Welcome

MILWAUKIE COMPREHENSIVE PLAN IMPLEMENTATION COMMITTEE (CPIC)

Meeting #7

April 16, 2021, 6:00 – 9:00 PM

Zoom Meeting Procedures

» Please turn microphones off (mute).

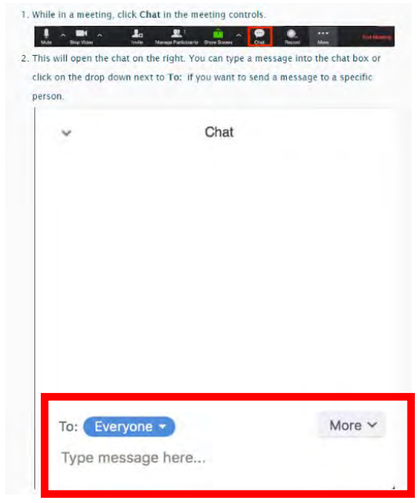
» Please turn video off when presentations are being given.

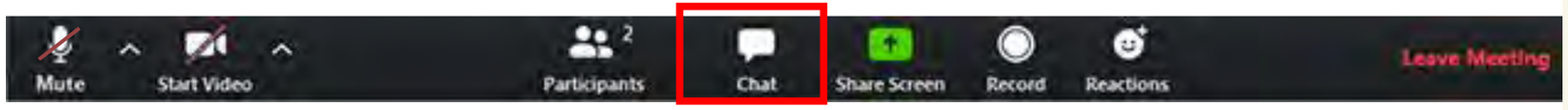
» CPIC members will be called on first for questions/discussion.

» **CPIC members** – please **raise your hand** or type a question in the chat if you have a question. "Raise Your Hand" can be found when you show the list of participants OR under the reactions tab.

» **Audience** – please **use the chat function** if you have a questic There will also be an opportunity for input in breakout rooms.

- Click on Chat to type in your questions or make a comment.
- Meeting facilitator will monitor the Chat questions and comments.
- Audience – please use the Q&A function.





Introductions

Comprehensive Plan Implementation Committee

- Joel Bergman
- Micah Meskel
- Nicole Zdeb
- Renee Moog
- Sharon Johnson
- Celestina DiMauro
- Daniel Eisenbeis
- Matthew Bibeau
- Stephan Lashbrook
- Ada Gonzalez
- Dominique Rossi
- Eugene Zaharie
- Jennifer Dillan
- Lisa Batey
- Joseph Edge

City of Milwaukie

- Vera Kolias, AICP, Senior Planner
- Mary Heberling, AICP, Assistant Planner
- Leila Aman, Community Development Director
- Laura Weigel, Planning Manager
- Peter Passarelli, Public Works Director
- Natalie Rogers, Climate Action and Sustainability Coordinator

Consultants

- Marcy McInelly, AIA (Urbsworks, Inc.)
- Kimi Sloop (Barney & Worth, Inc.)
- Todd Prager (Teragan & Associates, Inc.)
- Rick Williams (Rick Williams Consulting)

Objectives for this meeting

» Share information about larger effort to implement all portions of Comprehensive Plan

» Share updates on public engagement

» Opportunity to learn more about parking study, draft tree code, and infill housing design

» Learn about next steps in the project

Committee Charge

» **Support the City** by helping to involve a variety of different stakeholders in the decision-making process, offering feedback on a code audit and draft code concepts and ensuring that the diverse interests of the Milwaukie community are reflected in the code and map amendments.

» **Be the primary liaisons** to the Milwaukie community, provide feedback on public involvement efforts, code concepts and amendments, and advance recommendations to the Planning Commission and City Council.

» **Interact with** City of Milwaukie staff, particularly the Planning Division and its consultant team.

» The CPIC will **meet monthly** throughout the code amendment process, with adoption of the final code package plan targeted for early Summer 2021. Subcommittees may also be established to work on specific tasks and will hold meetings as necessary.

» CPIC members are also encouraged to **help facilitate meetings** with their neighborhood district associations and other community organizations.

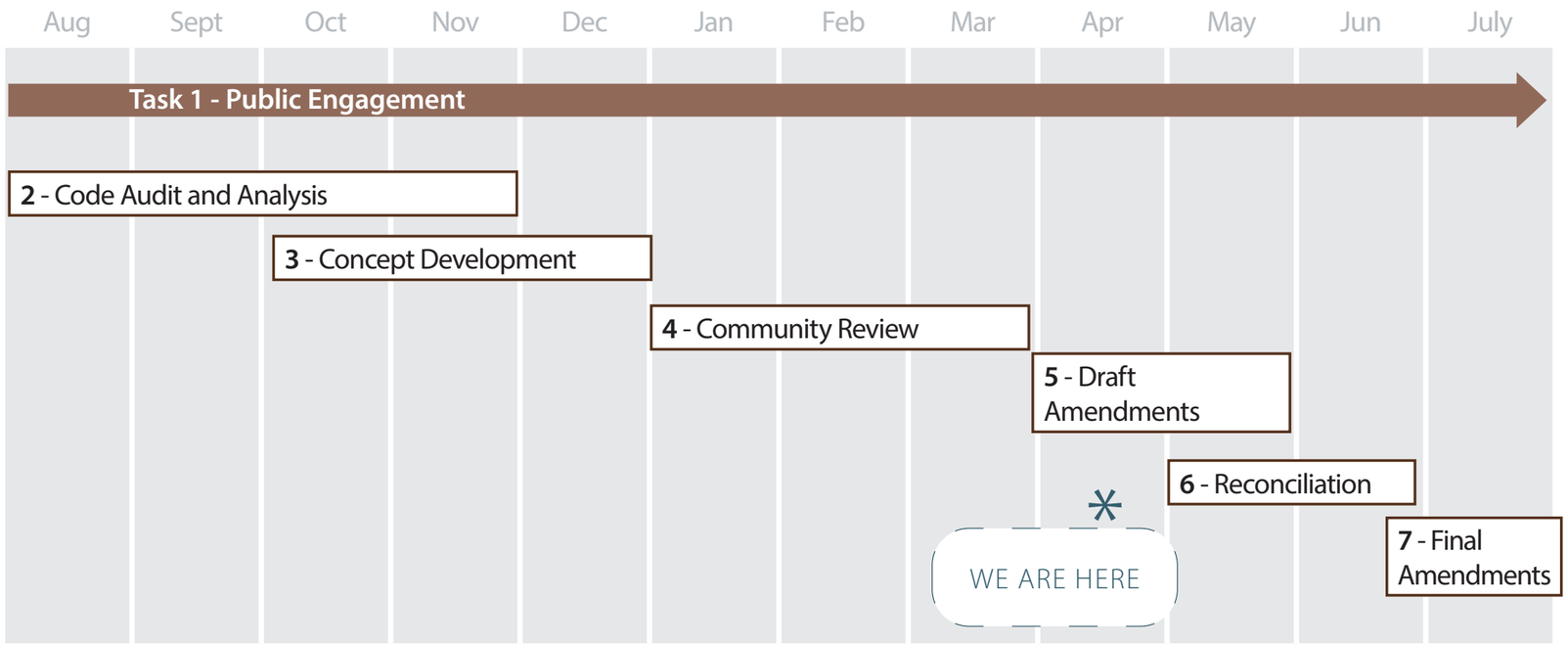
» **Promote opportunities for public involvement**, disperse information to the Milwaukie community, and solicit feedback concerning the Comprehensive Plan Implementation project.

AGENDA

Comprehensive Plan Implementation Committee Meeting #7 - Agenda		
Time	**Topic**	**Who**
5:45 – 6:00 pm	Login to Webinar and Conference Line	CPIC members
10 minutes 6:00 – 6:10 pm	Project updates · Overview of the process – where we are, where we are going · Brief overview of community engagement results	Vera Kolias and Mary Heberling
20 minutes 6:10 – 6:30 pm	Scope and Project Review · Multi-year implementation process/work plan · Non-regulatory housing comprehensive plan policies	Laura Weigel and Leila Aman
40 minutes 6:30 – 7:10 pm	Parking Survey · Presentation of results · Q & A	Rick Williams
30 minutes 7:10– 7:40 pm	Tree Code · Presentation of draft code outline · Q & A	Todd Prager
15 minutes 7:40 – 7:55 pm	"Open space" overview	Laura Weigel
30 minutes 7:55 – 8:25 pm	Overview of known amendments Confirmed direction on mapping 3D models of middle housing (neighborhood context)	Marcy McInelly
20 minutes 8:25– 8:45 PM	Facilitated CPIC Discussion	CPIC members
10 minutes 8:45 – 8:55 PM	Public comment / Q&A	All
8:55 – 9:00 PM	Next Steps: May meeting – date: 5/20	Vera Kolias
9:00 PM	Adjourn	

Overall project schedule

- Adoption targeted for Summer 2021
- CPIC to meet about once a month
- Role of CPIC is to review project updates at meetings, provide diverse input, share with other residents

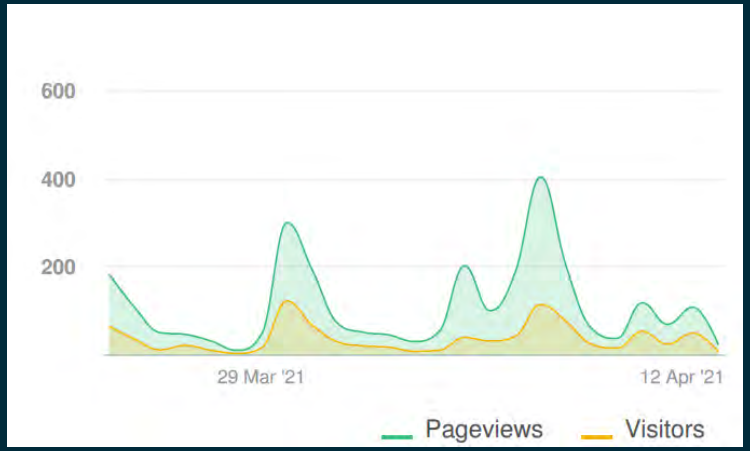


Open House #2 Survey – Initial Results

- 115 completed surveys
- 65 people participated in the comments section
- 143 people either comments and/or completed survey

**As of noon today, 4/15*

- 68 total comments
- 253 votes on comments



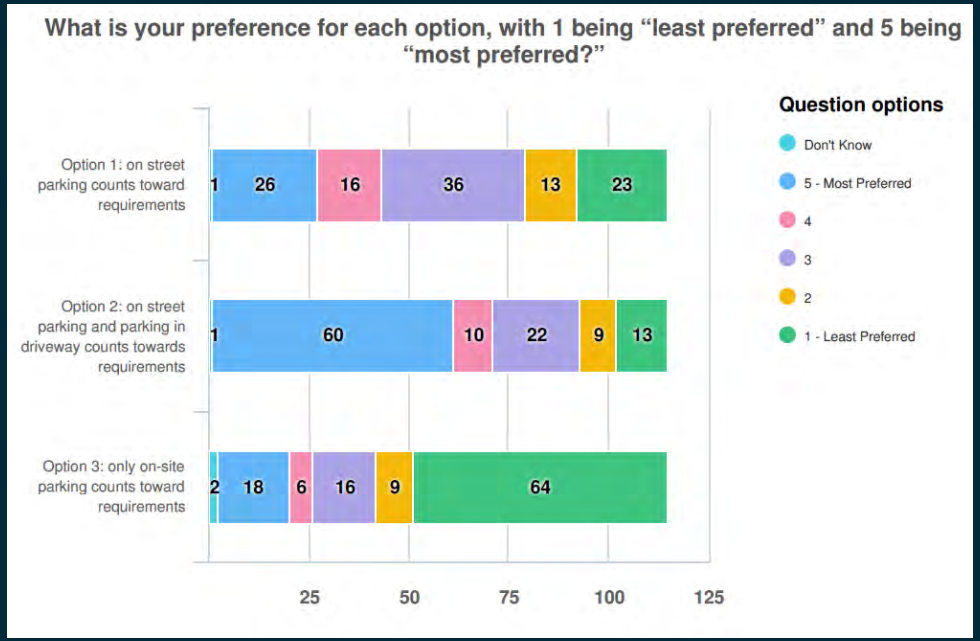
Demographic Data – Survey

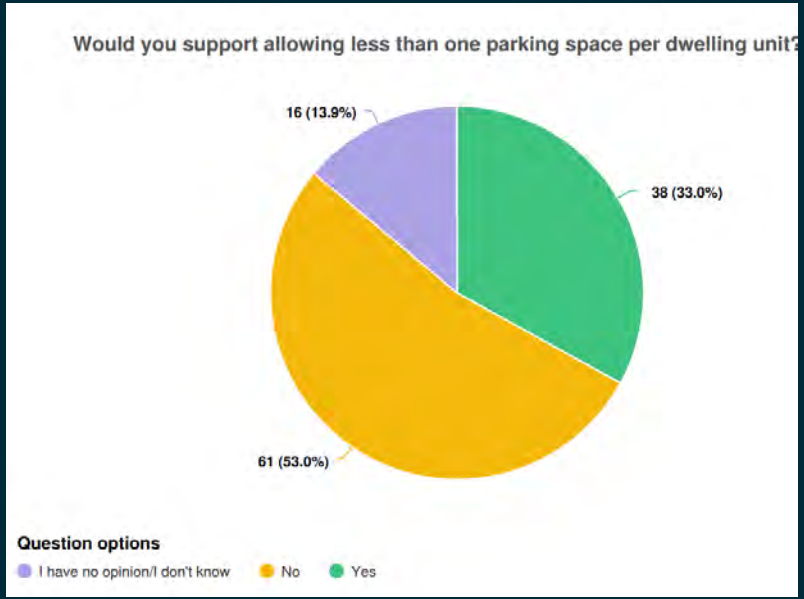
Race	Percentage
Native American, American Indian, or Alaska Native	1.6%
Asian or Asian American	2.4%
Black or African American	2.4%
Hispanic or Latino/a/x	4.7%
White	84.3%
Native Hawaiian or Pacific Islander	1.6%
Race or ethnicity not included	3.1%

Connection to Milwaukie	Percentage
Live in Milwaukie	35%
Rent a home	4%
Own a home	33.2%
Work in Milwaukie	12.4%
Study in Milwaukie	0.4%
Own a business	3.1%
Religious or cultural activities	6.2%
Visitor	1.8%
Other	4%

