging height bonus.

- The proposed building is 100% residential, allowing for one additional story.
 - Green Building
Project proposals that receive approvals and certification as identified in Section 19.510 are permitted 1 additional story or an additional 12 ft of building height, whichever is less.
 - See section 19.510 for conformance.
 - Building Height Variance
Additional building height may be approved through Type III variance review, per Subsection 19.911.6 Building Height Variance.
 - We are requesting additional height and 1 bonus story per section 19.911.6. See related section of the narrative.

- 19.304.4.B.4 Setbacks/build-to lines
 - Minimum street setback = 0 ft
 - Maximum street setback = 10-20 ft,
 - Side and rear setbacks = None required
 - Figure 19.304-5 First-Floor Build-To Lines = not applicable
 - The project has a required 5' dedication along the SE Washington frontage. The main entry, lobby and exit access along SE Washington, are recessed 3'. These setbacks provide both protected entries as well as a pedestrian friendly and engaging first floor.

- 19.304.4.B.5 Frontage Occupancy
 - Figure 19.304-6 Minimum Frontage Occupancy: 50%
 - The site has 83 linear feet running parallel with SE Washington (83' x 50% = 41 ½' minimum frontage occupancy). The project complies with this requirement as it proposes 71'-10" of frontage occupancy along SE Washington.

- 19.304.4.B.6 Primary Entrances
 - Per 19.304.5.F, All new buildings shall have at least one primary entrance facing an abutting street
 - The project complies with this requirement as it proposes 2 main entrances off SE Washington.

- 19.304.4.B.7 Off-street Parking
 - Per 19.304.5.G.2 Off-Street Parking Standards
 - Per 19.304.5.G.2.a, Off-street parking for residential uses is required at the ratios established in Table 19.605.1
 - We are requesting a parking modification per 19.605.2. See related section of the narrative for calculations and proposed alternate.

- 19.304.4.B.8 Open Space
 - Per section 19.304.5.H
 - 2. Standards
 - a. When a building is set back from the sidewalk, at least 50% of the setback area shall provide usable open space, such as a public plaza or pedestrian amenities, that meets the standards of this subsection. Building setbacks cannot exceed the

- maximum setbacks established by Subsection 19.304.5.D and the frontage occupancy requirements of Subsection 19.304.5.E.
- b. Usable open space shall be abutted on at least two sides by retail shops, restaurants, offices, services, or residences with windows and entrances fronting on the space.
 - c. Usable open space must be accessible at grade adjacent to the sidewalk.
 - d. Open space may be hardscaped or landscaped, including plazas, courtyards, gardens, terraces, outdoor seating, and small parks.
 - Proposed Terrace provides highly desirable hard scaped open space at grade. The terrace abuts the building to the west and provides a screen wall to the east, and is contained to the south via a large rock retaining wall.

19.505.3 Multifamily Housing (Building Design Guidelines)

A. Purpose

The purpose of these design standards is to facilitate the development of attractive multifamily housing that encourages multimodal transportation. They encourage good site and building design, which contributes to livability, safety, and sustainability; helps create a stronger community; and fosters a quality environment for residents and neighbors.

The guidelines and standards are intended to achieve the following principles that the City encourages for multifamily development:

1. Livability

Development should contribute to a livable neighborhood by incorporating visually pleasing design, minimizing the impact of vehicles, emphasizing pedestrian and bicycle connections, and providing public and private open spaces for outdoor use.

- The project is ideally situated to minimize the use/need of vehicles, proposing no on-site parking, and instead providing 45% more bike storage than required, as well as negotiating agreements with adjacent properties for off site parking access. The building's massing approach sets back at the ground floor providing a covered and inviting pedestrian zone, including an generously sized terrace adjacent to the main right of way along SE Washington.

2. Compatibility

Development should have a scale that is appropriate for the surrounding neighborhood and maintains the overall residential character of Milwaukie.

- The building's massing has been developed to maximize tenant's access to natural light and air, as well as provide an appropriately suited building for the neighborhood in transition, while also complying with the Milwaukie Multifamily Design Guidelines. As the building approaches the west it is set back to allow for a comfortable distance from the adjacent rail line while simultaneously stepping down at the southwest corner to break up the mass and transition to the lower commercial buildings beyond. Along the open-air corridor, vertical wood siding is applied to enhance unit entries and provide a warm and welcoming residential feel.

3. Safety and Functionality

Development should be safe and functional, by providing visibility into and within a multifamily development and by creating a circulation system that prioritizes bicycle and pedestrian safety.

- The building's unique "U" shaped massing allows for windows on two sides or more of each unit, providing more views into and out of all the units. Additionally generous glass storefronts are provided at the ground level to further encourage view and activity between the common areas and street. The building provides a central courtyard to both encourage casual seating and featured access to the fully secure and covered bike storage.

4. Sustainability

Development should incorporate sustainable design and building practices, such as energy conservation, preservation of trees and open space, quality building materials, and alternative transportation modes.

- The project is currently running a parallel approach to achieve LEED or Earth Advantage certification. The project will be registered and submitted prior to the permit submittal.

B. Applicability

The design elements in Table 19.505.3.D in this subsection apply, as described below, to all multifamily and congregate housing developments with 3 or more dwelling units on a single lot. Cottage cluster housing and rowhouses on their own lots are subject to separate standards and are therefore exempt from Subsection 19.505.3. Housing development that is on a single lot and emulates the style of cottage cluster housing or rowhouses is subject to the standards of this subsection.

1. All new multifamily or congregate housing development is subject to the design elements in this subsection.

- See response below to Table 19.505.3.D

C. Review Process

Two possible review processes are available for review of multifamily or congregate housing development: objective and discretionary. An applicant may choose which process to use. The objective process uses clear objective standards that do not require the use of discretionary decision-making. The discretionary process uses design guidelines that are more discretionary in nature and are intended to provide the applicant with more design flexibility. Regardless of the review process, the applicant must demonstrate how the applicable standards or guidelines are being met.

2. Projects reviewed through the discretionary process will be evaluated through a Type II development review, pursuant to Chapter 19.906.

- The project elects to be reviewed under the Discretionary Process.

D. Design Guidelines and Standards, Table 19.505.3.D (Discretionary Process)

1. Subsection 19.505.3.D.1 Private Open Space.

The development should provide private open space for each dwelling unit. Private open space should have direct access from the dwelling unit and should be visually and/or physically separate from common areas.

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.

- The project proposes significant common open space in lieu of private open space. Common open space is provided at multiple locations through the building to maximize access and variety of use. Common open spaces include a terrace at grade level, central courtyard and roof top deck, totaling approximately 2,500 sf.

2. Subsection 19.505.3.D.2 Public Open Space.

The development should provide sufficient open space for the purpose of outdoor recreation, scenic amenity, or shared outdoor space for people to gather.

- Common open space is provided at multiple locations through the building to maximize access and variety of use. Common open spaces include a terrace at grade level, central courtyard and roof top deck, totaling approximately 2,500 sf (over 20% of the total 10,227 sf site area). The roof top deck provides a total area of 815 sf, the terrace contributes approximately 680 sf, and the central courtyard provides over 1,000 sf of common open space with a variety of casual seating areas.

3. Subsection 19.505.3.D.3 Pedestrian Circulation

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

- The project offers multiple points of entry. Two public facing entries are provide to the north along SE Washington, as well as a terrace entrance at the north west corner which is set back slightly to provide transition from the street. Ground floor units are provided a more direct and protected entry point along the east. Additionally ground floor units are buffered from the more public facing lobby and public entries via the central courtyard, where tenants transition from public interior to the exterior egress balconies that serve each individual unit.

4. Subsection 19.505.3.D.4 Vehicle and Bicycle Parking

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

- The project proposes no parking on site. See section additional information in response so section 19.605
- In order to provide more than the required bike parking and locate all bike storage in a covered secure area, the project proposes to dedicate a larger bike storage area at the lower level of the building, conveniently accessed via the central courtyard (including a bike rail along the stair).

5. Subsection 19.505.3.D.5 Building Orientation and Entrances

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.

- The principal façade, along with two protected public entries are provide along SE Washington.

6. Subsection 19.505.3.D.6 Building Façade Design

Changes in wall planes, layering, horizontal datums, vertical datums, building materials, color, and/or fenestration shall be incorporated to create simple and visually interesting buildings.

- All facades, including the street-facing façade, are broken down into rhythms which correspond to unit locations via vertical flashing breaks in the material. The base of the building has differentiated material and glazing strategies from the remainder of the building. Along the north façade and north east corner the building provides a material change at the ground floor common and support spaces where flat metal panels create a base and delineate from the box rib

finish applied at private units. Changes in parapet height, material, and other massing moves at the top and base of the building are located based on these vertical breaks.

Windows and doors should be designed to create depth and shadows and to emphasize wall thickness and give expression to residential buildings.

- Fenestration is organized in simple, vertically interesting patterns. Windows are detailed in such a way as to accentuate openings through a hemmed flashing extension of the frame.

Windows should be used to provide articulation to the façade and visibility into the street.

- Fenestration is organized in simple, vertically interesting patterns. Windows are detailed in such a way as to accentuate openings through a hemmed flashing extension of the frame.

Building façades shall be compatible with adjacent building façades.

- The building's massing and façade has been developed to maximize tenant's access to natural light and air, as well as provide an appropriately suited building for the neighborhood in transition, while also complying with the Milwaukie Multifamily Design Guidelines. As the building approaches the west it is set back to allow for a comfortable distance from the adjacent rail line while simultaneously stepping down at the southwest corner to break up the mass and transition to the lower commercial buildings beyond.

Garage doors shall be integrated into the design of the larger façade in terms of color, scale, materials, and building style

- The garage door color and location is integrated into the massing and material transition at the ground floor. The garage door matches the color of the area in which it is located.

7. Subsection 19.505.3.D.7 Building Materials

Buildings should be constructed with architectural materials that provide a sense of permanence and high quality.

Street-facing façades shall consist predominantly of a simple palette of long-lasting materials such as brick, stone, stucco, wood siding, and wood shingles.

A hierarchy of building materials shall be incorporated. The materials shall be durable and reflect a sense of permanence and quality of development.

Split-faced block and gypsum reinforced fiber concrete (for trim elements) shall only be used in limited quantities.

Fencing shall be durable, maintainable, and attractive.

- Durable and contemporary box rib siding will clad the main façades along the north, south, east and west, with metal panel at the ground floor façade along the public faces. No split-faced block, gypsum reinforced fiber concrete is proposed. A fence is proposed along the west and south edge of the terrace to provide visual and sound buffering from the adjacent rail line, as well as separating the more public facing terrace from the private courtyard below.

8. Subsection 19.505.3.D.8 Landscaping

Landscaping of multifamily developments 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 shall be included. Hardscapes shall be shaded where possible, as a means of reducing energy costs (heat island effect) and improving stormwater management

- Five Trees will be located at the courtyard to provide canopy coverage for portions of the upper commercial terrace and the lower open space areas within the courtyard. Overall, the trees are selected and located such that at least 1/3 of the commercial terrace and the courtyard will be covered within 5 years. Paving materials with an SRI value of at least 29 will be used for at least 25% of the hardscape surfaces. Landscape buffering through the use of tall shrubs is proposed for the south and west property lines. A permanent irrigation system using drip and subsurface irrigation is proposed for the project.

9. Subsection 19.505.3.D.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.

- Trash, PPOE, Electrical and Telecom are completely enclosed at the ground floor, and appropriately separated from the main entrance by well over 5 ft, and the generator is located sub grade in the basement. Roof top mechanical will be setback from the parapet such that no equipment will be visible from the street sight lines.

10. Subsection 19.505.3.D.10

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 and

recycling haulers. Recycling areas located outdoors should be appropriately screened or located so that they are not prominent features viewed from the street.

- A recycling area is accommodated in the generously sized ground floor trash room. Access is provided along the street face at the north east corner of the building, allowing for both convenient use by the residents and recycling haulers. The room is completely enclosed.

11. Subsection 19.505.3.D.11 Sustainability

Multifamily 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 shall be incorporated to increase occupant health and maximize a building's positive impact on the environment.

- The building's massing has been developed to maximize tenant's access to natural light and air. Each unit has both courtyard facing and exterior facing spaces, allowing for optimal cross ventilation and a variety of natural lighting throughout. Glazing percentages have been maximized along the north facing façade at SE Washington (at 26%), and glazing reduced to 20% along the south face of the property. With corner units being the only spaces exposed at the east and west, windows have been excluded on the east face and glazing reduced at the west. Additionally each unit has multiple operable windows, all of which will be provided with interior window treatments for individual control of each window light.
- The project is currently running a parallel approach to achieve LEED or Earth Advantage certification. The project will be registered and submitted prior to the permit submittal.

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.

- The building has been situated and the roof laid out such that the main north and south bays could be easily adapted for solar in the future and will be designed for solar ready application.

12. Subsection 19.505.3.D.12 Privacy Considerations

Multifamily development should consider the privacy of, and sight lines to, adjacent residential properties, and be oriented and/or screened to maximize the privacy of surrounding residences.

- N/A. No adjacent residential properties

13. Subsection 19.505.3.D.13 Safety

Multifamily 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:

- Natural Surveillance: Areas where people and their activities can be readily observed.
- 80% of the units have direct views into the central courtyard, and all units have views into the open air egress balconies serving as access to all residents. Additionally the location of unit windows and open air balconies allows for views of the surrounding sites from all sides of the property/building.
- Natural Access Control: Guide how people come to and from a space through careful placement of entrances, landscaping, fences, and lighting.
- Territorial Reinforcement: Increased definition of space improves proprietary concern and reinforces social control.
- Public entries along the street façade open into a highly visible shared lobby space, buffered to the south by the central courtyard, providing both a visual and physical change in access to the more private unit entries. Additionally a fence is proposed along the west and south edge of the terrace to provide visual and sound buffering from the adjacent rail line, as well as separating the more public facing terrace from the private courtyard below. Site lighting will be provided to highlight safety and circulation and will meet the 0.5 footcandle minimum requirement. No feature exterior architectural/building uplights are proposed – avoiding any chance of sky pollution and lights shining into residential units.

19.510 Green Building Standards

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle from siting to design, construction, operation, maintenance, renovation, and deconstruction. For the purposes of height bonuses and/or meeting the local criteria for the Milwaukie

Vertical Housing Development Zone Program (MMC Chapter 3.65), a green building shall be defined as a building that will achieve certification or similar approval documentation, as applicable, at any level of one of the following programs:

1. Living Building Challenge;
 2. LEED;
 3. Earth Advantage;
 4. Passive House;
 5. Enterprise Green Communities; or
 6. Energy Trust of Oregon's New Buildings program confirming participation in the Path to Net Zero program offering.
- The project is currently running a parallel approach to achieve LEED or Earth Advantage certification. The project will be registered and submitted prior to the permit submittal.

19.605 Vehicle Parking Quantity Requirements

- 19.605.1 Minimum and Maximum Requirements
 - A. Off-street parking for residential uses is required at the ratios established in Table 19.605. Modifications to the standards in Table 19.605.1 may be made as per Section 19.605.
 - Per 19.605.1.A.2.a, 1 space per dwelling unit required (55 units = 55 parking spaces)
 - We are requesting a parking modification per 19.605.2, see applicable section below.
- 19.605.2 Quantity Modifications and Required Parking Determinations
 - 19.605.2.B Application
 - a. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, etc.).
 - i. A multifamily workforce housing project consisting of 55 units, comprised of 34 one bedrooms and 21 two bedrooms. Workforce affordable rents at 80% MFI are contingent on securing subsidies to support this program. Funding programs we are pursuing include a Metro Transit Oriented grant, OHCS MEP funds, and City of Milwaukie CET funds. Additional building program

includes utility, common and support areas for the tenants. All on site use will be residential in nature and does not require parking for general public.

- b. Identify factors specific to the proposed use and/or site, such as the proximity of transit, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.
 - i. Dogwood Station is specifically designed to meet the needs of Milwaukie's valued workforce. These are the city's middle earners; the teachers, the nurses, the shopkeepers, firefighters, college graduates and burgeoning entrepreneurs. It is built to be beautiful -- with the warmth of mass timber wood in every apartment -- as well as affordable and practical. Located in the heart of walkable historic downtown, just 1 block from the MAX station and right along multiple bus lines, Dogwood Station makes a car-free life easy and possible. There are even Transit Tracker monitors in our lobby to make sure you get where you are going on time. Abundant, well-lit bike storage and a designated ZipCar right across the street means there are multiple transportation options. For car owners, we have 43 designated parking spots available for lease. These are first come, first serve to residents, and are offered at below market rate for parking in Milwaukie.
 - ii. The site is ideally situated for public transit use/support with a Max station and nine TriMet bus routes within 1/8 a mile radius of the site. Additionally, the project is providing 82 fully secure/covered bike parking space (27 more than the required 55). No on-site parking is proposed, but shared-use agreements for up to 43 spaces at nearby locations are planned (see details below).
 - iii. To improve tenant experience, optimize the projects proximity to mass transit, and offset any residual impact on the surrounding area, the developers are building in a suite of transit-related amenities including ample bike storage, lobby monitors for TriMet bus and Max departures, a designated pick up/drop off area at the front of the building, a publicly available ZipCar across

the street, and optional shared parking. We have a signed Memorandum of Understanding with Odd Fellows for 20 spots of shared parking at their 10282 SE Main St location as well as a signed Memorandum of Understanding with Amato/Craig Properties for 23 parking spaces across the street from the project at 2305 SE Washington. Agreements with TriMet for the ZipCar spot across the street are in progress and expected to be forthcoming.

- iv. See appendix for the following additional support material.
 1. Memorandum of Understanding for lease of up to 20 parking spaces at 10282 SE Main St.
 2. Memorandum of Understanding for lease of up to 23 parking spaces at 2305 SE Washington St.
 3. 1 ZipCar at adjacent TriMet lot, accessed via easement through 2305 SE Washington St.
- c. Provide data and analysis specified in Subsection 19.605.2.B.3 to support the determination request. The Planning Director may waive requirements of Subsection 19.605.2.B.3 if the information is not readily available or relevant, so long as sufficient documentation is provided to support the determination request.
 - a. Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.
 - b. Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.
 - c. Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its parking demand shall include enough detail to evaluate similarities and differences

between the existing development and the proposed development.

