CITY OF MILWAUKIE Climate Action Plan

Land Use and Transportation Planning Implementation Partner Workshop Notes

Workshop Date: March 21, 2018

Welcome and introductions

Josh Proudfoot welcomed attendees and thanked them for participating in the workshop. He invited attendees to introduce themselves:

- Peter Passarelli: Project manager for the CAP
  - Recapped project progress thus far and the schedule going forward
  - Outlined implementation partner workshops and explained that this workshop was rescheduled from February
  - Explained the purpose of the implementation partner workshops is to hear from technical experts about their experience and ideas for mitigation and adaptation strategies
- Tristan Sewell, City of Milwaukie Climate Action Plan intern
  - Tristan has worked with the City for a year. He is interested in climate action planning at an institutional level and is currently a Masters student in Regional and Urban Planning at PSU
- Vince Alvarez, Milwaukie resident and member of the CAPC
  - Vince is a life-long recycler and environmentalist. He wants to help the community make a difference through the CAPC process
- Mark Gamba, Mayor of Milwaukie
  - Mayor Gamba said climate was the reason he entered politics. As a former National Geographic Photographer, the Mayor saw the results of climate change first hand, as well as the impact of government inaction
- Denny Egner, Planning Director for the City of Milwaukie
  - Denny explained the City just adopted a Community Vision that prioritizes sustainability. The City is updating its Comprehensive Plan and it is important to integrate the Climate Action Plan into that effort. Denny said he strongly believes in the statewide planning system, but statewide planning goals do not touch on climate
- David Levitan, Senior Planner for the City of Milwaukie
  - David was the project manager for the Community Vision and is currently managing the Comprehensive Plan Update. Much of his work is related to housing policy, and he looks forward to helping integrate the Climate Action and Comprehensive Planning efforts
- Leila Aman, Development Manager for the City of Milwaukie
  - Leila oversees public-private partnerships for the City. She has a background in transit-oriented development and formerly worked with Prosper Portland. She is interested in how the built environment can contribute to reducing greenhouse gas emissions
- Pat Jewett, Oregon Walks
  - Pat is interested in pedestrian issues and infrastructure. She is also a member of PBOT's Pedestrian Advisory Committee
- Roger Kainu, Oregon Department of Energy
  - Roger is an energy analyst and serves on the Governor's Regional Solutions Team. He is a member of the Built Environment Efficiency Working Group, a taskforce put together by the Governor to move forward the Executive Order around the built environment
- Troy Gagliano, PGE
  - Troy has worked closely with the City previously on the North Industrial Area Taskforce. At PGE, he works on the Future is Electric campaign, which helps cities with "smart cities"

initiatives, including exploring microgrids, resiliency, more renewable energy options and EV charging infrastructure

- Mary Moerlins, Northwest Natural
  - o Mary works with CAPC member Shanna Brownstein as a community affairs and environmental programs manager. She helps communities explore ways that natural gas can help them reduce their carbon footprint
- Karen Buehrig, Transportation Planning Supervisor for Clackamas County
  - o Karen said climate issues don't stop at city boundaries, and the County is excited to be engaged in this process. She noted several areas in unincorporated Clackamas County have a Milwaukie ZIP code. She has recently worked with the City to engage community members on bike and pedestrian issues around the Park Avenue Station area
- Eric Corey Freed, Milwaukie resident and member of the CAPC
  - o Eric Corey Freed is an architect and planner. He has previously worked on net zero buildings and was the vice president of the Living Building Institute and Chief Community Officer at EcoDistricts. He hopes the example Milwaukie sets through this process will spread
- Chuck Eaton, Engineering Director for the City of Milwaukie
- Josh Proudfoot, Good Company
- Emma Sagor, EnviroIssues

Identified adaptation and mitigation actions

Green font = will be characterized for adaptation benefits
Blue font = will be scaled for mitigation benefit (we will be following up soon)

Adaptation Actions		
Number of dots	**Action**	**Agencies/Resources Involved**
7	Pressure authorities to update flood plain maps. *Note also a major priority for Natural Resources and Public Health and Emergency Preparedness partners.*	City; Clackamas County; State (DLCD); FEMA; Metro
2	Reclaim riparian areas via property purchase for flood storage	City; Clackamas County
2	Plan for future employment land considering flood risk, natural resources	City
1	Work with industrial partners to host community solar project *This is included in buildings and energy chapter of the CAP*	City; local industry
1	Provide incentives to increase flood storage capacity	City
	Increase permeable paving	City
	Review/strengthen canopy requirements along drainage corridors	City
	Review land use policies related to parking lots, trees and solar	City
	Widen riparian buffers to account for sea level rises	City
	Consider growing food in flood plain (e.g. Denver example)	City; local partners

Good Company will characterize the benefits of a program that would include:

- Studying and updating the flood plain maps for base knowledge to support development over time
- An outreach effort to land owners and residents that are likely to see more flooding in the future
- Consider/study reclaiming riparian areas via property purchase for flood storage
- Consider/study offering incentives to those that can provide flood storage on their property

Mitigation Actions		
Number of dots	**Action**	**Agencies/Resources Involved**
9	Implement a Transportation Management Agency (TMA) combined with Work with Clackamas County to create a better vision for transit serving Clackamas County communities	City; neighboring cities; Clackamas County; Metro
5	Lower parking ratios near high capacity corridors	City
5	Implement variable system development charges (consider square footage, etc.) to encourage ADUs	City
5	Partner with Metro and TriMet to increase bus service, particularly to underserved employment areas (e.g. micro-transit)	City; Metro; TriMet
5	Incentivize employers to encourage active transportation (bike and ped)	City; local businesses
4	Implement parking pricing in downtown	City
4	Implement a "fee in lieu of" for areas outside of pedestrian corridors that do not need infrastructure improvements and redirect funds to corridors that do	City
4	Promote "neighborhood hubs" through Comprehensive Plan policies	City
2	Reduce system development charges related to constructing accessory dwelling units	City
1	Change the way parking spaces are counted in code	City
1	Introduce a bike share program for "last mile" trips	City; bike share operators
1	Engage self-driving vehicle firms and develop policies for autonomous vehicles early	City; self-driving operators; Metro
1	Identify "last/first" mile need areas	City; TriMet
1	Educate the public around walking "last mile" benefits	City; advocacy groups
	Increase height allowance if building is green/LEED certified	City
	Improve active parking management	City
	Reduce parking requirements related to constructing accessory dwelling units	City
	Identify industrial sites where parking space could be redeveloped	City
	Implement development incentives related to contributions to connectivity (e.g. sidewalks, bike paths, etc.). • Could be a "density bonus"	City
	Capture value from single family development through system development charges for active transportation network • Redefine methodology for defining capacity to movement of people versus vehicles	City

	Incentivize employers to encourage transit use or provide transit subsidies	City; local businesses; TriMet
	Raise awareness of incentive programs that are already available	City; local businesses; TriMet
	Partner with carshare organizations by neighborhood (e.g. Get Around, Car2Go)	City; car share organizations