** Could select more than one*

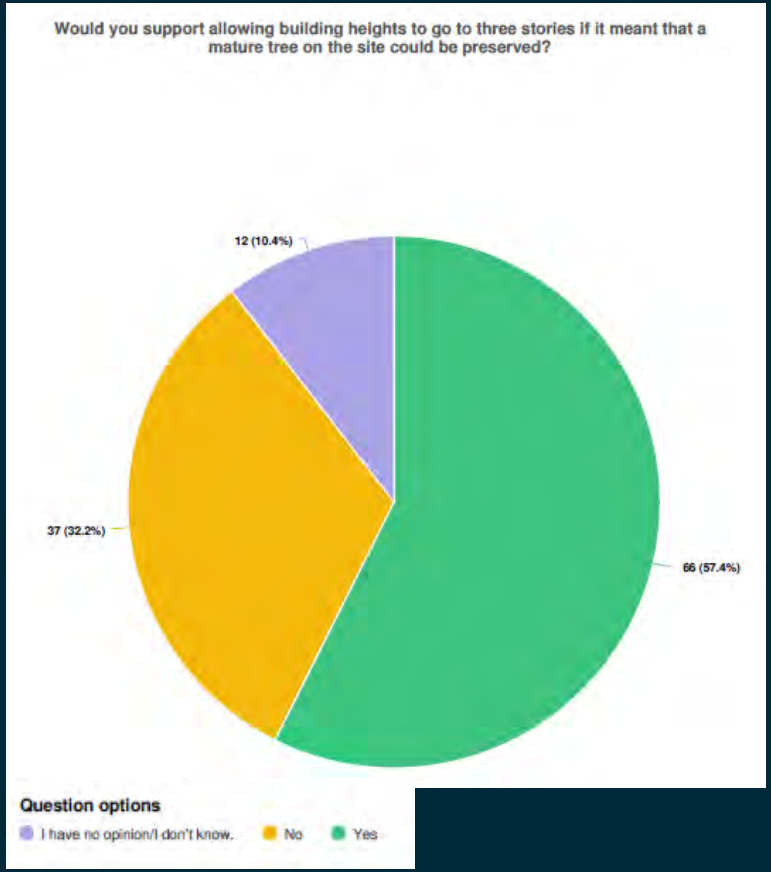
Initial Survey Results - Parking





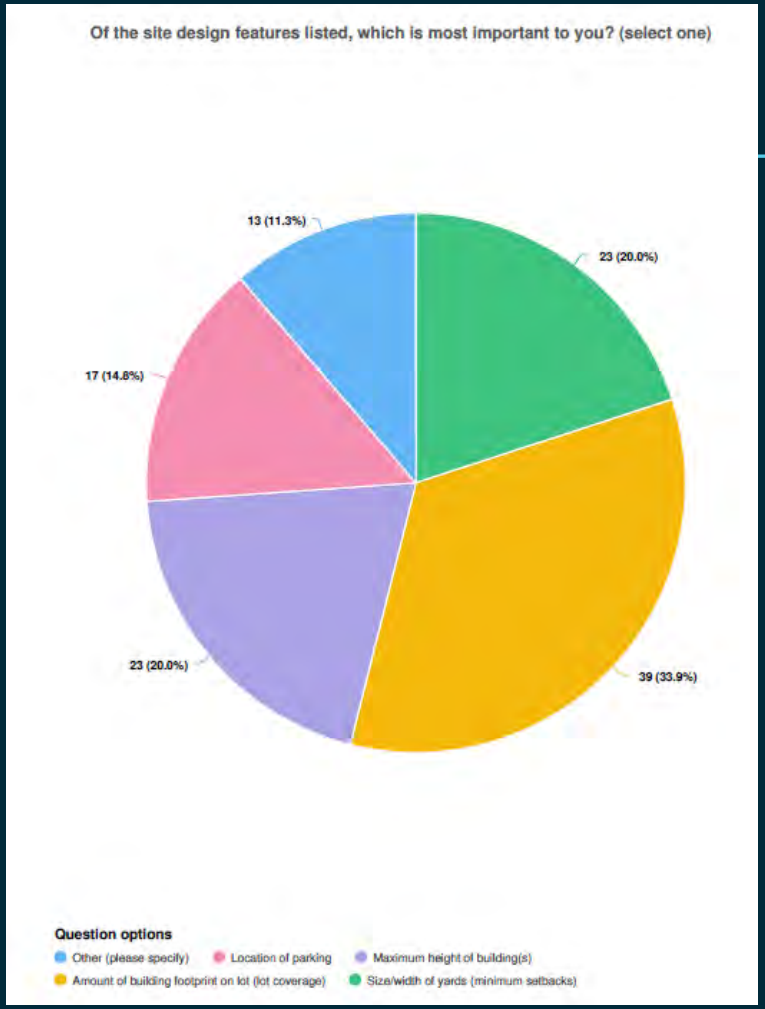
** As of noon today, 4/15*

Results – Building Form



** As of noon today, 4/15*

Results – Design Features



** As of noon today, 4/15*

	Internal Team	Phase 1 2020-2021	Phase 2 2022-2023	Phase 3 2023-2024	Phase 4 2024-2025
FOSTERING COMMUNITY, CULTURE & BELONGING					
1: COMMUNITY ENGAGEMENT	Lead: CMO Support: Planning				
2: HISTORY, ARTS, & CULTURE	Lead: CMO & Planning			**x (Historic Resources)**	
ENVIRONMENTAL STEWARDSHIP & COMMUNITY RESILIENCY					
3: NATURAL RESOURCES & ENVIRONMENTAL QUALITY	Lead: Planning Support: PW			**X**	
4: WILLAMETTE GREENWAY SECTION	Lead: Planning			**X**	
5: NATURAL HAZARDS	Lead: Planning Support: Engineering				
6: CLIMATE CHANGE & ENERGY	Lead: PW Support: Planning				
CREATING COMPLETE NEIGHBORHOODS SECTION					
7: HOUSING	Lead: Planning Support: CD	**X**	**X (HCA/HPS)**	**X**	
8: URBAN DESIGN & LAND USE	Lead: Planning	**X (partial)**	**X**		
9: PARKS & RECREATION SECTION	Lead: Assist. City Manager Support: Planning			x	x
10: PUBLIC FACILITIES & SERVICES	Lead: PW Support: Planning	x	x	x	
SUPPORTING ECONOMIC DEVELOPMENT & GROWTH					
11: ECONOMIC DEVELOPMENT	Lead: CD Support: Planning				
12: URBAN GROWTH MANAGEMENT	Lead: Planning				**X**
SAFE & ACCESSIBLE TRANSPORTATION					
13: TRANSPORTATION (EXISTING)	Lead: Planning & Engineering		**X**	**X**	

Bold X indicates Planning Department is the lead.

PARKING STUDY

CPIC #7

April 15, 2021

6:00 PM

Comprehensive Plan Implementation Committee

Assessment of Residential Parking Occupancies

Draft Findings

RICK WILLIAMS CONSULTING
Parking & Transportation

Consultant Task

- Examine how parking typically functions in residential neighborhoods in Milwaukie.
- Assist in better understanding residential parking demand to inform decision making regarding parking in the context of the Comprehensive Plan, the zoning code, and state level requirements.
- Estimate minimum residential demand through occupancy counts (on-site and within the public right-of-way).
- Calculate residential parking demand as demand per residential unit.

Study Areas

The sample neighborhood study zones were selected in consultation with the City of Milwaukie and Urbsworks.

- **Lake Road**
- **Lewelling**
- **Ardenwald**
- **Island Station**

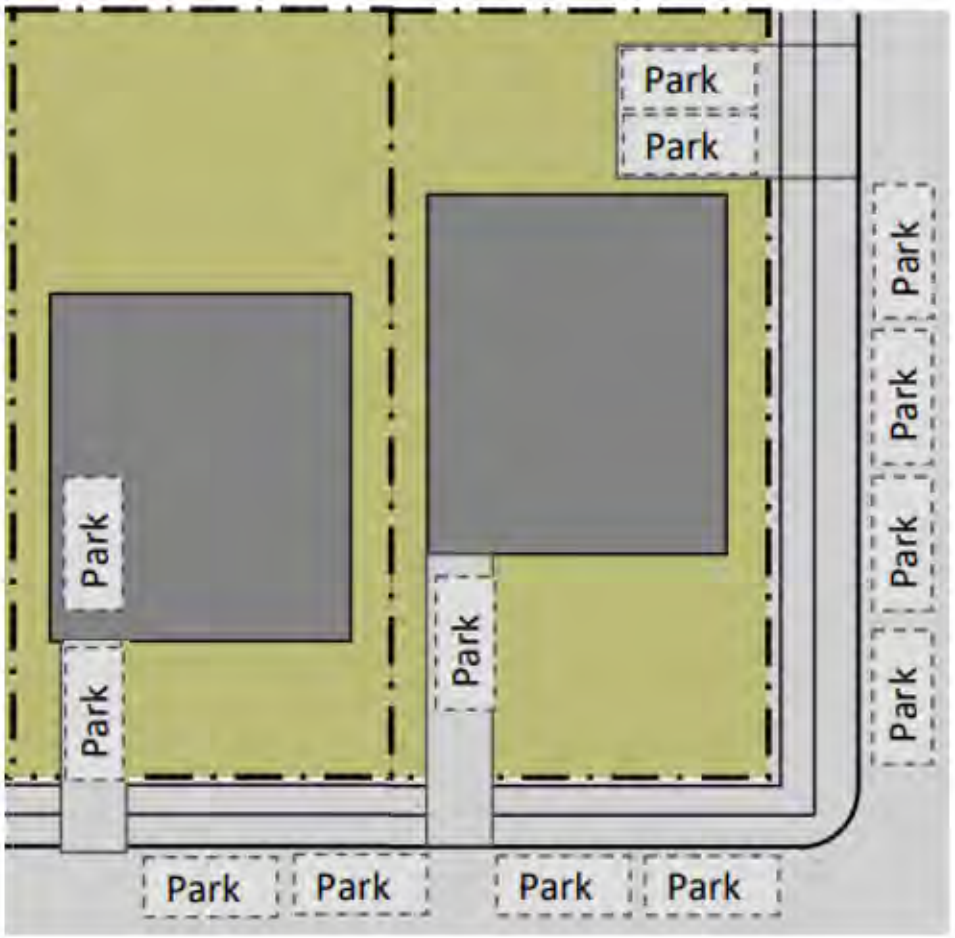
Detailed findings are in the Technical Memorandum:

City of Milwaukie: Residential Parking Occupancies Summary of Findings February 2021 (v1)

Methodology

Parking Supply

- **Inventory of the Supply** (✓)
  - All parking (on and off-street); garage supply *estimated*
  - All residential units within study area
  - Identification of non-residential land uses and parking to assure only residential parking is measured.



Methodology

Parking Demand

- **Occupancy Counts (✓)**
  - 10 AM and 2AM counts
    - 2AM represents highest level of residential demand
    - 10AM to assess change against traditional peak demand (2AM)
  - Garage parking not included in occupancy counts

Methodology

- **Industry best practice for measuring *residential* demand (✓)**
- **Measure across multiple metrics (✓)**
  - Separate residential from non-residential supplies
  - Occupancy (by supply type and by block)
  - Vehicle demand per residential unit (minimum residential demand)
  - # of vehicles parked on-site
- **Impact of COVID-19 (✓)**
  - COVID causing more vehicles to stay home, but should not impact 2AM peak (most likely makes demand numbers conservative)
  - Nonresidential demand is likely lower than normal as evidenced in 10AM counts.
- **Key Objective**
  - Vehicles per Residential Unit (Measured parking demand)

Findings – Parking Supply

		Lake Road	Lewelling	Ardenwald	Island Station	Total
	Residential Units	190	154	171	131	**646**
Supply	**On-Street Stalls/Unit**	(see report)				**2.09**
	Driveway Stalls/Unit					**1.87**
	Surface Lot Stalls/Unit					**0.09**
	Total Stalls Studied/Unit	4.12	4.93	3.13	4.13	**4.05**

- Average supply is 4.05 stalls per unit (not including garage capacity)
  - Lewelling higher than average
  - Ardenwald lower
- Average driveway supply is 1.87 stalls per unit

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Higher than average

Lower than average

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Findings – Parking Demand

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

- Average minimum demand is 1.99 vehicles per unit, consistent across neighborhoods.
- On-site demand is about 1.5 vehicles per unit.
- On-street demand is low (0.48 vehicles per unit).
  - Lake Road is highest at 0.89 vehicles per unit.

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Findings - Examples

- Lewelling
  - Highest supply (4.93 stalls per unit)
  - Lowest demand (1.89 vehicles per unit)

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Findings - Examples

- Ardenwald
  - Lowest overall parking supply (3.13 stalls per unit)
  - Average overall parking demand (2.05 vehicles per unit)
  - On-site driveway demand (1.58 vehicles per unit) closest to on-site driveway parking supply (1.68 stalls per unit)

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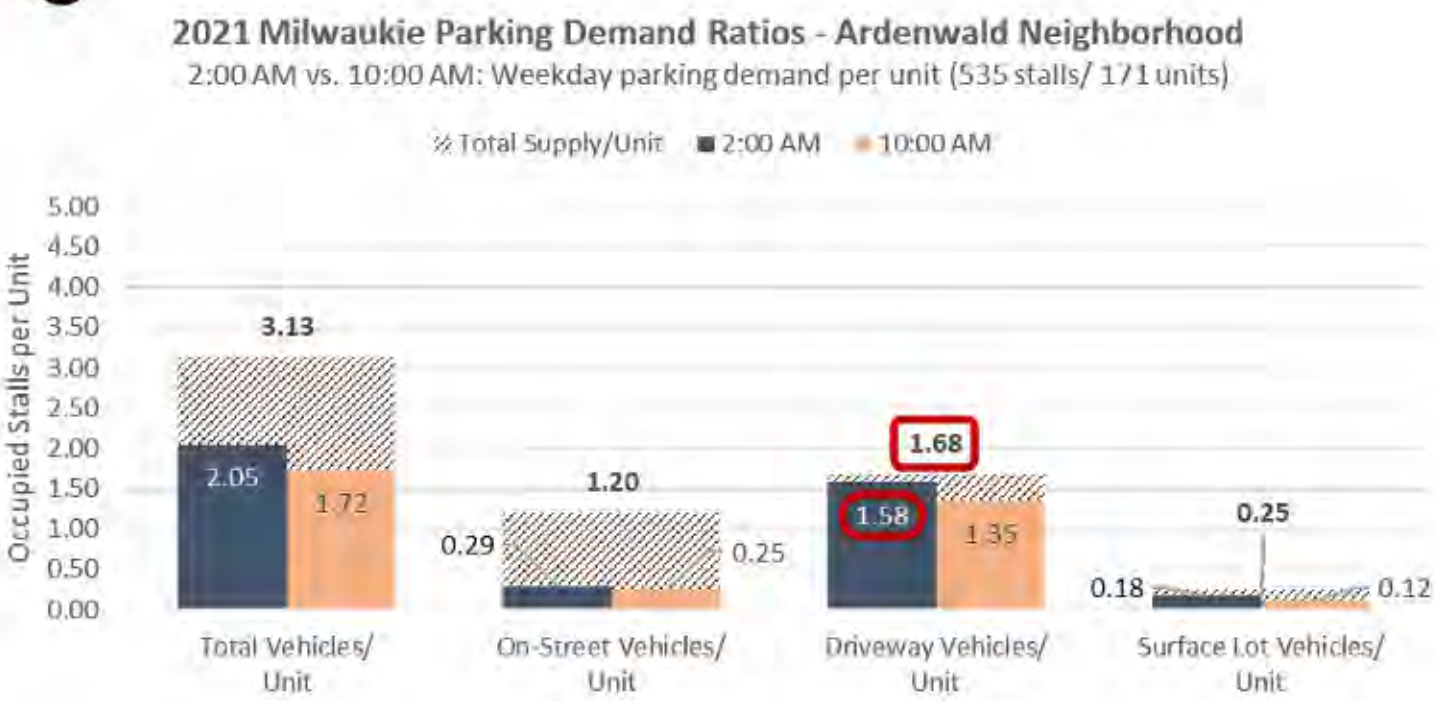

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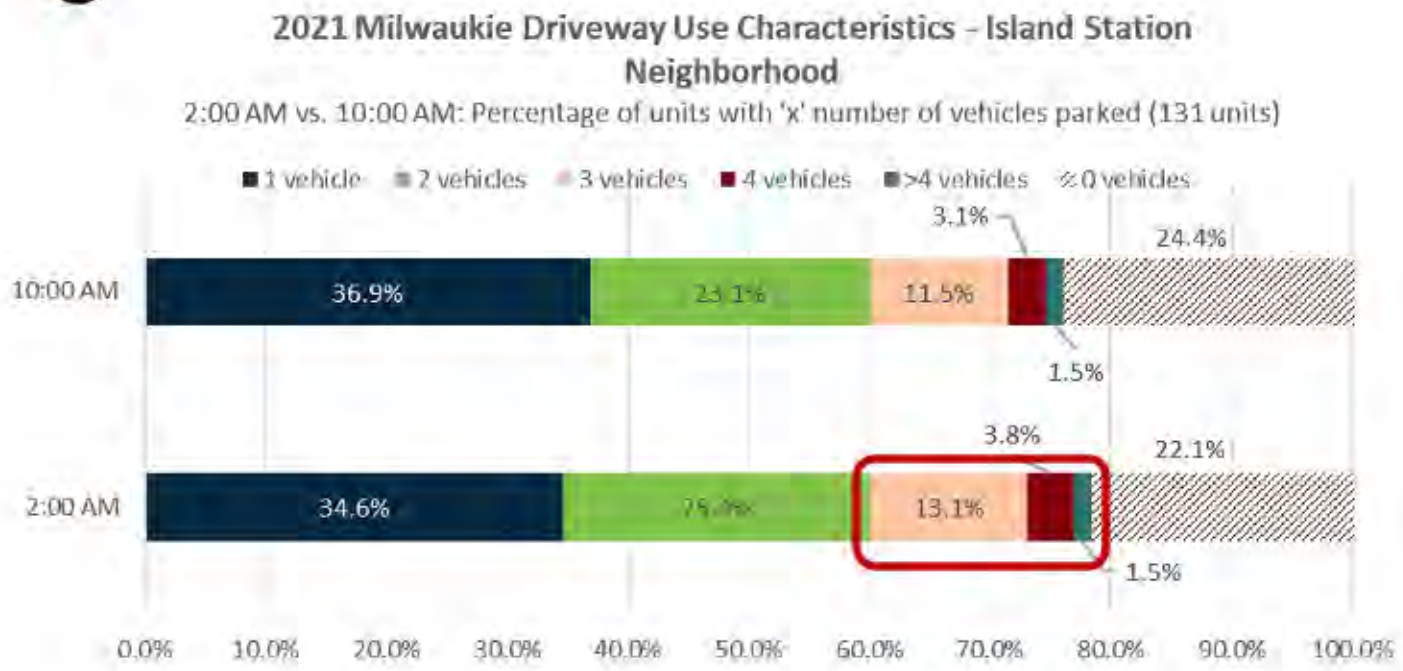
Findings



- Island Station
  - High percentage of units with 3 or more vehicles parked on site at peak hour (18.4% of all units have 3 or more vehicles parked)
  - Less than Ardenwald, which has 23.5%

Considerations

- Minimum average parking demand approximately 2.0 vehicles per residential unit at the peak hour.
  - This includes approximately 1.5 vehicles per unit parked on-site.
  - In no cases does demand exceed or constrain supply capacity (on site or on-street)
- On-street system has low demand at this time, though any new demand would likely be nonresidential (i.e., post-COVID).
- Much of on-street parking supply is unimproved, which could reduce on-street supply if improvements were made (e.g., curbs, paving).
- Notable percentage of residential units with multiple vehicles (3 or more) parking on-site.
- Data suggests City take the minimum compliance approach to meet State mandate for parking requirements for new middle housing projects.