- i. Provided in this application is a trip generation report from Lancaster Mobley (see attached Traffic & Parking Memorandum) indicating that the traffic added due to the project is expected to be very low. Additionally, Dr. Kelly Clifton and Amanda Howell of Clifton-Currans, LLC have completed a report that summarizes the latest evidence from recent studies in the Portland area and beyond on the relationship between parking, trip generation, and car ownership in affordable, transit-oriented multifamily housing. TriMet has provided a letter of support for the project.
 - d. Propose a minimum and maximum parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of parking spaces) for each development phase and both a minimum and maximum number of parking spaces to be provided at buildout of the project.
 - i. Proposed minimum parking ratio of .78 spaces per dwelling unit (43 standard spaces) proposed off site as described in the attached memo and exhibits.
- 19.605.2.C Approval Criteria
 1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other locations; parking quantity requirements for the use in other jurisdictions; and professional literature about the parking demands of the proposed use.
 - ii. See attached Traffic & Parking Memorandum
 2. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to decrease the amount of minimum required parking shall meet the following criteria:
 - a. The use of transit, parking demand management programs, and/or special characteristics of the site users will reduce expected vehicle use and parking space demand for the proposed use or development, as compared with the standards in Table 19.605.1.
 - iii. See attached Traffic & Parking Memorandum

- b. The reduction of off-street parking will not adversely affect available on-street parking.
 - iv. See attached Traffic & Parking Memorandum
- c. The requested reduction is the smallest reduction needed based on the specific circumstances of the use and/or site.
 - v. See attached Traffic & Parking Memorandum
- Per 19.605.3.B Reductions to Minimum Parking Requirements allows for 30% reduction for sites in the DMU zone
 - We are requesting a parking modification per section 19.605.2 above.

19.609 Bicycle Parking

- o 19.609.2 Quantity of Spaces
 - A3. Multifamily residential development with 4 or more units shall provide 1 space per unit.
 - The project proposed to go above and beyond the 55 required long term bike spaces and will provide 82 bike spaces.
 - B1 & 2. A minimum of 50% of the bicycle spaces shall be covered and/or enclosed (in lockers or a secure room) if more than 10 bicycle parking spaces are required or the project is Multifamily with 4 or more units.
 - All long term bike spaces are located in the fully secure/covered basement.
- o 19.609.3 Space Standards and Racks
 - A. The dimension of each bicycle parking space shall be a minimum of 2 x 6 ft. A 5-ft-wide access aisle must be provided. If spaces are covered, 7 ft of overhead clearance must be provided. Bicycle racks must be securely anchored and designed to allow the frame and 1 wheel to be locked to a rack using a high security, U-shaped, shackle lock.
 - In order to maximize the projects bike storage offering we propose to include 28 standard spaces (2x6 footprint per bike) and 54 vertical hung spaces (16x42 footprint per bike). The project proposes to use a highly functional and commercially acceptable vertical rack. Because bikes are stored vertically in this system less clearance is required between adjacent bikes, allowing for a more compact footprint as well as greater variety and quantity of bikes to be

stored. See the appendix for more information on the proposed rack.

B. Lighting shall conform to the standards of Subsection 19.606.3.F
19.606.3.F. Lighting

Lighting is required for parking areas with more than 10 spaces. The Planning Director may require lighting for parking areas of less than 10 spaces if the parking area would not be safe due to the lack of lighting. Lighting shall be designed to enhance safe access for vehicles and pedestrians on the site, and shall meet the following standards:

1. Lighting luminaires shall have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.
2. Parking area lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.
3. Pedestrian walkways and bicycle parking areas in off-street parking areas shall have a minimum illumination level of 0.5 footcandles, measured horizontally at the ground level.
4. Where practicable, lights shall be placed so they do not shine directly into any WQR and/or HCA location. The type, size, and intensity of lighting shall be selected so that impacts to habitat functions are minimized.

- Site lighting will be provided to highlight safety and circulation and will meet the 0.5 footcandle minimum requirement. No feature exterior architectural/building uplights are proposed – avoiding any chance of sky pollution and lights shining into residential units or off site.

o 19.609.4 Location

A. Bicycle parking facilities shall meet the following requirements:

1. Located within 50 ft of the main building entrance.
 - In order to provide more than the required parking and locate all bike storage in a covered secure area, the project proposes to dedicated a larger bike storage area further than 50 ft from the main entrance.
2. Closer to the entrance than the nearest non-ADA designated vehicle parking space.
 - No on-site parking proposed.
3. Designed to provide direct access to a public right-of-way.

- Bike storage access is available through the main courtyard and directly out the lobby or via a side entrance along the east – both leading directly to the right of way.
- 4. Dispersed for multiple entrances.
 - In order to provide more than the required parking and locate all bike storage in a covered secure area, the project proposes to dedicated one larger bike storage area.
- 5. In a location that is visible to building occupants or from the main parking lot.
 - No on site parking proposed. Bike storage is readily visible from the main lobby, central courtyard and all exterior walkways accessed by each unit.
- 6. Designed not to impede pedestrians along sidewalks or public rights-of-way.
 - No bike parking proposed in or directly adjacent to the public right-of-way.
- 7. Separated from vehicle parking areas by curbing or other similar physical barriers.
 - No on-site parking proposed.

19.700 Public Facility Improvements

- 19.704 Transportation Impact Evaluation

Per EA notes: A full Traffic Impact Study is not required for this development. A memo outlining how the increased vehicle trips will be mitigated and outlining optional off-site parking and/or loading zones will be required.

 - See attached Traffic & Parking Memorandum
- 19.708 Transportation Requirements

Per EA notes: See MMC 12.16 for Access Management?

 - To be provided under future Civil submittal with Building Permit
- 19.709 Utility Requirements

Per EA notes: Sewer and water utilities will need to be upsized for this development. This work must be done under a right-of-way permit.

 - Schematic utilities located, see associated site and building plan. Full details to be provided under future right-of-way permit.

19.911.6 Building Height Variance in DMU Zone

o 19.911.6.D Approval Criteria

2. Substantial consistency with the Downtown Design Guidelines.
 - Dogwood Station strives to provide a variety of unique program elements, quality design and materials and a highly sustainable approach to multifamily housing while also complying with the Milwaukie Multifamily Design Guidelines. See section below directly responding to related Downtown Design Guidelines.
3. The proposed height variance will result in a project that is exceptional in the quality of detailing, appearance and materials or creates a positive unique relationship to other nearby structures, views or open space.
 - Massing has been developed to maximize tenant's access to natural light and air, as well as provide an appropriately suited building for the neighborhood in transition, while also complying with the Milwaukie Multifamily Design Guidelines. As the building approaches the west it is set back to allow for a comfortable distance from the adjacent rail line while simultaneously stepping down at the southwest corner to break up the mass and transition to the lower commercial buildings beyond.
4. The proposed height variance preserves important views to the Willamette River, limits shadows on public open spaces and ensures step downs and transitions to neighborhoods at the edge of the Downtown Mixed Use Zone.
 - The building's proposed height of 65' is under the maximum 69' allowed with bonuses (both of which are met), and therefore meets the intent of the code. The variance is asking for approval of an additional story given the maximum with bonuses would only allow 5 stories under the 69' height.
5. The proposed height variance will result in a project that provides public benefits and/or amenities beyond those required by the base zone standards and that will increase downtown vibrancy and/or help meet sustainability goals.
 - The variance is asking for approval of an additional story given the maximum with bonuses would only allow 5 stories. The addition of the sixth story allows the project to provide nine more workforce units and the roof top deck. The additional square footage accounted for by an added story also allows the project to provide generous common, outdoor and sustainably dedicated spaces throughout the building, dedicating over 5,000 sf in all to such

spaces. The oversized lobby and associated outdoor terrace will enhance tenant engagement at the ground floor. Three outdoor common areas offered across three separate levels provide a variety of options for independent, small and large group gatherings and functions. The oversized bike storage provides 45% more bike spaces than required, and offers full security and coverage to all.

Development and Design Standards (as they pertain to Building Height Variance)

- 1. Development Standards
 - Floor Area Ratio
 - The requested Height Variance will allow the project to meet the 4:1 FAR Per 19.304.4.B.1. No additional FAR is requested
Site area = 10,277 sf
Proposed GSF = 41,108 sf
 - Building Height
 - The requested Height Variance is needed to allow the additional story within the allowed 69' height bonus per 19.304.4.B.2
Building height = height bonus of up to 5 stories and/or 69 ft applicable
 - Proposed building is 6 stories and 64'-8" to top of roof. We are requesting a bonus level and height variance to allow for the building to take advantage of the height bonus, with an added level to maximize program and affordable units within the project.
- 2. Design Standards
 - Roofs
 - There are no roof specific design standards per 19.505.3 Multifamily Housing

Milwaukie Downtown Design Guidelines (as they pertain to Building Height Variance)

- B.1 Milwaukie Character
 - Consider View Opportunities
Building designs should maximize views of natural features or public spaces.

Create new viewing opportunities by situating windows, entrances, and adjacent exterior spaces so they relate to surrounding points of interest and activity.

Buildings should be designed with glass areas that face important and appealing visual features both nearby and in the distance. For example, views from buildings in downtown Milwaukie might highlight the Main Street Plaza, Willamette Riverfront Park, Scott Park, Spring Creek - all of which can be taken advantage of and incorporated into a building's design, in a sense, by being visible from within the building.

Recommended

- Views of streets and interior courtyards.
 - Views of parks.
 - Views of natural features such as streams, lakes, ponds or specimen landscape plantings
- Providing the building with an additional level and bonus height up to 65' allows for a more unique building footprint as well as generous application of outdoor amenity spaces, including the ground floor courtyard and roof top deck. Both outdoor amenities expand view opportunities, with the central green space providing a major on site feature (both visible and accessible to all residents), and the roof deck providing views to downtown Milwaukie and the Willamette Riverfront. 80% of the units have direct views into the central courtyard, and all units have windows on at least two sides, providing a unique opportunity for views from multiple directions in each space. Additionally, the location of unit windows and open air balconies allows for views of the surrounding sites from all sides of the property/building. From the perspective of the public, the building is held back from the northwest corner, allowing for views from SE Washington into the landscaped terrace, and the northwest corner of the main lobby provides extensive storefront glazing to activate both views into and out of the more public facing space.
- Consider Context
A building should strengthen and enhance the characteristics of its setting, or at least maintain key unifying patterns.

A common downtown Milwaukie architectural vocabulary can be established by addressing and responding to the basic features of existing or future high quality buildings. Proportions of windows,

placement of entries, decorative elements, style, materials and silhouette are examples of features that may be used to establish a sense of unity in Downtown Milwaukie. Design features such as wall texture, materials, color, medallions, columns, pilasters, window proportions and facade articulation may all still be used to acknowledge the characteristics of surrounding buildings - and ought to be considered.

Recommended

- Building elements similar to adjacent historic or significant high quality buildings.
- The additional height and story provides the project a way to maintain the 4:1 FAR, while applying the area/program to a U shaped footprint – breaking down the scale from what would otherwise be a solid rectangular mass. Additionally the added top story steps back at the southwest corner to further break down the scale and provide a transition to the smaller scale developments to the north and south.
- Given the site’s location and proximity to a variety of building scales and styles, the building’s height, massing and design have been developed in response to this context, providing an appropriately suited building for the neighborhood in transition. The project height and scale references both the existing Highschool building to the east, and what the future scale of development assumes based on Milwaukie’s code and the new Axletree apartments to the west.
- To further breakdown the scale of the building, all facades, including the street-facing façade, are broken down into rhythms which correspond to a more residential scale, delineating between individual units via vertical flashing breaks in the material as well as jogged parapet heights.
- Material applications have been carefully considered to support both a break down of scale and delineation of use. Where the units face out, the building is clad in box rib, providing a durable and high quality finish with a texture in scale appropriate for residential. Where the units face in at their exterior entries the building is clad in a softer/warmer, vertical wood siding, reminiscent of what one might expect at a front porch. At the ground floor lobby and public facing street façade, the base of the building is differentiated with flat metal

panels and extensive glazing strategies to delineate the more public spaces from the private.

- o Promote Architectural Compatibility
Buildings should be “good neighbors.” They should be compatible with surrounding buildings by avoiding disruptive excesses. New buildings should not attempt to be the center of attention.

Compatibility can be viewed in terms of a fit or misfit between the design “vocabulary” of the project and that of its surrounding architecture. A design that “fits” - i.e. relates to the nearby buildings by using architectural elements such as scale, color, rhythm and proportion in a way similar to that of the earlier buildings - will contribute to and enhance the area’s character. A design that ignores its neighbors may damage the special qualities and identity of downtown.

Recommended

- Buildings that repeat and strengthen established district colors, forms and massing and height.
- The additional height and story provides the project a way to maintain the 4:1 FAR, while applying the area/program to a U shaped footprint – breaking down the scale from what would otherwise be a solid rectangular mass. Additionally the added top story steps back at the southwest corner to further break down the scale and provide a transition to the smaller scale developments to the north and south.
- Given the site’s location and proximity to a variety of building scales and styles, the building’s height, massing and design have been developed in response to this context, providing an appropriately suited building for the neighborhood in transition. The project height and scale references both the existing Highschool building to the east, and what the future scale of development assumes based on Milwaukie’s code and the new Axletree apartments to the west.
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- B.2 Pedestrian Emphasis

- Reinforce and Enhance the Pedestrian System

Barriers to pedestrian movement and visual and other nuisances should be avoided or eliminated, so that the pedestrian is the priority in all development projects.

Develop pedestrian routes that are attractive and convenient. Sidewalks should be continuous.

Interruptions such as vehicle curb cuts or change of grade are strongly discouraged. Walkways should be direct and free of barriers such as utility poles or other obstructions.

Separating and protecting pedestrians from other nuisances such as noise and odors is also important.

Mitigation of these nuisances by screening or enclosing loading docks, mechanical equipment, garbage dumpsters and other unsightly items is encouraged. These components should be located away from where pedestrians may congregate and instead kept to service areas or alleys whenever possible.

Recommended

- Mid-block landscaped pedestrian walkways.
- Parking lot walkways.
- Trash dumpster enclosures.
- Utility/substation enclosures.

- The additional story and height allow the building's program to be dispersed more vertically, allowing for greater opportunities for open space and pedestrian interaction at the ground floor/public right of way.
 - The project includes a 5' dedication along the north, as well as an open terrace directly accessible off SE Washington. Additionally, the building main entries are set back another 3' to provide protection and enhanced pedestrian walkways.
 - All utilities/trash are fully enclosed.
- Define the Pedestrian Environment
Provide human scale to the pedestrian environment, with variety and visual richness that enhance the public realm.

The most important part of a building is its lowest 15' where the pedestrian experiences the building the most. Within this zone, building facades should contribute positively to the street environment by creating an enclosed and comfortable street edge. Along public areas, building transparency should foster interaction between the public and private realm.

Recommended

- Windows - transparent or displays at street level.
 - Walls that create visual interest by providing a variety of forms, colors and compatible cladding materials.
 - Walls that have a comfortable rhythm of bays, columns, pilasters or other articulation.
- The additional story and height allow the building's program to be dispersed more vertically, allowing for greater opportunities for public/common space and open space/pedestrian interaction at the ground floor/public right of way.
 - At the ground floor facing SE Washington, the project offers a generous 5' dedication and 3' setback at main lobby entries to further encourage pedestrian access and interaction.
 - The main lobby is highly visible with extensive storefront glazing at the ground floor along the street façade and at the northwest corner where the building steps back to provide an open terrace for additional access and interaction. Additionally the building exterior

facade material changes from box rib above (defining the more private unit levels), to a high grade metal panel at the ground floor, delineating a more public realm and scale.

- o B.3 Architecture

- o Silhouette and Roofline

Create interest and detail in silhouette and roofline.

Building rooflines should enliven the pedestrian experience and be of visual interest, with detail that will create a skyline composed of interesting forms and shadows.

Building silhouette should be compatible with those of other buildings along the existing streetscape.

In some cases, it may be appropriate to mark an entryway with a distinct form - a tower for example- to emphasize the significance of the building entry.

For residential buildings, roof massing should be simple yet not dull or unarticulated. For example, flat roofs may be appropriate if they have a cornice, designed with depth and detail expressing the top of the building wall. Dormers set into sloped roofs may be appropriate. These forms provide visual interest, and bring additional living space, light and ventilation to upper floor and attic spaces.

Recommended

- Dormer windows.
- Towers or similar vertical architectural expressions of important building functions such as entries.
- Varied roofline heights.
- If cornices are used they should be well-detailed. They should have significant proportions (height and depth) that create visual interest and shadow lines.

- The additional height and story provides the project a way to maintain the 4:1 FAR, while applying the area/program to a U shaped footprint, as well as step down at the southwest corner to further break down the roof area and provide a generous roof deck for residents.
- All facades offer jogged parapet heights, aligning with deep vertical flashing breaks to visually delineate between units and provide a

more residentially scaled roofline in conjunction with the façade. At the ground level, recessed entries and overhangs align with the proposed parapet jogs and vertical breaks to further strengthen this cohesive expression.

- o Rooftops

Integrate rooftop elements into building design.

Roof shape, surface materials, colors, mechanical equipment and other penthouse functions should all be integrated into the overall building design.

Roof mounted mechanical equipment should be hidden from view by parapets. If building parapets do not provide adequate screening, screening walls or enclosures installed as an integral part of the architectural design should be used.

Roof terraces and gardens are encouraged.

Recommended

- Screened mechanical units.
 - Rooftop penthouse occupied residential or office spaces.
 - Rooftop gardens.
 - “Green” roofs that reduce stormwater runoff.
- The additional height and story provides the project a way to maintain the 4:1 FAR, while applying the area/program to a U shaped footprint, as well as step down at the southwest corner to further break down the roof area and provide a generous roof deck for residents.
 - Roof top mechanical will be setback from the parapet such that no equipment will be visible from the street sight lines.

Appendix:

Stormwater Management Report

Traffic & Parking Memorandum

Clifton-Currans LLC Report

Proposed Shared Parking Support

Shared Parking Agreement for 10282 SE Main St

Shared Parking Agreement for 2305 SE Washington St

Shared Parking Study for 2305 SE Washington St

Bikes Storage Support Material

Stormwater Management Report



October 12, 2021

Engineering Department
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

**Subject: Dogwood Station
Preliminary Stormwater Management
Report**



Attachments:

1. Utility Plan / Catchment Map / Details
2. PAC Calculations
3. HydroCAD Calculations

Project Overview

The project site is located in Milwaukie, Oregon and is bordered by SE Washington Street to the north, and the railroad to the west. The property Tax Lot ID is 11E36BC01700. The project site is approximately 0.23 acres in size and is zoned Downtown Mixed Use. The entire project site lies in the Kellogg Creek drainage basin.

