



Work Session

WS

Milwaukie City Council



MINUTES
MILWAUKIE CITY COUNCIL
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WORK SESSION
JULY 21, 2015
City Hall Conference Room

Mayor Gamba called the Work Session to order at 4:00 p.m.

Council Present: Council President Batey and Councilors Scott Churchill, Wilda Parks, and Karin Power

Staff Present: City Manager Bill Monahan, City Recorder Pat DuVal, Assistant to the City Manager Mitch Nieman, Library Director Katie Newell, Finance Director Casey Camors, Assistant Finance Director Bonnie Dennis, Community Development Director Alma Flores, Planning Director Denny Egner, Interim Engineering Director Brad Albert, and Associate Planner Vera Kolias

City Manager's Report

Mr. Monahan reviewed the Work and Regular Session agendas.

Ms. Camors provided a brief financial report in preparation for the Supplemental Budget, and she reported that the City is in stable financial shape. She discussed the feasibility of hiring administrative support positions, and she noted that a Public Employee Retirement System (PERS) rate analysis would be done in December 2015.

Mr. Monahan discussed the recruitment of administrative support positions and the status of the sustainability position. He noted that there was no follow-up report from the July 7, 2015, Regular Session Audience Participation, and he suggested that Council could discuss scheduling a retreat and filling the Milwaukie Park and Recreation Board (PARB) position on the North Clackamas Parks and Recreation District (NCPRD) Advisory Board at the end of the Regular Session.

Mr. Nieman provided an update on Clackamas County mediation training, he noted upcoming interviews to fill board, committee, and commission (BCC) vacancies, and he distributed Vietnam Memorial Wall event schedules.

Community Development Update

Ms. Flores announced the upcoming access to capital workshop the City is co-hosting with Micro-Enterprises of Oregon (MESO) on July 28, 2015, and she noted the status of a letter of interest for an urban renewal consultant.

Mr. Albert discussed punch-list items for Riverfront Park Phase II construction, and he provided brief updates on the Stanley Avenue and Adams Street Connector projects.

Ms. Flores discussed the Oregon Main Street Conference.

Mr. Egner reported that the Planning Commission had given final approval of the Moving Forward Milwaukie (MFM) Central Milwaukie code amendments, and he noted an increase in the number of development applications submitted to the City.

Business Registration Program

Ms. Dennis discussed the City's business registration program and reported that in Fiscal Year 2015 the City received \$231,000 in fees and spent \$30,000 on the program. She explained the multi-year impact of TriMet construction on fees, presented data from other cities, and reviewed a proposal to implement a tiered fee structure.

The group discussed the proposed fee structure's impact on businesses, and they noted the complexity of calculating fees based on different fee structures.

Mayor Gamba commented on basing the fee on total number of employees, regardless of full or part time status. **Councilor Parks** discussed the business practice of reporting employment in terms of full time equivalency (FTE).

The group noted that contract employees directly register with the City, and discussed the equity of adopting different per-employee rates for different sized businesses.

Councilor Parks asked if it would be feasible for the fee to be annually adjusted to keep up with inflation. **Ms. Dennis** and **Ms. Camors** remarked that fee adjustments are considered in the annual adoption of the Master Fee Schedule.

Ms. Flores discussed the role of the business registration program and other City programs and partnerships within the City's overall economic development strategy.

Council President Batey suggested that a City ombudsman could help businesses navigate the registration processes and programs.

Councilor Power inquired about the impact of personal business exemptions on revenue. She noted that higher fees could fund an additional employee, and she suggested that the City should identify the services provided by increased fees.

Mayor Gamba discussed concerns about the City's financial forecast and the need to identify revenue sources. He noted possible business services the City could provide including a shuttle service and a Main Street tree maintenance program, and he commented on a proposal to introduce an income tax.

The group discussed the feasibility, funding requirements, and logistics of operating a shuttle or commuter assistance service.

Ms. Flores and **Ms. Camors** commented on the negative message sent by increased business fees and the expected outcomes of the business registration program review.

Councilors Churchill and **Power** expressed interest in hearing more about what business services are needed and would be valued.

Ms. Dennis reviewed the questions proposed in the staff report regarding Council's interest in changing the current tiered fee structure.

Council President Batey expressed her support for continued discussion and refinement of the program as the economic development strategy was developed.

Councilor Parks commented that it was fair to look at different fee structures.

Councilor Churchill stated his support for getting an economic development strategy in place before adjusting business fees. **Councilors Churchill** and **Parks** discussed reaching out to businesses to get their input on what services they need.

The group discussed inviting Stephan Lashbrook, Transit Director for the City of Wilsonville's South Metro Area Regional Transit (SMART), to a Council meeting to discuss what it would take to implement a shuttle service. They discussed the experiences and costs of local shuttle services, and they noted the increasing lack of parking in downtown Milwaukie that a shuttle service could help alleviate.

Mayor Gamba and **Councilor Churchill** discussed partnering with TriMet to operate a shuttle service that could complement light rail service.

Ms. Dennis summarized that Council had addressed all questions in the staff report.

Library Board Update

Ms. Newell introduced Ryan Healy, Library Board Chair, and reported that circulation has gone down due to the size of the book collection and library facility. She noted that the Board has been focused on the Library Services Expansion Task Force (LSETF).

Mr. Healy and **Ms. Newell** discussed the Library Board's focus on LSETF, installation of a radio frequency identification (RFID) theft detection system, and establishing a rainy day fund in the library budget for special projects.

Mr. Monahan discussed how excess funds from the Library District of Clackamas County are used to supplement funds from the City's general fund to operate the library. He noted the need to fund the installation of a RFID system.

Ms. Newell reported that the Library received \$68,000 more from the Library District than had been projected, and **Mr. Monahan** discussed the possibility of using excess funds to enhance the Library in advance of a library expansion bond measure.

Councilor Churchill and **Council President Batey** asked for more information about why circulation is down, and **Ms. Newell** reported that electronic circulation has gone up but funding for library materials and programming has not increased in 5 years which has led to a lack of capacity and fresh materials.

Ms. Newell compared the Library's circulation statistics to other libraries and noted that the library was no longer a net lender. She discussed the continued success of the Library's programs and offered to provide additional comparison statistics to Council.

Council President Batey asked that a copy of expansion consultants Fletcher, Farr, Ayotte Architecture + Interiors' (FFA) final report be distributed to Council.

Mayor Gamba recessed the Work Session at 5:33 p.m., and reconvened the Work Session at 5:37 p.m.

Central Milwaukie Code Amendments

Ms. Koliass introduced the topic and discussed the fundamental concepts of the Central Milwaukie Land Use and Transportation Plan, including facilitating opportunity site development and promoting high-quality urban design.

Council President Batey and **Councilor Churchill** noted the importance of not forgetting the development of the north side of the Murphy opportunity site. **Ms. Koliass** reported that future Council discussions would consider that residential buffer area.

Ms. Koliass continued to review the fundamental concepts of the Central Milwaukie Plan, including encouraging a range of housing types.

Councilor Churchill and **Council President Batey** expressed concern about vertical housing in residential area, and **Mayor Gamba** noted that the Milwaukie Municipal Code (MMC) currently includes a step-back transition zone provision.

Councilor Power suggested that wide streets could help taller developments not feel so out of place. **Councilor Churchill** remarked that he would be comfortable with taller development on the Murphy site but not the McFarland site.

The group discussed the possible views from a tall development in the City and the height of an apartment building off 32nd Avenue.

Ms. Koliass explained that the Central Milwaukie Plan talks about improving multimodal connectivity and external connections to the rest of the City. She reviewed proposed changes to the Comprehensive Plan and Transportation Systems Plan (TSP).

Council President Batey asked about proposals to deal with the traffic constraints of the Union Pacific Railroad and Hwy 224, and **Ms. Koliass** replied that the proposals only took into account pedestrians and bicycles, not motor vehicles.

Ms. Koliass presented the Central Milwaukie Plan's proposals to re-institute and add pedestrian crossings along 29th, 32nd, and Railroad Avenues. She reviewed the questions for Council to consider in advance of the scheduled Public Hearings.

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Councilor Churchill commented that other than his concerns about building height he had no other concerns and he thanked Ms. Kolias for her efficient report.

Mayor Gamba asked for clarification on height bonuses, and **Ms. Kolias** confirmed that the Planning Commission had recommended allowing buildings to be up to 4 stories.

Council President Batey expressed concern about adding retail space in the central Milwaukie area, and **Ms. Kolias** and **Council President Batey** discussed the differences in the type of retail space in downtown and central Milwaukie.

Mayor Gamba reported that he had seen other cities' codes that allowed for retail-ready first floor space that could be used as residential or office space until retail space was needed. **Council President Batey** noted the over-retailed nature of United States commercial property and culture.

Council President Batey noted that she would pass a few minor edits to Ms. Kolias.

Mayor Gamba adjourned the Work Session at 6:01 p.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Scott S. Stauffer", is written over a horizontal line.

Scott S. Stauffer, Administrative Specialist II



MILWAUKIE CITY COUNCIL WORK SESSION

City Hall Conference Room
10722 SE Main Street
www.milwaukieoregon.gov

**AGENDA
JULY 21, 2015**

A light dinner will be served for the City Council.

Work Session

	Page #
1. 4:00 p.m. City Manager's Report Staff: City Manager Bill Monahan	
2. 4:30 p.m. Business Registration Program Staff: Assistant Finance Director Bonnie Dennis	1
3. 5:00 p.m. Library Board Update Staff: Library Director Katie Newell	10
4. 5:15 p.m. Central Milwaukie Code Amendments Staff: Associate Planner Vera Koliias	20
5. 5:45 p.m. Adjourn Work Session	

Meeting Information

The time listed for each item is approximate; the actual time each item is considered may change due to the length of time devoted to the previous item. The Council may vote in Work Session on non-legislative issues.

Public Notice

Executive Sessions: The Milwaukie City Council may meet in Executive Session immediately following adjournment pursuant to ORS 192.660(2). All Executive Session discussions are confidential and those present may disclose nothing; representatives of the news media may attend as provided by ORS 192.660(3) but must not disclose any information discussed. Executive Sessions may not be held for the purpose of taking final actions or making final decisions and they are closed to the public.

The Council requests that mobile devices be set on silent or turned off during the meeting.

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MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item:
Meeting Date:

WS 3.
July 21, 2015

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Business Registration Program**

From: Bonnie Dennis, Assistant Finance Director

Date: July 21, 2015

ACTION REQUESTED

Discuss the current Business Registration program structure (revenues/expenses), alternatives for increasing the taxes and provide staff with direction on desired program next steps.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

September 1931 – Ordinance No. 309 was adopted to license, tax and regulate sale of goods, wares and merchandise.

1935-2003 – Various amendments to the Municipal Code clarifying the business tax program.

June 2005 – City Council adopts ordinance clarifying the City's business tax program including a standard rate of \$100 per business plus \$3 for each additional full-time equivalent employee. The base rate for taxpayers with gross income less than \$10,000 was reduced from \$100 to \$40.

November 2008 – City Council adopts ordinance amending and updating the business tax regulations of the Municipal Code to a standard rate of \$110 per business plus \$5 for each full-time equivalent employee. Additionally, the \$10,000 gross income exclusion was removed.

July 2012 – City Council adopts ordinance amending the Municipal Code, creating an exemption for owners with one unit of rental property.

July 2014 – City Council adopts resolution revising fees and charges in the Master Fee Schedule of the City of Milwaukie. This resolution updated the business tax regulations of the Municipal Code to a standard rate of \$115 per business plus \$6 for each full-time equivalent employee.

September 2014 – City Council received an informational presentation on the current program's revenues and expenses and a comparative view of other jurisdictions including the City of Portland program.

June 2015 – City Council adopts resolution revising fees and charges in the Master Fee Schedule including a standard rate of \$118 per business. The rate for each full-time equivalent employee remained the same.

June 2015 – Community Development Director presented to City Council the Economic Development Strategy.

BACKGROUND

Current Program

In accordance with the City of Milwaukie Municipal Code, Licenses and Regulations program (Chapter 5.08), a business tax is a tax for the privilege of conducting business within the City of Milwaukie limits. It is imposed on any person, partnership, corporation or similar entity doing business in the City of Milwaukie.

In essence, the business registration tax calculation could take several different forms; a fixed amount per business, a flat percentage of income earned in the City of Milwaukie, a fixed tax levied on business according to the number of employees. The tax is typically paid prior to engaging in business and paid annually and implies a regulatory relationship.

The City of Milwaukie tax is intended solely to generate revenue that supports City services and contributes to the General Fund. The existing tax is a required business tax that has two main components; a minimum standard base rate and an additional rate for each full-time equivalent employee (FTE). The current tax is \$118 for the base rate and \$6 per FTE, effective July 1, 2015.

The current program includes approximately 1,400 active businesses, including approximately 105 businesses that are either non-profit organizations exempt from paying the tax or are temporary businesses that pay the applicable \$26 temporary business tax. Approximately 1,320 businesses are paying the related tax annually.

Annual revenue is estimated at \$232,000 for FY2015. The estimated average expenses are \$30,000 per year. Expenses include staff time, website administration and other miscellaneous charges (*attachment 1*). Expenses have remained fairly consistent over the last few years with the exception of the FY2013 online system implementation.

This program has a gross margin of about 87% and the current tax rates imposed are mid-range in comparison to other local cities in Oregon, excluding the City of Portland (*see attachment 2*).

Rate Structure

Based on City Council's previous direction from the September 2, 2014 meeting, staff reviewed the Business Registration structure and is providing various scenarios using a tiered system approach. The overall goal was to:

- 1) Increase gross margin by 97% or increase net income for the program to over \$1 million,
- 2) provide a simplified taxing structure for business owners which may or may not include a public process, and
- 3) consider the value of the rate structure by determining possible Milwaukie business focused Economic Development Opportunities with some of the additional revenue.