Questions

Q & A

THANK YOU

RICK WILLIAMS CONSULTING
Parking & Transportation

DRAFT TREE CODE

COMPREHENSIVE PLAN
IMPLEMENTATION

PHASE 1

Benefits of Urban Trees

Research has linked the presence of urban trees to...

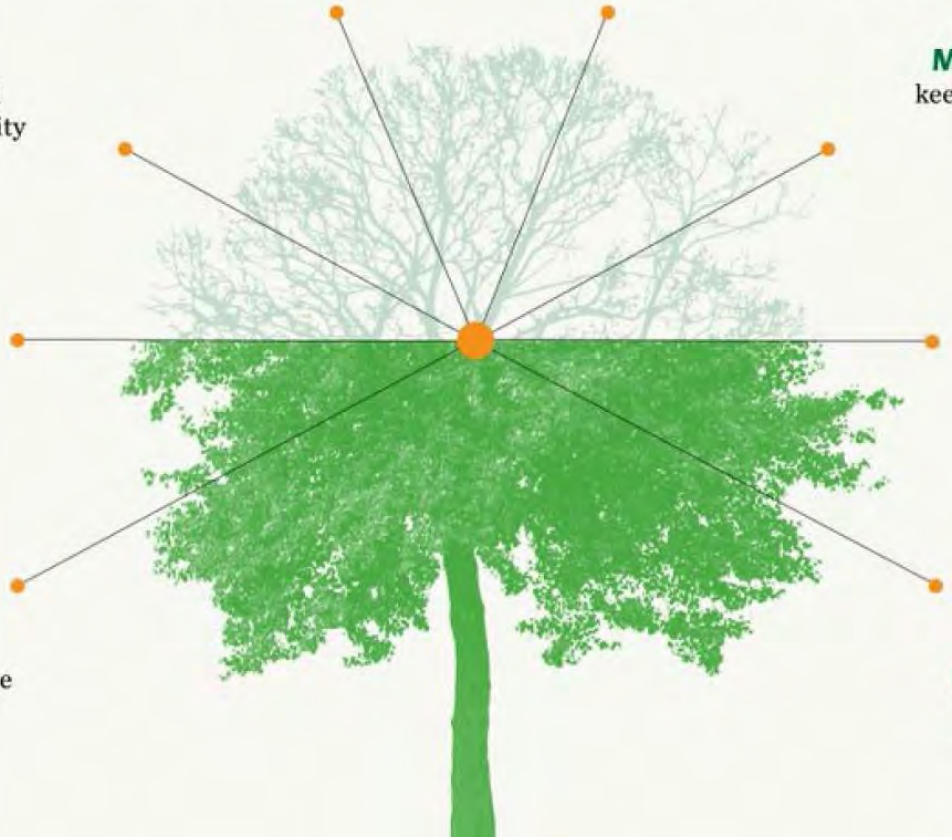
The Nature Conservancy

PROTECTING BIODIVERSITY
including habitat for migrating birds and pollinators

REDUCING OBESITY LEVELS
by increasing physical activity including walking and cycling

REDUCING RATES
of cardiac disease, strokes, and asthma due to improved air quality

MANAGING STORMWATER,
keeping pollutants out of waterways, and reducing urban flooding



COOLING city streets by 2-4° F, reducing deaths from heat and cutting energy use

INCREASING
neighborhood property values

FILTERING up to a third of fine particle pollutants within 300 yards of a tree

REDUCING STRESS by helping interrupt thought patterns that lead to anxiety and depression

CITY OF MILWAUKIE
COMPREHENSIVE PLAN

ADOPTED AUGUST 18, 2020
ORD. 2196

CITY OF MILWAUKIE

Milwaukie Community Climate Action Plan

March 6, 2019

CITY OF MILWAUKIE

2019 Urban Forest Management Plan

CITY OF MILWAUKIE

COUNCIL ORDINANCE No. 2197

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE CHAPTER 16.32 TREE CUTTING.

WHEREAS, on October 2, 2018, the City Council adopted the Milwaukie Climate Action Plan, which included two relevant urban forest strategies that will significantly contribute to Milwaukie's ability to adapt to the changing climate; and

WHEREAS, on March 19, 2019, the City Council adopted the 2019 Urban Forest Management Plan, which set goals and policies and identified actions that are crucial to maximizing the benefits of Milwaukie's trees and meeting Milwaukie's climate goals; and

WHEREAS, trees are considered valuable urban infrastructure that should be nurtured and protected as a community asset because of their ability to mitigate energy usage, reduce urban heat island effects, improve water quality, reduce infiltration and inflow, offer food and shading, improve public health and wellness, and support urban biodiversity.

Now, Therefore, the City of Milwaukie does ordain as follows:

Section 1. The Milwaukie Municipal Code Chapter 16.32 Tree Cutting is amended to read as shown on the attached Exhibit A.

Section 2. This ordinance will take effect immediately.

Read the first time on 11/17/2020 and moved to second reading by 5-0 vote of the City Council.

Read the second time and adopted by the City Council on 11/17/2020.

Signed by the Mayor on 11/17/2020.

Mark F. Gamba, Mayor

ATTEST:

Scott S. Stauffer, City Recorder

APPROVED AS TO FORM:

Justin D. Gericke, City Attorney

Page 1 of 1 – Ordinance No. 2197

Public Tree Code

Private Tree Code

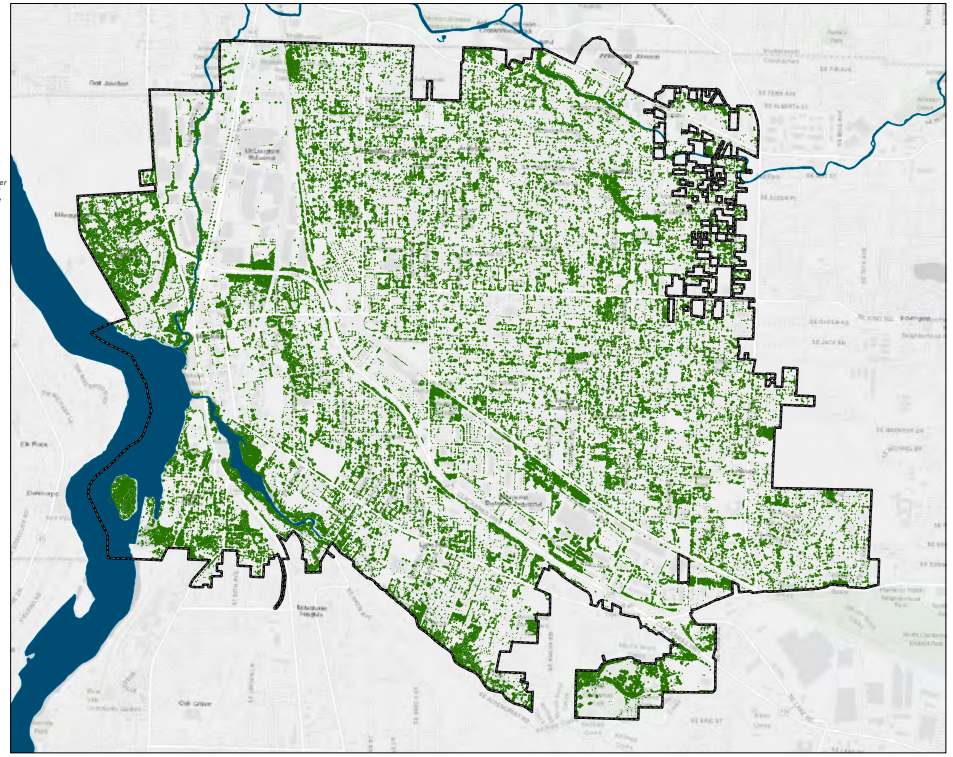
CITY OF MILWAUKIE

City of Milwaukie Canopy Coverage

City of Milwaukie

2014 Canopy Coverage

Note: Developed using LiDAR and imagery collected in the summer of 2014. Canopy was detected using a combination of normalized difference vegetation index (NDVI) from the imagery and feature heights from LiDAR. In 2014 the estimate for Milwaukie's tree Canopy was roughly 26%.



Data Sources: City of Milwaukie GIS, Clackamas County GIS, Metro Data Resource Center

Date: Thursday, January 10, 2019

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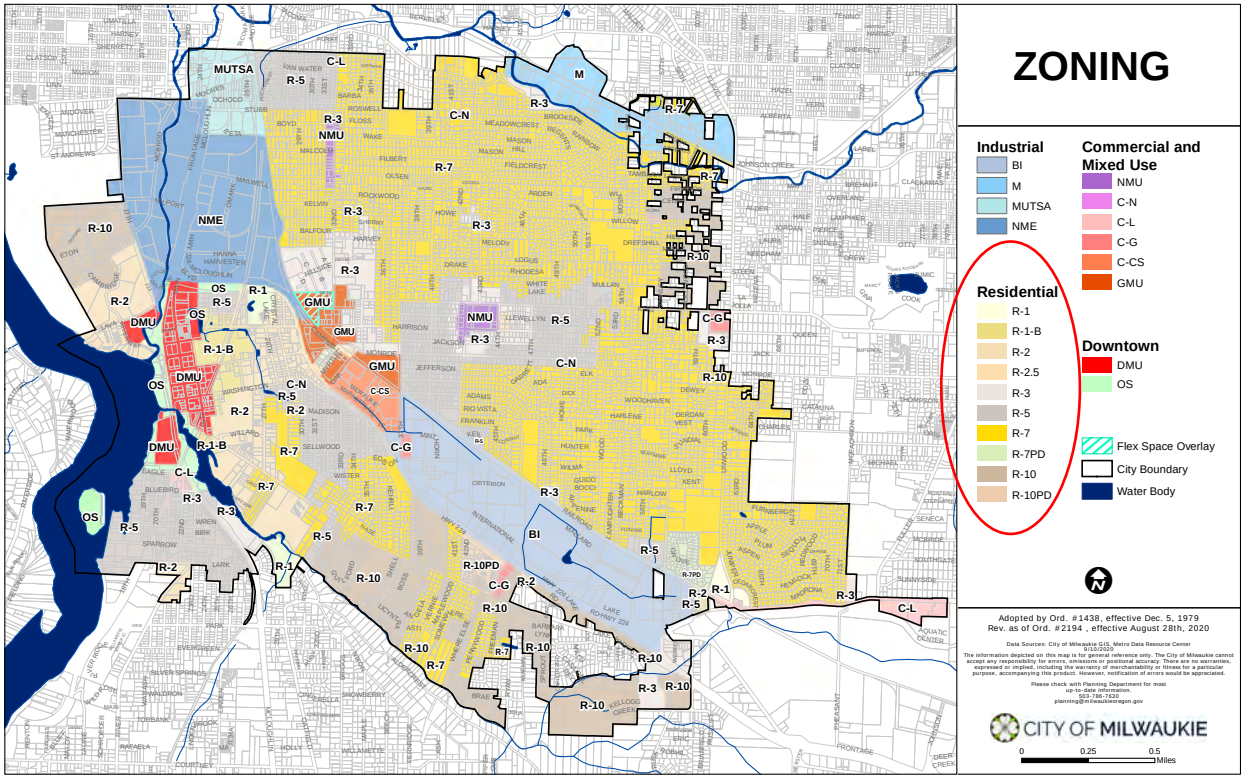
GIS Coordinator
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
(503) 744-7498

0 0.25 0.5 Miles



ZONING

Industrial
- BI
- M
- MUTSA
- NME

Commercial and Mixed Use
- NMU
- C-N
- C-L
- C-G
- C-CS
- GMU

Residential
- R-1
- R-1-B
- R-2
- R-2.5
- R-3
- R-5
- R-7
- R-7PD
- R-10
- R-10PD

Downtown
- DMU
- OS

- Flex Space Overlay
- City Boundary
- Water Body

Adopted by Ord. #1438, effective Dec. 5, 1979
Rev. as of Ord. #2194 , effective August 28th, 2020

Data Sources: City of Milwaukie GIS, Metro Data Resource Center
Date: 11/01/2019

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Please check with Planning Department for most up-to-date information.
503-786-7630
planning@milwaukieoregon.gov

CITY OF MILWAUKIE

0 0.25 0.5 Miles


SE 26th Ave
SE 25th Ave
SE 24th Ave
Map
Google
2D
Imagery ©2021 Google, Imagery ©2021 Maxar Technologies, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, Map data ©2021 United States Terms Privacy Send feedback 50 ft


12507 SE 25th Ave
Oak Grove, Oregon
Google
Street View
Google
Image capture: Jul 2019 © 2021 Google United States Terms Privacy Report a problem

Draft Tree Code Outline

1.Purpose

A.Describe benefits of trees

B.Connect code regulations to Comp Plan and Urban Forest Management Plan

C.Describe need for regulating trees in residential zones

Draft Tree Code Outline

2.Applicability

A.Zones where regulations apply

B.Types of development where regulations apply

Draft Tree Code Outline

3.Tree Preservation Standards

A.Trees subject to preservation

B.Minimum tree preservation standards (e.g. % or # of trees)

C.Mitigation requirements if preservation standards are not met

D.Discretionary review alternative if preservation standards are not met

E.Tree protection standards for trees to be retained

Draft Tree Code Outline

4.Tree Canopy Standards

A.Minimum tree canopy requirements (e.g. % canopy per lot)
B.How tree canopy requirements can be met (i.e. through preservation of existing trees and planting new trees)
C.Soil volume requirements for new tree planting
D.Mitigation requirements if canopy standards are not met
E.Discretionary review alternative if canopy standards are not met

Draft Tree Code Outline

5.Tree Plan Submittal Requirements

A.Arborist requirements

B.Site plan requirements

Draft Tree Code Outline

6.Definitions (list of defined terms when needed for clarity)