The site is currently occupied by a single-family residence, shed, concrete paving, and gravel paving.

Proposed development includes the construction of a 5-story apartment building with no on-site parking. The private site includes 7,850 SF of new impervious area, which will be managed by a 200 SF flow-through stormwater planter, a 22 SF flow-through stormwater planter, and a 2.5 ft deep, 60 SF soakage trench.

This project is required to provide stormwater management and disposal in accordance with the 2016 Portland Stormwater Management Manual (SWMM) for the newly constructed impervious areas. This includes provisions for pollution reduction (quality control) and disposal of stormwater runoff. Detention (quantity control) is not required because the existing 24" storm pipe in SE Washington Street has sufficient capacity. This project meets the SWMM requirements by utilizing the following methods.

Quality Control

Stormwater quality control is met with two vegetated flow-through planters. The growing medium used in the planters will filter the water quality storm. The planters will be lined, and underdrainage will be provided to collect runoff after it has filtered through the growing medium. Overflow drains will collect runoff from larger storm events.

The Presumptive Approach Calculator (PAC) was used to calculate the stormwater facility areas needed to meet the stormwater management requirements. See attached PAC Calculations. Below is a summary of the results.

Table 1 – Catchment Areas and Facility Table

Catchment/ Facility ID	Source (roof, road, etc.)	Imper. Area (sf)	Ownership (private/ public)	Facility Type/ Function	Facility Size (sf)	CN #
A	Roof	6665	Private	Flow-Through Planter	200	98
B	Courtyard	410	Private	Flow-Through Planter	22	98
C	Courtyard	775	Private	Soakage Trench	2.5' deep, 60 SF	98

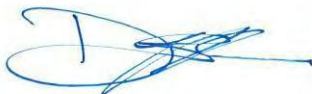
Disposal

Stormwater systems must be designed to discharge stormwater in accordance with the SWMM Disposal Hierarchy that requires all facilities discharge to the highest technically feasible disposal method, which are ranked as follows:

- Category 1 On-site infiltration with a surface infiltration facility
- Category 2 On-site infiltration with a private drywell or soakage trench
- Category 3 Off-site flow to drainage way, river, or storm-only pipe
- Category 4 Off-site flow to a combined sewer

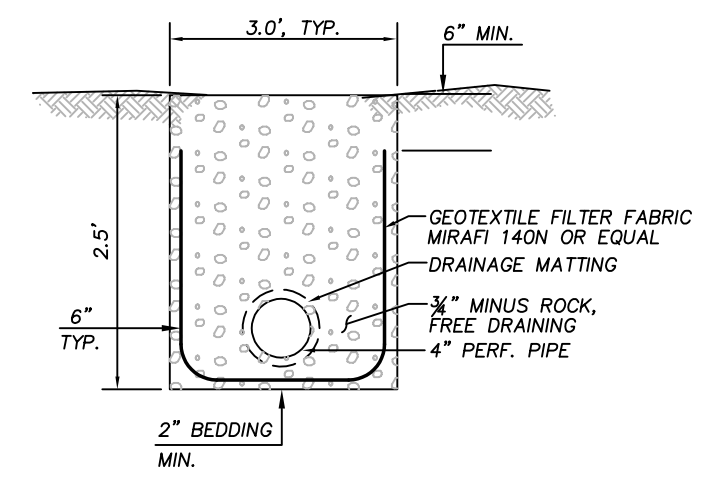
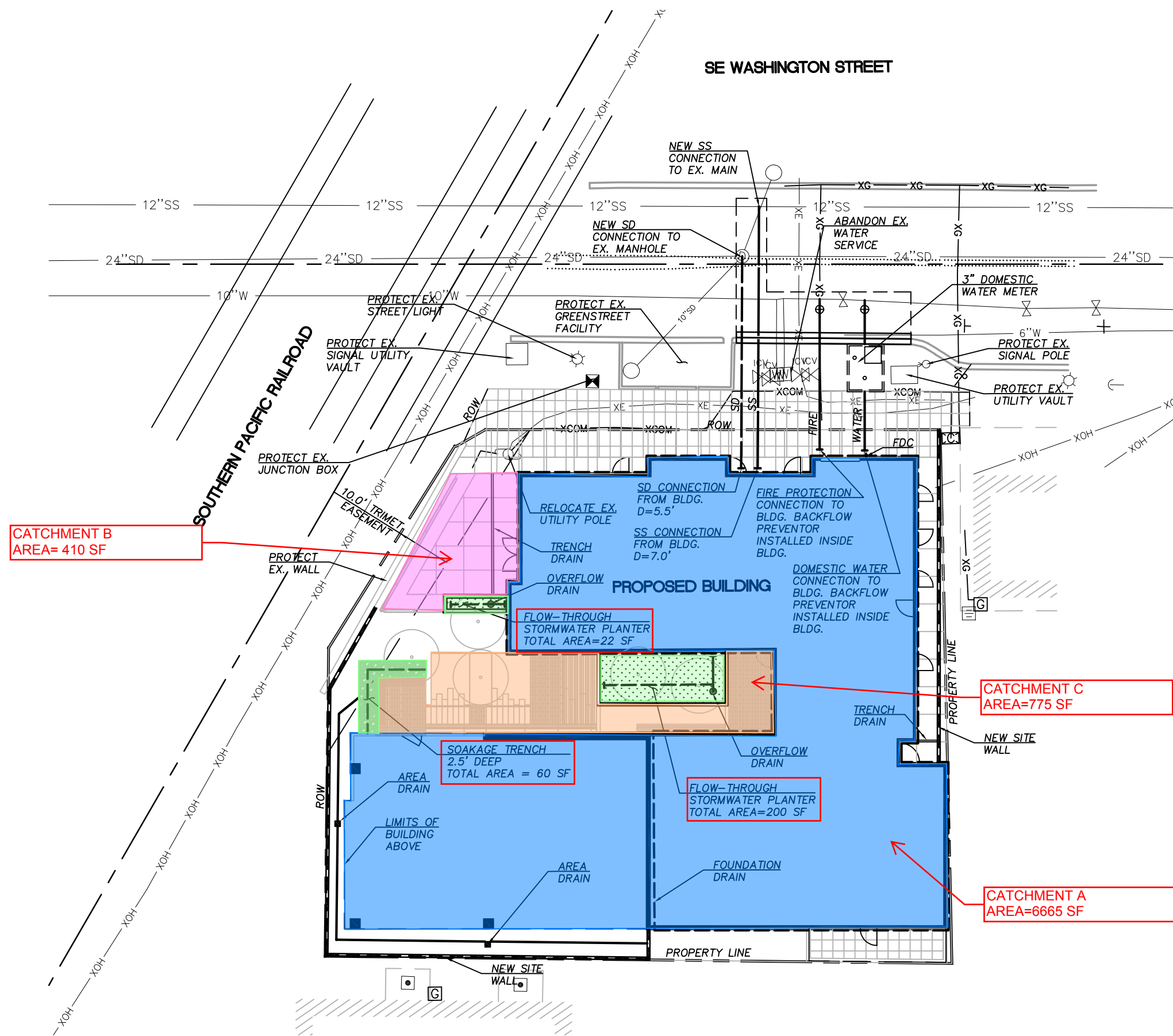
Disposal for a majority of the site will be designed under Category 3 with a connection to the existing public 24" storm-only sewer in SE Washington Street. A small portion of the internal courtyard will be managed under Category 1 with a surface infiltration facility due to existing site grade at the SW corner of the site being lower than the SD main in SE Washington. Full site infiltration is not feasible for this site due to shallow groundwater. Please call if you have any questions or comments.

Sincerely,
Humber Design Group, Inc.

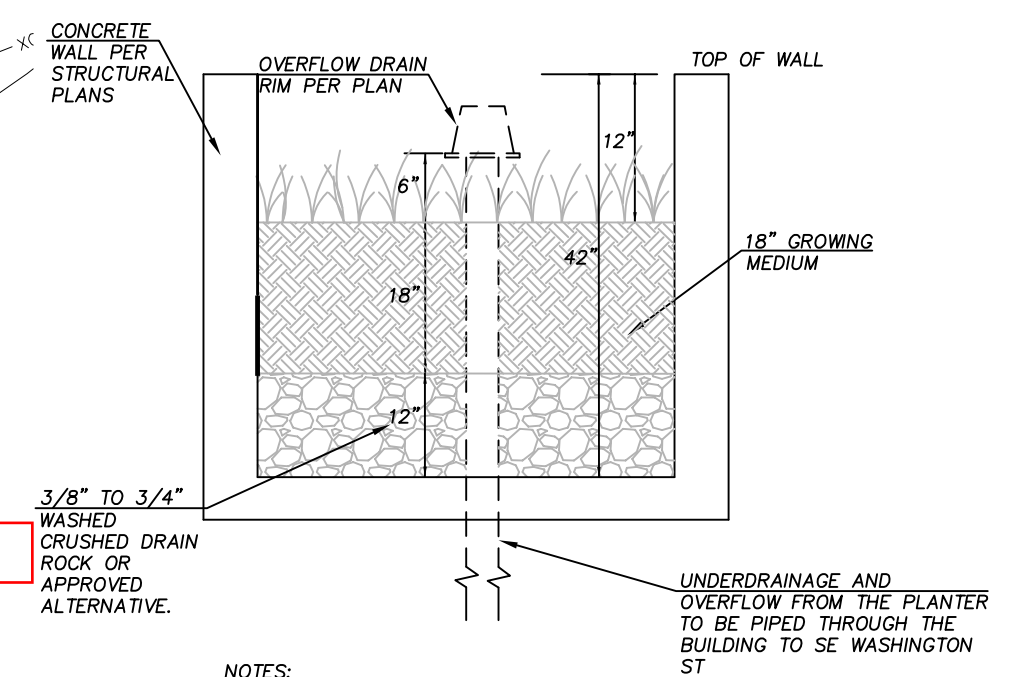


Dave Humber, P.E.
Principal

"I hereby certify that this Stormwater Management Report for the Dogwood Station project has been prepared by me or under my supervision and meets minimum standards of the City of Milwaukie and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me."

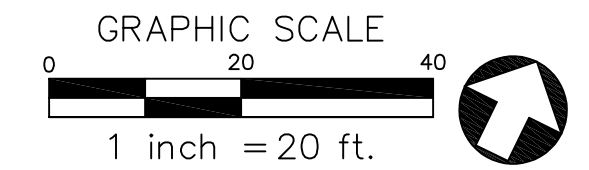


2 SOAKAGE TRENCH
NTS



1 STORMWATER FLOW-THROUGH PLANTER
NTS

- NOTES:**
1. PLANTING PER LANDSCAPING PLANS.
 2. GROWING MEDIUM PER SPECIFICATIONS.
 3. CONSTRUCT ROCK PAD AT DOWNSPOUT OUTFALLS.



PAC Report

Project Name 2206 Washington	Permit No.	Created 10/8/21 12:01 PM
Project Address 2206 SE Washington Street Milwaukie, OR 97222	Designer Andrew xu	Last Modified 10/15/21 1:56 PM
	Company HDG	Report Generated 10/15/21 1:56 PM

Project Summary

2206 Washington

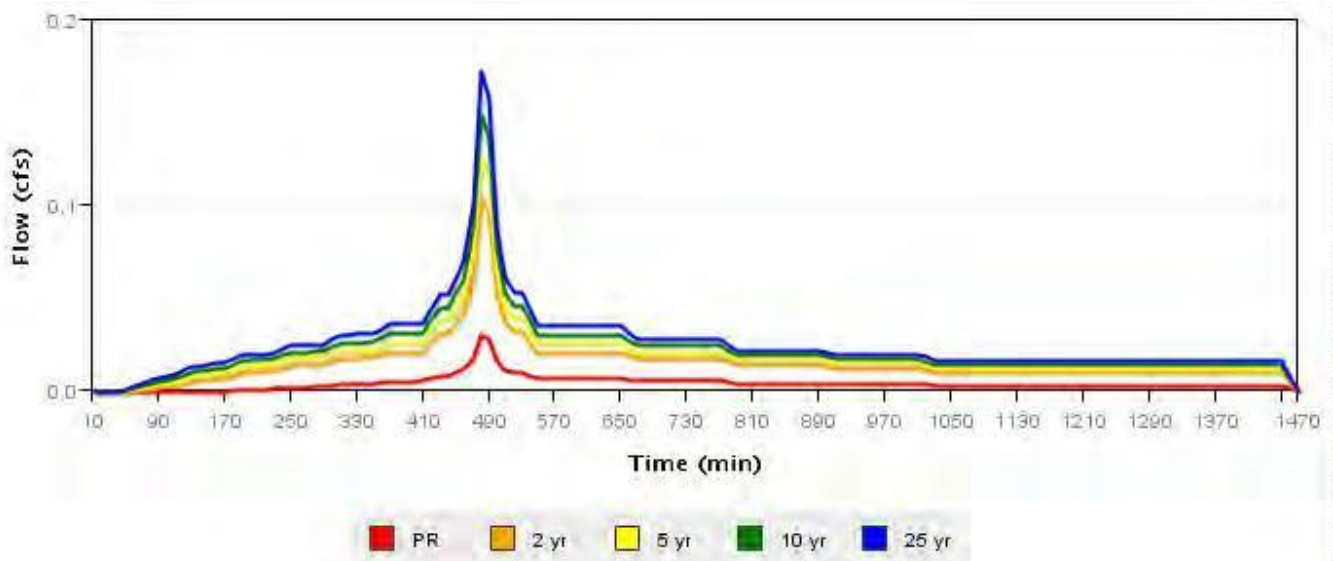
Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
Impervious Area	7315	0.00	3	Planter (Flat)	D	200	2.7%	Pass	Not Used

Catchment Impervious Area

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	Open Pit Falling Head
	Native Soil Infiltration Rate (I_{test})	0.00 ⚠
Correction Factor	CF_{test}	2
Design Infiltration Rates	Native Soil (I_{dsgn})	0.00 in/hr ⚠
	Imported Growing Medium	2.00 in/hr
Catchment Information	Hierarchy Category	3
	Disposal Point	A
	Hierarchy Description	Off-site flow to drainageway, river, or storm-only pipe system
	Pollution Reduction Requirement	Pass
	10-year Storm Requirement	N/A
	Flow Control Requirement	N/A
	Impervious Area	7315 sq ft 0.168 acre
	Time of Concentration (T_c)	5
	Pre-Development Curve Number (CN_{pre})	72
Post-Development Curve Number (CN_{post})	98	

⚠ Indicates value is outside of recommended range

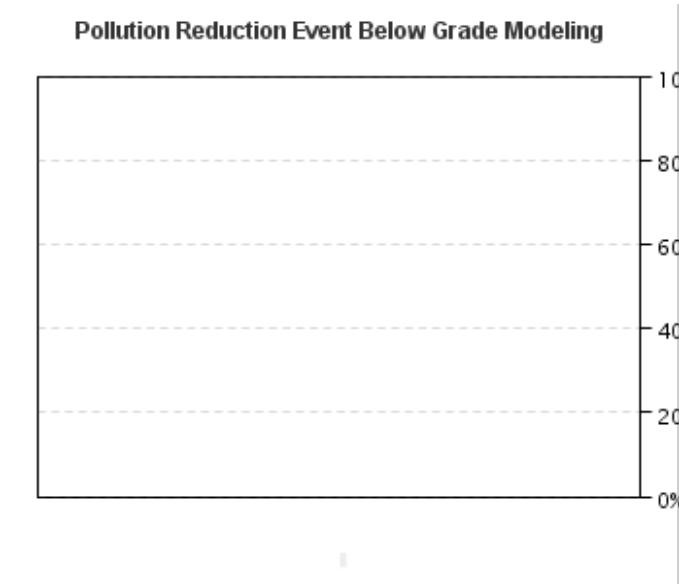
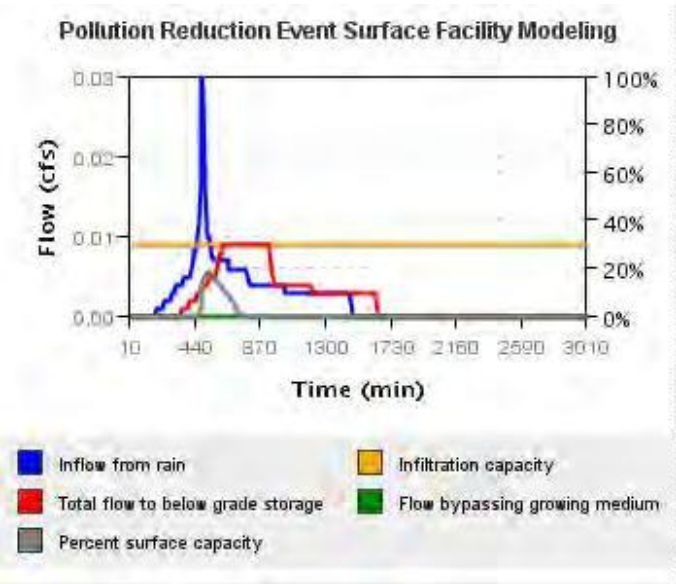
SBUH Results



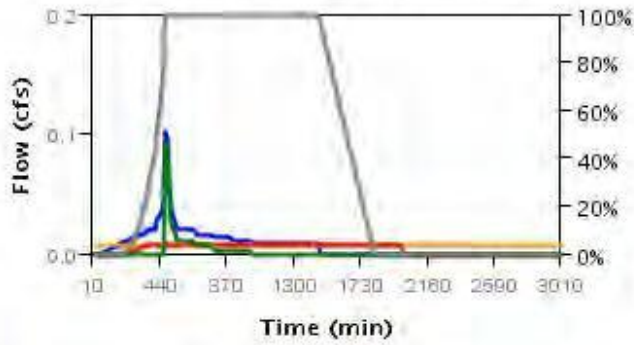
	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	0.422	0.03	382.229
2 yr	0.009	291.082	0.103	1323.619
5 yr	0.021	456.731	0.126	1626.794
10 yr	0.035	643.75	0.149	1930.423
25 yr	0.05	847.567	0.172	2234.338