For Council's discussion, staff has prepared five tiered structure scenarios (*see attachment 3*) which break down the number of FTE's into groups and then apply a base tax. The estimated revenues for each of the five scenarios range from \$932,000 to \$1,103,000. Additionally, the scenarios compare the proposed tax with the current taxes to illustrate the average impact to the business owner. The business impacts range from one dollar to \$3,900 depending on which

tier the business is located. Keeping in mind that there are several large businesses in Milwaukie and under these scenarios there is potential that those businesses may have a decrease in taxes as a result of a new tiered system. As stated earlier, there are several approaches and methodologies that can be used to develop a tax structure; these scenarios are presented to facilitate discussion with Council.

Economic Development Opportunities

Milwaukie businesses would benefit from an increase in the taxes with the development of several Economic Development tools and resources. Coordination with the county's economic development department would increase the outreach and support.

The additional revenue would support hiring an economic development project coordinator to assist the Community Development Director in the implementation of the Economic Development Strategy and the projects and programs set forth by the Economic Development Strategy. The financial impact would be a coordinator at approximately \$60,000 a year not including benefits; could also be a half-time employee. Additional program related revenue needs could include creating a fund for storefront improvements, tenant improvements, workforce development, several workshops, and others. The estimated amount is an annual fund of \$75,000 to start and could increase over time with business starts. These funds could, in the future, be used in coordination with tax increment once Urban Renewal is in place, but this would only be for certain parts of the City.

Some activities that could be undertaken with the assistance of an Economic Development Coordinator could include:

- a. Develop an Economic Development Strategy to address land, labor, infrastructure, and capital needs of the business community. Develop a cluster industry strategy in relation to the target industry approach.
- b. Market the City and its assets: livability, workforce, people, place, and firms.
- c. Create financial programs in collaboration with Community Development Financial Institutions (CDFI) and other mission-driven organizations; develop programs in partnership with workforce development partners to address workforce training and hiring needs.
- d. Create a Brownfields program to meet the growing issue of environmental constraints on commercial and industrial land. Consider a program for Leaking Underground Storage Tank remediation.
- e. Visit with 25 businesses every year to ensure targeted program development. Showcase businesses that meet a sustainable or growth target.
- f. Consider a robust Downtown Main Street program using a Business Improvement District or the Urban Renewal program.
- g. Consider several neighborhood business development tools to ensure a healthy small business marketplace; examples include a microloan program, façade/storefront program, tenant improvement program, flower basket and banner program, technical assistance program with provider.
- h. Hold 2-3 forums annually for the business community; for example: an access to capital forum; a workforce development forum; tools for growing your business forum.
- i. Create small business opportunities by incubating entrepreneurs either through food carts, push carts, or provide opportunities for co-location of businesses.

Questions for Council Consideration:

1. Does Council want to continue to consider changing the Business Registration Tax structure to a tiered approach?
2. Is this the correct time to be considering changing the Business Registration program or would Council prefer to wait until the Economic Development Strategy is more fully formed?
3. To date, the City has not conducted any outreach on this topic on both the impacts on the business community generally and a business's cost of doing business in the city. What type of public outreach should be conducted (i.e. Chamber of Commerce, County Economic Development commission, citywide forums), if any?
4. Are there any suggested modifications to some of the models put forth today?
5. What type of implementation timeline does Council want to consider? A January 1st implementation; assuming that this could potentially increase work load impacts on staff substantially, taking away from other important projects? Or incorporate the increase taxes during the budget process? Should the implementation be a phased-in approach to any increase being a considered?

CONCURRENCE

Community Development Director and Finance Director

FISCAL IMPACTS

Implementation of a tiered system could bring in a significant amount of additional revenue dependent on the rates and structure adopted. Program revenue would support hiring an Economic Development Coordinator at full-time with an approximate annual salary of \$60,000, exclusive of benefits.

WORK LOAD IMPACTS

Implementation of an increase in taxes will require an educational component to business owners and adjustments to the online Business Registration Ordinance and site that will require additional Staff time and costs from our website developer.

ALTERNATIVES

Maintain current fee structure.

ATTACHMENTS

1. Five Years of Revenues and Expenses History
2. Comparison Data
3. Fee Increase Scenarios

**CITY OF MILWAUKIE
BUSINESS REGISTRATION PROGRAM - FIVE YEARS OF REVENUES & EXPENSES HISTORY**

Revenue	FY11	FY12	FY13	FY14	FY15	FIVE-YEAR TOTAL
Business Registration	\$ 201,605	\$ 207,270	\$ 204,175	\$ 196,967	\$ 231,623	\$ 1,041,639
Total Revenue	201,605	207,270	204,175	196,967	231,623	1,041,639
Expenses:						
Wages/Benefits	24,004	21,233	26,549	27,837	28,227	127,849
Website Consulting Fee	-	-	9,525	2,000	900	12,425
Printing Costs	282	282	240	36	17	856
Mailings/Postage	1,056	1,080	255	454	144	2,990
Total Expense	25,342	22,595	36,569	30,327	29,288	144,120
Net Income/(Loss)	\$ 176,264	\$ 184,675	\$ 167,607	\$ 166,640	\$ 202,334	\$ 897,519
Gross Margin	87.4%	89.1%	82.1%	84.6%	87.4%	86.2%

STRUCTURE	MILWAUKIE	CANBY	BEAVERTON	GLADSTONE***	HAPPY VALLEY	LAKE OSWEGO*	OREGON CITY INSIDE CITY LIMITS	OREGON CITY OUTSIDE CITY LIMITS
Base License Rate	\$ 118.00	\$ 50.00		\$ 100.00	\$ 100.00			
Employee Rate / Per Employee	\$ 6.00		\$ 8.50	\$ 5.00				
Tiered System (# of Employees)**	No	No	Yes	No	No	Yes	Yes	YES
0-2								
1-2								
1-3						\$ 80.00		
1-4			\$ 50.00					
1-25							\$ 80.00	\$ 120.00
3-5								
3-10								
4-10						\$ 110.00		
6-10								
6-50								
11+						\$ 150.00		
11-50								
26-50							\$ 160.00	\$ 240.00
51-100							\$ 240.00	\$ 360.00
101+							\$ 320.00	\$ 450.00
EXEMPTIONS (other than non-profits)	No	No	NO	No	NO	Yes	No	NO
Annual Business Income < \$___						\$1,000		
Base Fee						\$0		
Employee Fee						\$0		

* New Registrations Only - there are separate fees for renewals.

** Tiered system is used to define the number of full-time employees the business has and within that range, the fee is due by range.

*** Fee presented is for residents only. Non-residents pay \$125 base license fee.

**CITY OF MILWAUKIE
BUSINESS REGISTRATION PROGRAM - COMPARISON DATA**

STRUCTURE	MILWAUKIE	TIGARD	TUALATIN	WEST LINN* INSIDE CITY LIMITS	WEST LINN* OUTSIDE CITY LIMITS	WILSONVILLE
Base License Rate	\$ 118.00					\$ 100.00
Employee Rate / Per Employee	\$ 6.00					\$ 3.00
Tiered System (# of Employees)**	No	Yes	Yes	Yes	Yes	No
0-2		\$ 86.00	\$ 55.00			
1-2				\$ 36.00	\$ 54.00	
1-3						
1-4						
1-25						
3-5		\$ 115.00		\$ 54.00	\$ 81.00	
3-10			\$ 60.00			
4-10						
6-10		\$ 377.00		\$ 72.00	\$ 115.00	
6-50						
11+				\$ 86.00	\$ 138.00	
11-50		\$ 621.00	\$ 120.00			
26-50						
51-100		\$ 844.00	\$ 240.00			
101+		\$ 844.00	\$ 240.00			
EXEMPTIONS (other than non-profits)	No	No	No	No	No	Yes
Annual Business Income < \$____						\$ 12,000
Base Fee						50.00
Employee Fee						3.00

* New Registrations Only - there are separate fees for renewals.

** Tiered system is used to define the number of full-time employees the business has and within that range, the fee is due by range. i.e. 22 FTE's in Tigard = \$606 fee only.

Option 1:						Average Increase Impacting the Business
# of Employee(s)	# of Businesses	Proposed Tax	Estimated Revenue	%		
0-2	760	\$ 125	\$ 95,000	10%		\$ 1
3-5	250	\$ 500	\$ 125,000	13%		\$ 359
6-10	150	\$ 2,000	\$ 300,000	30%		\$ 1,837
11-50	130	\$ 2,500	\$ 325,000	33%		\$ 2,241
51+	30	\$ 5,000	\$ 150,000	15%		\$ 3,848
Estimated Total	1320		\$ 995,000	100%		
Estimated Annual Administrative Expenses			\$ (30,000)			
Net Income			\$ 965,000			
Gross Margin			97%			

Option 2:						Average Increase Impacting the Business
# of Employee(s)	# of Businesses	Proposed Tax	Estimated Revenue	%		
0-2	760	\$ 200	\$ 152,000	15%		\$ 74
3-5	250	\$ 1,100	\$ 275,000	28%		\$ 959
6-10	150	\$ 1,500	\$ 225,000	23%		\$ 1,337
11-50	130	\$ 2,000	\$ 260,000	26%		\$ 1,741
51+	30	\$ 2,500	\$ 75,000	8%		\$ 1,348
Estimated Total	1320		\$ 987,000	100%		
Estimated Annual Administrative Expenses			\$ (30,000)			
Net Income			\$ 957,000			
Gross Margin			97%			

Option 3:						Average Increase Impacting the Business
# of Employee(s)	# of Businesses	Proposed Tax	Estimated Revenue	%		
0-2	760	\$ 350	\$ 266,000	29%		\$ 224
3-5	250	\$ 500	\$ 125,000	13%		\$ 359
6-10	150	\$ 1,000	\$ 150,000	16%		\$ 837
11-50	130	\$ 2,200	\$ 286,000	31%		\$ 1,941
51+	30	\$ 3,500	\$ 105,000	11%		\$ 2,348
Estimated Total	1320		\$ 932,000	100%		
Estimated Annual Administrative Expenses			\$ (30,000)			
Net Income			\$ 902,000			
Gross Margin			97%			

Option 4:						Average Increase Impacting the Business
# of Employee(s)	# of Businesses	Proposed Tax	Estimated Revenue	%		
0-2	760	\$ 385	\$ 292,600	27%		\$ 259
3-5	250	\$ 1,000	\$ 250,000	23%		\$ 859
6-10	150	\$ 1,500	\$ 225,000	20%		\$ 1,337
11-50	130	\$ 2,000	\$ 260,000	24%		\$ 1,741
51+	30	\$ 2,500	\$ 75,000	7%		\$ 1,348
Estimated Total	1320		\$ 1,102,600	100%		
Estimated Annual Administrative Expenses			\$ (30,000)			
Net Income			\$ 1,072,600			
Gross Margin			97%			

Option 5:						Average Increase Impacting the Business
# of Employee(s)	# of Businesses	Proposed Tax	Estimated Revenue	%		
0-5	1010	\$ 491	\$ 495,910	46%		\$ 362
6-50	282	\$ 1,573	\$ 443,586	42%		\$ 1,367
51-99	15	\$ 4,000	\$ 60,000	6%		\$ 3,505
100-299	10	\$ 5,000	\$ 50,000	5%		\$ 3,889
300+	3	\$ 6,050	\$ 18,150	2%		\$ 2,156
Estimated Total	1320		\$ 1,067,646	100%		
Estimated Annual Administrative Expenses			\$ (30,000)			
Net Income			\$ 1,037,646			
Gross Margin			97%			



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item:
Meeting Date:

WS 3.
July 21, 2015

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Library Board Work Programs for 2015-2016**

From: Ryan Healy, Library Board Chair, and Katie Newell,
Library Director

Date: July 8, 2015

ACTION REQUESTED

Review and discuss the Library Board Work Program for 2015-2016.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

Previous Library Board Work Programs have been presented to the City Council on a yearly basis.

BACKGROUND

The Board's duties, under the general direction of the City Council, include reviewing and commenting on rules and policies for the operation of the library; commenting on the acceptance or rejection of donations of real or personal property or funds donated to the library; commenting on sites for public library buildings or for location of library facilities and other such activities. The Board also helps the library be responsive to what the community needs are now and in the future.

Accomplishments of 2014-2015

- Ryan Healy voted in as the Chair, Krista Downs voted in as the Vice Chair of the Library Board.
- Three new board members were appointed to replace departing members. Erin Lee, Karol Miller and Jason Price are all welcome additions to the Library Board.
- Supported the Library director and staff regarding library operations and policies.
- Continued to support the Library staff with ideas for new programs.
- Continued working with the Library District to expand the capacity of the WiFi connection at the Library so patrons can use their own devices.
- Participated in the Library's 50th Birthday Celebration on December 16, 2014.
- Reviewed, discussed and supported the proposed FY 2015 – 2016 Library Budget.
- Attended city meetings, and county meetings to both receive and give input regarding the Ledding Library.
- Supported and assisted the Friends in all their endeavors including the annual book sale, plant sale, Christmas in October, concerts, and the Pond House Book store.
- Participated in the Library District Advisory Committee (LDAC) which advises the Clackamas County Board of Commissioners on the formulation of policy regarding the funding of the library district.

- Supported the Milwaukie Poetry Series' eighth season featuring poets who read from and discussed their work.
- Began a monthly Foreign/Indie Film Night.
- Continued the Ledding Cultural Forum (LCF) for the third year.
- Doubled the number of Kindles for patron check out, financed by the Friends.
- Supported the Library Services Expansion Task Force (LSETF).
- Supported Summer Concerts sponsored by the Historic Milwaukie NDA that averaged 125 people each week.
- Security cameras installed inside Library.