Draft Tree Code Outline

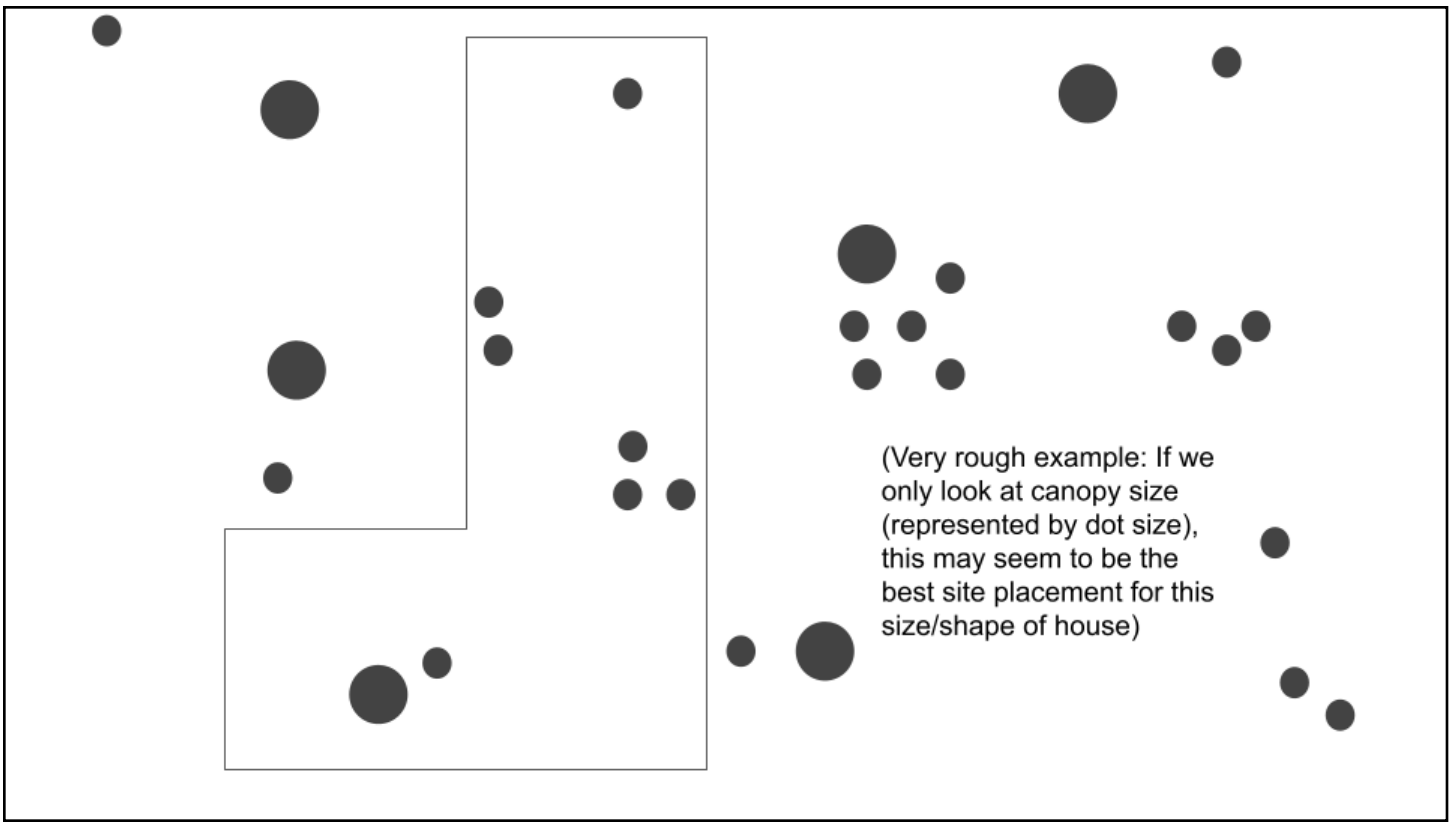
7.Enforcement

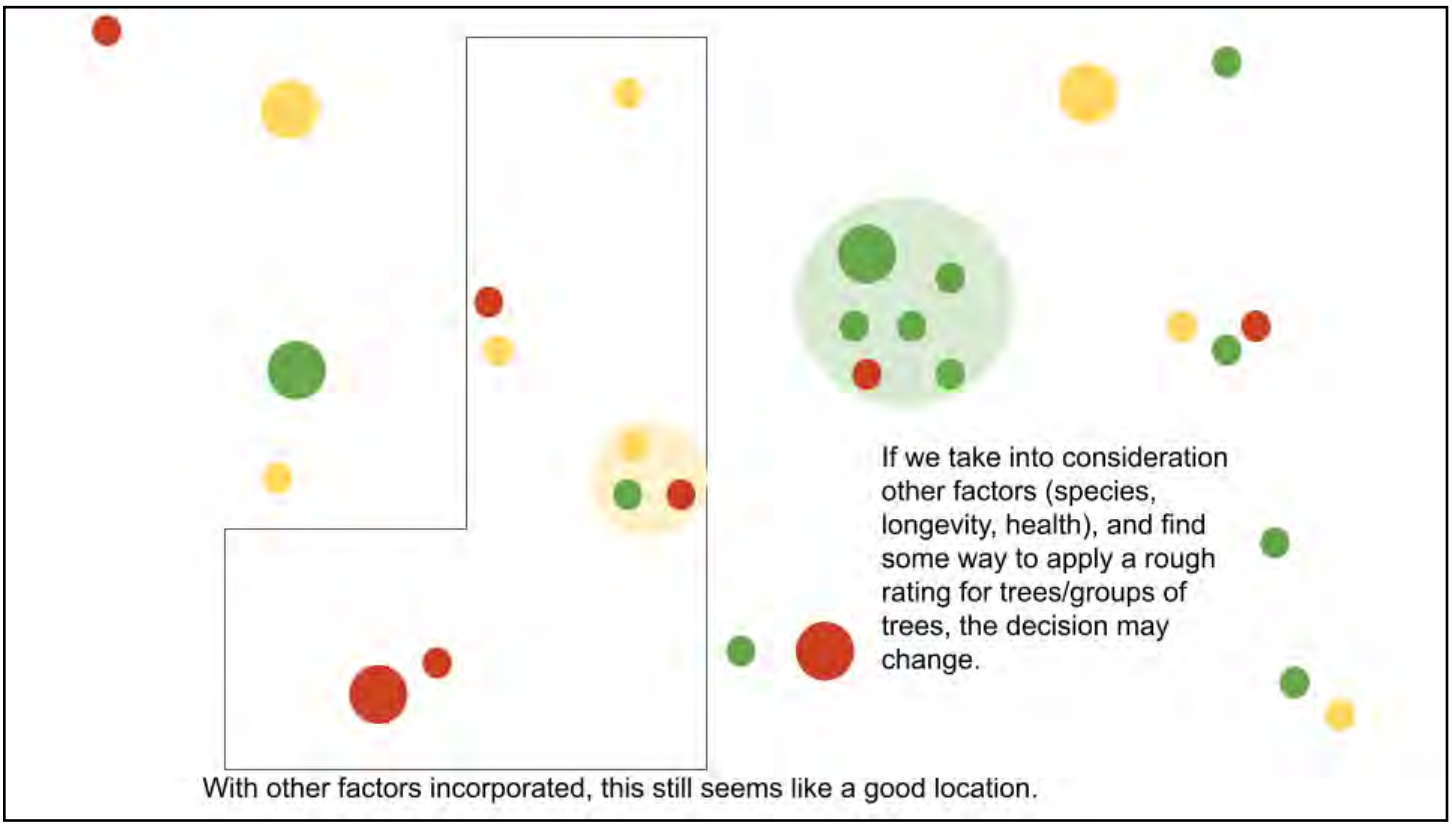
A.Describes penalties for non-compliance with code provisions

B.Specifies that City is ultimate decision maker

Draft Tree Code Outline

8.Potential non-development regulations to prevent pre- and post-development tree removal (may not be in development code)





Canopy Prioritization Concept from Tree Board

Challenges:

• Meeting the goal of preserving quality tree canopy in a clear and objective, and understandable format

• Landing on the right levels of tree preservation and planting to complement new development and protect existing neighborhoods from tree removal

• Developing lists of appropriate species for current and future conditions

• Ensuring adequate administrative enforcement to ensure new tree plantings can survive and thrive

OPEN SPACE

Open Space - Residential Property

Concerns about **loss of open space** on private property

- Found on large and smaller lots
- Valuable for tree canopy and wildlife habitat
- Access to urban agriculture

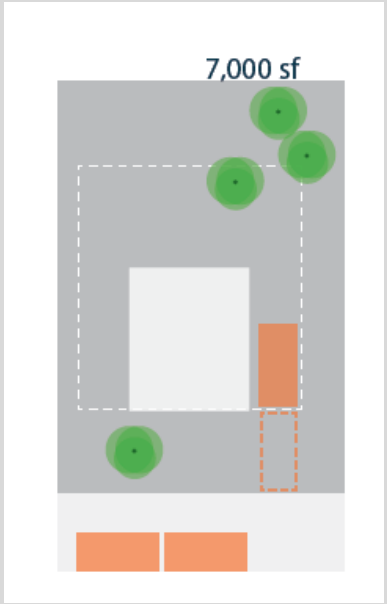
Clarification on **regulation of private property**

- This phase of work is primarily focused on private residential property
- City does not own the residential properties under discussion
- Private property rights allow for residential development and the city has to allow it

Open Space - City Regulations

On private residential property:

- Yard setbacks (front, side, back)
- Lot coverage limited to 35%
- Creative Site Design
- New Tree Code
- Urban agriculture allowed on private residential property



Open Space Preservation

- **Natural Resource and Willamette Greenway overlay zones**
- **Parks (NCPRD)**
- **Conservancies and Trust**
- **Acquiring land for natural resource protection**

PROPOSED MAP CHANGES, AMENDMENTS, AND INFILL HOUSING DESIGN

RECAP

Evolution of residential zoning

» Shifting how we're thinking about zoning

» Direction is set from Comp Plan

» Equity - not about keeping people out but allowing more people in and in all areas

» Housing types throughout city - ownership options in all areas

CITY OF MILWAUKIE
COMPREHENSIVE PLAN

ADOPTED AUGUST 18, 2020
ORD. 2196

7 HOUSING
GOALS & POLICIES

OVERARCHING SECTION GOAL
Provide safe, affordable, stable housing for Milwaukie residents of every socioeconomic status and physical ability within dwellings and neighborhoods that are entirely equitable, delightfully livable, and completely sustainable.

GOAL 7.1 - EQUITY
Enable and encourage housing options that meet the needs of all residents, with a specific focus on uplifting historically disenfranchised communities and eliminating disparities for populations with special needs or lower incomes.

POLICY 7.1.1 Provide the opportunity for a wider range of rental and ownership housing choices in Milwaukie, including additional middle housing types in low and medium density zones.

POLICY 7.1.2 Establish development standards that regulate size, shape, and form and are not exclusively focused on regulating density.

POLICY 7.1.3 Promote zoning and code requirements that remove or prevent potential barriers to home ownership and rental opportunities for people of all ages and abilities, including historically marginalized or vulnerable populations such as people of color, aging populations, and people with low incomes.

POLICY 7.1.4 Leverage resources and programs that aim to keep housing (including existing housing) affordable and available to residents in all residential neighborhoods of Milwaukie.

POLICY 7.1.5 Encourage development of new homes and modification of existing homes to accommodate people of all ages and abilities through use of universal design.

Universal Access and Design: Planning for Everyone
Universal access and design is the concept that buildings should be designed to meets the needs of people of all ages and abilities. Concepts include single story development, wider doorways and hallways, and the use of ramps and elevators.

OVERVIEW OF MAP CHANGES

Direction we are headed:

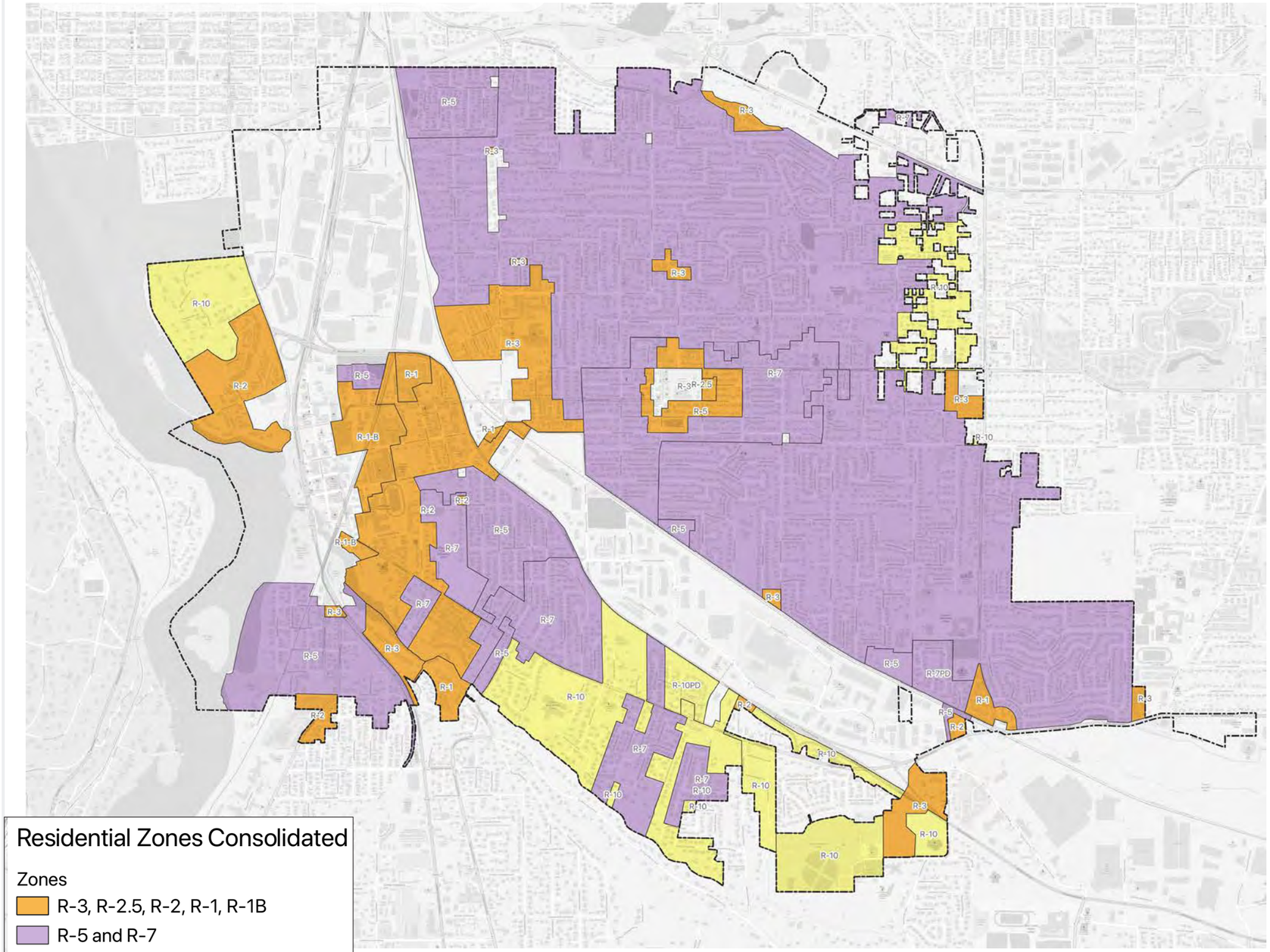
» General agreement was reached about condensing the number of residential zones from 8 to 3:

» Combine R-5 and R-7

» Combine R-3, R-2.5, R-2, R-1, R-1-B

» Leave large lot (R-10) alone

8 zones consolidated to 3

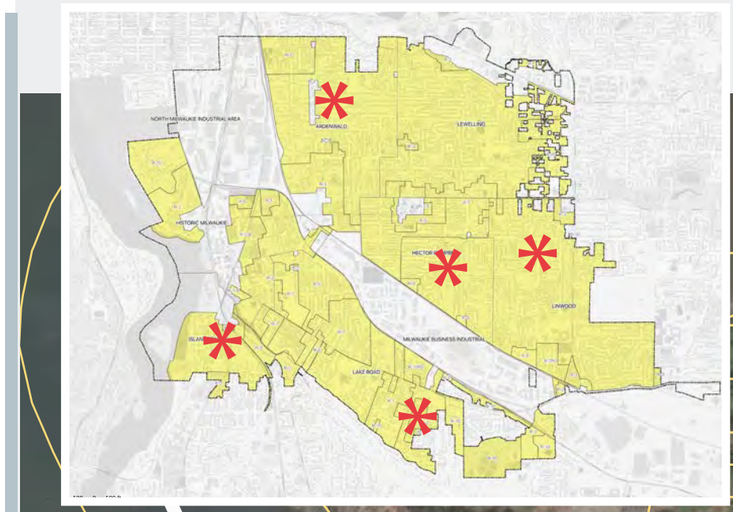


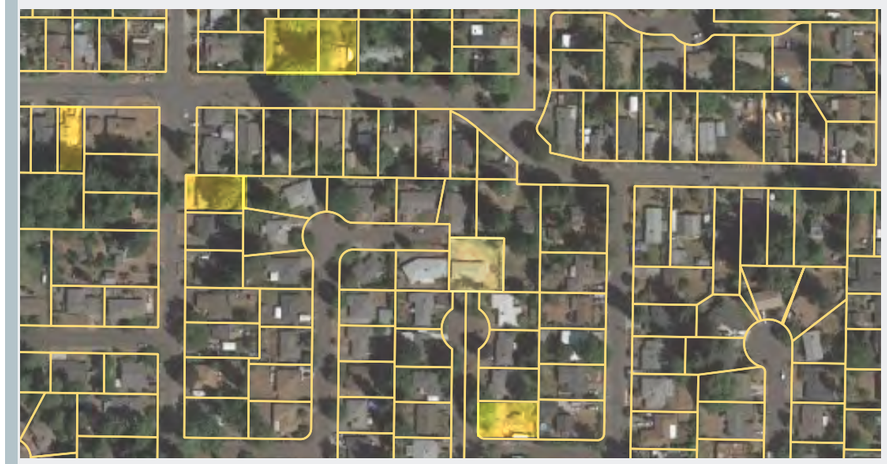
INFILL HOUSING DESIGN

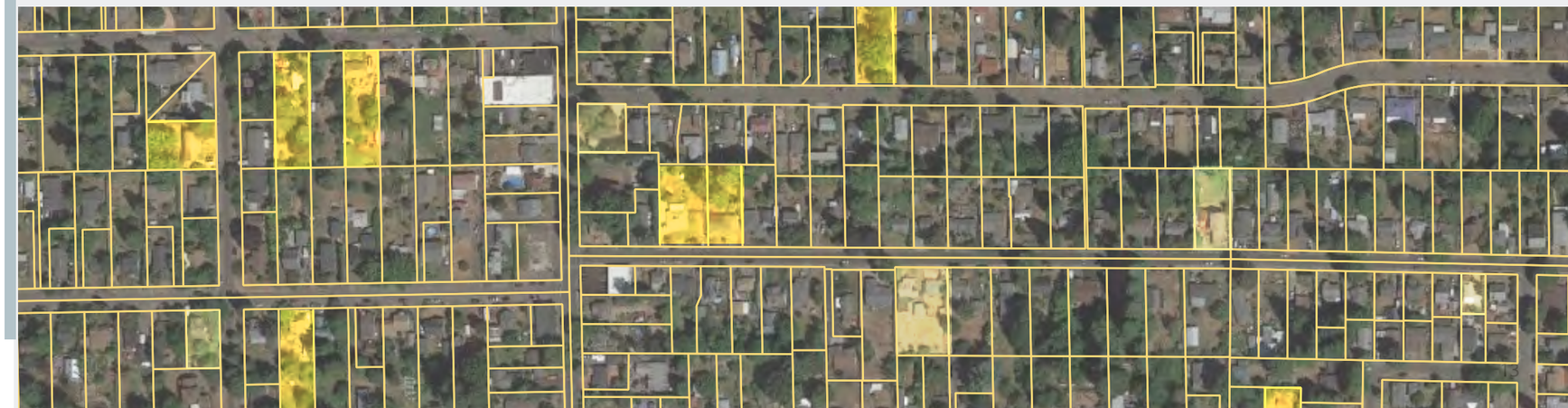
Example of how and where infill development could occur over a 5-10 year period

"The effect of these zoning changes will be both very large and very slow. Very large in that the Milwaukie areas affected equal over 70% of the land within the City; very slow in that these changes will occur somewhat randomly, lot by lot, and gradually over a long period of time. While the changes are very important, they will not happen overnight. Making the changes does create a framework for addressing historic patterns of inequity."

Example of infill development over time







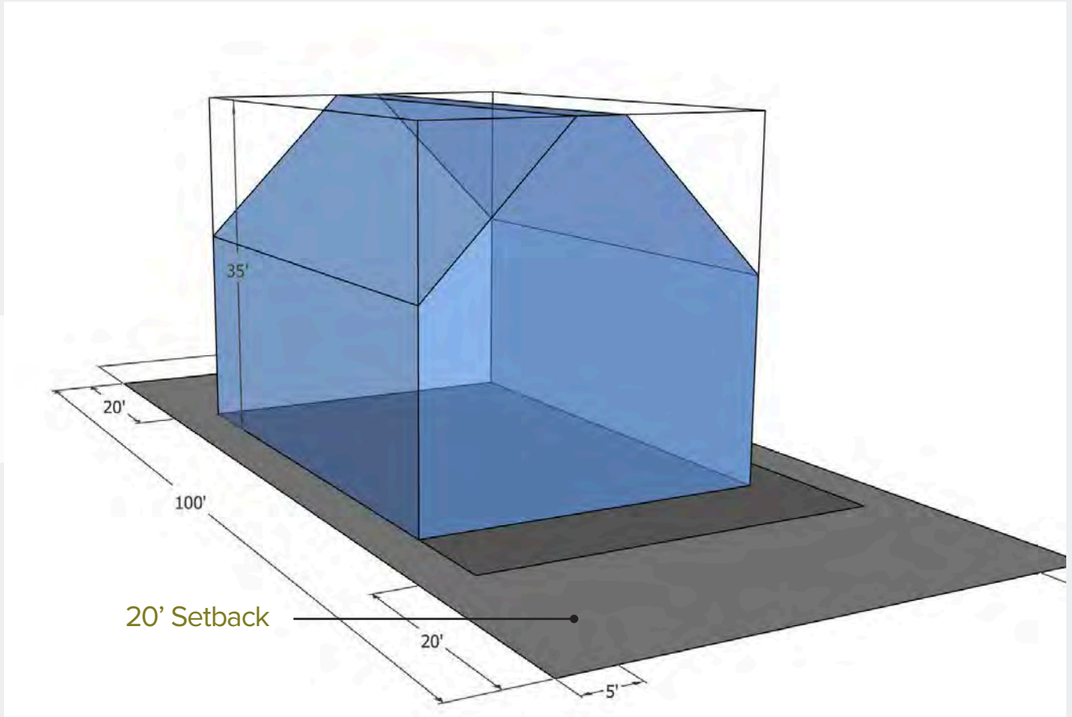
INFILL HOUSING DESIGN

Medium Density Zone

MEDIUM DENSITY ZONE

Development is limited by jello mold

What's allowed today in a medium density zone



Not This

Daylight plane limit the overall shape

MEDIUM DENSITY ZONE

What are the levers that control development? Standards that impact the jello mold include:

» Setbacks

» Building height

» Daylight plane

» Lot coverage

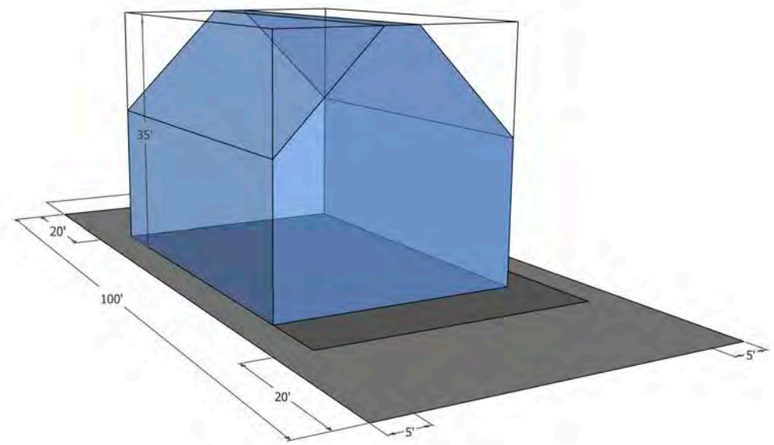
» **The jello mold is the same for all lots in a zone, what changes is how many units are permitted inside the mold**, based on lot size.

Setbacks, front and rear	20 feet
Setbacks, side	5 feet
Building height	2.5 stories or 35 feet, whichever is less
Daylight plane: height above ground	20 feet
Daylight plane: slope of plane	45 degrees
Lot coverage	35%

MEDIUM DENSITY ZONE

QUESTION:

Should the jello mold size be decreased from what it is today?



INFILL HOUSING DESIGN

High Density Zone

HIGH DENSITY ZONE

What's allowed now in high density zones

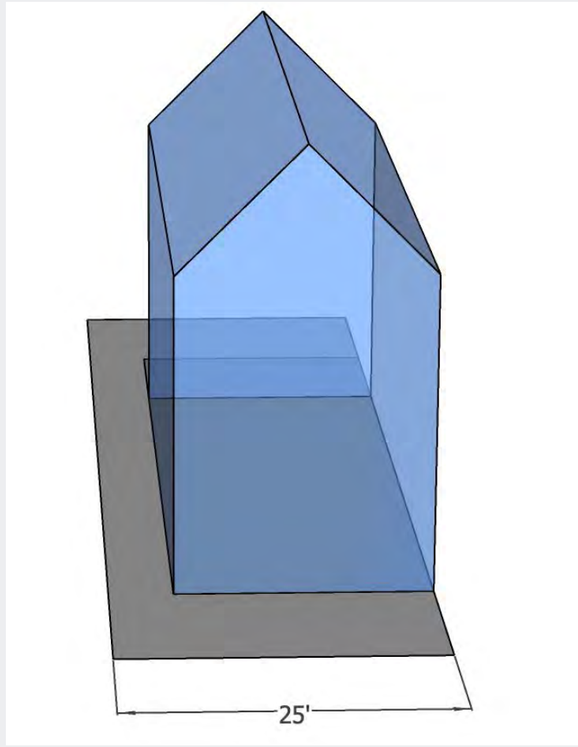
» Intended to have larger jello molds and more development intensity

Comprehensive Plan calls for

» Milwaukie to be equitable

» Expand housing options in all of Milwaukie's neighborhoods

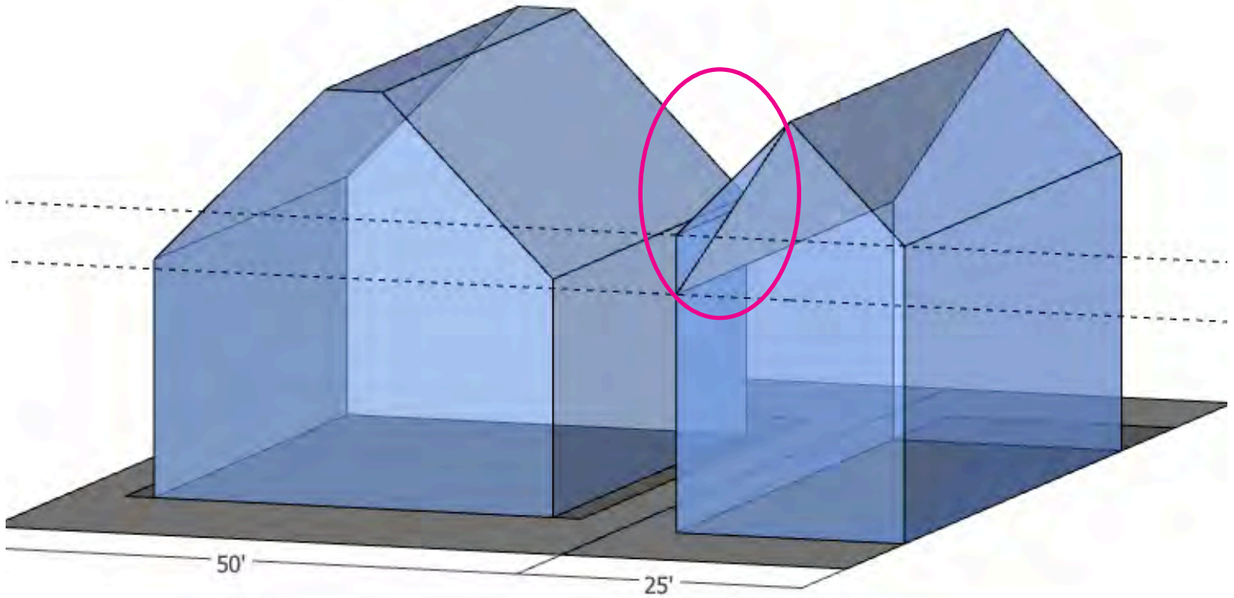
» Encourage ownership options

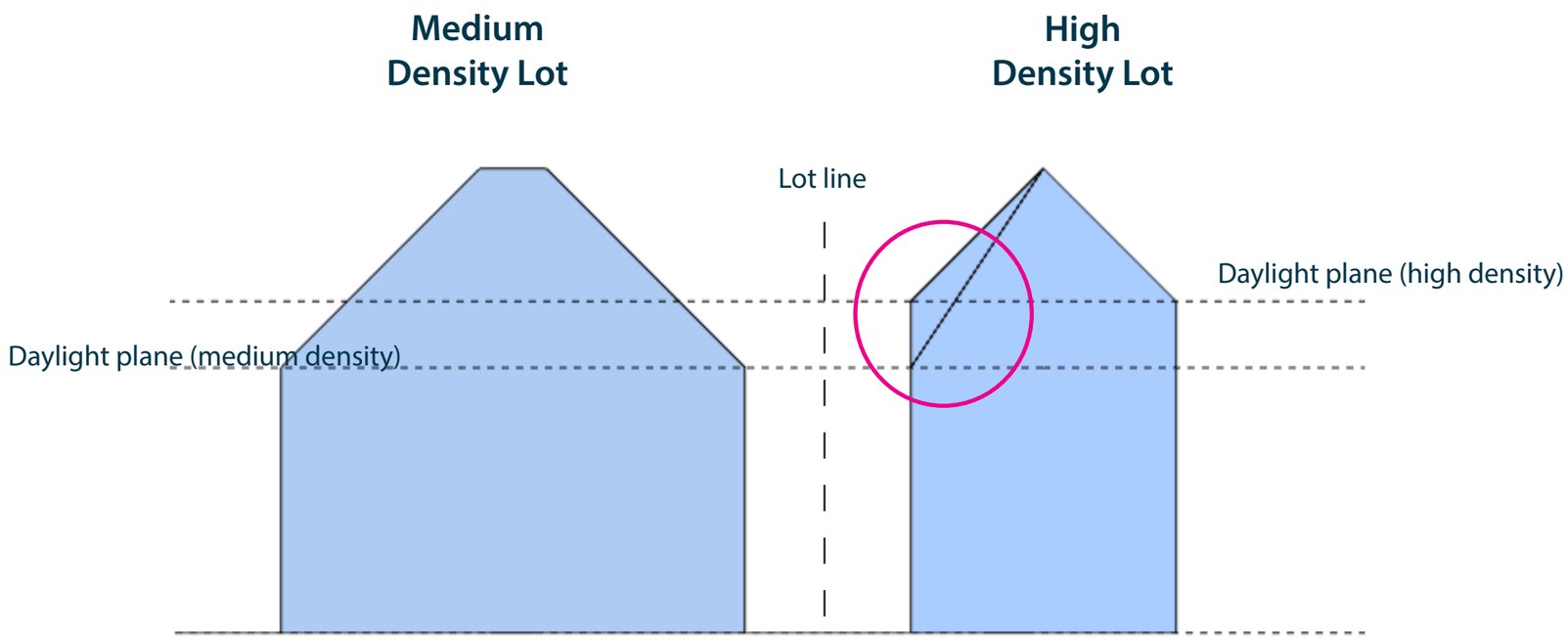


Setbacks, front and rear	15 feet
Setbacks, side	0, 5 feet
Building height	3 stories or 45 feet, whichever is less
Daylight plane: height above ground	25 feet
Daylight plane: slope of plane	45 degrees
Lot coverage	45%

QUESTION:

Should building stepbacks be used to address transition to surrounding lower density zones?