Facility Impervious Area

Facility Details	Facility Type	Planter (Flat)
	Facility Configuration	D: Lined Facility with RS and Ud
	Facility Shape	Planter
Above Grade Storage Data		
	Bottom Area	200 sq ft
	Bottom Width	10.00 ft
	Storage Depth 1	12.0 in
	Growing Medium Depth	18 in
	Surface Capacity at Depth 1	200.0 cu ft
	Design Infiltration Rate for Native Soil	0.000 in/hr
	Infiltration Capacity	0.009 cfs
Facility Facts	Total Facility Area Including Freeboard	200.00 sq ft
	Sizing Ratio	2.7%
Pollution Reduction Results	Pollution Reduction Score	Pass
	Overflow Volume	385.352 cf
	Surface Capacity Used	18%
Flow Control Results	Flow Control Score	Not Used
	Overflow Volume	1929.234 cf
	Surface Capacity Used	100%



2 Year Event Surface Facility Modeling

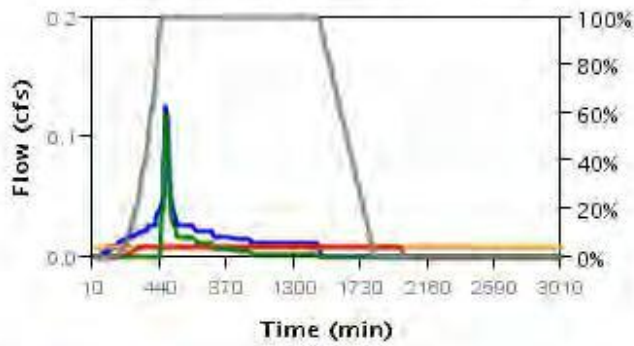


- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

2 Year Event Below Grade Modeling



5 Year Event Surface Facility Modeling

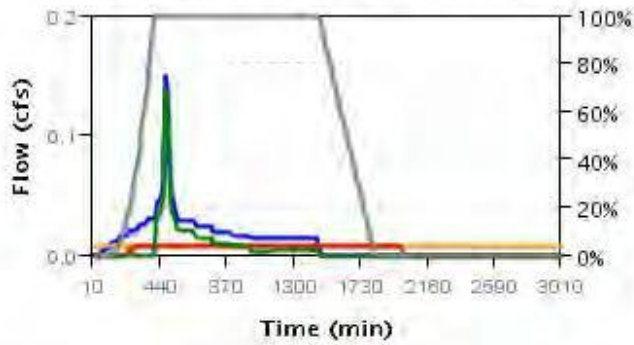


- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

5 Year Event Below Grade Modeling



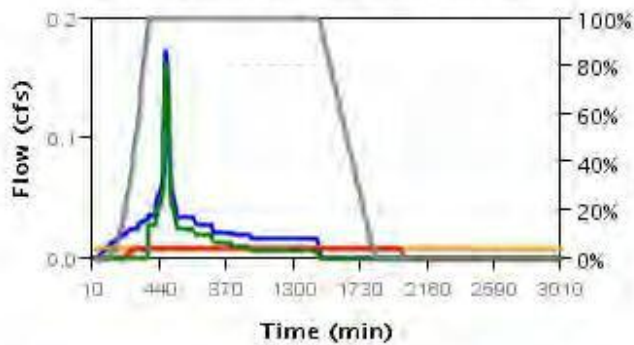
10 Year Event Surface Facility Modeling



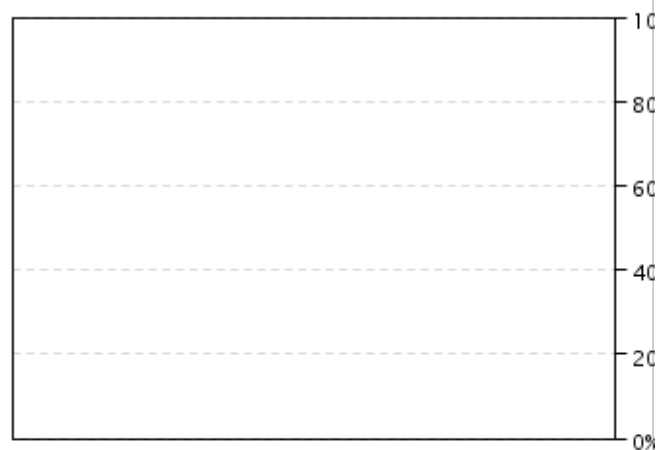
10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling



25 Year Event Below Grade Modeling



infiltration trench

Prepared by Humber Design Group, Inc.

HydroCAD® 10.00-15 s/n 09142 © 2015 HydroCAD Software Solutions LLC

Type IA 24-hr **10yr Rainfall=3.40"**

Printed 10/12/2021

Page 2

Summary for Pond 3P: Soakage Trench

Inflow Area = 775 sf, 100.00% Impervious, Inflow Depth = 3.17" for 10yr event
 Inflow = 0.01 cfs @ 7.90 hrs, Volume= 205 cf
 Outflow = 0.00 cfs @ 5.55 hrs, Volume= 205 cf, Atten= 80%, Lag= 0.0 min
 Discarded = 0.00 cfs @ 5.55 hrs, Volume= 205 cf

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.05 hrs
 Peak Elev= 102.06' @ 10.86 hrs Surf.Area= 60 sf Storage= 41 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
 Center-of-Mass det. time= 122.3 min (787.1 - 664.8)

Volume	Invert	Avail.Storage	Storage Description
#1	100.00'	50 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

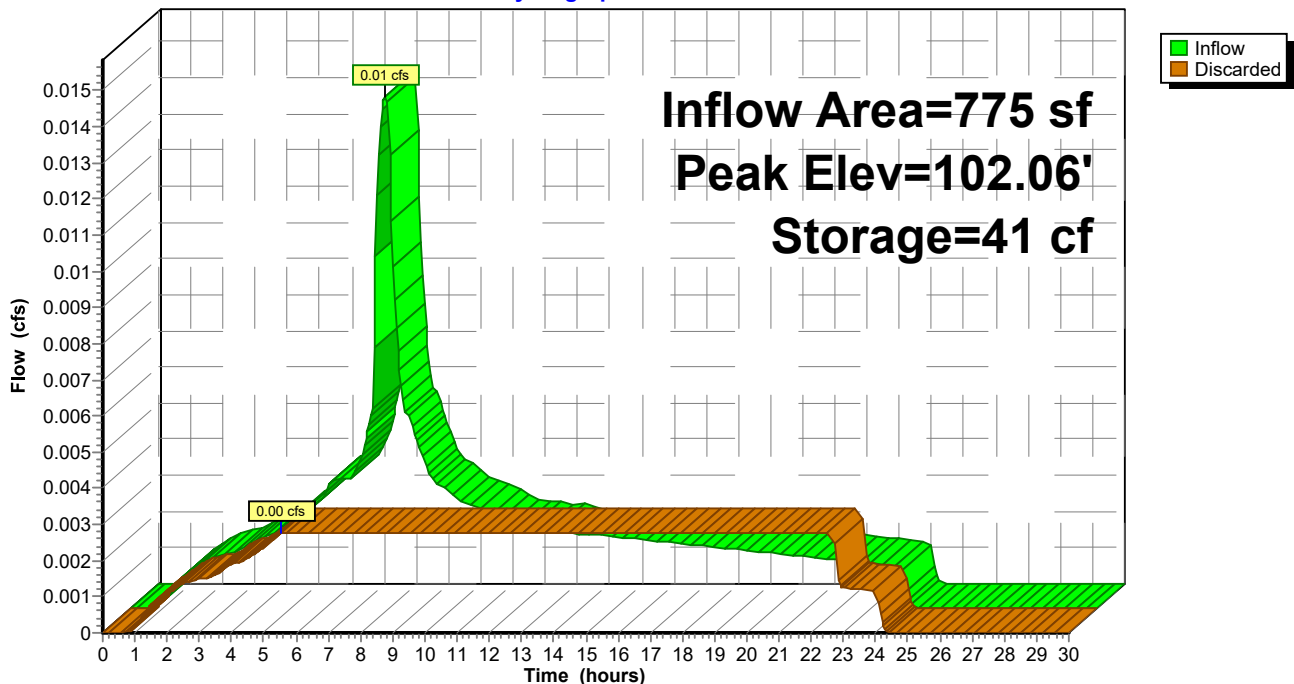
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
100.00	60	0.0	0	0
102.50	60	33.0	50	50

Device	Routing	Invert	Outlet Devices
#1	Discarded	100.00'	2.000 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.00 cfs @ 5.55 hrs HW=100.03' (Free Discharge)
 ↑1=Exfiltration (Exfiltration Controls 0.00 cfs)

Pond 3P: Soakage Trench

Hydrograph



Traffic & Parking Memorandum

Memorandum

To: City of Milwaukie Planning Staff
Copy: Jessy Ledesma, HomeWork Development
From: Jennifer Danziger
Date: October 14, 2021
Subject: 2206 SE Washington Street – Trip Generation



RENEWS: 12-31-21

Introduction

A workforce housing project consisting of 55 units in a six-story building is proposed to be located at 2206 SW Washington Street in Milwaukie, Oregon. The project will include 34 one-bedroom units and 21 two-bedroom units as well as some ground floor amenities targeted at residents.

This unique project seeks to capitalize on the nearby transit that includes the MAX Orange Line light rail and nine TriMet bus routes within 1/8 mile of the site. No on-site parking is proposed but a shared-use agreement for parking at two nearby locations is planned. Access to a Zipcar for interested residents is also planned.

This memorandum estimates potential trip generation for the site based on the surrounding area, potential income restrictions, and multiple building concepts.

Surrounding Neighborhood and Setting

The proposed development is in the heart of downtown Milwaukie. This area has been changing with the addition of the MAX Orange Line, the redevelopment of Riverfront Park, the reconstruction of Milwaukie High School, and the addition of several new urban housing projects.

In recent publications of the *Trip Generation Manual*,¹ the Institute of Transportation Engineers (ITE) recognizes that setting should be a factor in identifying trip characteristics for a development. ITE defined four setting types: City Center Core, Dense Multi-Use Urban, General Urban/Suburban, and Rural. Most of Milwaukie may still be characterized as General Urban/Suburban, which is defined as “an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by passenger or commercial vehicle.” However, downtown Milwaukie is changing and could be better characterized as Dense Multi-Use Urban, which is defined as “a fully-developed area (or nearly so) with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient frequent transit. The area can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown.”

¹ Institute of Transportation Engineers. (2021). *Trip generation manual*, 11th Edition.

Housing Trip Generation

Trip generation for affordable housing is generally lower than market-rate housing, due in part to reduced vehicle ownership of residents. The *Trip Generation Manual* includes limited data for affordable housing in general urban/suburban settings but has a more robust data set for Dense Multi-Use Urban settings. Trip rates for land use code (LUC) 223, *Affordable Housing (Income Limits)* were used as the basis for the trip generation. The total number of bedrooms was used as the variable in the calculations as the composition and size of units affects trip generation.

Table 1 presents the person and vehicle trip generation estimates for a 76-bedroom workforce housing development assuming that the downtown Milwaukie location reflects the Dense Multi-Use Urban setting. The proposed housing development is estimated at 61 morning peak hour, 49 evening peak hour, and 592 daily person trips. Vehicle trip generation is estimated at 19 morning peak hour, 14 evening peak hour, and 176 daily trips.

Table 1: Person and Vehicle Trip Generation for Workforce Housing based on ITE Rates

Scenario / Land Use / Trip Type		Intensity	Morning Peak Hour			Evening Peak Hour			Daily Trips ²
			In	Out	Total	In ¹	Out ¹	Total	
LUC 223 – Affordable Housing (Income Limits)	Person Trips	55 DU 76 Beds	15	46	61	29	20	49	592
	Vehicle Trips		6	13	19	8	6	14	176

Notes:

1. Directional split data for person trips is assumed to be the same as vehicle trips for the evening peak hour.

2. Daily trip rates are not available for LUC 223; the daily rate was estimated by averaging the ratio of the daily rate/morning rate for LUC 221 x morning rate for LUC 223 and the daily rate/evening rate for LUC 221 x evening rate for LUC 223. LUC 221 is multifamily (mid-rise) housing.

The 11th edition of the *Trip Generation Manual* does include a category for General Urban/Suburban setting with a subcategory of Close to Rail Transit, which is defined as applicable when the “walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.” The trip generation for 55 DU is estimated at 18 morning peak hour, 16 evening peak hour, and 261 daily trips. The peak hour results are very similar to the rates for affordable housing (LUC 223) in the Dense Multi-Use Urban setting and support the estimates in Table 1.

Conclusion

The site’s vehicle trip generation is likely to be dispersed over several blocks with no single point-source of traffic created with the project. Parking for the workforce will not be on site, rather a shared-use agreement for parking at a nearby locations is planned.

Given the low vehicle trip generation for the housing and the dispersion of trips to multiple parking lots, the traffic added at any intersection is expected to be very low. Therefore, a transportation impact study appears unwarranted for the proposed development. Furthermore, access safety has already been considered the shared parking locations; thus, no evaluation of site access is necessary.





TRIP GENERATION CALCULATIONS

Land Use: Affordable Housing
Land Use Code: 223
Setting/Location: Dense Multi-Use Urban
Variable: Bedrooms
Variable Value: 76

AM PEAK HOUR

Trip Rate: 0.25

	Enter	Exit	Total
Directional Distribution	33%	67%	
Trip Ends	6	13	19

PM PEAK HOUR

Trip Rate: 0.18

	Enter	Exit	Total
Directional Distribution	59%	41%	
Trip Ends	8	6	14

WEEKDAY

Trip Rate: 2.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	88	88	176

LU 221 Ratio 10.5 x AM
 LU 221 Ratio 11.3 x PM

SATURDAY

Trip Rate:

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	0	0	0



TRIP GENERATION CALCULATIONS

Land Use: Affordable Housing
Land Use Code: 223
Setting/Location: Dense Multi-Use Urban
Variable: Bedrooms
Variable Value: 76

AM PEAK HOUR

Trip Rate: 0.8

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	15	46	61

PM PEAK HOUR

Trip Rate: 0.64

	Enter	Exit	Total
Directional Distribution	59%	41%	
Trip Ends	29	20	49

WEEKDAY

Trip Rate: 7.79

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	296	296	592

LU 221 Ratio 10.5 x AM
 LU 221 Ratio 11.3 x PM

SATURDAY

Trip Rate:

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	0	0	0

Clifton-Currans LLC Report

Memorandum

From: Kelly Clifton and Amanda Howell, Clifton-Currans, LLC
To: City of Milwaukie, Dept of Planning
Date: 10/15/2021

Introduction

The purpose of this addendum is to assess the feasibility of reducing or eliminating the parking requirements for affordable, residential developments in downtown Milwaukie, Oregon. Our analysis is based upon evidence from the latest research available on car ownership and use (trip generation) and best practices in coordinating land development in transportation. This memo is focused on the proposed Dogwood Station development at 2206 SE Washington Street - a mixed-use residential development aiming to provide workforce housing in downtown Milwaukie, supporting the highest and best use of the parcel.

Many cities have been re-evaluating their parking requirements for new developments, fee structures for on-street parking, and neighborhood permitting structures in order to meet future planning goals around livability, sustainability, and affordability. Parking provision has been identified as a major barrier to equitable-oriented developments near transit¹. Although the approaches vary by city size, overall supply and demand, and long-range goals, the overall trend is to reduce parking minimums, unbundle parking from rent, and implement transportation demand management programs to reduce auto dependency. This planning orientation represents a paradigm shift away from a “predict and provide” approach that uses historic data to predict vehicle trips and then accommodates them with parking and increased roadway capacity. This new perspective seeks to create a land use and transportation environment that is supportive of the planning goals for an area. If Milwaukie hopes to achieve the planning goals established in the 2040 Comprehensive Plan, aggressive action—such as moving away from a “predict and provide” approach—is required.

Given its proximity to downtown, its adjacency to transit, and its provision of workforce housing, Dogwood Station is in line with Milwaukie's goals and policies as stated in the 2040 Comprehensive Plan. It will increase the supply of housing, it will encourage denser development in the Town Center, it will promote the use of active transportation modes and transit, encourage a walkable neighborhood, and increase economic opportunities for locally owned and operated businesses by bringing more residents to the area.

Based upon findings from our own work and that of others, we recommend the following:

¹ SPARCC. Parking: A Major Barrier to Equitably Oriented Transit, 2020.

*****[.sparcchub.org/wp-content/uploads/2020/02/Parking-A-Major-Barrier-to-Equitably-Oriented-Transit.pdf](https://www.sparcchub.org/wp-content/uploads/2020/02/Parking-A-Major-Barrier-to-Equitably-Oriented-Transit.pdf)

- Allow Dogwood Station to be developed with no on-site parking for residents but with an adjacent parking spot for delivery/rideshare pickup and drop off;
- Institute a parking management plan that prices parking appropriately and implements a residential parking permit program to balance the parking supply and demand; and
- Provide transportation demand management strategies for residents to provide transportation alternatives to car ownership and use.

The remainder of this memo provides evidence in support of these recommendations that is applicable to the Dogwood Station Development and will help to achieve the City's planning goals.

Site Accessibility

The proposed site of the Dogwood Station development has a high level of accessibility to destinations by all modes given its location in the downtown of the historic Milwaukie neighborhood. The scale of the development is appropriate for such an area, where the land use market for residential and other uses is greater than that for parking. As this and other residential buildings with ground floor retail are developed, the downtown area will continue to mature into a livable and economically thriving area. Affordable housing should be a priority for this area given its development trajectory and the need to have accessible, workforce housing in the mix of residential options.

Walk Score² (a national metric to evaluate site accessibility by walking, cycling, and transit) provides a mechanism to evaluate the current accessibility of the site as well as other sites referenced in this memo. The Dogwood Station site is given a Walk Score of 87 (Very Walkable), Transit Score of 56 (Good Transit), and Bike Score of 85 (Very Bikeable). There are many destinations reachable by these modes that support daily life without the need for a personally owned vehicle.

As more residential developments are built downtown, it is more likely that a supermarket will have sufficient population to support a new store in the area. Until then, there is a seasonal farmers market and several small markets located nearby. The closest supermarket is one mile away (Safeway at 4320 SE King Road), an approximate 10-minute bus ride (#33 line). Further, online grocery deliveries (which are available from Safeway) have become increasingly common during the pandemic and SNAP (Supplemental Nutrition Assistance Program) benefits can be used for online orders.

Car Ownership and Use

Evidence from the Portland region and comparable locations around the country shows that residents of affordable housing and transit-oriented development own fewer cars and travel less

² <https://www.walkscore.com/score/2206-se-washington-st-milwaukie-or-97222>

by automobile than residents of other housing types. Furthermore, renters overall have a tendency to own fewer vehicles than homeowners.