Priorities for 2015-2016

- The number one priority is to support LSETF and encourage movement on an expansion plan.
 - The Board supports expansion of the Ledding Library to better serve the Library's community.
 - Two Board members serve on LSETF.
 - The Library Board has incorporated their monthly meetings with the Task Force meetings in order to have input and show their support.
- Support the Library director and staff regarding library operations and policies.
- Continue to encourage Board attendance at community meetings including, but not limited to, NDAs, various City government meetings as needed, Friends of the Ledding Library, and various civic group meetings, to represent the Library in the community.
- Support the Friends in all their endeavors including the annual book sale, plant sale, Christmas in October, concerts, and the Pond House Book store.
- Continue to run the LCF series as an ongoing program which enriches the community.
- Continue to run the monthly Foreign/Indie Film night.
- Continue support for a ninth season of the Milwaukie Poetry Series at the Library Pond House with a new lineup of poets conducting monthly readings.
- Support new programs at the Library.
- Continue to support the growing number of Children's programs.
- Support promotion of Library programs and goals through the use of the internet, flyers, newsletters, and other media outlets, such as The Pilot, the City of Milwaukie website, the Library's Facebook page, website, twitter, pinterest and YouTube.
 - 34,534 users of the Library's website
 - 105,950 total pageviews
 - 86,731 unique pageviews
 - 56,103 sessions
- Continue Lucky Day program. In FY 2015, we circulated 15,470 Lucky Day items, purchased with funds from the Friends.
- Add Spanish titles to the Kindle books
- Monitor compliance of the Library in reference to LDAC and Oregon Library Association (OLA) standards as prescribed by the LDAC policy.
- Continue participation in LDAC.
- Continue supportive relationship with Library District, including the Broadband Technology Opportunities Program (BTOP) installation to improve Wifi service for patrons.
- Work with City Council, Budget Committee and Finance Department to devise a way to reserve any District funds over budget into a Library account to save for upcoming expenses connected to the installation of Radio-Frequency Identification (RFID)
- Remodel Reference area

- Install Print Management System for computer copies by patrons

CONCURRENCE

The Library Board and the Library Director have reviewed and concur with the work program.

FISCAL IMPACTS

None.

WORK LOAD IMPACTS

The Library Staff will support the Board's work to accomplish the priorities listed above. The staff liaison to the Board will attend all meetings: take and distribute meeting minutes and work on all duties associated with the work program's priorities.

ATTACHMENTS

1. LDAC Annual Progress Report
2. LCF Schedule of authors
3. Library Programs
4. Stats
5. Budget

Library Name: MILWAUKIE LIBRARY
Service Population: 39,851
Fiscal Year: 2014/2015

Library Service District of Clackamas County - - Annual Progress Report toward OLA Standards

<p>1. Is the library open the number of hours mandated by its population served at THRESHOLD level?</p>	<p>Library open hours 66 Open hours required by OLA Threshold Standards 50</p>
<p>2. Does the library staffing adhere to all of the standards for number and qualifications of staff employed as outlined in the OLA standards for THRESHOLD level for its population served?</p>	<p>Total library FTE 19.76 Total library FTE needed as per OLA Threshold Standards 13.91</p> <p>Total staff with an MLS 6.55 Total staff required to have an MLS as per OLA Threshold Standards 3.95</p> <p>Library Director has an MLS? yes</p>
<p>3. Does the Library collection contain sufficient volumes to meet OLA Threshold standards for the library population served?</p>	<p>Library volumes owned 118,024 State and local downloadable 54,664 Total 172,688 Library volumes needed for Threshold Standards 79,514</p>
<p>4. Please report briefly on any changes or improvements to the library due to District funding. The Library has not made any changes or improvements; however, due to this funding, we are able to use our Friends' contributions for programs and special purchases (ie Kindles) that would otherwise go to operational.</p>	
<p>5. Does the Library provide adequate and reasonable continuing education/training for all staff? Please list annual budget for library staff continuing education here.</p>	<p>NO 2,000</p>
<p>6. Each year, does the library evaluate a percentage of the materials collection to consider for weeding/withdrawal based on criteria such as use, currency and condition? OLA Threshold standard percentage is 20% evaluated annually. What is your percentage (estimate)?</p>	<p>Yes 50.00%</p>
<p>7. Does the library have a formal written collection development policy?</p>	<p>Yes</p>
<p>8. Does the library make available all basic core public services during all open hours?</p>	<p>Yes</p>
<p>9. Does the Library have a written long-range strategic plan that addresses facility needs?</p>	<p>Yes</p>

Ledding Cultural Forum Schedule

2015 Schedule

Feb 5 – Dan Haynes – *Gun Metal Heart*

Mar 5 – William J. Hawkins, III – *The Legacy of Olmsted Brothers in Portland, Oregon*

Apr 2 – Tina Connolly – *Silverblind*

May 7 – Carson Ellis – *Home*

June 4 – Peter Sears – Poet Laureate of Oregon

August 6 – Mark Shapiro – Laika Studios on Stop-Motion Film Making

Sept 3 – Walidah Imarisha – *Why aren't there more Black People in Oregon? A Hidden History*

Oct 1 – Kat Sloma – Digital photographer

Nov 5 – Lois Leveen – *Juliet's Nurse*

The program was supported in part by the Friends of Ledding Library and Jill Younce of Painted Lady Coffee House.

Programs at the Ledding Library

2014-2015

Children’s Programs

Ages 0-5

Baby storytime (weekly)

2 Toddler storytime (weekly)

2 Preschool storytimes (weekly)

Preschool drop-in crafts (weekly)

Toddler & preschool music/dance classes (4/year)

Toddler play dates (3-4/year)

Toddler dance parties (2/year)

All ages

Family storytime (weekly)

Spanish storytime (monthly)

Oregon Symphony Storytimes (4/year)

Scavenger hunts (6-8/year)

School-age

Book Buddies – book group for ages 7-9 (monthly)

Homeschool Programs (6/Fall + 6/Spring)

Read to the dog/Puppy Tales (2/month)

Saturday crafts (3/month)

Let’s LEGO (2-3/year)

No School Days – drop-in crafts (all day program – 2-3/year)

Minecraft Night (quarterly)

Young Teens

Talk back to books – book group for ages 10 & up (monthly)

Crafternoons (3/summer)

Writing Group (5-6/year)

Game Night (2/month)

Teen Blind Date with a book (1-2/year)

Special programs

Free Preschool Vision Screenings with Elks Children's Eye Clinic/OHSU (2/year)

Halloween Party

Spring Break Performer

Summer Reading Performers & Programs (2 per week)

During the months of June-August last year, the Children's Department held 27 special kids' programs (1,697 attendance) in addition to 91 weekly storytimes (2,557 attendance).

Summer Reading Program – a free book and prizes from sponsors for reading all summer.

Last year, 2,394 children & teens participated in Ledding Library's summer reading program. As of July 1, 1,856 have signed up so far this summer.

Teen Lock-In with N. Clackamas Parks + Rec

Parenting Workshops (2-3/year)

Kindergarten Readiness

Homeschooling in Oregon Workshop

Outreach

Community Health Fair/Bienstar y Salud es Vida

Countywide Head Start Sign-up Fair

Ready, Set, Go! Program for Spanish-speaking families at Wichita Center (monthly visits to the Library)

School Literacy Nights/Open Houses (5-6/year)

Storytimes at two Head Start Centers (3 site visits/month during school year to 9 classes)

Teen Parents at PACE Program/Sabin Skills Center (2/3 visits/year)

Adult Programs

Artist receptions at the Pond House (3-4/year)

Book Club (monthly)

First Saturday Music Concerts (7/year)

Foreign Film Night (monthly)

Health Lecture Series (6/year)

Knit Night (monthly)

Ledding Cultural Forum (9/year)

Library2Go clinics (3/month)

Milwaukie Poetry Series (10/year)

Poetry Book Discussion (2/year)

Poetry Open Mic (12/year)

Poetry Writing Workshop (2/year)

Trivia Night with the Librarian (monthly)

Writers' Group (monthly)

Special Programs

Adult Blind Date with a Book

Adult Seasonal Storytelling by Will Hornyak

Astronomy for Everyone: Size and Scale of the Universe

Bike Clinic: Rights and Responsibilities

Financial Planning Series

Gardening with Raised Beds

Gardens of Eatin': Edible Landscaping

H & R Block – Ask a Tax Pro

Ledding Library Around the World contest

Ledding Library 50th Birthday Celebration

Meditation

Oregon Humanities Conversation Project programs

Poetry in the Park (annual event)

Read a Banned Book

Social Media for Small Businesses

Strategies for Successful Vegetable Gardening

Summer Reading (teens and adults, June-August)

Summer Weekly Concerts (June-August)

Red = New in FY14-15

Ledding Library Stats

Year	Circulation	Fines Collected	Volunteers	Vol. Hours Worked	Reference Questions	Programs	Program Attendees	Interlibrary Loans	Patron Visits
FY 2000	387,137	\$29,361	398	3,391	28,572	57	2,364	66,254	
FY 2001	429,884	\$29,740	392	2,470	29,332	201	4,927	62,530	
FY 2002	463,800	\$31,190	514	3,483	29,671	222	6,206	77,385	
FY 2003	505,263	\$36,240	698	4,524	30,406	248	7,792	93,270	
FY 2004	484,937	\$41,947	758	5,401	28,999	231	7,157	86,974	
FY 2005	539,386	\$45,365	814	6,131	29,830	242	7,449	88,162	
FY 2006	544,818	\$48,557	763	5,816	29,248	236	7,448	94,728	
FY 2007	549,454	\$50,798	731	6,427	29,678	243	6,846	105,525	
FY 2008	585,857	\$58,546	1,356	7,592	30,752	299	8,356	109,922	
FY 2009	651,764	\$58,756	894	6,992	32,511	305	9,902	122,320	
FY 2010	671,554	\$56,480	1,114	8,513	33,573	378	11,415	178,031	
FY 2011	717,821	\$56,707	1,368	8,493	34,397	408	11,987	199,809	
FY 2012	709,614	\$57,346	1,507	8,679	31,490	505	12,619	200,749	88,444*
FY 2013	720,951	\$61,533	1,561	9,591	29,120	539	15,580	193,783	263,136
FY 2014	725,861	\$63,757	1,473	9,004	27,193	611	17,310	179,113	256,762
FY 2015	711,150	\$62,377	1,646	10,229	30,869	663	19,565	174,703	256,971

*Beginning 3/1/2012

Budget

FY 2015

Income

District Funds	\$1,456,000 – received \$1,524,938
City Contribution	\$ 942,000
Other	<u>\$ 69,000</u>
Total	<u>\$2,467,000</u>

Expense

Personnel	\$1,581,000
Materials, services, programs	\$ 187,000
Transfers back to City	<u>\$ 700,000</u>
Total	<u>\$2,468,000</u>

FY 2016

Income

District Funds	\$1,536,923 – estimate from County District
City Contribution	\$ 942,000
Other	<u>\$ 69,000</u>
Total	<u>\$2,547,923</u>

Expense

Personnel	\$1,685,000
Materials, services, programs	\$ 187,000
Transfers back to City	<u>\$ 680,000</u>
Total	<u>\$2,552,000</u>



MILWAUKIE CITY COUNCIL
AGENDA ITEM SUMMARY

Agenda Item: **WS 4.**
Meeting Date: **July 21, 2015**

Title: **Moving Forward Milwaukie:
Central Milwaukie Plan and Code Amendments**

Prepared By: Vera Kalias

Department Approval: Denny Egner

City Manager Approval: Bill Monahan

Approval Date:

ISSUES BEFORE COUNCIL

Overview of draft plan and code amendments for Central Milwaukie prior to the first Council hearing on the amendment package.

STAFF RECOMMENDATION

N/A

KEY FACTS & INFORMATION SUMMARY

These amendments are the second generated by the *Moving Forward Milwaukie: Enhancing Our Commercial Districts* project. The Planning Commission recommended approval of the proposal on July 14, 2015, at the fifth hearing on the amendment package.

OTHER ALTERNATIVES CONSIDERED

Provide comments to staff for preparation for the September 1, 2015, public hearing.

Schedule an additional worksession for further discussion. This could delay the adoption and effective dates of the amendments.

FISCAL NOTES

These amendments are part of the Moving Forward Milwaukie project scope. There is an estimated cost of \$3,500 for revising the affected ordinances.

ATTACHMENTS

1. Recommended Central Milwaukie Land Use and Transportation Plan
2. Recommended Comprehensive Plan Amendments – Underline/Strikeout Version
3. Recommended Comprehensive Plan Amendments – Clean Version
4. Recommended Transportation Systems Plan Amendments – Underline/Strikeout Version
5. Recommended Transportation Systems Plan Amendments – Clean Version
6. Recommended Central Milwaukie Code Amendments – Underline/Strikeout Version
7. Recommended Central Milwaukie Code Amendments – Clean Version



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item:
Meeting Date: 7/21/15

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Moving Forward Milwaukie: Central Milwaukie Plan and Code Amendments (CPA-2015-001, ZA-2015-001)**

From: Vera Koliass, Associate Planner

Date: July 11, 2015

ACTION REQUESTED

This is a worksession, and no official action is requested. Staff requests that Council share any questions and concerns about the proposed draft amendment to assist staff preparation for the September 1, 2015, hearing on the amendments. These amendments are part of the *Moving Forward Milwaukie: Enhancing Our Commercial Districts* (Moving Forward Milwaukie or MFM) project.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

Council has discussed the Moving Forward Milwaukie project on 21 occasions since 2011. Recent decisions and key points of direction for Central Milwaukie are listed below.

September 2, 2014: Council discussed the draft [Downtown and Central Milwaukie Action and Implementation Work Program](#), and directed staff to initiate code amendments implementing the code concepts for the downtown and Central Milwaukie areas.