INFILL HOUSING DESIGN

Lot Studies

INFILL HOUSING DESIGN

Source documents and infill research

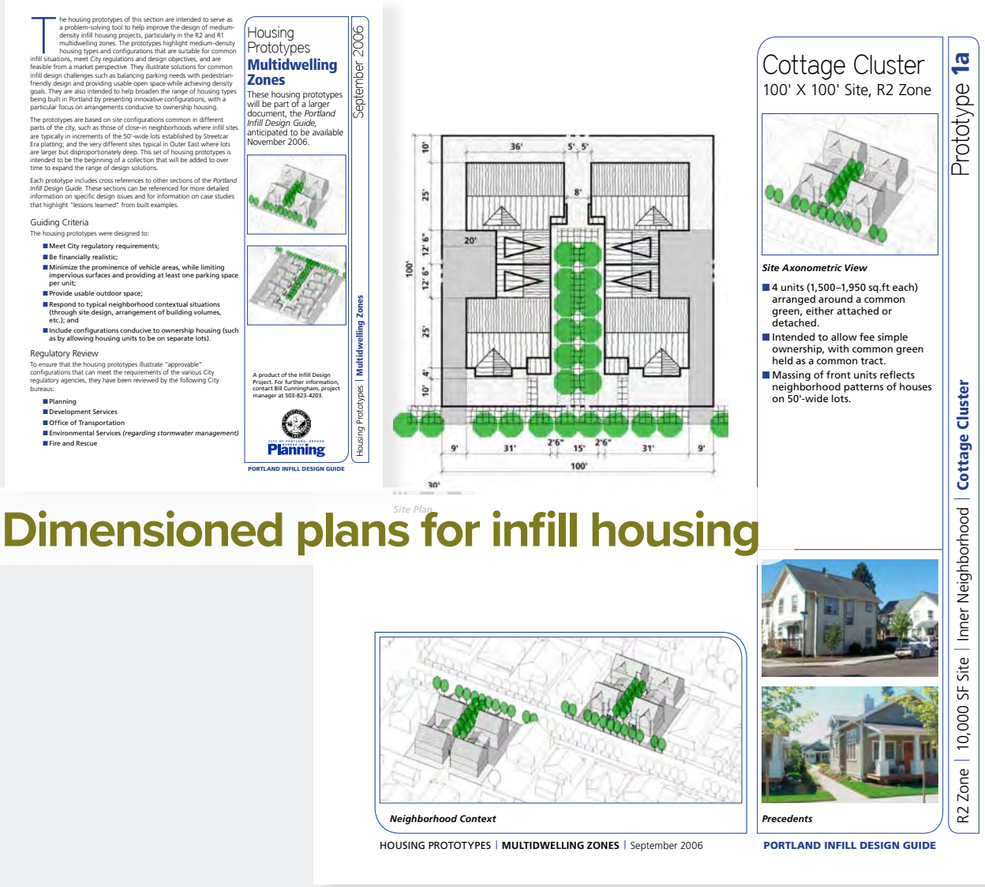
» Dimensioned plans for infill housing

» Housing Prototypes for Portland Infill Design Guide

» Context studies, zoning, platting patterns (lot sizes), street conditions, trees

» Informed by context studies used for the Parking Occupancy and Utilization studies

Dimensioned plans for infill housing



Housing Prototypes
Multidwelling Zones
These housing prototypes will be part of a larger document, the *Portland Infill Design Guide*, anticipated to be available November 2006.

September 2006

Housing Prototypes | **Multidwelling Zones**

A product of the Infill Design Project. For further information, contact Bill Cunningham, project manager at 503-823-4203.

CITY OF PORTLAND, OREGON BUREAU OF **Planning**

PORTLAND INFILL DESIGN GUIDE

The housing prototypes of this section are intended to serve as a problem-solving tool to help improve the design of medium-density infill housing projects, particularly in the R2 and R1 multidwelling zones. The prototypes highlight medium-density housing types and configurations that are suitable for common infill situations, meet City regulations and design objectives, and are feasible from a market perspective. They illustrate solutions for common infill design challenges such as balancing parking needs with pedestrian-friendly design and providing usable open space while achieving density goals. They are also intended to help broaden the range of housing types being built in Portland by presenting innovative configurations, with a particular focus on arrangements conducive to ownership housing.

The prototypes are based on site configurations common in different parts of the city, such as those of close-in neighborhoods where infill sites are typically in increments of the 50'-wide lots established by Streetcar Era platting; and the very different sites typical in Outer East where lots are larger but disproportionately deep. This set of housing prototypes is intended to be the beginning of a collection that will be added to over time to expand the range of design solutions.

Each prototype includes cross references to other sections of the *Portland Infill Design Guide*. These sections can be referenced for more detailed information on specific design issues and for information on case studies that highlight "lessons learned" from built examples.

Guiding Criteria

The housing prototypes were designed to:

- **Meet City regulatory requirements;**
- **Be financially realistic;**
- **Minimize the prominence of vehicle areas, while limiting impervious surfaces and providing at least one parking space per unit;**
- **Provide usable outdoor space;**
- **Respond to typical neighborhood contextual situations (through site design, arrangement of building volumes, etc.); and**
- **Include configurations conducive to ownership housing (such as by allowing housing units to be on separate lots).**

Regulatory Review

To ensure that the housing prototypes illustrate "approvable" configurations that can meet the requirements of the various City regulatory agencies, they have been reviewed by the following City bureaus:

- Planning
- Development Services
- Office of Transportation
- Environmental Services *(regarding stormwater management)*
- Fire and Rescue

Site Plan

Cottage Cluster
100' X 100' Site, R2 Zone

Site Axonometric View

- 4 units (1,500–1,950 sq.ft each) arranged around a common green, either attached or detached.
- Intended to allow fee simple ownership, with common green held as a common tract.
- Massing of front units reflects neighborhood patterns of houses on 50'-wide lots.

Neighborhood Context

Precedents

Prototype **1a**

R2 Zone | 10,000 SF Site | Inner Neighborhood | **Cottage Cluster**

HOUSING PROTOTYPES | **MULTIDWELLING ZONES** | September 2006

PORTLAND INFILL DESIGN GUIDE

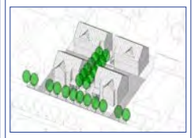
Prototype **1a Details**

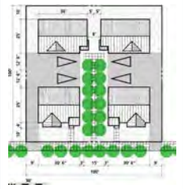
R2 Zone | 10,000 SF Site | Inner Neighborhood | **Cottage Cluster**

Cottage Cluster
100' X 100' Site, R2 Zone

Regulatory Notes:

- As shown, would require code adjustment for reduced setback to common green (3' setback required). The 2½' setback shown is needed to accommodate enclosed garages. If parking pads are used, 3' setbacks are possible.

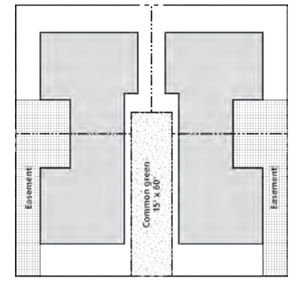




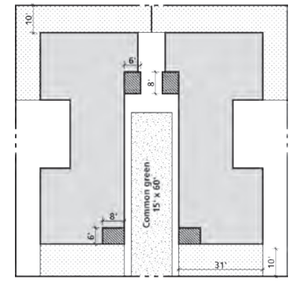
Alternative with detached houses and parking pads

CITY OF PORTLAND, OREGON BUREAU OF **Planning**

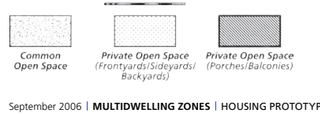
PORTLAND INFILL DESIGN GUIDE



Parcelization Plan

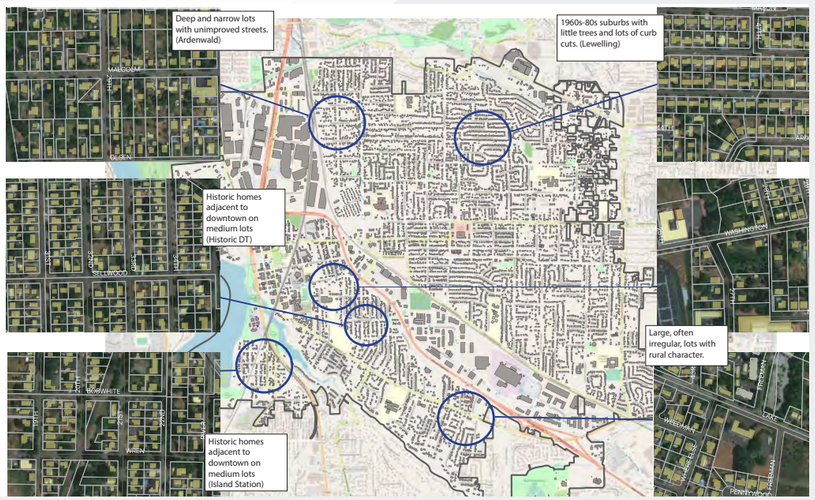


Open Space Plan



September 2006 | **MULTIDWELLING ZONES** | HOUSING PROTOTYPES

Context studies



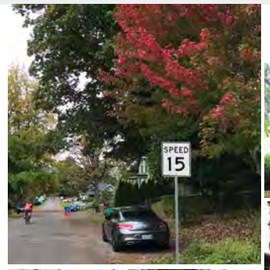
B

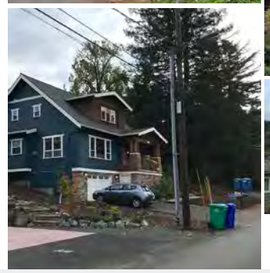
CONTEXT AREA | **Pre-War**

Characteristics summary

» MIX OF 5,000 - 7,000 SF LOTS

» PRE-WAR (SMALLER FOOTPRINT, MULTI-STORY DWELLINGS)





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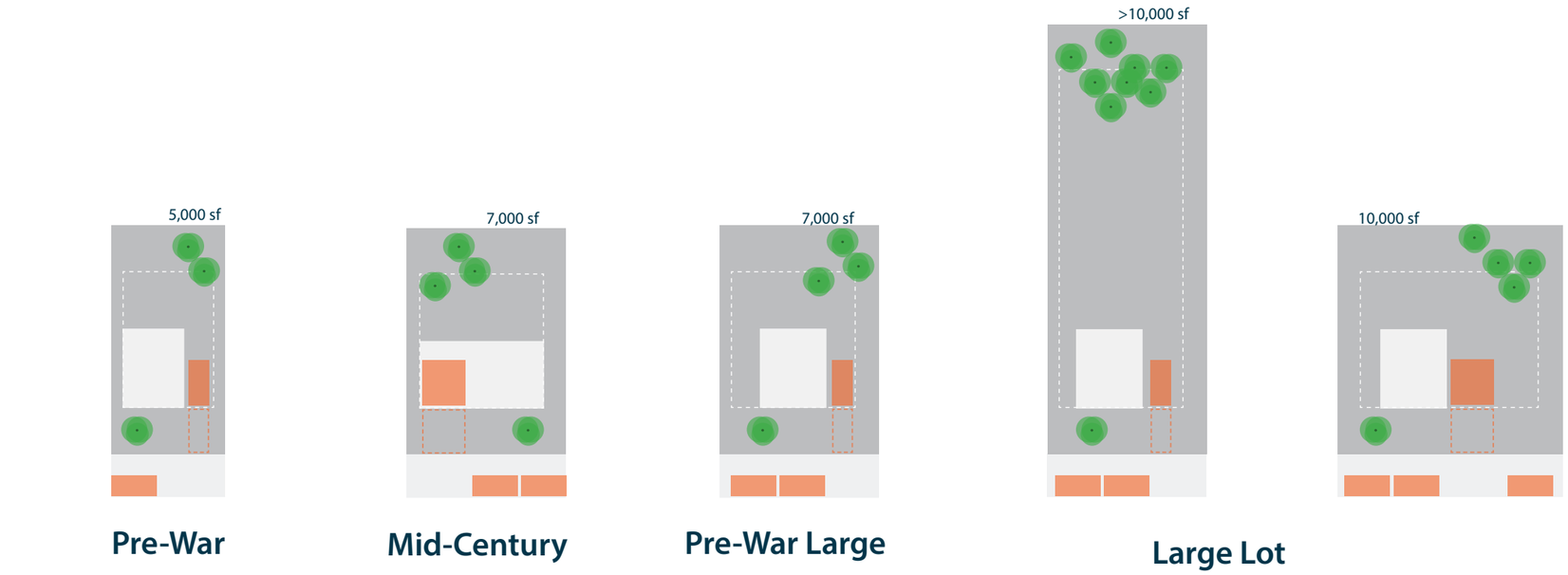
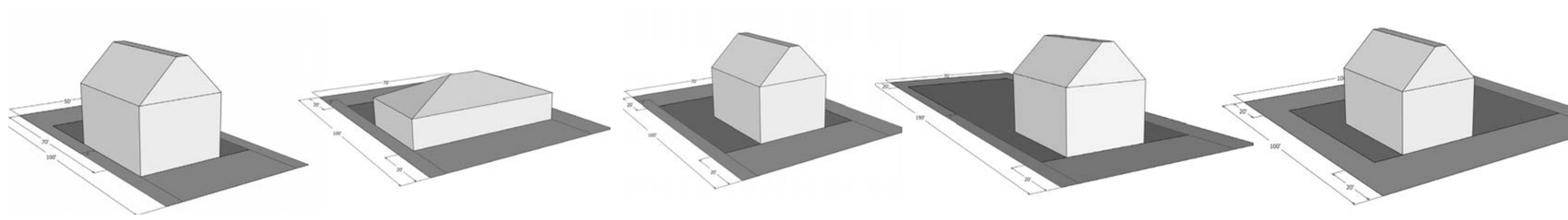
RECAP

Context Zones

Four context zones were identified:

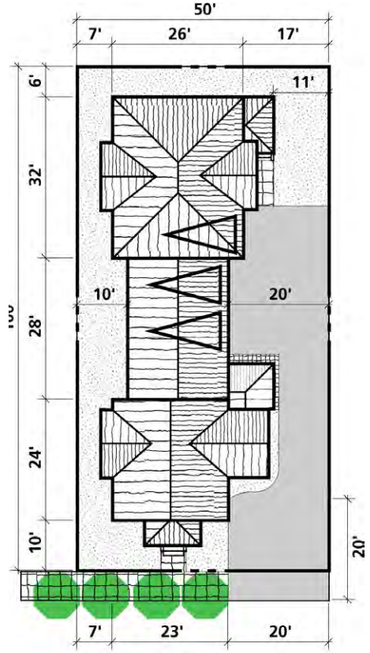
1. R-5 zoned area with a mix of 5,000 and 7000 square foot lots with pre-war development pattern. “Pre-war development pattern means taller profile buildings that are typically two-to two-and-one-half stories, with smaller footprints
2. R-7 zoned area with 7,000 square foot lots with mid-century era development pattern.
3. An R-7 zoned area with 7,000 square foot lots with pre-war development pattern.
4. An R-10 zoned area with 10,000 square foot lots