Renters in Milwaukie own far fewer cars overall than homeowners. According to the 2019 American Community Survey³, nearly **15% of renter-occupied housing units in Milwaukie have no vehicle available** compared to approximately 8% overall. Of those households that own vehicles, a larger proportion of renters own only one vehicle - 53% of renters have just one vehicle available, compared to 37% of the general population.

Those living in transit-oriented developments (TODs) also own fewer cars. Since 2005, Professor Jennifer Dill has been surveying residents of TODs in the Portland, OR metro region (Dill and McNeil 2020⁴). These surveys were conducted in 2005, 2007, 2010, 2014, and 2018 and capture the changing maturity of the transit system and TODs. These include a total of 44 developments (residential apartments with and without ground floor retail) in the City of Portland as well as suburban locations throughout the region. The Dogwood Station site is comparable to the locations. The sites are all or mostly market rate apartments or condos with 11 developments having some affordable units provided. Study respondents had an average household size of 1.7. Two thirds or more work outside of the home.

In this study, the majority of TOD residents' households have zero or one vehicle available. Zero car households ranged from 6% in the West Suburbs to 27% in Gresham, but **all of these rates were well below the car ownership levels of surrounding residents (with the exception of Portland City Center)**. Further, 14% of the respondents did indicate that they got rid of a vehicle because of the characteristics of the neighborhood and another 9% responded that they were considering getting rid of a vehicle.

Residents of affordable housing in the region own even fewer vehicles. In a recent survey of affordable housing residents in Portland participating in the Transportation Wallet for Residents of Affordable Housing (TWRAH), **only 29% of the respondents owned vehicles**⁵. The TWRAH program provides a suite of transportation options to Portland residents of affordable housing, including a prepaid Visa card that could be applied to TriMet reduced fare passes, a free bikeshare membership, and small credits (~\$25) for shared e-scooters, ride hailing services (Uber/Lyft, e.g.), taxi, or car share. Results from this survey also show that 90% of participants took advantage of the transit pass, 50% used ride hailing, 30% used taxis, and around 12% utilized bikeshare and scooters.

³ American Community Survey 2019 5-Year Estimates, Tables A10030 & A10054B

⁴ Dill, J. and McNeil, N. Transit-Oriented Development in Portland: Multiyear Summary Report of Portland State University Surveys, Final Project Report, National Institute for Transportation and Communities, Portland State University, Portland Oregon, 2020. Available for download here: [*****trec.pdx.edu/news/what-do-15-years-travel-surveys-tell-us-about-tod-residents](https://www.trec.pdx.edu/news/what-do-15-years-travel-surveys-tell-us-about-tod-residents)

⁵ Tan H, McNeil N, MacArthur J, Rodgers K. Evaluation of a Transportation Incentive Program for Affordable Housing Residents. Transportation Research Record. March 2021. doi:10.1177/0361198121997431

The Transportation Wallet for Residents of Affordable Housing is also a prime example of a Transportation Demand Management (TDM) program, which is a critical component of supporting alternatives to car use and ownership. TDM efforts are focused on travel behavior outcomes, such as reducing drive-alone trips, by incentivizing other options. A TDM program paired with a highly accessible site (e.g., walkable, transit-oriented) has a synergistic and complementary relationship and helps to support behavior change. Many residential TDM programs are newer but increasing in popularity and prevalence as part of the paradigm shift away from a “predict and provide” auto-centric planning orientation.

A 2019 study of multifamily housing in Portland⁶ offers data on vehicle use (as well as the use of other modes). **These data suggest that even without parking provided on site, residents will still make trips by automobile, although well below the rate predicted by the Institute of Transportation Engineers (ITE). And their use of other modes, including walking and transit, is also robust.** The novel aspect of this study is the capture of both onsite vehicle trips (e.g. parked on site) and off site vehicle trips (e.g. parked off site, ride hailing, carshare). However, there is no information available on car ownership rates of residents. Although all of the multifamily housing included in this study are market rate rentals, three of the developments have no parking on site available to residents: Jeanne Manor (67 units, mixed use, avg. 529 sq. ft.), Footprint Hollywood (54 units, avg 168 sq. ft.), Theory 33 (30 units, mixed use, avg. 616 sq. ft.). Tables 1 and 2 (in the Addenda) show other characteristics of the sites included in this study as well as the sites evaluated in the TWRAH study.

The AM and PM peak mode shares are shown in Tables 3 and 4 (in the Addenda). Sites are organized by the characteristics of the development location (Central City, Urban Center, Other) and include information on the parking ratios (parking supply per dwelling unit) and accessibility. While the mode share of on-site vehicle trips for the three zero-parking developments is obviously zero, the tables show that they do generate vehicle trips for vehicles off site. In the AM peak (Table 3), the automobile mode share is: Jeanne Manor at 24%; Footprint Hollywood at 29%; and Theory 33 at 59%. For the PM peak, it is: Jeanne Manor at 27%; Footprint Hollywood at 28%; and Theory 33 at 58%.

These reported mode shares may seem high for zero parking developments but need to be shown relative to the overall amount of trip-making to gain perspective. Figures 1 and 2 (in the Addenda) show the person trips⁷ per dwelling unit and the mode shares. Here, we see that **total trips per dwelling unit during the morning and evening peak are relatively small** (e.g. 0.55 trips per dwelling unit for Theory 33 in the AM peak, 60% of which are by car). In fact, Table 5 (in the Addenda) shows that the resulting **vehicle trip rates are well below what would be predicted by the Institute of Transportation Engineers Trip Generation Manual, even when accounting for on- and off-site vehicle trips.**

⁶ Clifton-Currans, LLC. Multifamily Housing Trip Generation and Freight Study, Portland Bureau of Transportation, Portland, Oregon, 2020.

⁷ A person trip is the movement of one person between two activity locations using any mode of transport. A person trip rate is an average of all trips, regardless of mode, made per dwelling unit for the peak hour.

Existing Parking Supply

It is likely that some residents of Dogwood Station will own and use a car. For example, if we apply the car ownership rate from the TWRHAH study (29%) to Dogwood Station, we would expect approximately 16 residents to own vehicles. Given that Milwaukie has not yet built out the downtown area to its full potential, the number of vehicles owned by residents may initially be higher than 29%. But even with a more conservative estimate of 50% of units with a vehicle, this number could be accommodated by existing on street capacity.

According to findings from the 2018 Downtown Parking Management Strategy, **there is plenty of existing on- and off-street parking capacity to absorb the additional demand in the immediate area.** The 2018 analysis found that on-street occupancy rates peaked at 58%, while off-street parking occupancy peaked at 50%⁸ (see Executive Summary in the Addenda). The industry standard is that parking is not considered to be “constrained” until 85% utilization. Milwaukie is not close to that. Approximately 1,000 off-street spots and 260 on-street spots were available during peak hours (about 44% and 41% of total parking supply, respectively). Given the existing capacity, the consultant who conducted the parking demand analysis recommended a series of strategies designed to “get the right vehicle to the right parking spot,” including adopting the industry standard 85% rule for measuring parking performance and removing barriers/identifying opportunities to promote shared-use parking.

While a parking utilization study for downtown Milwaukie is beyond our scope—and seemingly unnecessary since there not have been significant changes in population or employment density downtown since the 2018 study was completed—we do have some observations about the current parking situation (as of September 16, 2021) that suggest that there is still adequate on-street and off-street parking capacity in the downtown area. School is now in session and the local schools have sufficient on- and off-street parking for faculty and students. The streets adjacent to the proposed site have free on-street parking with a 2-hr limit from 8am-5pm; however, there are no parking restrictions after 5pm when residents are most likely to be parked at home. Further from the site, there are no on-street parking restrictions and sufficient capacity for additional vehicles. There are also several options to pursue shared parking agreements with private landholders in the area.

Further Reduction Strategies

As stated, building workforce housing near transit is likely to result in around 16 additional vehicles, a number that can easily be absorbed with existing parking. However, there are other strategies that can be employed to reduce parking demand even more, some

⁸ Downtown Milwaukie Parking Strategy, Rick Williams Consulting, 2018. Retrieved from: *****.milwaukieoregon.gov/sites/default/files/fileattachments/ordinance/93841/r82-2018_with_final_plan_document.pdf

which can be implemented by the developer and others that would have to be implemented by the City.

- **Parking Management.** The City of Milwaukie could implement a Residential Permit parking program to help manage the supply and demand across various users—residents, employees, and visitors—in the downtown area. Milwaukie already has a parking permit program available for employees, and more than half the businesses in the area are closed by 6pm. Currently, parking is free, albeit time limited. If parking capacity becomes more constrained, the City of Milwaukie could consider charging for parking.
- **Shared Parking Agreements.** A couple of sites nearby have been identified with available parking capacity. The developers of Dogwood Station could enter into shared parking agreements with these private landholders to allow residents of Dogwood Station to park vehicles there. They currently have a Memorandum of Understanding with the Odd Fellows Hall (10282 SE Main St.) to provide shared parking for up to 20 spaces and are in the process of developing additional plans with the owners of 2305 SE Washington for 23 more parking spaces. These agreements can mitigate some of the parking demand from residents who own cars in the near term as Milwaukie continues to build out its downtown.
- **Real Time Transit Information.** The development plans to have real-time public transit information in the lobby of Dogwood Station. Providing real-time passenger information about public transit arrivals in lobbies or other public places serves as a constant reminder of transit as a travel option, increases rider satisfaction, reduces wait time (real and perceived), and reduces the learning curve for new riders. Thus, these benefits can increase the ridership potential of transit-oriented development.
- **Car and ridesharing.** Having options to use a vehicle on occasion makes it easier for residents of Dogwood Station to live without a privately owned car. Ridesharing options are increasingly available and the supply of vehicles is expected to increase as we recover from the COVID-19 pandemic. TriMet has committed a parcel of their land across the street as dedicated car sharing space. The developers are working with them and the owners of 2305 SE Washington to supply a publicly available ZipCar at that site. Both of these options will reduce dependency on privately owned vehicles and thus the demand for parking.
- **Onsite Pick-up/Drop-off Spot.** Demand for passenger and delivery pick-up and drop-off zones has been steadily increasing. As data from the Multifamily Housing Trip Generation and Freight Study show, people living in buildings with zero parking do still generate auto trips, including ridehail, and evidence from the TWRAH program show that participants do make use of ridehail and taxis. The COVID-19 pandemic has also accelerated e-commerce trends with more and more people across all income categories adopting online ordering, including e-grocery shopping (Figure 3 in the Addenda). By including an onsite pick-up/drop-off spot, Dogwood Station can help accommodate the growing demand for these services (including grocery delivery from nearby Safeway) while minimizing instances of double parking.

- **Bicycle Parking and Support.** Supplying free and secure bicycle parking in sufficient numbers would be expected to further reduce car usage and ownership as well. Related amenities such as a bicycle repair station could also be added.

Milwaukie’s Planning Goals

Milwaukie has an ambitious vision for 2040 of being “**a flourishing city that is entirely equitable, delightfully livable, and completely sustainable.**”⁹ While Milwaukie has adopted a Comprehensive Plan designed to help achieve this vision, the City has acknowledged that there are significant challenges to overcome. Like most cities in the area, housing affordability has been a growing concern in Milwaukie, with the City Council declaring a housing emergency in April 2016. According to the 2019 American Community Survey, Milwaukie has a residential vacancy rate of 4.4%—compared to 6.5% for Portland and 5.8% for Clackamas County—indicating that housing supply is low.¹⁰ **Nearly half of renters in Milwaukie are rent-burdened**; 24.7% of renters spend between 30-49% of their income on rent and 24.8% spend 50% or more.¹¹ As evidence has shown, the cost of building parking drives up the cost of rent.¹²

To address these challenges and promote a more livable, equitable, affordable, and sustainable community, the city’s adopted Comprehensive Plan outlines a series of goals and policies, including the following:

- **Policy 7.2.2.** Allow and encourage the development of housing types that are affordable to low- or moderate-income households, including middle housing types in low and medium density zones as well as larger apartment and condominium developments in high-density and mixed-use zones.
- **Policy 7.2.3** Pursue programs and incentives that reduce the impacts that development/design standards and fees have on housing affordability, including modifications to parking requirements, system development charges, and frontage improvements.
- **Policy 7.3.4** Promote the use of active transportation modes and transit to provide more reliable options for neighborhood residents and help reduce driving.
- **Policy 7.3.5** Increase economic opportunities for locally owned and operated businesses by encouraging the development and redevelopment of more housing near transit, shopping, local businesses, parks, and schools.
- **Policy 7.4.1** Implement land use and public investment decisions and standards that: a) encourage creation of denser development in centers, neighborhood hubs and along

⁹ City of Milwaukie Comprehensive Plan, 2020. Retrieved from:
***** milwaukieoregon.gov/planning/comprehensive-plan-update.

¹⁰ American Community Survey 2019 5-Year Estimates, Table A10044

¹¹ American Community Survey 2019 5-Year Estimates, Table B18002

¹² Shoup, Donald. (2014). The High Cost of Minimum Parking Requirements. DOI: 10.1108/S2044-994120140000005011.

corridors; and b) foster development of accessible community gathering places, commercial uses, and other amenities provide opportunities.

The proposed development is consistent with the Milwaukie's aim to plan for people rather than cars and helps the city achieve its laudable goals of increasing equity, livability, and sustainability as established in the 2040 vision.

About the Authors

Kelly J. Clifton, PhD is a professor of civil and environmental engineering at Portland State University and serves as the interim Associate Vice President for Research and Graduate Studies. With over 25 years of experience, she is an internationally recognized expert in transportation and land use research. She is also a principal in Clifton-Currans, LLC where she has helped cities develop and evaluate Transportation System Development Charges, standards for transportation data collection, and evaluation of the transportation impacts of new development. She has a PhD in Community and Regional Planning from the University of Texas at Austin. More information about her work can be found at: kellyjclifton.com; SUPERLab.us; and clifton-currans.com.

Amanda Howell is a researcher with the Urbanism Next Center at the University of Oregon with expertise in emerging transportation technologies and their impacts on cities. She is also the newest partner at Clifton-Currans, LLC providing consulting support for cities as they plan for the future of transportation. She holds a Master's in Urban and Regional Planning from Portland State University and a Bachelor's in Mass Communications from the University of California, Berkeley.

Addenda

Tables 1-5

Figures 1-3

Executive Summary of Downtown Milwaukie Parking Strategy, Rick Williams Consulting, 2018.

Retrieved from:

*****.milwaukieoregon.gov/sites/default/files/fileattachments/ordinance/93841/r82-2018_with_final_plan_document.pdf

Table 1 2019 MF Housing Trip Generation and Freight Study Site Characteristics

Property	Transit Routes within 1/2 mi	Parking Ratio ¹³	Accessibility Scores ¹⁴			
			Walk	Transit	Bike	Distance to Nearest Grocery Store (mi)
Dogwood Station	11	0	87	56	85	1
1. Central City						
Couch 9	16	0.5	100	97	98	0.1
Modera Belmont	9	0.5	92	76	100	0.2
Modera Pearl	11	0.8	92	62	99	0.2
Jeanne Manor	16	0.0	99	97	89	0.1
2. Center						
Multnomah Village	3	0.5	72	42	64	0.6
Marvel 29	5	0.6	92	48	93	0.1
L.L. Hawkins	6	0.7	96	56	96	0.1
Footprint Hollywood	9	0.0	94	70	94	0.1
Theory 33	3	0.0	92	52	100	0.5
3. Other						
Treehouse	8	0.1	49	64	54.5	1.2
Grant Park Village (Henshaw)	3	0.6	92	66	91	0.1
Grant Park Village (Quimby)	3	0.7	92	66	91	0.1

¹³ Parking spaces per dwelling unit.

¹⁴ As defined by WalkScore.com.

Table 2 Transportation Wallet for Residents of Affordable Housing Study Site Characteristics

Property	Transit Routes within 1/2 mi	Walk	Accessibility Scores ¹⁵			Distance to Nearest Grocery Store (mi)
			Transit	Bike		
Dogwood Station	11	87	56	85	1	
Portland Transportation Wallet for Affordable Housing Sites						
PCRI / Beatrice Morrow	6	85	51	100	0.3	
PCRI / Maya Angelou	7	94	54	100	0.4	
PCRI / Park Terrace	5	88	54	100	0.4	
PCRI / Margaret Carter	14	83	70	99	0.4	
Human Solutions / Arbor Glen	3	31	45	71	1.1	
Hacienda CDC / Villa de Clara Vista	5	59	42	81	0.7	
Rose CDC / Orchards of 82nd	3	89	53	95	0.2	
Reach CDC / Bronaugh Apartments	50	99	93	92	0.3	
Reach CDC / Gray's Landing	30	83	70	93	2.1	
Home Forward / Hollywood East	11	94	69	93	0.1	
Catholic Charities / Kateri Park	7	85	56	86	0.7	
Reach CDC / The Admiral	50	99	95	89	0.2	
Catholic Charities / Esperanza Court	7	82	54	93	0.6	
Catholic Charities / Howard House	7	84	57	87	0.6	

¹⁵ Ibid.

Table 3 MF Housing Trip Generation and Freight Study AM Peak Hour (7–10AM) Site Characteristics and Mode Share

Property ¹	Site Characteristics			Proportion of Person Trips Made by On-Site Vehicles	AM Mode Share (7-10AM) for Person Trips Not Counted as an On-Site Vehicle Trip							
	Parking Ratio ²	Accessibility Scores ³			Off-Site Vehicle ⁴	Walk ⁵	Bike ⁶	Scooter ⁷	Transit ⁸	Ridehailing ^g	Carshare ^e	
		Walk	Transit									Bike
Dogwood Station	0	87	56	85	-	-	-	-	-	-	-	-
1. Central City												
Couch 9	0.46	100	97	98	45%	34%	45%	4%	0%	2%	15%	0%
Moderá Belmont	0.53	92	76	100	31%	23%	54%	6%	0%	10%	6%	0%
Moderá Pearl	0.75	92	62	99	59%	40%	40%	3%	0%	6%	11%	0%
Jeanne Manor	0	99	97	89	0%	24%	47%	0%	0%	24%	5%	0%
2. Center												
Multnomah Village	0.54	72	42	64	21%	33%	40%	0%	0%	13%	13%	0%
Marvel 29	0.62	92	48	93	50%	42%	48%	0%	0%	6%	3%	0%
L.L. Hawkins	0.71	96	56	96	56%	26%	58%	8%	0%	3%	3%	3%
Footprint Hollywood	0	94	70	94	0%	29%	39%	0%	0%	27%	0%	5%
Theory 33	0	92	52	100	0%	59%	18%	0%	0%	12%	12%	0%
3. Other												
Treehouse	0.1	49	64	54.5	11%	17%	73%	0%	0%	10%	0%	0%
Grant Park Village (Henshaw)	0.57	92	66	91	24%	68%	21%	4%	0%	7%	0%	0%
Grant Park Village (Quimby)	0.66	92	66	91	21%	54%	22%	2%	0%	17%	4%	0%

Notes:

1 Sorted by TSDC Citywide Rate study place types (<https://www.portlandoregon.gov/transportation/article/676993>, page 40) and parking supply.