August 19, 2014: Council discussed the draft Downtown and Central Milwaukie Action and Implementation Work Program, directed staff to proceed with the majority of the Work Program, and requested additional information about several actions including the proposed approaches to off-street parking requirements and building heights in downtown.

May 7, 2013: Council approved an intergovernmental agreement (IGA) with Metro to accept Construction Excise Tax (CET) grant funds for the Moving Forward Milwaukie: Enhancing Our Commercial Districts project (MFM) (formerly the Commercial Core Enhancement Program, or CCEP), and authorized the Council President to sign the agreement on behalf of the Mayor (Res. 36-2013). The IGA was executed on May 21, 2013.

August 2012 - February 2013: Planning Commission and Council reviewed amendments to the downtown zones and public area requirements, and directed staff to conduct a more thorough review of the downtown development, use, and design standards.

January 20, 2010: Council directed staff to request grant funds from Metro's Construction Excise Tax planning grant program to support planning efforts in downtown and Central Milwaukie (Res. 06-2010).

BACKGROUND

The MFM project is focused on bringing new activity to Milwaukie's commercial districts including Central Milwaukie. The project is the first official City project to define a boundary for the Central Milwaukie district and establish a vision for its future.

Figure 1. Central Milwaukie Project Area



Central Milwaukie serves as both a commercial hub and a crossroads for several neighborhoods, and is a key commercial center in the city. Central Milwaukie includes two opportunity sites – the Murphy site and the McFarland site. Both are former industrial sites that

have sat vacant for many years. The MFM project has evaluated barriers to development on each of the sites as well as other properties in Central Milwaukie. The approximately 75-acre Central Milwaukie area is located at the junction of four neighborhoods and is a location where numerous commercial, housing, medical, and civic activities coincide¹.

As with the downtown phase of the MFM project, a rigorous planning and public involvement process that emphasized the involvement of local community members and leaders was central to the process. Milwaukie citizens and business owners shared many ideas that have been incorporated into the plan and will help guide the future of the area. It was clear from the public involvement process that people use the area for shopping and other commercial activities, and want to see this activity continue with new businesses. This sentiment included very strong support for mixed-use development, restaurants, retail businesses, offices, and employment uses such as light industrial/light manufacturing.

Participants also saw an opportunity to provide family wage jobs with the redevelopment of the Murphy opportunity site with light industrial/flex space. Equally important is the need to balance redevelopment and reinvestment with creating an accessible, multi-modal area that encourages pedestrians, bicycles and automobiles.

The Planning Commission unanimously recommended approval of the central Milwaukie plan and code amendments on July 14, 2015; a Council hearing on the amendments is tentatively scheduled for September 1, 2015. If the amendment package was adopted at this hearing, they would become effective on October 1, 2015.

The proposed amendments modify the Comprehensive Plan, the Zoning Ordinance and the Zoning Map. Key amendments include:

- Central Milwaukie Land Use and Transportation Plan (CMLU&T Plan) – A new ancillary document to the Comprehensive Plan.
- Comprehensive Plan – Text amendments recognizing the CMLU&T Plan
- Transportation Systems Plan – Amendments to the list of projects
- Zoning Ordinance and Map – numerous text amendments and creation of a new General Mixed Use Zone and Flex Space Overlay.

Each of these changes is described on the following pages. The contents of the proposed amendments are summarized below, and the full text of the amendments is included as Attachments 2-7.

Central Milwaukie Land Use and Transportation Plan

(The draft plan is included as Attachment 2.)

The Draft Central Milwaukie Land Use and Transportation Plan is the first proposed vision for Central Milwaukie. The document includes direction and feedback received at three Project Advisory Committee (PAC) meetings, a workshop, and a public open house.

¹ Although not part of the regulatory amendments, Milwaukie Marketplace plays a key role in the area. Review of the C-CS Zone and the Milwaukie Marketplace development will be appropriate when or if redevelopment of the site is proposed.

The CM LU&T Plan presents a land use and transportation framework for development and circulation in Central Milwaukie to guide future development in Central Milwaukie. The document describes six "Guiding Principles" and five "Fundamental Concepts". The Guiding Principles are high-level statements about Central Milwaukie's future and are intended to capture the community's values and priorities:

- Maintain and improve Central Milwaukie as the city's primary commercial center
- Foster a sense of place in Central Milwaukie by promoting an identity and a vision
- Enhance economic opportunities in the area
- Add a mix of uses to support a district that is lively and active
- Maintain an overall character complementary to and protective of surrounding neighborhoods
- Improve access to and within the area for pedestrians, cyclists, and vehicles

The Fundamental Concepts focus specific implementation strategies and actions necessary for moving the community's vision for Central Milwaukie from ideas to reality:

- Facilitate development of the Murphy and McFarland opportunity sites
- Promote high-quality, urban design that is complementary to the surrounding area
- Encourage a range of housing types as a part of new mixed-use development
- Improve connectivity within the district with easily-accessible multimodal pathways that are safe and attractive
- Improve external connections to the district

These fundamental concepts are implemented through a combination of use, development, and design standards.

- Key changes and proposals outlined in the CM LU&T Plan include: A new General Mixed-Use Zone that replaces C-G (General Commercial) and R-O-C (Residential Office Commercial) zoning. The zone will allow mixed-use buildings throughout Central Milwaukie.
- A Flex Space Overlay on the Murphy site to provide the option of small, compatible industrial use on the property.
- Amendments to development and design standards including:
 - A height bonus for mixed use residential buildings and green buildings up to a four story maximum.
 - Standards addressing building design and setbacks to ensure that parking lots are located behind or to the side of buildings and that buildings are designed with quality materials that make them attractive and pedestrian friendly.
 - "Edge" treatments to encourage compatibility with the adjoining neighborhoods and to encourage pedestrian friendly streets.
- Transportation improvements to improve multimodal connectivity throughout the district including:
 - Pathways through the Murphy and McFarland sites.
 - Improvements along Monroe, Harrison, Railroad, and 32nd Ave.
 - Intersection enhancements at Harrison and 32nd Ave.

Comprehensive Plan

(The plan text is included in Attachments 2 (underline/strikeout) and 3 (clean).)

The proposed amendments revise a number of Land Use objectives and policies for housekeeping purposes but do not change the intent of existing policies. A new objective is proposed in the Economic Base and Industrial/Commercial Land Use Element – Objective #16 – Central Milwaukie. This new objective adopts and implements the CM LU&T Plan.

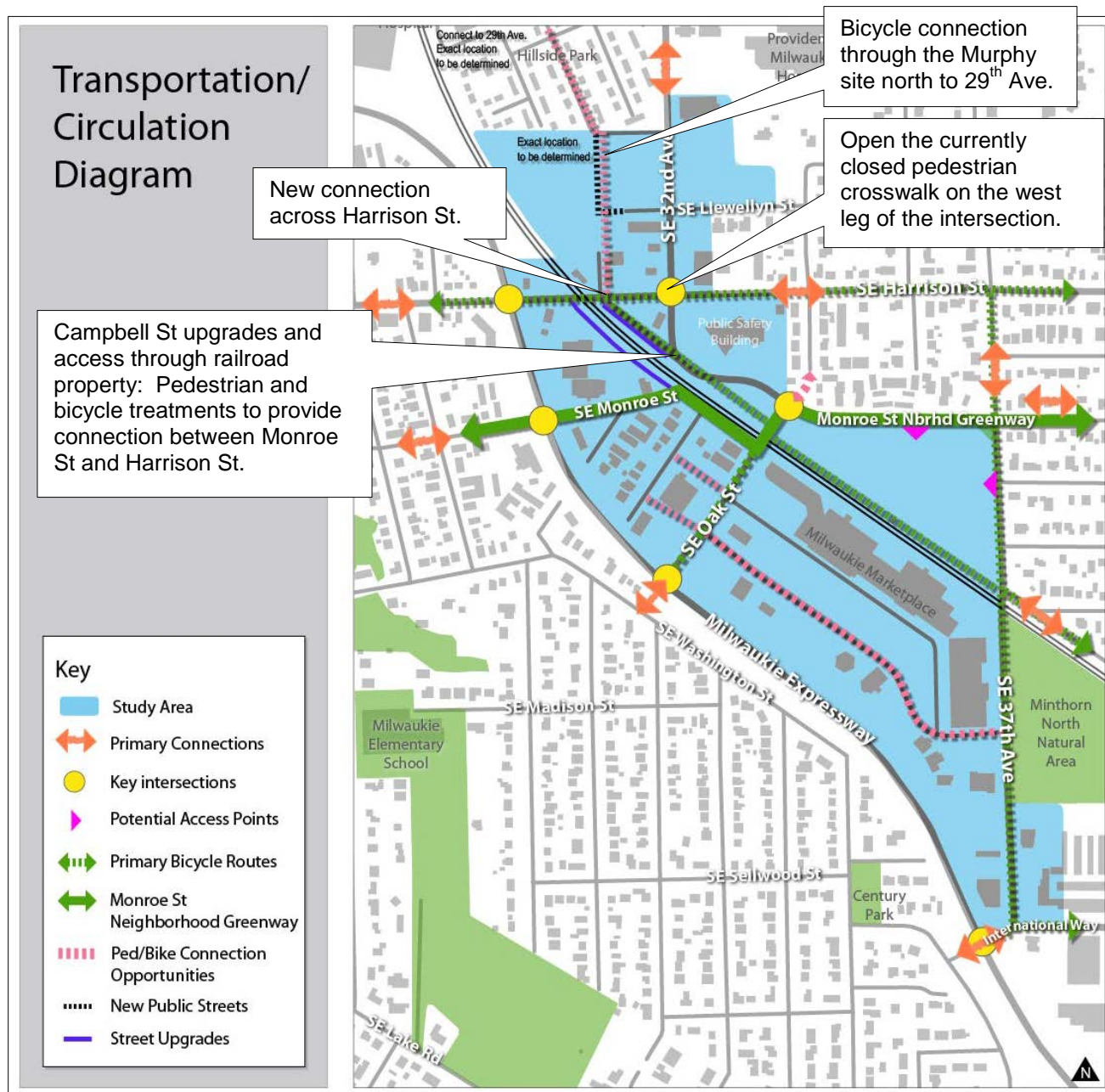
Transportation Systems Plan

(The plan text is included in Attachments 4 (underline/strikeout) and 5 (clean).)

The TSP is the City's long-term plan for transportation improvements and includes policies and projects that are implemented through the Capital Improvement Plan (CIP), private development, or grant funding. It is the guiding policy document for long-term transportation planning and represents the City's goals and policies while outlining and prioritizing proposed improvements for pedestrian, bicycle, public transit, motor vehicle, and freight systems; downtown parking; and neighborhood traffic management.

The CM LU&T Plan includes several implementation strategies to improve circulation in Central Milwaukie, including vehicular, pedestrian, and bicycle connectivity. In order to move these strategies forward, the projects must be included in the TSP. See Figure 2 for an overview of proposed amendments.

Figure 2. Transportation/Circulation Diagram



Zoning Ordinance and Map

Please refer to Attachments 6 (underline/strikeout) and 7 (clean).

The draft amendments seek to implement the project goals in Central Milwaukie through the Fundamental Concepts (see page 9 of the CM LU&T Plan) and are also intended to implement the policies for new development laid out in the Plan (see page 14 of the CM LU&T Plan).

The following is a summary of the key aspects of the proposed zoning amendments for discussion on July 21.

Zoning Map

It is proposed that the zoning map be revised to include a new General Mixed Use Zone GMU, include a new Flex Space Overlay, and eliminate the Residential-Office-Commercial Zone ROC in central Milwaukie. See Figures 3 and 4.