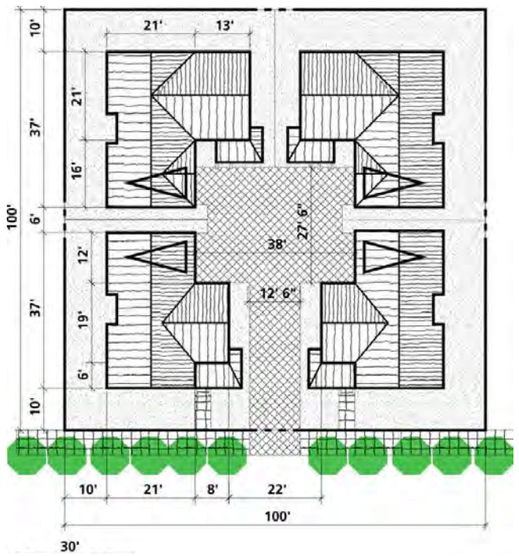


INFILL EXAMPLES OVERVIEW

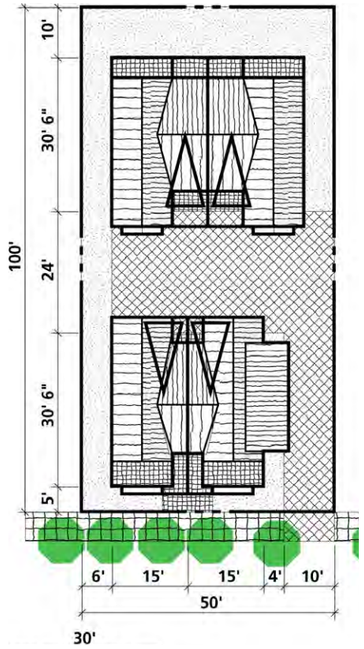
Pre War



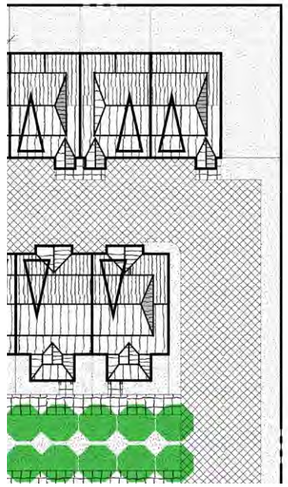
Pre War



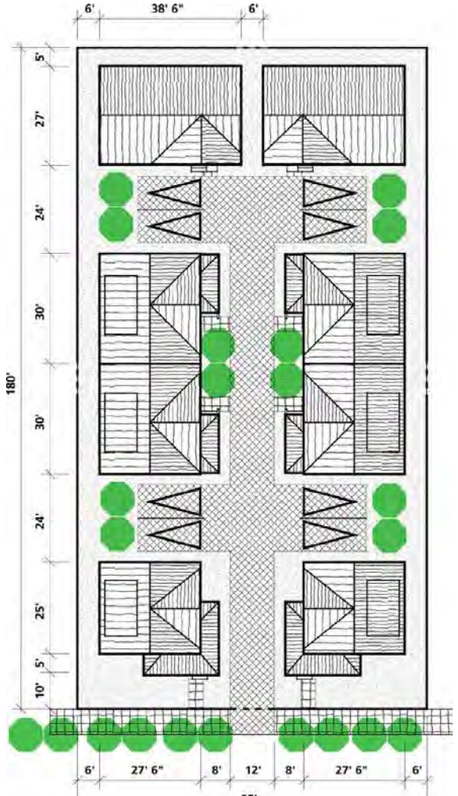
Mid Centruy



Pre War Large



Pre War Large



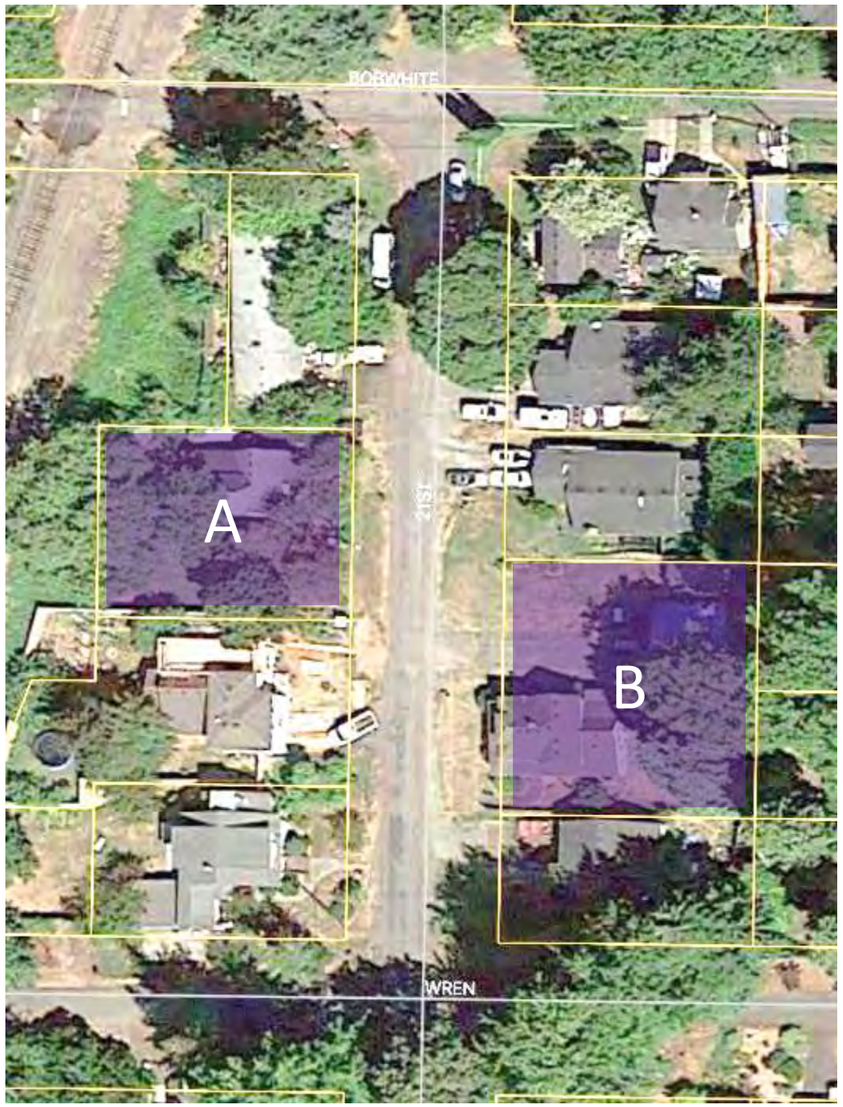
EXAMPLE NEIGHBORHOOD

Triplex

Lot size: 5,000 square feet

Number of units: 3

Other: Some parking is accommodated on street; 20-foot rear setback is maintained

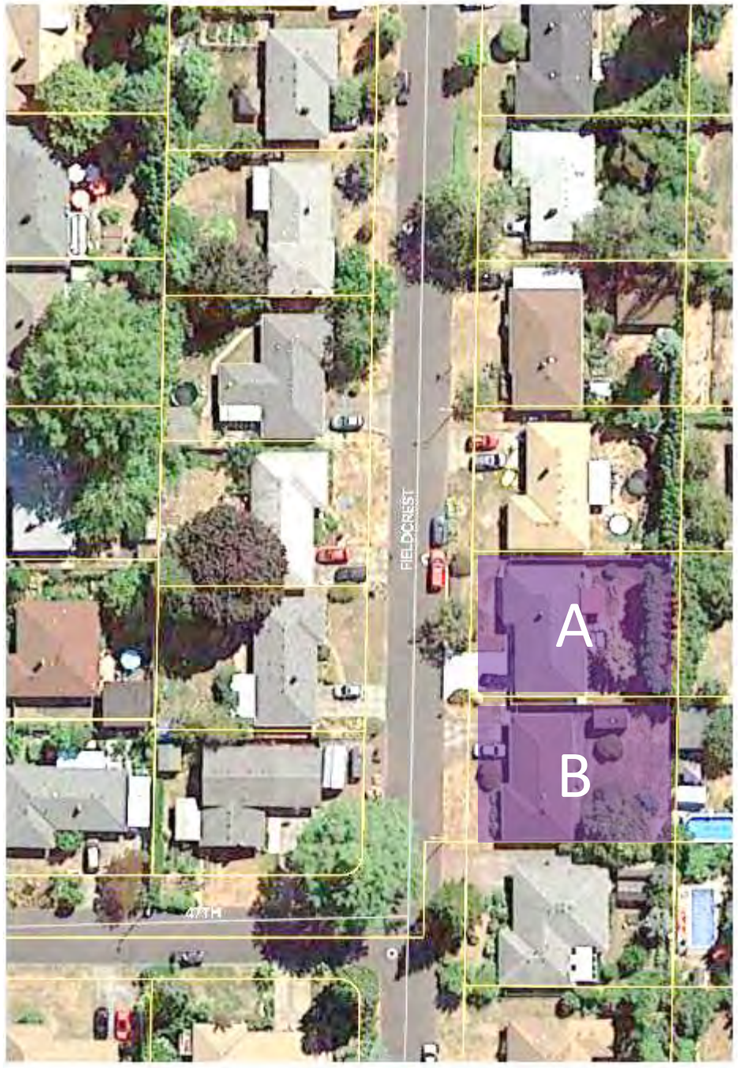


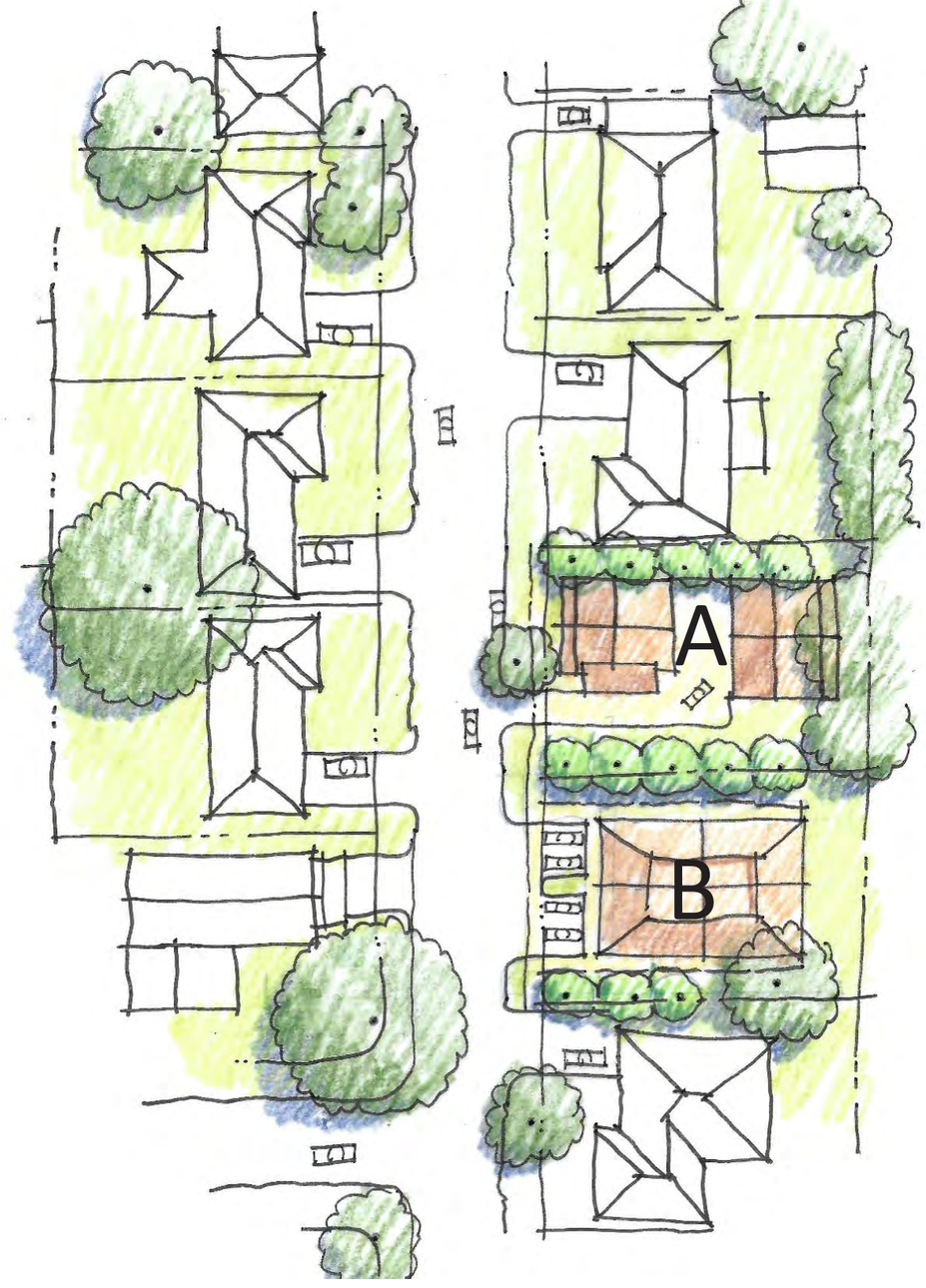
EXAMPLE NEIGHBORHOOD

Cottage Cluster

Lot size: Over 10,000 square feet

Number of units: 3 (A) 4 (B)



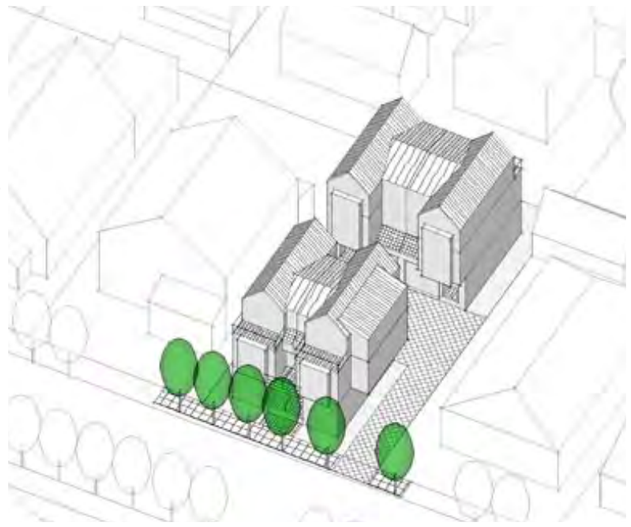


Quadplex

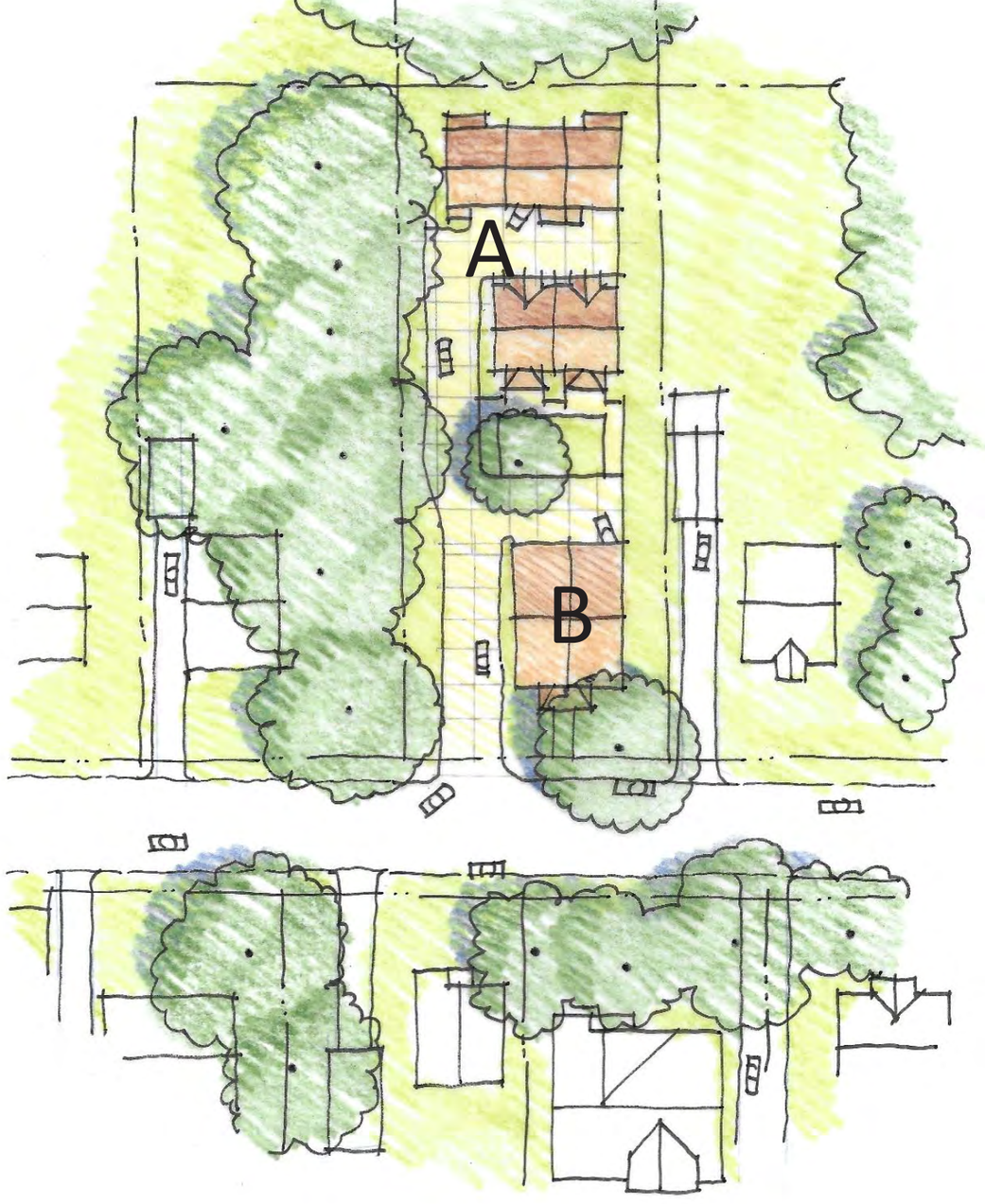
Lot size: Over 7,000 square feet

Number of units: 4 (A) 4 (B)