2 Parking spaces per dwelling unit.

3 As defined by the Walkscore.com.

4 Aggregated vehicle-modes, including personal, delivery, and garbage/recycling.

5 Includes wheelchair and skateboard responses.

6 Personal or shared

7 Includes trips made by bus, streetcar, or light rail transit.

Table 4 MF Housing Trip Generation and Freight Study PM Peak Hour (4-7PM) Site Characteristics and Mode Share

Property ¹	Site Characteristics			Proportion of Person Trips Made by On-Site Vehicles	PM Mode Share (4-7PM) for Person Trips Not Counted as an On-Site Vehicle Trip							
	Parking Ratio ²	Accessibility Scores ³			Off-Site Vehicle ⁴	Walk ⁵	Bike ⁶	Scoter ⁷	Transit ⁸	Ridehailing	Carshare	
		Walk	Transit	Bike								
Dogwood Station		0	87	56	85	-	-	-	-	-	-	-
1. Central City												
Couch 9	0.46	100	97	98	19%	37%	43%	0%	0%	13%	7%	0%
Modera Belmont	0.53	92	76	100	21%	39%	43%	9%	0%	8%	1%	0%
Modera Pearl	0.75	92	62	99	58%	40%	39%	4%	4%	6%	7%	0%
Jeanne Manor	0	99	97	89	0%	27%	50%	0%	3%	10%	10%	0%
2. Center												
Multnomah Village	0.54	72	42	64	36%	26%	53%	3%	0%	15%	3%	0%
Marvel 29	0.62	92	48	93	40%	37%	48%	0%	0%	14%	1%	0%
L.L. Hawkins	0.71	96	56	96	33%	12%	75%	3%	5%	3%	2%	0%
Footprint Hollywood	0	94	70	94	0%	28%	48%	0%	0%	25%	0%	0%
Theory 33	0	92	52	100	0%	58%	17%	0%	0%	0%	0%	25%
3. Other												
Treehouse	0.1	49	64	54.5	31%	53%	0%	0%	14%	2%	0%	31%
Grant Park Village (Henshaw)	0.57	92	66	91	6%	81%	6%	6%	0%	0%	0%	6%
Grant Park Village (Quimby)	0.66	92	66	91	27%	39%	6%	2%	25%	0%	0%	27%

Notes:

1 Sorted by TSDC Citywide Rate study place types (<https://www.portlandoregon.gov/transportation/article/676993>, page 40) and parking supply.

2 Parking spaces per dwelling unit.

3 As defined by the Walkscore.com.

4 Aggregated vehicle-modes, including personal, delivery, and garbage/recycling.

5 Includes wheelchair and skateboard responses.

6 Personal or shared

7 Includes trips made by bus, streetcar, or light rail transit.

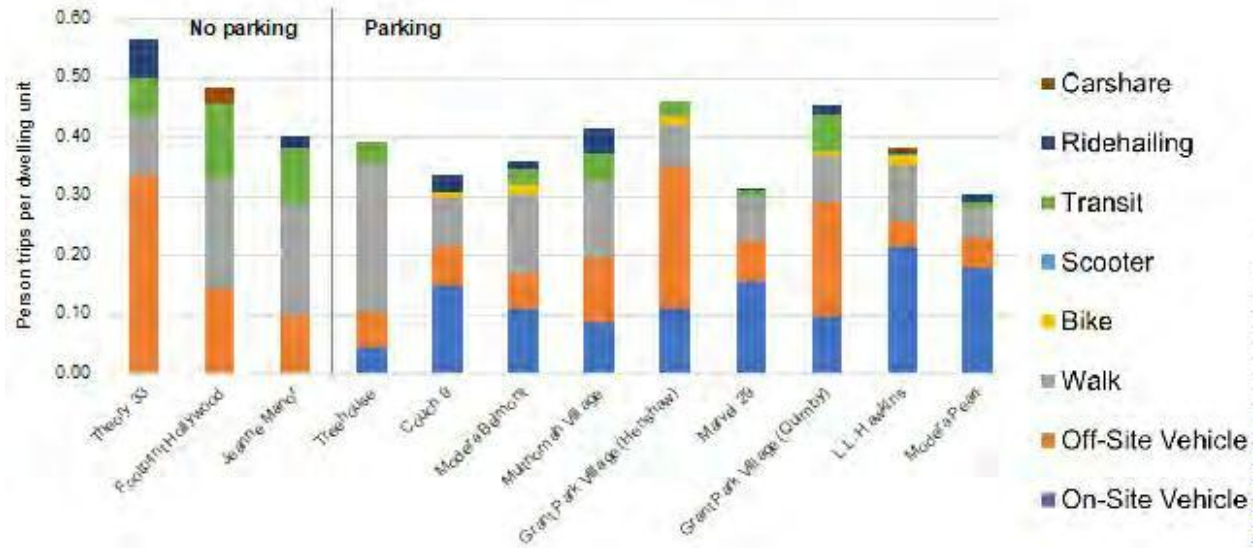


Figure 1 MF Housing Trip Generation and Freight Study AM Person Trip Rates by Mode

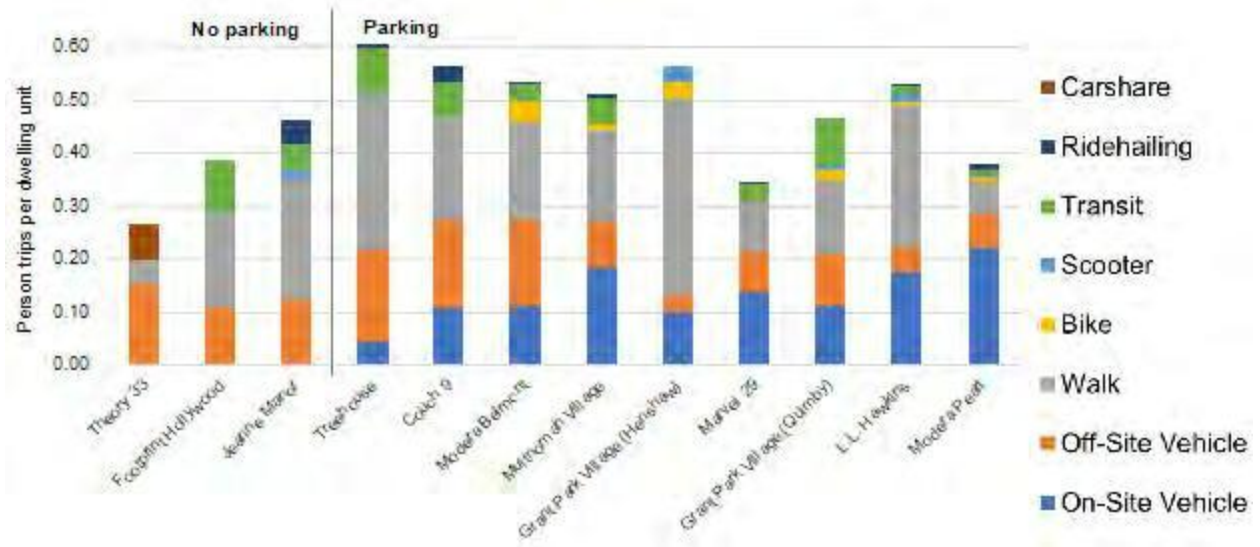


Figure 2 MF Housing Trip Generation and Freight Study PM Person Trip Rates by Mode

Table 5 Peak Hour Motorized Vehicle Trip Rates

Property	AM Peak Hour			PM Peak Hour		
	On-Site Vehicle Trip Rate (Observed)	Off-Site Vehicle Trip Rate (Calculated)	Motorized Vehicle Trip Rate ITE LU 220 ^a	On-Site Vehicle Trip Rate (Observed)	Off-Site Vehicle Trip Rate (Calculated)	Motorized Vehicle Trip Rate ITE LU 220 ^a
Couch 9	0.11	0.07	0.51	0.09	0.14	0.62
Footprint Hollywood	0	0.14		0	0.1	
GPV Henshaw	0.09	0.23		0.09	0.03	
GPV Quimby	0.08	0.18		0.11	0.08	
Jeanne Manor	0	0.11		0	0.14	
LL Hawkins	0.19	0.05		0.14	0.05	
Marvel 29	0.14	0.06		0.13	0.06	
Modera Belmont	0.09	0.07		0.11	0.15	
Modera Pearl	0.17	0.06		0.18	0.07	
Miltnomah Village	0.09	0.15		0.16	0.08	
Theory 33	0	0.33		0	0.18	
TreeHouse	0.04	0.06		0.04	0.13	

^a Source: Institute of Transportation Engineers, 10th Ed., 2017

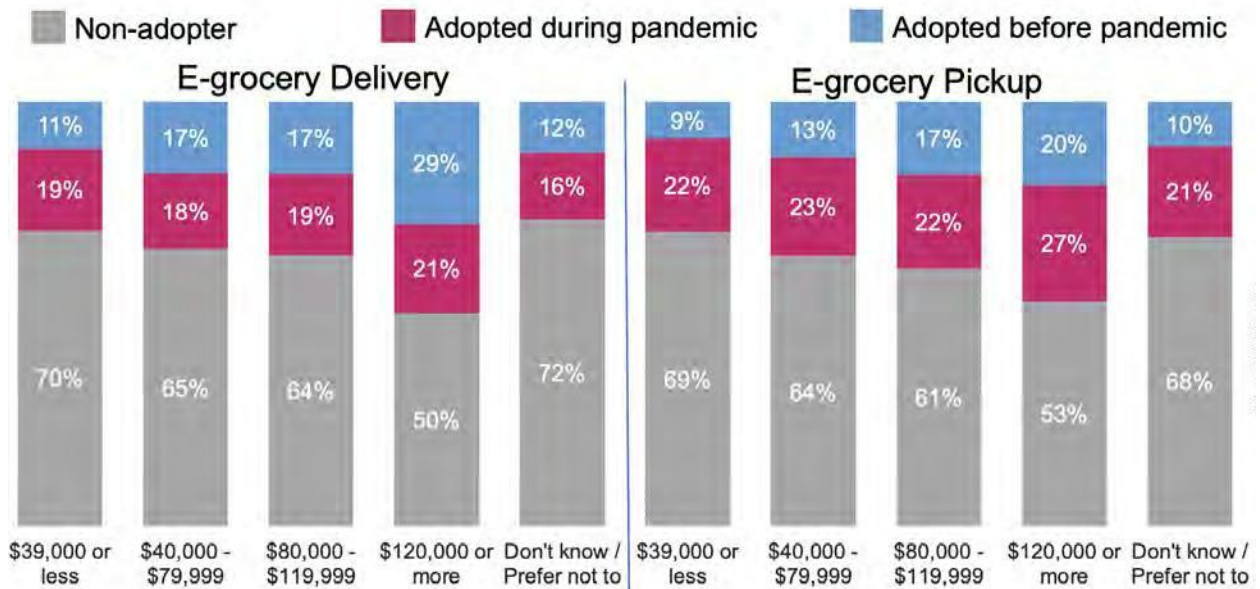


Figure 3 E-Grocery Shopping Adoption During the COVID-19 Pandemic and Recovery by Income Range¹⁶

¹⁶ Data collected by Clifton (PI), Howell, and team from two waves of a cross-sectional survey (September/October 2020 and January/February 2021) of residents in Oregon, Washington, Florida, Michigan, and Arizona. Research is ongoing.

[For Downtown Milwaukie Parking Strategy Executive Summary, see email attachment for the time being.]

Proposed Shared Parking Support

Proposed Shared Parking for 2206 SE Washington St



10282 SE Main St
Commercial parking to
the north

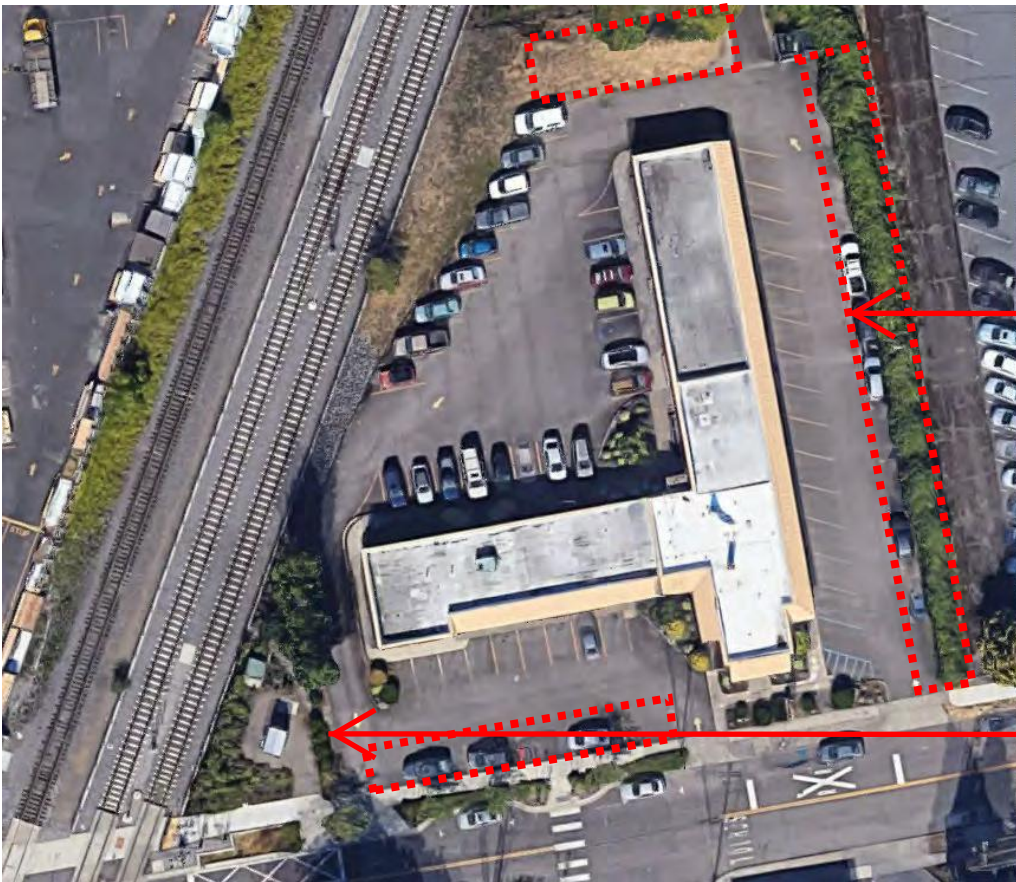
2305 SE Washington St
Adjacent Commercial site

Adjacent TriMet site

Site Location



See attached agreement
for up to 20 spaces



See attached agreement
& study for
up to 23 spaces

Adjacent TriMet site
(1) off site Zip-Car space

**Shared Parking Agreement for
10828 SE Main St.**

Memorandum of Understanding

This Memorandum of Understanding between Sodo LLC ("Sodo") and IOOF Samaritan Lodge #2 ("Odd Fellows") serves to memorialize an agreement between the parties on the principal terms of a lease agreement granting Sodo the right to lease up to 20 parking spots for use by its future tenants at 2206 SE Washington Street, Milwaukie, OR.

The parties intend to finalize all points and sign a lease agreement on or before August 1, 2022, or at such other time as the parties agree.

This is a memorandum of understanding only, and is not legally binding on either party. However, both parties agree in good faith that this memorandum accurately reflects its intentions and that it expects and intends to go ahead with the lease roughly upon the terms of this memo.

Odd Fellows owns and operates a building and attached parking lot located at 10282 SE Main St, Milwaukie, OR. Sodo owns and intends to develop property at 2206 SE Washington St, Milwaukie, OR.

Odd Fellows agrees to rent up to 20 parking spots to Sodo at such time as the property has been developed and is occupied by tenants.

Sodo will only be obligated to pay for spots that are actually rented to tenants. The total number of spots rented will be between 0 and 20. Sodo will pay Odd Fellows \$70 per rented spot each month.

Sodo intends and expects (but does not guarantee) that development will be finished and tenants will begin occupancy before January 1, 2023.

The lease will continue for at least 3 years. After the initial 1-year period, an annual 3% rent escalation shall apply in each subsequent year. After year 3, there will be an option to extend for 7 more years. In the case of development of the site, the contract can be terminated at any time after the 3rd year once Odd Fellows supplies to Sodo an approved building permit.

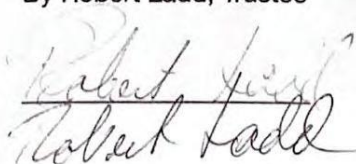
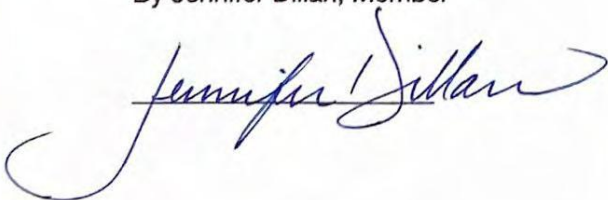
Odd Fellows will be responsible for safe lighting, routine cleaning and maintenance of the parking spots.

The spots that Odd Fellows intends to lease are indicated on the attached satellite image, circled in pen.

Dated: October 8, 2021

Sodo LLC
By Jennifer Dillan, Member

IOOF Samaritan Lodge #2
By Robert Ladd, Trustee



**Shared Parking Agreement for
2305 SE Washington St**

Memorandum of Understanding

This Memorandum of Understanding between Sodo LLC ("Sodo") and Amato/Craig Properties Inc. ("Amato/Craig Properties") serves to memorialize an agreement between the parties on the principal terms of a lease agreement granting Sodo the right to lease 23 parking spots for use by its future tenants at 2206 SE Washington Street, Milwaukie, OR.

The parties intend to finalize all points and sign a lease agreement on or before August 1, 2022, or at such other time as the parties mutually agree.

This is a memorandum of understanding only, and is not legally binding on either party. However, both parties agree in good faith that this memorandum accurately reflects its intentions and that it expects and intends to execute the binding the lease agreement pursuant to the terms of this memo.