Figure 3. Proposed Central Milwaukie Zoning

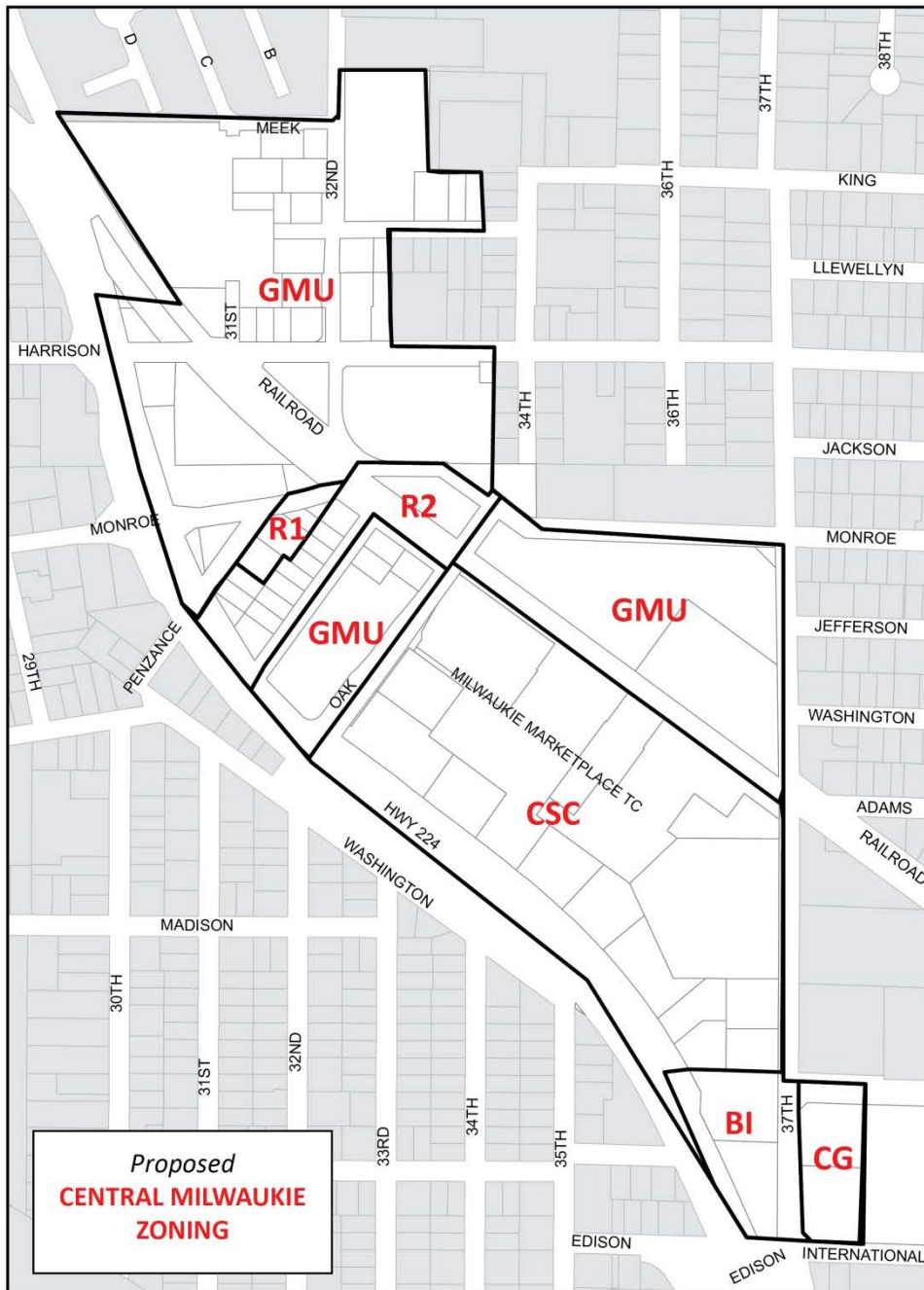
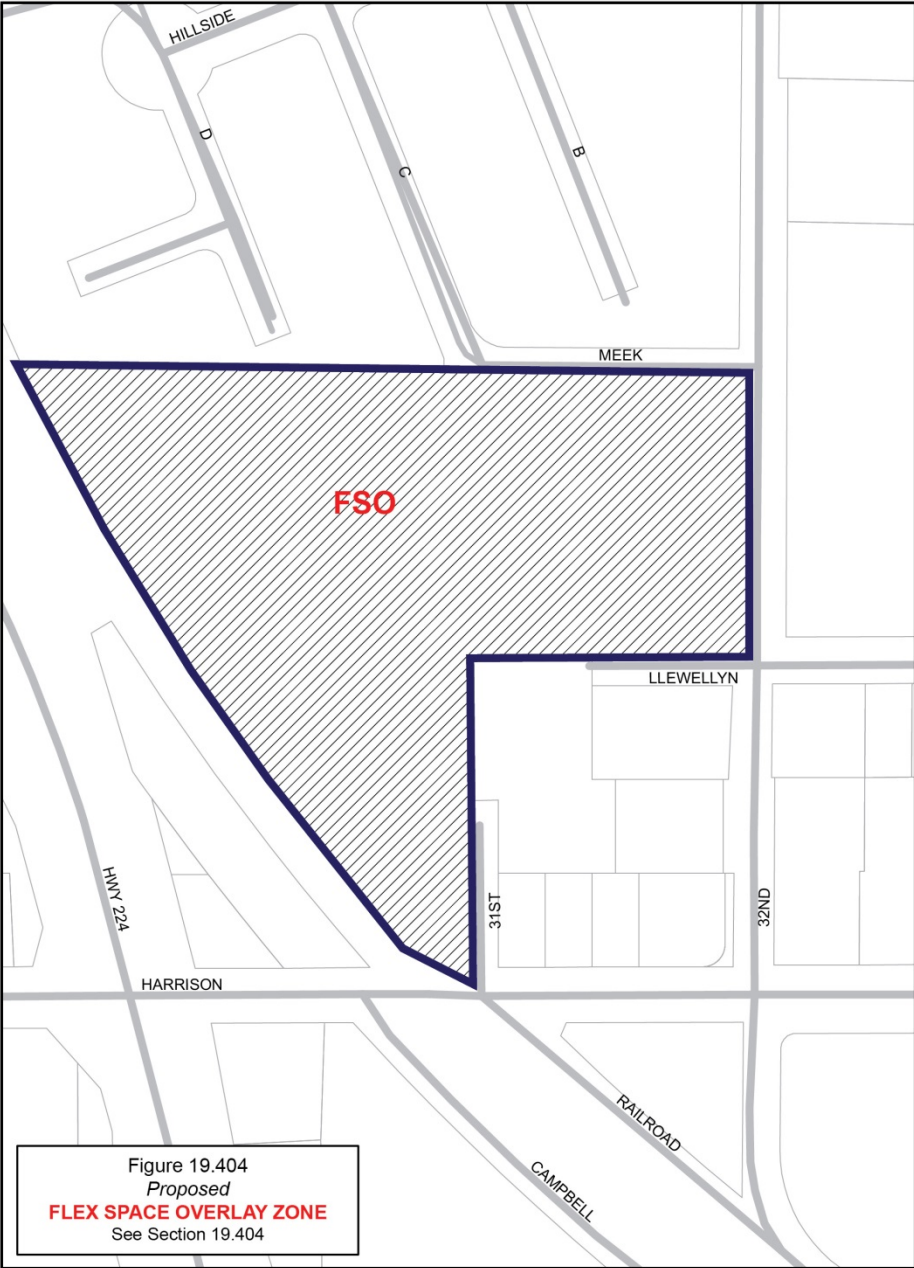


Figure 4. Proposed Flex Space Overlay



Use Standards

These standards determine what types of uses are permitted and what level of land use review, if any, is required.

Standard/Use	Purpose/Intent	Existing	Proposed
Zoning	Create a vibrant, mixed-use district	<ul style="list-style-type: none"> CG zone, R-O-C zone, MU overlay 	<ul style="list-style-type: none"> General Mixed Use Zone GMU Flex Space Overlay on portion of Murphy Site
Residential uses	Create a vibrant, mixed-use district	<ul style="list-style-type: none"> Residential only permitted on Murphy and McFarland sites and Penzance/Myrtle area 	<ul style="list-style-type: none"> Allow multifamily residential uses throughout Central Milwaukie

Development Standards

These standards shape the location, size, and massing of new development. The proposed revisions are intended to bring buildings closer to the street to create a pedestrian-friendly environment.

Standard	Purpose/Intent	Existing	Proposed
Residential uses Table 19.303.2	Create a vibrant, mixed-use district	<ul style="list-style-type: none"> Residential only permitted on Murphy and McFarland sites and Penzance/Myrtle area 	<ul style="list-style-type: none"> Allow multifamily residential uses throughout Central Milwaukie
Street setbacks Table 19.303.3 19.303.4.C	Buildings are allowed and encouraged to build up to the street right-of-way in the GMU zone.	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> No minimum street setback Max = 10-20 ft When building is set back from the sidewalk, landscaping is required. No vehicle parking permitted between the building and the street; except in the flex space overlay.

<p>Building height</p> <p>Table 19.303.3 19.303.4.B</p>	<p>Encourage the provision of residential uses and/or green building certification</p>	<ul style="list-style-type: none"> Maximum height 3 stories/45 feet 	<ul style="list-style-type: none"> Allow up to 1 story bonus height if buildings devote at least 25% of the area to residential uses, <p>OR</p> <ul style="list-style-type: none"> 1 story bonus height with green building certification
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Design standards

These standards are intended to establish a baseline level of design for new development to ensure that new development is attractive and provides ground floor/pedestrian-level interest.

Standard	Purpose/Intent	Existing	Proposed
<p>Primary entrances</p> <p>19.303.4.G</p>	<p>To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways</p>	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> All new buildings shall have at least one primary entrance facing an abutting public street
<p>Residential edge</p> <p>19.303.5</p>	<p>Development that is adjacent to or abutting lower density residential zones should be compatible with existing neighborhoods.</p>	<ul style="list-style-type: none"> Setbacks must match adjacent front yard setback. 	<ul style="list-style-type: none"> A minimum setback shall apply. Step back applies to buildings within 50 ft of 37th Ave and Monroe St.
<p>Frontage occupancy</p> <p>19.303.4.D</p>	<p>To establish a consistent "street wall" along key streets.</p>	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Certain block faces, a minimum of 50 percent of the site frontage must be occupied by a building or buildings.
<p>Corners</p> <p>19.505.7.C.1 Figure 19.505.7.C.1</p>	<p>To reinforce intersections as an important place for people to gather.</p>	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Buildings located on identified key corners shall incorporate one specific design feature.

Weather protection 19.505.7.C.2	Through the use of awnings and canopies along the ground floor of buildings, to protect pedestrians from rain and provide shade; to encourage window shopping and lingering; and to create visual interest on the ground floor of a building.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • All ground floor building entries shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet
Exterior building materials 19.505.7.C.3	To provide a sense of permanence through the use of certain permitted building materials; to provide articulation and visual interest to larger buildings; and to allow for a variety of materials and designs	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Standards specify primary, secondary, and prohibited material types.
Windows and doors 19.505.7.C.4	To enhance street safety and provide a comfortable pedestrian environment by providing ground-level transparency between the interior of buildings and the sidewalk.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • For non-residential and mixed-use buildings, a minimum percentage of the ground-floor street wall must consist of openings.
Roofs 19.505.7.C.5	To enliven the pedestrian experience and create visual interest.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Permitted roof forms are specified.
Rooftop equipment and screening 19.505.7.C.6	To integrate mechanical equipment into the overall building design.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Specifies requirements to screen roof-mounted mechanical equipment.
Ground level screening 19.505.7.C.7	To integrate mechanical equipment into the overall building design.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Specifies requirements to screen mechanical equipment, outdoor storage, and outdoor garbage and recycling areas.

Land Use Review Procedures

The goal of the project is to streamline the review process for development in commercial areas by establishing clear standards for new buildings.

Standard	Purpose/Intent	Existing	Proposed
Land use review	Streamline the review process to reduce uncertainty and risk, while establishing new design standards to ensure attractive development	<ul style="list-style-type: none">• All development on Murphy, McFarland, and a portion of Providence Hospital site subject to Type III land use review	<ul style="list-style-type: none">• Development that meets development and design standards permitted through Type I review• Some revisions permitted through Type II Variance Review• Development in the Flex Space Overlay permitted through Type II review• Circulation plan required for larger sites (3+ acres)

CONCURRENCE

The Planning Commission has recommended approval of the amendments; the Engineering Departments and the Building Official have reviewed the proposal and concur.

FISCAL IMPACTS

These amendments are part of the Moving Forward Milwaukie project scope and were included in the original budget for the project. The amendments are not expected to significantly alter the cost of administering the code.

WORK LOAD IMPACTS

The amendments are not expected to significantly alter the work load of the planning department for administration of the code.

ALTERNATIVES

The July 21, 2015 meeting is a work session. No alternatives are being presented. Staff is seeking comments and questions related to the proposal so that we can return with alternatives and options at the September 1, 2015, public hearing.

If there are significant issues, the Council could choose to schedule an additional worksession for further discussion. This could delay the adoption and effective dates of the amendments.

ATTACHMENTS

1. Recommended Central Milwaukie Land Use and Transportation Plan
2. Recommended Comprehensive Plan Amendments – Underline/Strikeout Version
3. Recommended Comprehensive Plan Amendments – Clean Version
4. Recommended Transportation Systems Plan Amendments – Underline/Strikeout Version

5. Recommended Transportation Systems Plan Amendments – Clean Version
6. Recommended Central Milwaukie Code Amendments – Underline/Strikeout Version
7. Recommended Central Milwaukie Code Amendments – Clean Version

Central Milwaukie Land Use and Transportation Plan

City of Milwaukie
July 2015



Content Overview

This plan includes fundamental concepts identified as key to Central Milwaukie's success as well as an accompanying land use framework, transportation framework, and strategies through which these concepts will be implemented. Ultimately, this plan will guide amendments to the Milwaukie Comprehensive Plan and Zoning Ordinance through adoption as an ancillary document to the Comprehensive Plan.

1	INTRODUCTION	5
	Who will use the Plan	6
	Central Milwaukie Planning Area	7
	Guiding Principles	8
	Fundamental Concepts	9
2	LAND USE & TRANSPORTATION	11
	Framework Plan for Central Milwaukie	12
	Transportation Circulation & Infrastructure	18
3	IMPLEMENTATION	25
	Central Milwaukie Plan Implementation Strategies	26
	Transportation Actions	28
	Implementation Matrix	30
4	APPENDIX	36
	A. Building the Plan & Lessons Learned	36
	B. Existing Conditions	42
	C. Development Concepts	52
	D. Community Input	56





1. INTRODUCTION

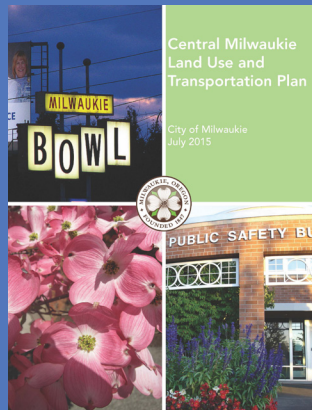
WHAT THE FRAMEWORK DOES

This document presents a land use and transportation framework for development and circulation in Central Milwaukie. Its purpose is to provide a cohesive vision for the area and facilitate future private and public investment that will meet community needs and desires while also achieving economic success.

What is the purpose of this Plan?

The primary purpose of this document is to guide future development of Central Milwaukie.

Who will use this Plan?



DEVELOPMENT COMMUNITY

The Plan will provide the development community with a set of clear and understandable expectations that describe the type of development that is expected within the Central Milwaukie district.



CITY COUNCIL

The Plan will provide some basic considerations for Council and staff to help foster and develop a vibrant walkable community.