Other: On one infill development, parking is in the front yard



EXAMPLE NEIGHBORHOOD

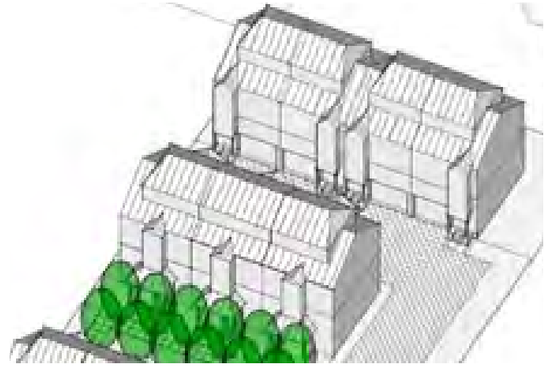


Cluster with townhouse

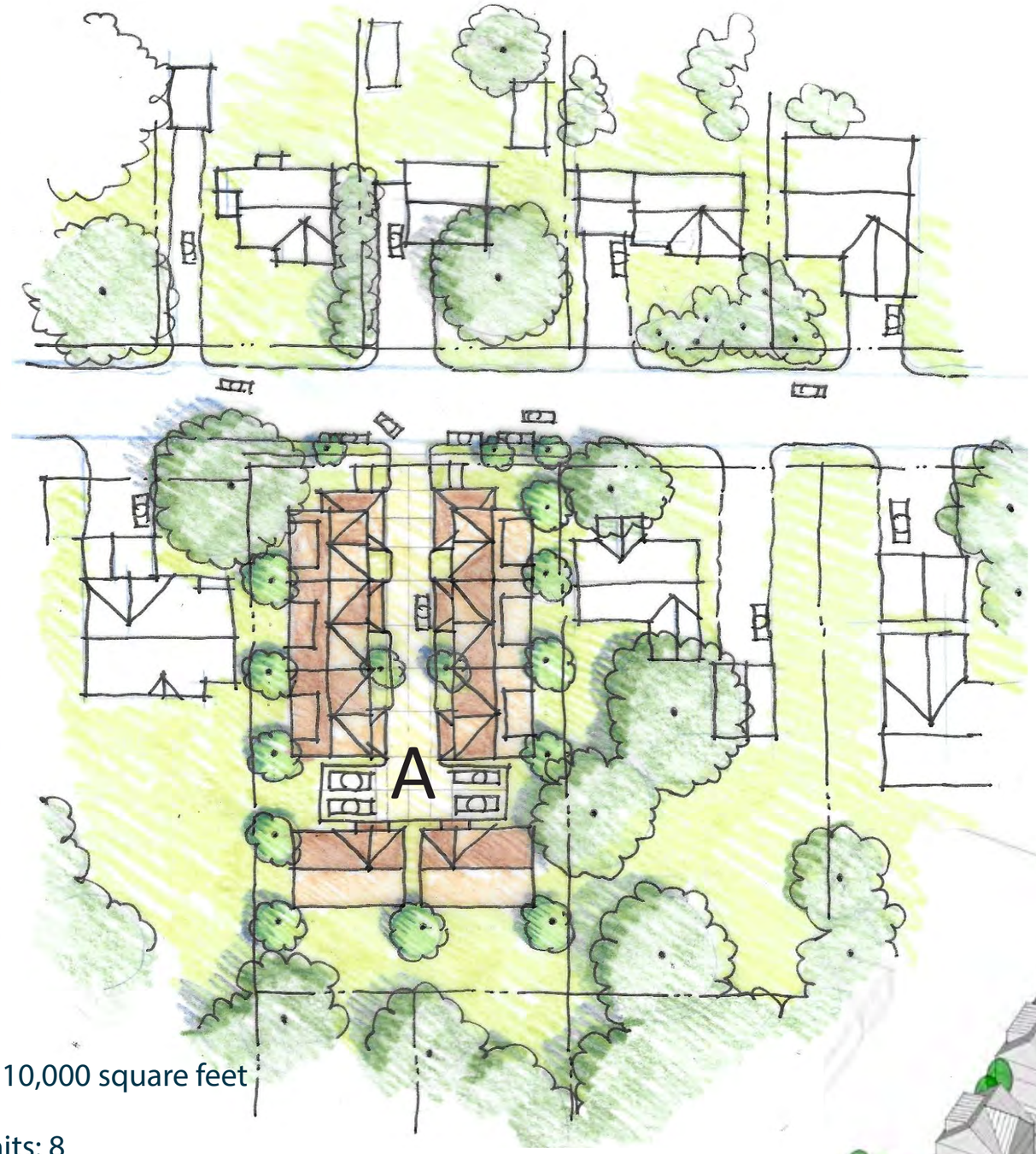
Lot size: Over 10,000 square feet

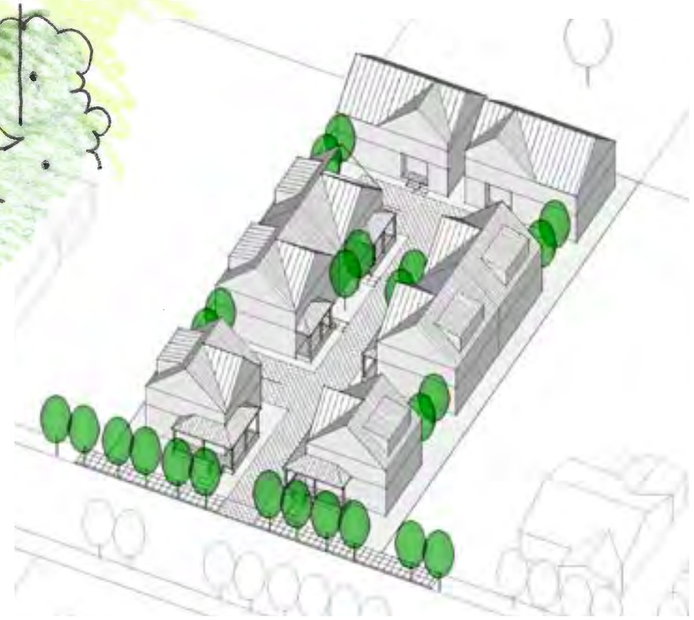
Number of units: 5 (A) 4 (B)

Other: Trees are preserved; for front units (B), some parking is accommodated on-street



EXAMPLE NEIGHBORHOOD





Cottage cluster

Lot size: Over 10,000 square feet

Number of units: 8

Other: Illustrates an infill development on a very large lot; rear portion of site accommodates dwelling units, and 20-foot rear setback is maintained, but this design represents a different pattern from surrounding lots.

OVERVIEW OF AMENDMENTS

Proposed Amendments

» **Set 1** proposed amendments have been issued

  » Set 1 amendments are the "easy" ones where a clear path has been determined (more detail on the next page)

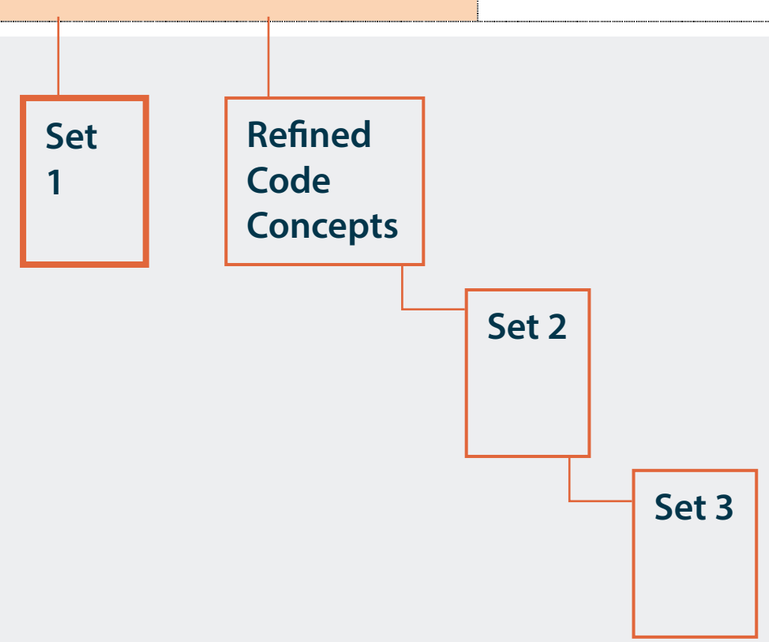
» The **Refined Code Concepts report** will lead to **Set 2** amendments

  » The Refined Code Concepts report is a tool for working through options for amendments

  » More feedback is needed to determine the best approach

Project overview and timeline

September 2020	January – April 2021	March – May 2021	May -June 2021
Code Audit Identified existing policies and regulations that prevent implementation of the Comprehensive Plan.	**Code Concepts** Based on the code audit findings, described six multi-faceted approaches for amending Milwaukie's implementing ordinances.	**Proposed Code Amendments (this memo)** Specifically identifies which code sections will be amended to remove barriers. *This document represents Set One of the proposed code amendments.*	Draft and final code amendments Adoption-ready amendments



OVERVIEW OF AMENDMENTS

Proposed Amendments (Set 1)

» Set 1 represents amendments that staff, CPIC members, and consultants are reaching agreement about

» "Easy" amendments that can be most readily done and have:

» Clear policy direction

» Defined path to fix and identified barrier to implement the goals of the Comprehensive Plan

» Required in order to be in compliance with HB2001

Related to housing (Title 19)

Related to trees (Title 16)

Related to parking (Title 19)

OVERVIEW OF AMENDMENTS

Set 1 Overview by focus-area

Related to housing (Title 19)

» Remove certain development and approval standards for ADUs and manufactured homes so that they are subject to the **same level of review as single dwellings**.

» Amendments help to meet policy goals of **increasing housing that is affordable** at a range of income levels

Related to trees (Title 16)

» Update plant types to meet **policy goals for greater forest diversity** and native and climate-resilient species

» Amendments **ensure consistency** with new draft tree code and **clean up existing code language**

Related to parking (Title 19)

» Clarify **locations for on-site parking** to allow for parking in the front and side setbacks

» **Lower the minimum** number of on-site parking spaces required for each home

Comprehensive Plan Policies

» Set 1 amendments are organized by Comprehensive Plan Policies including:

- » Natural Resources
- » Willamette Greenway
- » Climate Change/Energy
- » Housing
- » Urban Design/Land Use

Table 2: Comprehensive Plan Policies Implemented

	Comprehensive Plan Policies				
Proposed Amendment	3: Natural Resources	4. Willamette Greenway	6. Climate Change/Energy	7. Housing	8. Urban Design/Land Use
Title 16					
Amend 16.32 to remove reference to CTLA, differentiate tree types to reflect Urban Forestry Management Plan	Implements Flora and Fauna Habitat, Healthy Urban Forest (3.3.1, 3.4.2, 3.4.5)				
Title 19					
Amend 19.201 definitions (parking-related definitions to include garage space, native vegetation/plant definition consistent with new tree code)					
Amend 19.202 to change how minimum density is calculated					
Amend 19.401 Vegetation Buffer Requirements to better conform with updated tree code		Implements Willamette Greenway Boundary and Greenway Design Plan (4.1.1, 4.2.3)			
Amend 19.402 to update Native Plan List to include other vegetation types	Implements Flora and Fauna Habitat, Healthy Urban Forest (3.3.1, 3.3.6, 3.4.2, 3.4.5)		Implements Adaption and Mitigation (6.3.5)		
Amend 19.506.4 to remove minimum structure size for manufactured homes				Implements Equity and Affordability (7.1.1, 7.1.3, 7.2.2, 7.2.6)	
Amend Table 19.605.1 to reduce parking minimums for newly defined middle housing types to one space per dwelling unit			Implements Built Environment (6.1.5. 6.1.6)	Implements Equity and Affordability (7.1.1, 7.1.3, 7.2.2, 7.2.3)	
Amend 19.605.3.B.5 to increase % reduction in vehicle parking in exchange for bicycle parking in addition to requirement			Implements Built Environment (6.1.5. 6.1.6)		Implements Design and Livability (8.1.3, 8.1.8, 8.2.1
Amend 19.607 to remove requirement that precludes vehicle parking space being located a) inside of front setback or within 15 feet of front lot line b) inside street side yard			Implements Built Environment (6.1.4)	Implements Equity and Affordability (7.1.1, 7.1.3, 7.2.2, 7.2.3)	Implements Livability (8.2.2)
Amend 19.90 to subject ADUs and duplexes to Type I review procedure				Implements Equity (7.1.1, 7.1.3)	Implements Process (8.3.1, 8.3.2)
Amend 19.910.1.D/E to ensure consistency of ADU Approval Standards and Design Standards with state regulations. Remove 19.910.2 Duplexes.				Implements Equity and Affordability (7.1.1, 7.1.3, 7.2.2, 7.2.4)	Implements Process (8.3.1, 8.3.2)

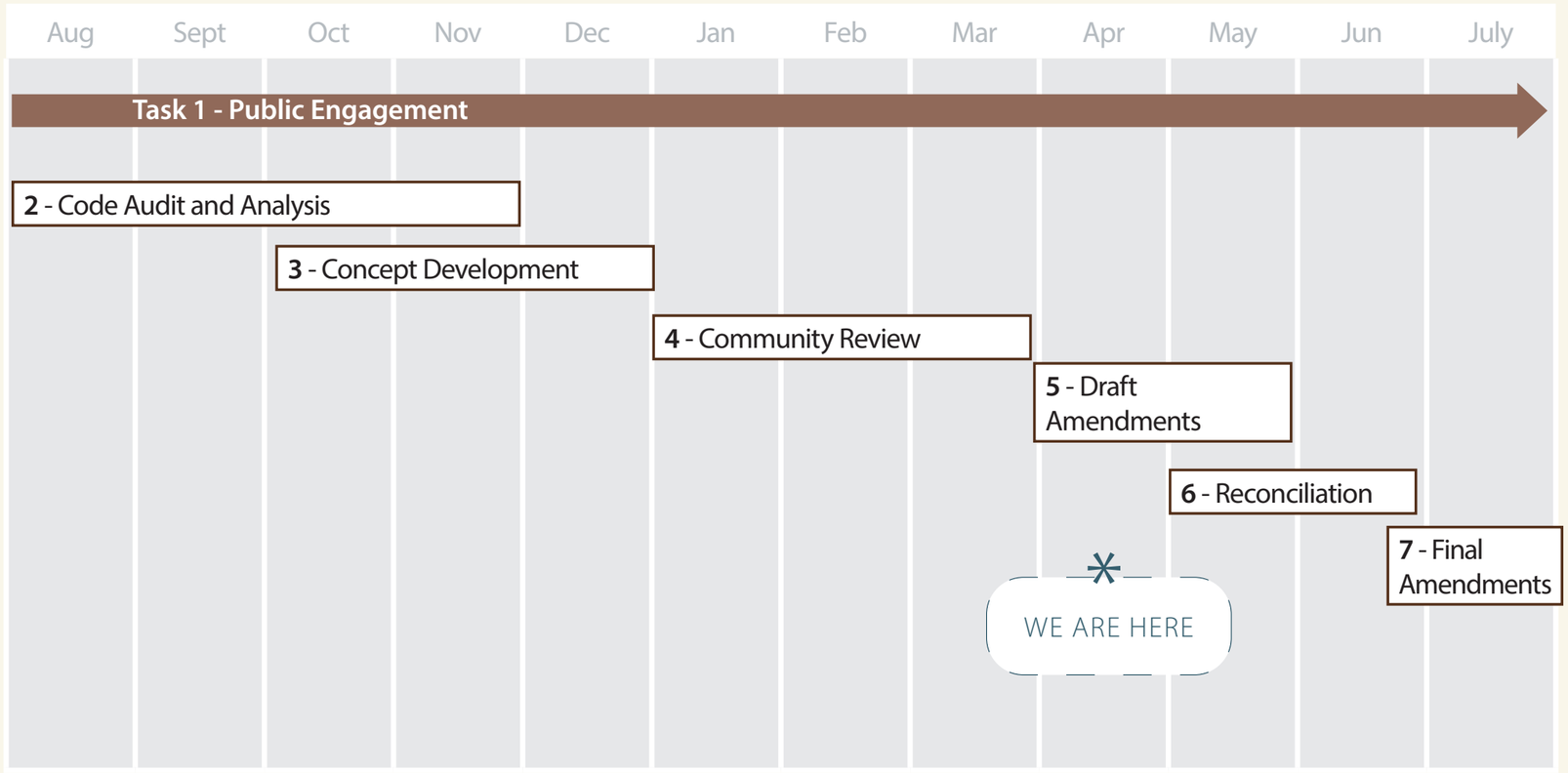
NEXT STEPS

NEXT STEPS

» Refined map and code concepts - report and technical meetings

» Next CPIC Meeting: May 20?

» Draft amendments in April/ May



Thank you