Amato/Craig Properties owns and operates a building and attached parking lot located at 2305 SE Washington Ave Milwaukie, OR. Sodo owns and intends to develop property at 2206 SE Washington St, Milwaukie, OR.

Amato/Craig Properties agrees to lease 23 parking spots to Sodo at such time as the property has received its Certificate of Occupancy. Sodo intends and expects (but does not guarantee) that Certificate of Occupancy will be granted before March 1, 2024.

The total number of spots leased by Sodo LLC will be 23. Sodo will pay Amato/Craig Properties \$80 per spot each month.

The lease will continue for at least 3 years. After the initial 1-year period, an annual 3% rent escalation shall apply in each subsequent year. After year 3, there will be an option to extend for 7 more years. In the case of development of the site, the contract can be terminated any time after the 3rd year once Amato/Craig Properties supplies to Sodo an approved building permit.

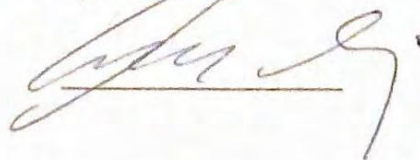
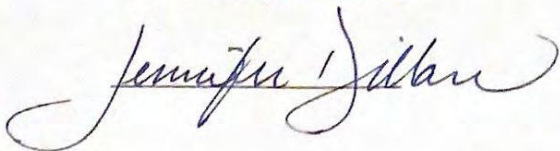
Amato/Craig Properties will continue to be responsible for safe lighting, routine cleaning and maintenance of the parking spots.

The areas in which parking for Sodo will be provided are indicated on the attached Exhibit 1 satellite image, highlighted in red pen. Exhibit 2 shows the architect's render that Sodo provided to Amato/Craig Properties which indicates areas in which - after improvements - accommodates the agreed upon parking spaces.

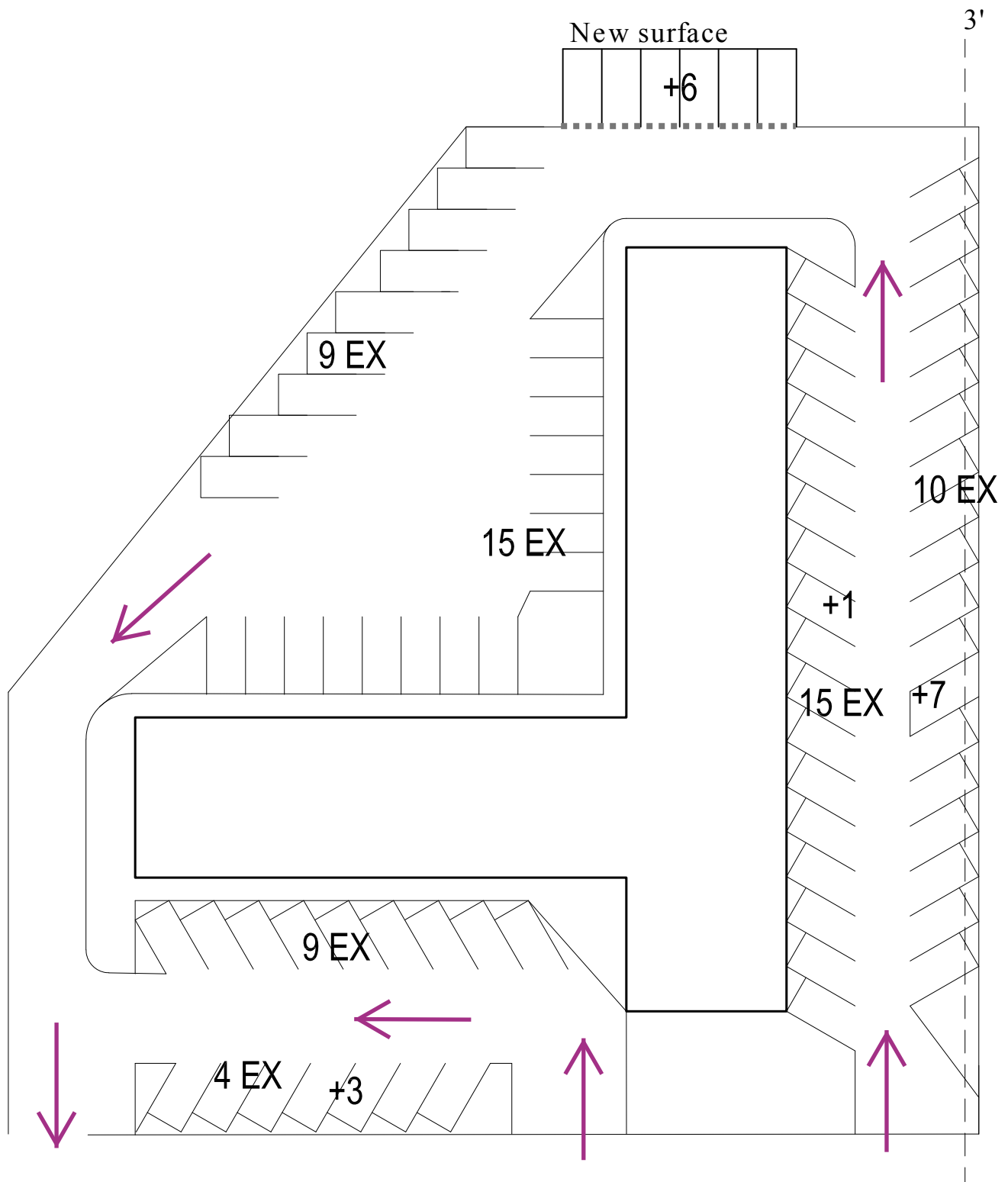
Dated: November 24, 2021

Sodo LLC
By Jennifer Dillan, Member

Amato/Craig Properties Inc.
By Arnold Craig

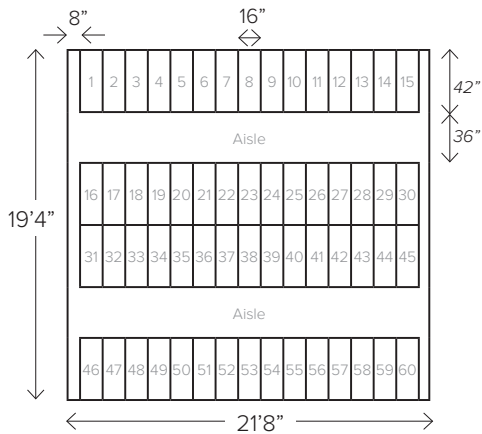
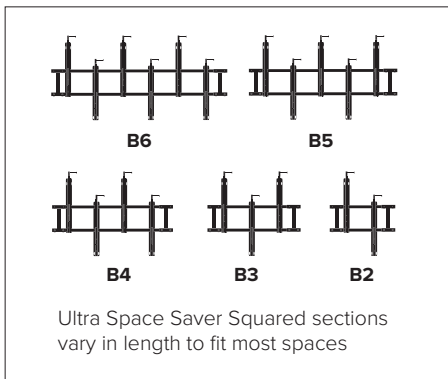
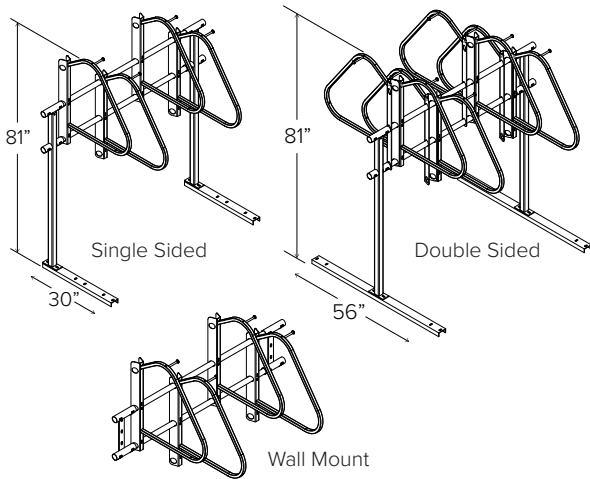


**Shared Parking Study for
2305 SE Washington St.**



62 existing stalls
 17 additional stalls
 10% of EX + 17 NEW = 23 Stalls

Bike Storage Support Material



As a general guideline, the above space can fit approximately 60 bicycles.

The Ultra Space Saver Squared parks one bike every 16" with a typical bike extending out 42" from the wall.

CAPACITY Modular construction
1 bike per arm

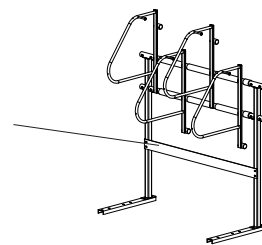
MATERIALS
Hanger: 1" square tube with steel slider head with tamperproof locking bolts.
Upright: 2" square tube.
Feet: AISI C3 x 4.1 galvanized steel channel.
Crossbeams: 2" sched. 40 galvanized pipe.

- FINISHES**
- Black Powder Coat (Interior Use)**
Our interior powder coat finish assures a high level of adhesion and durability for indoor use by following these steps:
1. Sandblast
2. Final thick TGIC polyester powder coat
 - Black Powder Coat (Exterior Use) Additional Cost**
Our exterior powder coat finish assures a high level of adhesion and durability for outdoor or exposed air use by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat

- MOUNT OPTIONS**
- Floor mount**
Ultra Space Saver Squared have steel channel feet (30" for single sided and 56" for double sided units) which must be anchored to the floor.
 - Wall mount**
A wall mounted unit which contains special brackets is also available for CMU or solid concrete walls. Cannot be used on sheetrock without additional support.

WHEEL STOPS **Include wheel stops**

Optional wheel stops are available for an additional cost





CITY OF MILWAUKIE

April 30, 2021

Jennifer Dillan
3402 SE Harney Ct
Milwaukie OR, 97222

Re: Preapplication Report

Dear Jennifer:

Enclosed is the Preapplication Report Summary from your meeting with the City on 04/15/2021, concerning your proposal for action on property located at 2206 SE Washington St.

A preapplication conference is required prior to submittal of certain types of land use applications in the City of Milwaukie. Where a preapplication conference is required, please be advised of the following:

- Preapplication conferences are valid for a period of 2 years from the date of the conference. If a land use application or development permit has not been submitted within 2 years of the conference date, the Planning Manager may require a new preapplication conference.
- If a development proposal is significantly modified after a preapplication conference occurs, the Planning Manager may require a new preapplication conference.

If you have any questions concerning the content of this report, please contact the appropriate City staff.

Sincerely,

Tempest Blanchard

Tempest Blanchard
Administrative Specialist II



CITY OF MILWAUKIE
 6101 SE Johnson Creek Blvd
 Milwaukie OR 97206
 503.786.7600
 planning@milwaukieoregon.gov
 building@milwaukieoregon.gov
 engineering@milwaukieoregon.gov

Preapplication Conference Report

Project ID: 21-003PA

This report is provided as a follow-up to the meeting that was held on 4/15/2021 at 10:00 AM

The Milwaukie Municipal Code is available here: www.qcode.us/codes/milwaukie/

APPLICANT AND PROJECT INFORMATION

Applicant:	Jennifer Dillan	Applicant Role: Representative
Applicant Address:	3402 SE Harney Ct, Milwaukie, OR, 97222	
Company:		
Project Name:	Dogwood Station	
Project Address:	2206 SE Washington St	Zone: Downtown Mixed Use (DMU)
Project Description:	Construct a new 5-story 56-unit apartment building. No on-site vehicular parking is proposed.	
Current Use:	Vacant	
Applicants Present:	Jessy Ledesma, HomeWork Development – Developer; Jennifer Dillan -- Co-owner and Co-developer; Joshua Shulman -- Co-owner; Stanely Shulman -- Co-owner; Carrie Strickland, W.PA -- Principle Architect; Adam Hostetler, W.PA – Architect; Holly Kang, W.PA -- Designer	
Staff Present:	Vera Kalias (Planning Dept), Laura Weigel (Planning Dept.); Alison Wicks, (Community Development Dept.); Steve Adams, Jennifer Backhaus (Engineering Dept.); Samantha Vandagriff (Building Dept.); Jere Sonne (Public Works); Alex McGladrey (Clackamas Fire District #1); Kate Hawkins (ODOT); Bob Stolle (ODOT)	

PLANNING COMMENTS

Zoning Compliance (MMC Title 19)

<input checked="" type="checkbox"/>	Use Standards (e.g., residential, commercial, accessory)	As per Milwaukie Municipal Code (MMC) Section 19.304. in the Downtown Mixed Use (DMU) zone, multifamily residential uses are allowed outright, subject to specific limitations. Please confirm compliance with these standards in the land use application materials.
<input checked="" type="checkbox"/>	Dimensional Standards	MMC Table 19.304.4 establishes the various dimensional standards for the DMU zone. Key relevant standards include the following: <ul style="list-style-type: none"> • Floor area ratio (FAR) = maximum is 4:1 • Building height = maximum is 3 stories or 45 ft, with height bonuses available for up to 2 more stories (up to 69 ft total) • Setbacks/build-to lines = for block faces on Washington Street a minimum of 75% of the first floor must be built with a zero setback, with the remaining 25% set back no

		<p>more than 20 ft from the property line; any setback area along these block faces must provide usable open space, such as a public plaza or pedestrian amenities</p> <ul style="list-style-type: none"> • Frontage occupancy requirement = at least 75% of the Washington Street frontage must be occupied by a building(s) <p>Please address each of the applicable standards – table format is acceptable. For building height bonuses, please be specific about the green building program proposed (see discussion below for MMC 19.510).</p>
--	--	--

Land Use Review Process

<input checked="" type="checkbox"/>	Applications Needed	<p>Step 1: Downtown Design Review; Transportation Facilities Review (TFR), including Traffic Impact Study (TIS) process; Parking Quantity Modification</p> <p>Step 2: Development Review during permitting for the building</p>
<input checked="" type="checkbox"/>	Fees	<ul style="list-style-type: none"> • Type III = \$2,000 per application • Type II = \$1,000 • Type I = \$200 <p><u>Note:</u> For multiple applications, there is a 25% discount offered for each application fee beyond the most expensive one.</p> <p>For technical review of a TIS, a \$1,500 deposit is required to cover the cost of preparation of a scope of work, followed by a \$2,500 deposit for review of the TIS itself.</p> <p>The applicant is responsible for the final actual cost of the peer review, though the City will endeavor to have the consultant work within the initial deposit amount.</p>
<input checked="" type="checkbox"/>	Review Type	<ul style="list-style-type: none"> • Building height variance in the DMU zone (Type III) – if requested. • Multifamily design review = Type II (\$1,000) • Parking Quantity Modification = Type II (\$750 w/ discount) • Transportation Facilities Review = Type II (\$750 w/ discount) <p>Development Review = Type I (\$200)</p>

Overlay Zones (MMC 19.400)

<input type="checkbox"/>	Willamette Greenway	
<input type="checkbox"/>	Natural Resources	
<input type="checkbox"/>	Historic Preservation	
<input type="checkbox"/>	Flex Space Overlay	

Site Improvements/Site Context

<input type="checkbox"/>	Landscaping Requirements	There are no specific landscaping requirements for the DMU zone.
<input checked="" type="checkbox"/>	Onsite Pedestrian/Bike Improvements (MMC 19.504, 19.606, and 19.609)	For multifamily dwellings, MMC 19.609 requires a minimum of 1 bike parking space per unit. When at least 10 bike spaces are required, or when 10% or more of vehicle parking is covered, then a minimum of 50% of the bike parking provided must also be covered or enclosed (in lockers or a secure room). Bicycle parking spaces must be at least 2 ft wide by 6 ft long, with a 5-ft-wide access aisle. For covered spaces, there must be at least 7 ft of overhead clearance. Bike racks must be securely anchored and designed to allow the frame and at least 1 wheel to be locked to the rack using a high-security, U-shaped shackle lock.
<input type="checkbox"/>	Connectivity to surrounding properties	

<input type="checkbox"/>	Circulation	
<input checked="" type="checkbox"/>	Green Building Standards (MMC 19.510)	This section details the approved programs and requirements when seeking a height bonus through green building design. In the application narrative, please be specific about the program proposed.
<input checked="" type="checkbox"/>	Multifamily design standards (MMC 19.505)	As new multifamily residential development downtown is subject to the design standards outlined in 19.505.3. The application materials must provide a response for each standard or guideline. If the proposal meets all development and design standards, then the project is subject to Type I Development Review; if the multi-family design guidelines will be used, then the project is subject to Type II Development Review.
Parking Standards (MMC 19.600)		
<input type="checkbox"/>	Residential Off-Street Parking Requirements	
<input checked="" type="checkbox"/>	Multi-Family/Commercial Parking Requirements	Off-street parking requirements apply to the multifamily units only (1 space/dwelling unit), not to the commercial uses. Application materials should clearly indicate the calculations for the number of proposed parking spaces and the use of any by-right reductions (up to 30% of the minimum required number) identified in MMC 19.605.3. Any proposed modifications to the required parking quantity would be addressed with a Type II parking modification per MMC 19.605.2. Please review the documentation requirements and approval criteria to ensure that the narrative includes all necessary information. See also additional notes below.
Approval Criteria (MMC 19.900)		
<input type="checkbox"/>	Community Service Use (CSU) (MMC 19.904)	
<input checked="" type="checkbox"/>	Development Review (MMC 19.906)	Development review (Type I) will be required in conjunction with the building permit process for the project, to confirm compliance with the code and the land use approval. Approval criteria for development review are provided in MMC 19.906.4.
<input type="checkbox"/>	Downtown Design Review (MMC 19.907)	
<input checked="" type="checkbox"/>	Variance (MMC 19.911)	A building height variance to allow a 6 story building would be required. Please review MMC 19.911.6 for detailed approval criteria.
Land Division (MMC Title 17)		
<input type="checkbox"/>	Design Standards	
<input type="checkbox"/>	Preliminary Plat Requirements	
<input type="checkbox"/>	Final Plat Requirements (See Engineering Section of this Report)	
Sign Code Compliance (MMC Title 14)		