COMMUNITY AT LARGE

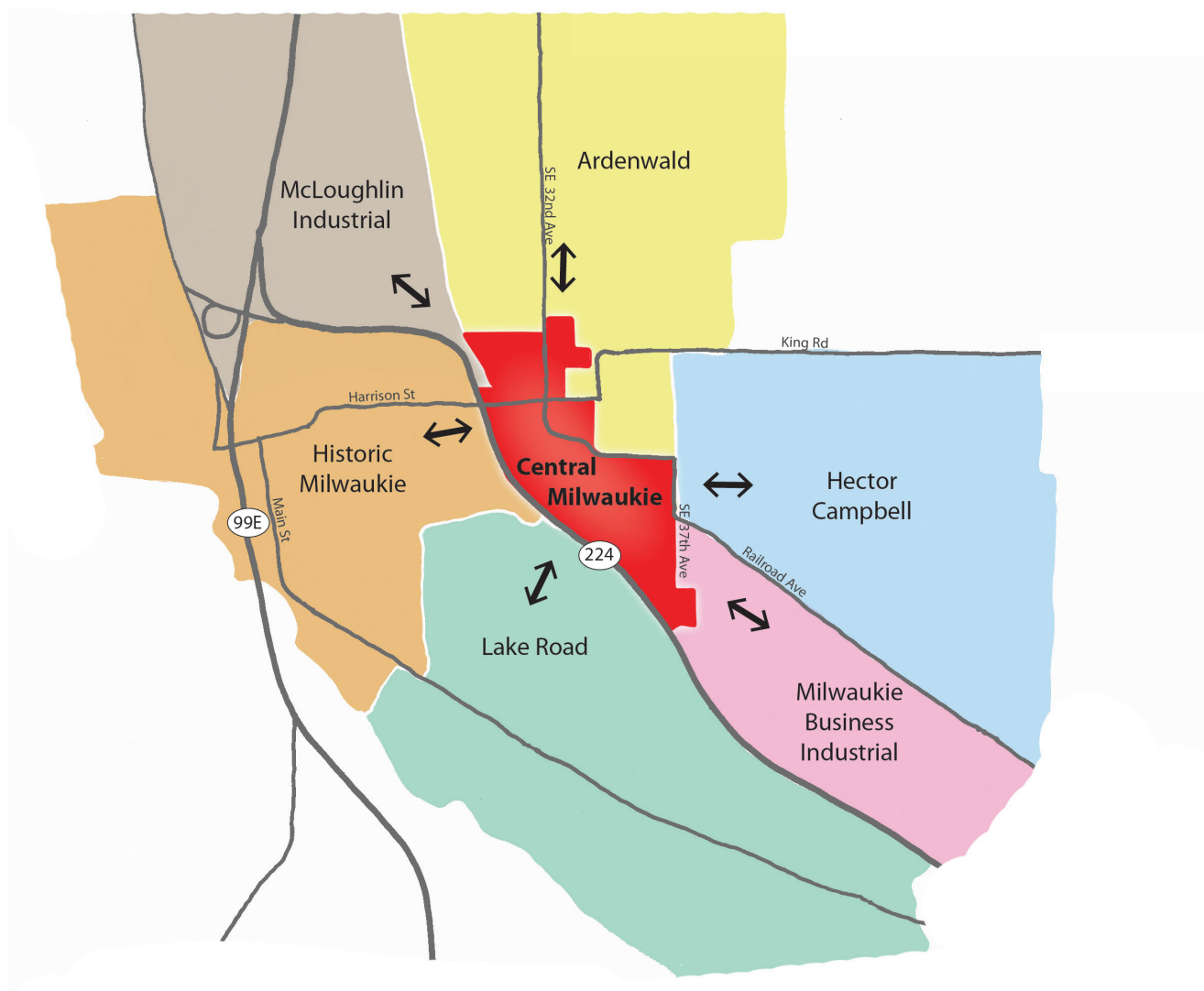
The Plan is a vision for how Central Milwaukie will grow and develop in the future to meet the needs of the community through jobs, public amenities, and improved public facilities that create greater connectivity for the community.

Central Milwaukie Planning Area

Central Milwaukie serves as both a commercial hub for the city as well as a crossroads for several neighborhoods.

The approximately 75 acre area is located at the junction of several neighborhoods and is a location where numerous commercial, housing, medical, and civic activities coincide.

The *Moving Forward Milwaukie: Enhancing Our Commercial Districts* project was the first official City project to define a boundary for the Central Milwaukie district, which is separated from Historic Downtown Milwaukie by Hwy 224. The residential neighborhoods of Lake Road, Ardenwald, and Hector Campbell are located directly east and west of the district and industrial/employment districts are located northwest and southeast.





Guiding Principles

Guiding Principles are high-level statements about Central Milwaukie's future and are intended to capture the community's values and priorities. They are the parameters with which the concepts must be consistent. Guiding Principles also help ensure the planning process for Central Milwaukie moves forward in a predictable manner that implements the community's shared vision for the area.

- **Maintain and improve Central Milwaukie as the city's primary commercial center**
- **Foster a sense of place in Central Milwaukie by promoting an identity and a vision**
- **Enhance economic opportunities in the area**
- **Add a mix of uses to support a district that is lively and active**
- **Maintain an overall character complementary to and protective of surrounding neighborhoods**
- **Improve access to and within the area for pedestrians, cyclists, and vehicles**



Fundamental Concepts

Fundamental Concepts are a step between Guiding Principles and Implementation Strategies. They must be consistent with the Guiding Principles, as they describe the approaches that can be used to realize them. The Concepts are used to craft specific implementation strategies and action plans necessary for moving the community's vision for Central Milwaukie from ideas to reality.

- **Facilitate development of the Murphy and McFarland opportunity sites**
- **Promote high-quality, urban design that is complementary to the surrounding area**
- **Encourage a range of housing types as a part of new mixed-use development**
- **Improve connectivity within the district with easily accessible multimodal pathways that are safe and attractive**
- **Improve external connections to the district**



PLANS & URBAN DESIGN

This plan takes the perspective that land use and transportation are inextricably linked, and therefore must be considered together in the planning for Central Milwaukie. Urban design also plays an important role and is integrated throughout the plan – many times how development looks is more important than what happens inside the building.

FRAMEWORK PLAN FOR CENTRAL MILWAUKIE

This section describes the policies used to implement the fundamental concepts (listed on page 9) identified as critical for successful development of Central Milwaukie. This framework will guide revisions to regulations for development in the area, and plans for future public investments in Central Milwaukie. Descriptions of the previous zoning in Central Milwaukie are also provided to highlight the differences and similarities between new and old policies.

Land Use and Urban Design

Central Milwaukie is a focal point of the surrounding neighborhoods. It's a place where people carry out various forms of commerce – buying, selling, and making goods and services – and also a place where people will live. People can access the area with many modes of travel, and they are all accommodated with ease and comfort. This is a place that will evolve – not change radically. While some of the area will remain stable over the planning period, it is recognized by this plan that several sites can change dramatically, especially the two opportunity sites.

Central Milwaukie already has a variety of uses but they are generally separated. The land use diagram is intended to promote a mix of uses that allow for greater flexibility and added connectivity within the area. The Land Use Concepts Diagram (see page 16) illustrates this general concept, and how the transportation, land use, and urban design components coalesce into the desired future for the area.

New Zoning

Below is a description of the updated zones for Central Milwaukie and the types of development they allow.

- **General Mixed Use Zone**

Buildings in areas zoned as General Mixed Use will be allowed and encouraged to accommodate a greater variety of uses than allowed in the previous General Commercial (CG) Zone. Mixed use buildings in Central Milwaukie may consist of commercial on the ground floor with office and/or residential on the upper levels or vertically-integrated, side by side uses. Parking in these mixed use buildings generally consists of either tuck-under or surface lots, or some combination thereof. The expectation is that buildings will be between 2 and 5 stories tall. While development in the General Mixed Use Zone may include housing, it will likely consist largely of commercial uses.

- **High Density Residential**

The High Density Residential area is the existing residential area east of Hwy 224 and west of Oak St (Myrtle St and Penzance St). No zoning changes are proposed for this area. Although this is a residential area surrounded by mixed use zoning, high density residential (which allows offices as a conditional use) is a transition area that melds the character of both single-family housing and multi-family development to create a soft, rather than hard transition between land uses.

Housing in the High Density Residential areas will consist of small-lot, attached rowhouses, apartments/condominiums, and a mix of single- and multifamily structures. Home occupations are allowed in all residential zones, which can also contribute to this transition area by allowing small scale business activity within existing homes.

- **Flex Space Overlay**

The Flex Space overlay covers a section of the Murphy site, replacing the previous Residential-Office-Commercial R-O-C Zone and Mixed Use Overlay MU designations. The Flex Space overlay is a designation added to the General Mixed Use Zone to allow for flexible uses (including office, light manufacturing or warehousing). This overlay does not preclude residential development, which is allowed in the General Mixed Use Zone.

Though a wider range of uses is allowed in areas with the Flex Space overlay than the previous R-O-C Zone and Mixed Use Overlay, development should be small-scale and in keeping with the character of the surrounding areas, limiting impacts to nearby residences.

- **Community Shopping Commercial (C-CS Zone)**

The Community Shopping Commercial Zone that applies to the Milwaukie Marketplace site remains unchanged. Maintaining this designation fosters continued use of this area as the commercial hub of Central Milwaukie. Development in this area may include a variety of commercial uses, but precludes residential or light industrial activities.

Public/private partnerships may result in additional uses on the site such as open gathering spaces and areas for outdoor commercial activities such as eating and drinking. These types of uses allow for and encourage public social gatherings and events such as festivals and carnivals to take place in Central Milwaukie.

New Park

There is potential for a new public park at Railroad Ave and Oak St. The land is owned by Union Pacific Railroad as part of the rail line's right-of-way, but is currently vacant. There are several large conifers that could be incorporated into a park design. The City will explore a partnership with Union Pacific to turn the small

area into a public park.

Neighborhood Transition Area

Design standards for new development activity will ensure that building envelopes and transitions between structures preserve access to light and air and limit negative off-site impacts of non-residential uses.

Residential Edge Treatment

This streetscape design standard is applied to areas where development is located across from an established residential neighborhood. These standards reinforce the classical residential design, which is a pattern of buildings set back from the street a consistent distance, low landscaping in the front yards, and walkways from the sidewalk to the front door. A repeating pattern of street trees may be included. In this manner new, non-residential development will be compatible with residential surroundings and provide a smooth aesthetic transition between land uses.

Commercial Edge Treatment

This streetscape design standard is applied to businesses fronting 32nd Ave to reinforce multimodal access and create an inviting environment for pedestrians. Commercial streets that are pedestrian-friendly have a similar, consistent design. Pedestrian-friendly commercial areas have a sidewalk along the road, buildings that are fairly close to the sidewalk, and no large parking lots adjacent to the sidewalk. The Commercial Edge Treatment establishes design standards that make the area an attractive, functional commercial district for all modes of travel.

Policies for new development:

1. Be of a compatible scale and character with the existing neighborhood.
2. Provide respectful transitions between new and existing structures.
3. Conform to building envelopes that preserve access to light and air and require appropriate setbacks along neighborhood streets, transitioning in size and scale toward adjacent residential structures.
4. Provide ground level open space.
5. Development within the Flex Space overlay should mitigate impacts to nearby residential areas.
6. Compose building facades with a substantial area of transparent windows or doors to provide visual connection between activities inside and outside the building.
7. Orient buildings' primary entrances toward the street.
8. Provide landscaping in the area between the building and the street.

9. Limit parking in the yard between the building and the street.

10. Apply existing streetscape standards.

Options for the Opportunity Sites



Due to their visibility and potential, development on these sites should be pedestrian friendly and attractive, especially when viewed from adjacent streets.

Basic design standards:

- Commercial buildings should be located close to the street, ensuring that parking lots are not a prominent feature.
- Pedestrians and bicyclists should be able to access and traverse the sites safely and comfortably.
- Buildings that face a public street should have transparent windows, doors, and entrances.
- Attractive landscaping should be provided.
- Larger setbacks where development is adjacent to residential areas to provide a more comfortable transition from residential homes.

Previous Zoning

The previous base zones within Central Milwaukie included:

- **Residential-Office-Commercial (R-O-C Zone):**

The R-O-C Zone was a high-density mixed use zone intended to implement the Town Center Master Plan. It permitted a broad range of commercial, office, and residential uses.

- **General Commercial (CG Zone):** The CG Zone allowed a range of commercial and office uses; residential uses were not allowed.

- **Community Shopping Commercial (C-CS Zone):** The C-CS Zone was applied to the Milwaukie Marketplace site and allowed a specific mix of uses and development types. This Plan does not make any changes to the C-CS Zone by this Plan.

- **Mixed Use Overlay (MU):**

The MU Overlay allowed mixed-use development on specific properties: Murphy site, McFarland site, and specific parcels owned by Providence Hospital. A Type III review was required for development proposals within the MU Overlay.

General Mixed Use



General Mixed Use allows for a broad range of commercial, office, and residential uses throughout Central Milwaukie.

Flex Space Overlay



General Mixed Use with a Flex Space overlay allows additional employment uses on the Murphy site.

Commercial Edge Treatment



The Commercial Edge Treatment on 32nd Ave allows multimodal access and creates a pedestrian-friendly environment.

LAND USE & URBAN DESIGN CONCEPTS DIAGRAM

Key

-  Catalyst sites
-  General Mixed-Use
-  Commercial - no change to existing zoning
-  Flex Space Overlay
-  Neighborhood Overlay
-  Parks/Open Space/Schools
-  New Parks/Open Space

Unifying Treatments:

-  Commercial Edge Treatment
-  Residential Edge Treatment



WS50

TRANSPORTATION CIRCULATION AND INFRASTRUCTURE

The transportation framework presented here identifies the overarching goals for improving access to and movement within the Central Milwaukie, and follows with specific solutions to achieve those goals.

The main goal of the Central Milwaukie transportation network, described below, is to increase connections within the area as well as to Downtown and neighborhoods to the east. This goal aligns with several of Milwaukie's Transportation System Plan (TSP) Goal: Goal #1 (Livability), Goal #2 (Safety), Goal #3 (Travel Choices) and Goal #5 (Reliability and Mobility). Each of these goals include an objective relating to a comprehensive and multi-modal transportation network (Milwaukie TSP, 2013).

The transportation network in Central Milwaukie will accommodate multimodal movement around and through the area—including travel by car, transit, bike or foot. As discussed in the Lessons Learned section of Appendix A, inadequate site access and transportation infrastructure have been a major barrier to development in Central Milwaukie.

Walking

Many area residents visit Milwaukie Marketplace and Oak Street Square on foot. It is critical that pedestrians are able to move within, to and from Central Milwaukie safely and comfortably.

Walking Plan

Pedestrian access to and circulation within Central Milwaukie is critical, and major improvements will result from the enhanced crossings of Hwy 224 and the Monroe Street Neighborhood Greenway project. Additional north-south pedestrian connections will be

implemented with the development of the opportunity sites. A proposed new pedestrian access point will connect Harrison St north to 29th Ave through the Murphy site. This crossing will require conversations with the property owner and Union Pacific Railroad. A proposed pedestrian route across the southern edge of the McFarland site will extend the Railroad Ave alignment from Oak St to the west to Railroad Ave to the east.

32nd Ave is a key north-south pedestrian connection between the residential areas to the north and the Milwaukie Marketplace. As of 2014, the intersection of 32nd Ave and Harrison St had marked pedestrian crosswalks and phasing on only three of the four segments. Because intersection capacity analysis from the Transportation System Plan (TSP) assumed full pedestrian access for this intersection, it is assumed that at this location there is sufficient capacity now (and that there will be in 2035 as well) to add a marked pedestrian crosswalk and phasing to the west segment. This will significantly improve pedestrian connectivity and convenience by reducing out-of-direction travel and delay at this location.

Several improvements - upgrades along 32nd Ave and its intersections with Oak Ave and Railroad Ave; upgrades to 31st Ave; the new pedestrian crossing of Harrison St from Campbell St to Oak Ave - will function to create a stronger pedestrian connection between Providence Hospital and housing to the north and Milwaukie Marketplace to the south.

Biking

An adopted goal of the TSP is to establish one safe and comfortable bike route within Central Milwaukie and between Central Milwaukie, neighborhoods, and downtown. Realizing this goal will create a strong bicycle connection between these areas. The planned Monroe St Neighborhood Greenway is key to improving the bike-accessibility of the area.

Biking Plan

There are planned bicycle routes to and through the study area along Harrison St, Monroe St, 37th Ave, and Railroad Ave. Both the Harrison St bike lanes and the Monroe Street Neighborhood Greenway will provide high-quality east-west connections between Central Milwaukie and Downtown Milwaukie and the “neighborhood main street” area of 42nd Ave. On the eastern edge of the study area north-south bike connectivity will be improved through the addition of bike lanes to 37th Ave and Railroad Ave. Both bike lane additions are components of the TSP.

Additional northwest-to-southeast connectivity is available through the Milwaukie Marketplace, and should be maintained if and when the Marketplace redevelops. North-south connectivity through the Murphy and McFarland opportunity sites should be integrated into development. An expansion of the City’s existing bicycle wayfinding signage program will improve Central Milwaukie’s position as a key nexus in the bike infrastructure system. Although not identified in the TSP as a bicycle infrastructure element, Railroad Ave between Harrison St and Monroe St is the natural direct bicycle connection between the two opportunity sites. The TSP should be amended to include Railroad Ave in plans for future improvements.

The MAX light rail station is about a mile from

most locations in Central Milwaukie, which is further than the standard walking access distance (about a half mile) for high capacity transit. A high-visibility, direct and comfortable bicycle route to the light rail station, via the Monroe St Neighborhood Greenway, will offer the best chance for encouraging access from Central Milwaukie.

Transit

Transit will likely play a bigger role in Central Milwaukie over time. As the area continues to develop, and the level of activity in the area grows, the City will work with TriMet to enhance transit access and frequency by public transportation.

Transit Plan

The Harrison St/32nd Ave intersection provides frequent service bus transit connections to Downtown Milwaukie and MAX light rail. This provides the Murphy site with excellent transit connectivity. Additionally, the Milwaukie Shuttle provides shopping service to the Milwaukie Marketplace from both Downtown Milwaukie and the Clackamas Town Center. This service may be re-routed to serve the opportunity sites as well. Regional transit integration is provided through bus connections at the Milwaukie Bus Shelter Area on Jackson St and via the downtown MAX light rail, located less than a mile from Central Milwaukie.

Motor Vehicles

The auto-accessibility of the area from Hwy 224 is one of Central Milwaukie’s strengths. Cars will continue to be an important mode of transportation for this area. The area primarily serves a retail function, providing for the needs of residents throughout Milwaukie. Proximity to Hwy 224 allows businesses in Central Milwaukie to capitalize on customers from out of town who

drive through the area every day.

Motor Vehicle Plan

Both the Murphy site and the McFarland site require new street access locations and internal vehicle circulation upon development.

The Murphy site has the ability to support three new access points. Llewellyn St is currently a stub street that may be extended west into the site. Meek St, on the north side of the site, offers an

opportunity for a through connection at C St. Exact location to be determined at the time of development.

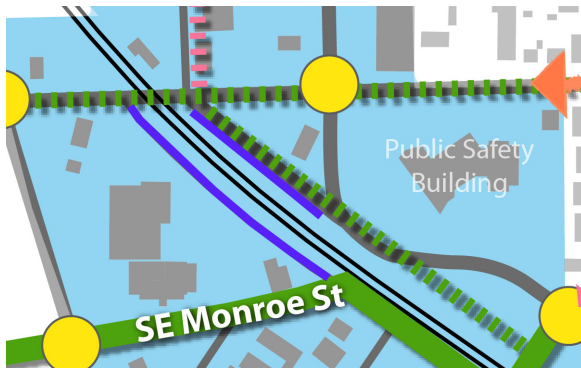
The McFarland site can support two new access points, one on 37th Ave at Jefferson St and one near the center of the site on Monroe Street. These access points will provide internal circulation while still leaving enough room for the Oak St/Monroe St intersection and railroad crossing to function optimally.

Proposed Multimodal improvements to the Central Milwaukie area are summarized in the table below

Name	Description	Status
Monroe St Neighborhood Greenway	Bicycle and Pedestrian treatments (shared lane, sidewalks) on low volume residential roads. Connects east-west to downtown.	Planning in progress
Harrison St Bike Lanes	Bike lanes on a major road, part of a grid of bike lanes. Connects east-west to downtown.	TSP project
37th Ave Bike Lanes	Bike lanes on a major road, part of a grid of bike lanes. Connects north-south.	TSP project
Railroad Ave Bike Lanes	Bike lanes on a major road, part of a grid of bike lanes. Continues to the south-east.	TSP project
Intersection Improvements	As part of the Hwy 224 / 99E corridor plan, improve bike and pedestrian crossings at Oak, Monroe, and Harrison.	TSP action plan project
Murphy Site Internal Circulation	Provide auto, bike, and pedestrian circulation.	Provided during development
McFarland Site Internal Circulation	Provide auto, bike, and pedestrian circulation.	Provided during development
Harrison / 32nd Ave Intersection	Open the currently closed pedestrian crosswalk on the west leg of the intersection.	New Proposal
Oak St / 34th Ave Connection	Provide pedestrian / bicycle connection between study area and nearby residential neighborhood.	New Proposal
Northern Bike Connection	Bicycle connection through the Murphy site north to 29th Ave. Exact location to be determined.	New Proposal
Campbell St & Railroad Ave Upgrades	Pedestrian and bicycle treatments between Monroe St and Harrison St.	New Proposal
Connection Through Railroad Property	Provide connection between Monroe St and Campbell St.	New Proposal
Access Point Across Harrison at 21st Ave	Provide connection across Harrison St between Campbell St and the Murphy site.	New Proposal



Enhancing key intersections with improved crossings will improve the pedestrian experience.



Improved street design along commercial streets with business frontage will help to attract developer investment and local customers.



Providing pedestrian & bicycle facilities is important in creating successful multi use districts.

TRANSPORTATION/ CIRCULATION DIAGRAM

Key

- Study Area
- Primary Connections
- Key intersections
- Potential Access Points
- Primary Bicycle Routes
- Monroe St Neighborhood Greenway
- Ped/Bike Connection Opportunities*
- New Public Streets*
- Street Upgrades

*To be determined at time of development.



WS56



3. IMPLEMENTATION

BUILDING THE FUTURE

This section builds on the Guiding Principles and Fundamental Concepts to describe revisions to the policies and regulations guiding development in Central Milwaukie, as well as public investments that will enhance Central Milwaukie. The goal of these public investments and updated policies and regulations is to spur new private development that aligns with the community's vision for the area.

CENTRAL MILWAUKIE PLAN IMPLEMENTATION STRATEGIES

The section describes strategies for implementing the vision for Central Milwaukie set out in the Fundamental Concepts. Strategies for each Concept are organized into the categories of Land Use, Transportation and Finance/Economic Development.

Adoption of this document does not itself implement these strategies. Various sections must be adopted as part of, or referenced by, the Comprehensive Plan, Zoning Ordinance, and/or Transportation System Plan for full implementation.

Fundamental Concept #1: Facilitate Development of the Murphy and McFarland Opportunity Sites

Land Use

- **Use General Mixed Use zoning throughout Central Milwaukie** (with the exception of the Milwaukie Marketplace, which will retain its current C-CS Zone, and the high-density residential zones) to allow a broader range of office, commercial, and residential uses in the area.
- **Allow Flex Space use on the Murphy site.** Public input has been supportive of a wide range of uses in Central Milwaukie, as long as the buildings are attractive. One use, however, that is only allowed on a portion of the Murphy site (as opposed to throughout Central Milwaukie) is employment flex space. This allows for a wider range of development options on a portion of the Murphy site, while maintaining the mixed use, pedestrian-friendly character envisioned throughout Central Milwaukie.

- **Allow by-right development throughout Central Milwaukie.** The current challenge is that a Type III land use review and specific development schemes are required for the MU Overlay. Development that implements the community's vision, as identified in the Central Milwaukie Land Use and Transportation Plan, should be permitted through Type I Development Review.

Finance/Economic Development

- **Invest in high-priority projects with Public-Private Partnership (PPP) tools.** The Murphy and McFarland sites have been identified as key development sites. However, there is a significant financial gap for new development to be feasible in Milwaukie. The City has access to many different tools for investing in high-priority projects. The City should identify which of these tools they are comfortable using, identify criteria for when and where to use them, and then explore potential catalytic development options to invest in with these tools.

Fundamental Concept #2: Promote high quality urban design that is complementary to surrounding area

Land Use

- **Use residential edge treatment design standards on Monroe St and 37th Ave** to ensure streetscape compatibility and a smooth aesthetic transition between any McFarland site development and the residential properties it faces. Building setbacks should be consistent and should reinforce the classical residential design.
- **Use commercial edge treatment design standards on 32nd Ave** adjacent to and across from the Murphy site to ensure the streetscape is pedestrian friendly and compatible with the surrounding area.

Building setbacks should be limited, and primary entrances should be prominent and facing the commercial street. A substantial amount of ground floor transparency should also be required to provide visual connections between indoor and outdoor activities.

Edge Treatment standards include:

- Integrate appropriate transitions between new and existing structures into site and building design for new development.
 - Create a gradual transition in height and density between commercial/ office and residential zones
- **Use development and design standards to ensure development is attractive and pedestrian-friendly.** Development and design standards should be used to ensure high-quality development, while still being flexible enough to allow potential developers substantial freedom to design buildings that work best for their tenants. These standards are especially important for buildings fronting main streets such as 32nd Ave, or Harrison St.

Design standards include:

- Preserve access to light and air when new development occurs.
- Provide ground-level open space.
- Ground floor transparency.
- Encourage site design that easily accommodates pedestrian and bicycle access

Development standards include:

- Maximum setbacks ensure buildings are located close to sidewalk
- Parking is located at the side or rear of buildings.
- Building heights should be consistent within the area and appropriate in the context of existing adjacent uses.

Transportation

- **Employ parking management measures as needed.** Future development in Central Milwaukie could result in parking issues, for example the impact of employee and visitor parking on nearby residential areas. The City should monitor parking impacts in Central Milwaukie and adjacent neighborhoods and address any issues as they arise.

Finance/Economic Development

- **Create public open space.** Explore public-private partnerships to provide additional public open space in Central Milwaukie. One example could include creating a new park on the small vacant parcel between Monroe St and the railroad, just south of the Public Safety Building. Another example would be to encourage development of public/open space in Milwaukie Marketplace, as a part of a private redevelopment effort, if and when redevelopment of that site occurs.

Fundamental Concept #3: Encourage a range of housing types as part of a new mixed use development

Land Use

- **Provide a height bonus** for projects that include residential development.

Transportation

- **Add bicycle/pedestrian connections through McFarland site**

Finance/Economic Development

- **Institute a Vertical Housing Development Zone (VHDZ)**

Fundamental Concept #4: Improve Connectivity Within the District with Easily-Accessible Multimodal Pathways that are Safe and Attractive

Land Use

- **Use development and design standards along multimodal public pathways** to encourage “eyes on the street” and enhance pedestrian safety

Transportation

- **Address transportation infrastructure deficiencies for Central Milwaukie.** The Murphy and McFarland sites in Central Milwaukie are large and have no internal street network. Many intersections in Central Milwaukie are shared with Hwy 224 and have congestion issues that are expected to worsen in the future. The City should ensure that new development on the Murphy and McFarland sites provides for adequate transportation connections through these sites, and intersection improvements at congested intersections throughout the area.