<input type="checkbox"/>	Sign Requirements	MMC 14.16.060 establishes standards for the types of signs that are allowed in downtown zones including the DMU. Please keep these standards in mind when finalizing the building design, to facilitate the obtaining of sign permits as needed.
Noise (MMC Title 16)		
<input type="checkbox"/>	Noise Mitigation (MMC 16.24)	
Neighborhood District Associations		
<input checked="" type="checkbox"/>	Historic Milwaukie	Any City-recognized neighborhood district association whose boundaries include the subject property or are within 300 ft of the subject property will receive a referral and the opportunity to provide comment on the application.
	Choose an item.	Applicants are encouraged to meet with the NDA prior to application submittal: https://www.milwaukieoregon.gov/citymanager/historic-milwaukie-nda .
Other Permits/Registration		
<input type="checkbox"/>	Business Registration	
<input type="checkbox"/>	Home Occupation Compliance (MMC 19.507)	
Additional Planning Notes		
<p>The applicant asked for clarification on building height – could a 6-story building be permitted in the 69-ft building height maximum? No – the height bonus section is clear that up to 2 stories or 24 ft, whichever is less, is permitted. A building height variance would be required to allow 6 stories.</p> <p>Regarding the parking modification to allow no off-street parking on the site, staff is concerned about the approvability of such a modification without some accommodations:</p> <ul style="list-style-type: none"> • Recommend that a TDM program is provided for the site. Milwaukie does not currently have urban services close enough to the site to be walkable, nor does it have frequent transit service to get to a grocery store in the City. Additionally, bicycle infrastructure is planned, but not yet built, and it could be challenging for non-experienced riders to meet their daily needs year-round on bicycle. A TDM program will need to be developed to ensure people have mobility choices, including driving a car. • Applicant must attempt to find offsite parking (whether leased or shared or shared/leased) for the 39 vehicles required to meet the code. Please ensure that tenants in the building are aware that street parking is generally not available and if there is parking available (off-site) it should be made clear than there are 39 spaces available for 56 units. Assuming residents will have to pay for those spaces, this must be made clear to residents leasing in the building and possibly captured in writing. Experience with other residential buildings in the downtown has shown that the lack of available on-street parking in the downtown is an issue, as most residents do have cars. • For those residents who have chosen not to have a car, please consider providing Tri-Met passes. 		
ENGINEERING & PUBLIC WORKS COMMENTS		
Public Facility Improvements (MMC 19.700)		
<input checked="" type="checkbox"/>	Applicability (MMC 19.702)	<p>MMC 19.702 establishes the applicability of MMC 19.700, including to new construction and modification and/or expansion of an existing structure or a change or intensification in use that results in a new dwelling unit, any new increase in gross floor area, and/or in any projected increase in vehicle trips.</p> <p>The proposed development would result in new construction that would increase vehicle trips and does therefore trigger the applicability of MMC 19.700.</p>

<input type="checkbox"/>	Transportation Facilities Review (MMC 19.703)	
<input checked="" type="checkbox"/>	Transportation Impact Study (MMC 19.704)	A full Traffic Impact Study is not required for this development. A memo outlining how the increased vehicle trips will be mitigated and outlining optional off-site parking and/or loading zones will be required.
<input checked="" type="checkbox"/>	Agency Notification (MMC 19.707)	As per the stipulations of MMC 19.707.1, the following agencies will receive notification of the proposed development: ODOT Rail Division, Metro, Clackamas County, and TriMet.
<input checked="" type="checkbox"/>	Transportation Requirements (MMC 19.708)	See MMC 12.16 for Access Management.
<input checked="" type="checkbox"/>	Utility Requirements (MMC 19.709)	Sewer and water utilities will need to be upsized for this development. This work must be done under a right-of-way permit. Connection to water mains for service lines 2" and less shall be made by City crews. Excavation and paving shall be the responsibility of the applicant. A utility billing form must be submitted, and fees paid prior to connection. A 10" HDPE Water main is adjacent to the development.
Flood Hazard Area (MMC 18)		
<input type="checkbox"/>	Development Permit (MMC 18.04.100)	
<input type="checkbox"/>	General Standards (MMC 18.04.150)	
<input type="checkbox"/>	Specific Standards (MMC 18.04.160)	
<input type="checkbox"/>	Floodways (MMC 18.04.170)	
Environmental Protection (MMC 16)		
<input type="checkbox"/>	Weak Foundation Soils (MMC 16.16)	
<input type="checkbox"/>	Erosion Control (MMC 16.28)	
<input type="checkbox"/>	Tree Cutting (MMC 16.32)	
Public Services (MMC 13)		
<input checked="" type="checkbox"/>	Water System (MMC 13.04)	Per MMC 13.04, for upgrading the meter size detailed drawings must be provided to the Engineering Department. These drawings must indicate the size and location of the existing City water main, the existing and proposed City service, meter location, and size, and the private service and size. This can be provided on the building permit site plan and/or with the Right of Way Permit. Additional fees and SDCs are required based on upgraded meter size. The provided SDC estimate is based on an upgrade to a 2" water service and meter. Higher sizes will incur higher fees/SDCs. Meters for sizes above 2" shall be provided by the applicant.
<input checked="" type="checkbox"/>	Sewer System (MMC 13.12)	Per MMC 13.12, connection to the public sewer system for new buildings or structures is required prior to the issuance of a certificate of occupancy.

		A right-of-way permit is required to install, upsize, or repair the sewer lateral in the public right-of-way.
<input checked="" type="checkbox"/>	Stormwater Management (MMC 13.14)	Treatment facilities are to be designed to meet the 2016 City of Portland Stormwater Management Manual.
<input checked="" type="checkbox"/>	System Development Charge (MMC 13.28.040)	Development is subject to system development charges (SDCs). SDCs for sewer, county sewer, transportation, water, and county parks must be paid prior to permit issuance. The provided SDC Estimate assumes a 2" water service, 44,000 sq-ft of impervious surface area, and the following fixture units: 1 dishwasher, 1 toilet, 1 shower, and 2 sinks. Actual SDC numbers will change based on information provided during the permitting process.
<input type="checkbox"/>	Fee in Lieu of Construction (MMC 13.32)	

Public Places (MMC 12)

<input checked="" type="checkbox"/>	Right of Way Permit (MMC 12.08.020)	A Right-of-Way Permit will be required to complete driveway improvements and upgrades to utilities.
<input checked="" type="checkbox"/>	Access Requirements (MMC 12.16.040)	A right-of-way permit is required to remove the existing driveway.
<input type="checkbox"/>	Clear Vision (MMC 12.24)	

Additional Engineering & Public Works Notes

The provided SDC estimate is subject to change based on actual building application submittals. Fees may be higher or lower depending on plans.

A traffic impacts memo is required in lieu of a full Traffic Impacts Study. The memo should outline how the increased vehicle trips will be mitigated, what options for off-street parking will be made available, how loading zones will be implemented.

BUILDING COMMENTS

All drawings must be submitted electronically through www.buildingpermits.oregon.gov

New buildings or remodels shall meet all the provisions of the current applicable Oregon Building Codes. All State adopted building codes can be found online at: <https://www.oregon.gov/bcd/codes-stand/Pages/adopted-codes.aspx>.

All building permit applications are electronic and can be applied for online with a valid CCB license number or engineer/architect license at www.buildingpermits.oregon.gov. Each permit type and sub-permit type are separate permits and will need to be applied for individually. Plans need to be uploaded to their specific permits in PDF format as a total plan set (not individual pages) if size allows. Plans should be submitted as a set and not individual pages. If full plan sets become too large, please break them up by civil, architectural, structural.

The grading plan submitted to the Engineering Department does not cover the inground plumbing or the fire line review.

If you have any building related questions, please email us at building@milwaukieoregon.gov.

Additional Building Notes

This building will be required to have sprinklers throughout and alarms as per chapter 9 of the Oregon Structural Specialty Code (OSSC).

Plan review is running at 6 to 8 weeks for first review for the building division. Revision submittals are taken in order as they are received. All reviews, including deferred submittals, are subject to this review timeline.

Reviews for electrical and plumbing are done by Clackamas County for us (all submittals and paperwork as submitted in the same manner as the building permit). Review timelines for these are based on their workload and can vary from the 6-8 weeks of the building and mechanical review time frames.

OTHER FEES

<input type="checkbox"/>	Affordable Housing Construction Excise Tax Affordable Housing CET – Applies to any project with a construction value of over 100,000.	Calculation: Valuation *1% (.01)
<input type="checkbox"/>	Metro Excise Tax Metro – Applies to any project with a construction value of over \$100,000.	Calculation: Valuation *.12% (.0012)
<input type="checkbox"/>	School Excise Tax School CET – Applies to any new square footage.	Calculation: Commercial = \$0.67 a square foot, Residential = \$1.35 a square foot (not including garages)

FIRE DISTRICT COMMENTS

Please see the attached memorandum for fire district comments.

COORDINATION WITH OTHER AGENCIES

Applicant must communicate directly with outside agencies. These may include the following:

- Metro
- Trimet
- North Clackamas School District
- North Clackamas Parks and Recreation District (NCPRD)
- Oregon Parks and Recreation
- **ODOT/ODOT Rail – see attached memorandum for ODOT comments**
- Department of State Lands
- Oregon Marine Board
- Oregon Department of Fish and Wildlife (ODOT)
- State Historic Preservation Office
- Clackamas County Transportation and Development

MISCELLANEOUS

State or County Approvals Needed

<input type="checkbox"/>	Boiler Approval (State)	
<input type="checkbox"/>	Elevator Approval (State)	
<input type="checkbox"/>	Health Department Approval (County)	

Arts Tax

<input type="checkbox"/>	Neighborhood Office Permit	
Other Right-of-Way Permits		
<input type="checkbox"/>	Major:	
<input type="checkbox"/>	Minor:	
<input type="checkbox"/>	Painted Intersection Program Permits:	
<input type="checkbox"/>	artMOB Application	
<input type="checkbox"/>	Traffic Control Plan (Engineering)	
<input type="checkbox"/>	Parklet:	
<input type="checkbox"/>	Parklet Application/ Planning Approval	
<input type="checkbox"/>	Engineering Approval	
<input type="checkbox"/>	Building Approval	
<input type="checkbox"/>	Sidewalk Café:	
<input type="checkbox"/>	Tree Removal Permit:	
Infrastructure/Utilities		
Applicant must communicate directly with utility providers. These may include the following:		
<ul style="list-style-type: none"> • PGE • NW Natural • Clackamas River Water (CRW) • Telecomm (Comcast, Century Link) • Water Environmental Services (WES) • Garbage Collection (Waste Management, Hoodview Disposal and Recycling) 		
Economic Development/Incentives		
<input type="checkbox"/>	Enterprise Zone:	Project is located in the North Urban Clackamas County Enterprise Zone. Enterprise Zone incentives are available to businesses that locating or expanding. Proposed project does not qualify for Enterprise Zone incentives.
<input type="checkbox"/>	Vertical Housing Development Zone:	Project is located in the Milwaukie Vertical Housing Development Zone. VHDZ incentives are available to projects with ground floor commercial uses. Proposed project does not qualify for VHDZ incentives.
<input type="checkbox"/>	New Market Tax Credits:	Project is located in a census tract that is not eligible for NMTC.
<input type="checkbox"/>	Housing Resources:	Contact Christina Fadenrecht, Housing and Economic Development Assistant for more information about CET grant program. FadenrechtC@milwaukieoregon.gov

PLEASE SEE NOTE AND CONTACT INFORMATION ON THE FOLLOWING PAGE

This is only preliminary preapplication conference information based on the applicant's proposal, and does not cover all possible development scenarios. Other requirements may be added after an applicant submits land use applications or building permits. City policies and code requirements are subject to change. If a note in this report contradicts the Milwaukie Municipal Code, the MMC supersedes the note. If you have any questions, please contact the City staff that attended the conference (listed on Page 1). Contact numbers for these staff are City staff listed at the end of the report.

Sincerely,

City of Milwaukie Development Review Team

BUILDING DEPARTMENT

Samantha Vandagriff	Building Official	503-786-7611
Harmony Drake	Permit Technician	503-786-7623
Stephanie Marcinkiewicz	Inspector/Plans Examiner	503-786-7636

ENGINEERING DEPARTMENT

Steve Adams	City Engineer	503-786-7605
Jennifer Backhaus	Engineering Technician III	503-786-7617

PLANNING DEPARTMENT

Laura Weigel	Planning Manager	503-786-7654
Vera Kalias	Senior Planner	503-786-7653
Brett Kolver	Associate Planner	503-786-7657
Mary Heberling	Assistant Planner	503-786-7658
Janine Gates	Assistant Planner	

COMMUNITY DEVELOPMENT DEPARTMENT

Leila Aman	Community Development Director	503-786-7616
Alison Wicks	Development Project Manager	503-786-7661
Christina Fadenrecht	Housing and Economic Development Assistant	503-786-7600
Tempest Blanchard	Administrative Specialist II	503-786-7600
Emilie Bushlen	Administrative Specialist II	503-786-7600

CLACKAMAS FIRE DISTRICT

Mike Boumann	Lieutenant Deputy Fire Marshal	503-742-2673
Alex McGladrey	Fire Inspector	503-742-2660

Pre-Application Comments:

To: Vera Kalias, City of Milwaukie

From: Alex McGladrey, Deputy Fire Marshal, Clackamas Fire District #1

Date: 13/04/2021

Re: 21-003PA, 56 Unit Apartment Complex at 2206 SE Washington St

This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements. When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access and water supply may be modified as approved by the fire code official. The following items should be addressed by the applicant:

- 1) A Fire Access and Water Supply plan for subdivisions and commercial buildings over 1000 square feet in size or when required by Clackamas Fire District #1. The plan shall show fire apparatus access, fire lanes, fire hydrants, fire lines, available fire flow, FDC location (if applicable), building square footage, and type of construction. The applicant shall provide fire flow tests per NFPA 291 or hydraulic model when applicable and shall be no older than 12 months. Work to be completed by experienced and responsible persons and coordinated with the local water authority. In addition, a pdf version shall be sent directly to alex.mcgladrey@clackamasfire.com.
- 2) CFD#1 Fire Flow/Hydrant worksheet shall be completed and submitted with the Fire Access & Water Supply Plan. This can be found on our website at: <https://clackamasfire.com/fire-prevention/new-construction-resources/>
- 3) Provide address numbering that is clearly visible from the street.
- 4) No part of a building may be more than 150 feet from an approved fire department access road.
- 5) The inside turning radius and outside turning radius for a 20' wide road shall not be less than 28 feet and 48 feet respectively, measured from the same center point.
- 6) Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants) and an unobstructed vertical clearance of not less than 13 feet 6 inches.
- 7) Buildings exceeding 30 feet in height shall require extra width and proximity provisions for aerial apparatus.
- 8) Access streets between 26 feet and less than 32 feet in width must have parking restricted to one side of the street. Access streets less than 26 feet in width must have parking restricted on both sides of the street. No parking restrictions for access roads 32 feet wide or more.
- 9) Fire Hydrants, Commercial Buildings: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided.

Note: This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.

- 10) All new buildings shall have a firefighting water supply that meets the fire flow requirements of the Fire Code. Maximum spacing between hydrants on street frontage shall not exceed 500 feet. Fire sprinklers may reduce the water supply requirements.
- 11) The fire department connection (FDC) for any fire sprinkler system shall be placed as near as possible to the street, and within 100 feet of a fire hydrant.
- 12) The applicant must obtain a stamp of approval from Clackamas Fire District #1 that demonstrates fire apparatus access and water supply requirements will be satisfied.
- 13) Please see our design guide at:
<https://clackamasfire.com/fire-prevention/new-construction-resources/>
- 14) If you have questions please contact Alex McGladrey with Clackamas Fire District 503-742-2662 or alex.mcgladrey@clackamasfire.com



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

April 20, 2021

ODOT #12074

ODOT Response

Project Name: Dogwood Station	Applicant: Jennifer Dillan
Jurisdiction: City of Milwaukie	Jurisdiction Case #: 21-003PA
Site Address: 2206 SE Washington St, Milwaukie, OR	Legal Description: 01S 01E 36BC Tax Lot(s): 01700
State Highway: OR 99E	Mileposts: 5.94

The site of this proposed land use action is in the vicinity of OR 99E and is adjacent to TriMet's MAX Orange Line and the Southern Pacific Railroad tracks. ODOT has permitting authority for these facilities and an interest in ensuring that the proposed land use is compatible with their safe and efficient operation.

COMMENTS/FINDINGS

ODOT has reviewed the submitted application materials for a 56-unit apartment building in the Downtown Mixed Use (DMU) zone. As proposed, the application does not include on-site parking or vehicular access.

ODOT's Rail and Public Transit Division (RPTD) also reviewed the project for impacts to the adjacent MAX and Southern Pacific rail lines. ODOT RPTD does not anticipate the need for a Rail Crossing Order, as the development does not propose any changes to on-street parking and will not reduce sight distance for vehicles or pedestrians. ODOT recommends the applicant communicate with TriMet as appropriate when demolition and construction activities take place near the rail tracks. Please contact Sean Batty, TriMet Director of Engineering and Construction Delivery, at BattyS@trimet.org for coordination purposes.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Traffic Impacts

- If a traffic impact analysis is required by the City of Milwaukie, ODOT recommends the applicant assess the impacts of the proposed use on the State highway system. The analysis must be conducted by a Professional Engineer registered in Oregon. **Please contact the ODOT Traffic representative identified below and the local jurisdiction to scope the study.**

ADVISORY INFORMATION

Noise

- The applicant is advised that a residential development on the proposed site may be exposed to noise from heavy rail freight trains, passenger trains, or transit vehicles. It is generally not the State's responsibility to provide mitigation for receptors that are built

after the noise source is in place. Builders should take appropriate measures to mitigate the noise impacts.

Please send a copy of the Land Use Notice to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

ODOT_R1_DevRev@odot.state.or.us

Development Review Planner: Kate Hawkins	503.731.3049, kate.w.hawkins@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221 abraham.tayar@odot.state.or.us



Permit Record: 21-003PA

SDCs

Street Address: 2206 SE Washington St

Prepared By: JMB

Date: 4/29/2021

SDC	Reimbursement	Improvement	Administration	Total
Parks	\$ 198,063.00	\$ -	\$ -	\$ 198,063.00
Transportation	\$ 2,305.80	\$ 45,874.44	\$ -	\$ 48,180.24
Storm Drainage	\$ -	\$ 14,726.06	\$ -	\$ 14,726.06
Water	\$ 3,798.00	\$ 3,157.00	\$ 533.00	\$ 7,488.00
Sewer	\$ 13,877.50	\$ 23,729.00	\$ -	\$ 37,606.50
Water Meter Set Fee	\$ 740.00	\$ -	\$ -	\$ 740.00
Review Fee	\$ -	\$ -	\$ 150.00	\$ 150.00
Wastewater Treatment	\$ 350,619.00	\$ -	\$ -	\$ 350,619.00
			Total	\$ 657,572.80

Fees subject to change until final plans and permit issuance