Transportation Actions



GENERAL CONCEPTS FOR THE TRANSPORTATION PLAN

- Implement the Monroe Street Neighborhood Greenway
- Add more pedestrian connections and more and improved bike trails and facilities.
- Implement features to enhance pedestrian and cyclist safety
- Add enhanced crossings at key intersections
- Provide for better and safer crossings over Hwy 224 and the railroad tracks



SPECIFIC IMPLEMENTATION CONCEPTS

- Designate and improve Primary Bicycle Routes
- Identify and develop Pedestrian and Bicycle Connection Opportunities
- Add new connections between Oak St and Myrtle and Penzance Sts
- Develop design standards for a Commercial Edge Treatment where businesses front on an important road
- Develop design standards for Residential Edge Treatment where development is across from residential zones

Examples of improved transportation access to the Murphy and McFarland sites include:

- Extend Llewellyn St (currently a “stub” street) into the Murphy site
 - Create a through connection from Meek St to C St on the north end of the area (adjacent to the Murphy site).
 - Create access point to McFarland site at 37th Ave and Jefferson St.
 - Create access point to McFarland site at Monroe St near the midpoint of the site’s north edge.
- **Enhance pedestrian connections and improve bike trails and facilities** to increase safe and convenient multimodal access throughout the district. Specific improvements include:
 - Designate and improve Primary Bicycle Routes along Harrison St, Railroad Ave, Oak St, 37th Ave, 29th Ave, and the Murphy site.
 - Create a bicycle and pedestrian connection through the Murphy site from 31st Ave to Meek St.
 - Create a bicycle and pedestrian connection through the McFarland site from Railroad Ave to Oak St.
 - Implement features to enhance pedestrian and cyclist safety.
 - Add enhanced crossings at key intersections.
 - Create pedestrian connections between Oak St, Myrtle and Penzance Sts, and Milwaukie Marketplace.
 - Add marked pedestrian crosswalk and phasing to the west leg of the intersection at Harrison St and 32nd Ave.
 - **Explore Multimodal Mixed Use Area (MMA) designation for Central Milwaukie.** An MMA designation allows greater flexibility for new development by lifting a requirement of the state Transportation Planning Rules (TPR) to apply automobile congestion standards to the review of certain land use changes. An MMA designation in Central Milwaukie would mean that changes to City land use plans would not need to be evaluated using congestion performance standards. Given the MMA designation, added congestion in Central Milwaukie from new development would not be an impediment to that development.

Fundamental Concept #5: Improve External Connections to the District

Transportation

- **Create more bicycle and pedestrian connections**
- **Enhance transit connections to the area.** Collaborate with TriMet to enhance transit access and frequency in the long-term. Explore the potential to reroute the Milwaukie Shuttle to create transit connections between opportunity sites in Downtown Milwaukie and Clackamas Town Center in addition to the Milwaukie Marketplace. Emphasize the Monroe St Neighborhood Greenway as a route providing pedestrian and bicycle access to the Downtown light rail station.

IMPLEMENTATION MATRIX

Fundamental Concept	Strategy Category	Strategy
#1 Facilitate development of the Murphy and McFarland sites	Land Use	1.1 General Mixed Use Zoning Apply General Mixed Use zoning throughout Central Milwaukie allowing for a broader range of uses
	Land Use	1.2 Employment Overlay Apply Flex Space Overlay to the Murphy Site to accommodate potential light industrial flex space uses
	Land Use	1.3 By-Right Development Allow by-right development (via Type I Development Review) throughout Central Milwaukie to simplify the permitting process for new development proposals that are in keeping with the community vision for the District
	Finance/Economic Development	1.4 Public-Private Partnership Tools Invest in high-priority projects with Public-Private Partnership (PPP) tools to make high quality development in the District more financially feasible
#2 Promote high quality urban design complementary to surrounding area	Land Use	2.1 Residential Edge Treatment Use residential edge treatment design standards such as consistent building setbacks and appropriate frontage orientation to ensure streetscape compatibility and a smooth aesthetic transition between McFarland development and nearby residential properties
	Land Use	2.2 Commercial Edge Treatment Use commercial edge treatment design standards such as ground floor transparency to ensure a pedestrian-friendly and visually engaging streetscape
	Land Use	2.3 Pedestrian-Friendly Development and Design Standards Use development and design standards such as provision of ground-floor open space and access to light and air to ensure development is attractive and pedestrian-friendly.
	Transportation	2.4 Parking Management Employ parking management measures as needed to limit potential negative impacts of new development on residential parking needs
	Finance/Economic Development	2.5 Open Space Explore public-private partnerships to provide additional public space in Central Milwaukie.

Location	Implementation Mechanism
Throughout District (except Milwaukie Marketplace and high-density residential zones)	Zoning Map/Text Amendment
Murphy Site	Zoning Map/Text Amendment
Throughout District	Zoning Text Amendment
Throughout District (with emphasis on Murphy and McFarland Opportunity Sites)	Financial Tools (to be identified using criteria based on established City goals)
Monroe St and 37th Ave adjacent to/across from McFarland site	Zoning Map/Text Amendment
37th Ave adjacent to/across from Murphy site	Zoning Map/Text Amendment
Throughout District	Zoning Text Amendment
Throughout District	Monitor parking
Throughout District. Possibilities include the vacant parcel between Monroe St and the railroad, or somewhere within Milwaukie Marketplace	Capital Improvement Plan (CIP), Financial Tools (tbd)

Fundamental Concept	Strategy Category	Strategy
<p>#3 Encourage range of housing types as part of new mixed use development</p>	Land Use	<p>3.2 Height Bonus Provide a height bonus for projects that include residential development or are certified green buildings.</p>
	Transportation	<p>3.3 Pedestrian Connections Add pedestrian connections through McFarland site to increase multimodal access within and through the area for existing and future residents</p>
	Finance/Economic Development	<p>3.4 Vertical Housing Development Zone Institute a vertical housing development zone to incentivize the addition of residential units to mixed use development</p>
<p>#4 Improve connectivity within District with easily-accessible multimodal pathways that are safe/ attractive</p>	Land Use	<p>4.1 Multimodal Pathway Development Standards Use development standards along multimodal pathways to encourage “eyes on the street” and enhance pedestrian safety</p>
	Transportation	<p>4.2 Address transportation infrastructure deficiencies for Central Milwaukie Facilitate creation of a more connected and complete street network within the District, especially through the Murphy and McFarland, sites to address potential future congestion issues</p>
	Transportation	<p>4.3 Enhance pedestrian connections and improve bike trails and facilities Enhance pedestrian and bike trails and connections to increase safe and convenient multimodal access.</p>
	Transportation	<p>4.4 Explore Multimodal Mixed Use Area (MMA) designation An MMA designation in Central Milwaukie would mean that changes to City land use plans would not need to be evaluated using congestion performance standards. Added congestion from new development would not be an impediment to that development.</p>

Location	Implementation Mechanism
Throughout District (except Milwaukie Marketplace where residential uses are not permitted).	Zoning Text Amendment
McFarland Site	Site planning in coordination with future developer (tbd)
Throughout District (except Milwaukie Marketplace where residential uses are not permitted).	Adopt Vertical Housing Zone
Throughout District	
<ul style="list-style-type: none"> • Extend Llewellyn St into Murphy site • Create through connection from Meek St to C St on north end of the area (adjacent to Murphy site) • Create access point to McFarland site at 37th Ave and Jefferson St • Create access point to McFarland site at Monroe St near the midpoint of the site's north edge 	TSP implementation and update (see summary table of proposed improvements on pg. 20)
<ul style="list-style-type: none"> • Bicycle routes along Harrison St, Railroad Ave, Oak St, 37th Ave and north through Murphy site to 29th. • Pedestrian connection through Murphy site from 31st Ave to Meek St • Features to enhance pedestrian and cyclist safety throughout District • Enhanced crossings at key intersections (see diagram on pg. 22) • Pedestrian connections between Oak St, Myrtle and Penzance Sts, and Milwaukie Marketplace • Marked pedestrian crosswalk at west leg of intersection at Harrison St and Monroe St 	TSP update and implementation (see summary table of proposed improvements on pg. 20)
Throughout District	Comprehensive Plan Amendment

Fundamental Concept	Strategy Category	Strategy
<p>#5 Improve external connections to District</p>	<p>Transportation</p>	<p>5.1 Create more bicycle and pedestrian connections Adding and enhancing multimodal facilities at the perimeter of Central Milwaukie will make entering and exiting the District safer and more convenient</p>
	<p>Transportation</p>	<p>5.2 Enhance transit connections to the area Collaborate with TriMet to enhance transit access and frequency in the long-term, exploring to increase access by rerouting the Milwaukie Shuttle and emphasizing the Monroe St Neighborhood Greenway as a path with multimodal access to Downtown Light Rail Station</p>

Location	Implementation Mechanism
<p>Key intersections for improving multimodal access at the perimeter of the District include: Hwy 224 and Oak St, Hwy 224 and Harrison St; Monroe and Oak St</p> <p>Primary Connections to the District include: 32nd Ave to the north; Harrison St to the east and west; Monroe St to the east and west; Oak St to the west; International way to the east and west; 37th Ave to the north and south; Railroad Ave to the southeast</p>	<p>TSP update and implementation (see summary table of proposed improvements on pg. 20)</p>
<p>Milwaukie Marketplace (for rerouting Milwaukie Shuttle); Monroe St</p>	<p>Collaborate with TriMet</p>

A. BUILDING THE PLAN & LESSONS LEARNED

HOW WE GOT HERE

This section presents the steps in the planning process for Central Milwaukie and summarizes the Lessons Learned through the process.



WS70

BUILDING THE PLAN

This section describes the planning process for Central Milwaukie, and methods used in each step to contribute to the final land use and transportation concept and plan.

Developer Interviews

Developer interests play a key role in determining what kinds of development are occurring within Central Milwaukie. An early dialogue with interested developers to better understand their needs and concerns for what is feasible in the current market formed a foundation for moving ahead with the community's vision.

Market Analysis

A market analysis conducted in 2013 evaluated demographic and market trends and examined development opportunities and barriers for two opportunity sites in Central Milwaukie. The resulting report outlined key findings for each study area (the market analysis was conducted for Downtown, Central Milwaukie, and citywide). The analysis found that Central Milwaukie has many strengths that will be advantageous to development of the opportunity sites. Additional findings included:

- Hwy 224 provides great accessibility to Central Milwaukie
- There was a lack of consensus among the community, developers, and private property owners on the preferred type of new development on Central Milwaukie's opportunity sites
- Previous zoning for the area was conflicting and confusing, and required Planning Commission review and approval for any type of development on the opportunity sites.

Opportunity Sites

Opportunity sites are key properties in a larger

district or neighborhood that have the potential to "unlock" or catalyze additional investment and achieve development goals of the City and community.

The Murphy and McFarland opportunity sites, which together make approximately 18% of the area in Central Milwaukie, were chosen as early examples that could be highlighted through the planning process and used as examples of development potential. They are both currently vacant and underutilized, and have potential to contribute to the economic revitalization of the surrounding area.

The lessons learned from the development concepts have informed the final land use and transportation framework, and will inform the zoning code revisions for this area.

Strength-Weakness-Opportunity-Threat (SWOT) Analysis

A SWOT analysis was conducted for each of the opportunity sites; findings are briefly described below:

Murphy Site Findings

Given market conditions, light industrial or flex space development are likely feasible uses for the site. As of this Plan's writing, market demand for office and retail space in the Milwaukie area is insufficient to develop a site as large as the Murphy Site. Heavy industrial uses would be inconsistent with the nearby residential uses. The property owner has been eager to explore any and all feasible development possibilities for the site.

McFarland Site Findings

Viable uses for the McFarland Site included small lot residential (such as apartments or rowhomes), office, or mixed use office with a small amount of retail. Feedback from developer interviews implied the site would be most appropriate for employment-based development due to the



large size, proximity to Hwy 224, and perceived weak market demand for other uses. However, the adjacent single-family homes, the railroad “quiet zone,” and proximity to retail along Hwy 224 led some developers to suggest the site may be most appropriate for residential or mixed use development.

Building Prototypes

Using the Envision Tomorrow suite of planning tools, the planning team tested a range



of building prototypes possible in Central Milwaukie, ranging from adaptive reuse of existing buildings to new mixed use buildings, apartments and office buildings. The team tested the long-term financial performance of different building types using a Return on Investment (ROI) model, similar to the tool a developer uses when deciding whether to pursue a project. Using local

rents, construction costs and land costs, the team was able to better understand the challenges for financial feasibility of new development.

Development Concepts

Using the building prototypes as a framework, draft plans for the opportunity sites were prepared and presented to the public and stakeholders for feedback. The initial concepts were narrowed down to three for each site that demonstrate a range of uses and site designs.

These development concepts are summarized on page 54. Though the development concepts will not dictate how the opportunity sites are ultimately developed, they served as an exercise to understand the development obstacles and opportunities for these sites under current and potential zoning designations. The lessons learned from the development concepts have been folded into the final land use framework for the area, illustrated by the map on page 14.

Lessons Learned

Findings from the preceding steps were synthesized and distilled into essential “lessons learned.” These conclusions form the foundation of the Land Use and Transportation Framework. Conclusions pertain to all of Central Milwaukie unless noted.

The district needs an identity. This is created through clear design standards for non-residential uses, which the area was previously lacking. Design standards help create a visual sense of continuity and coherence in an area. They can promote compatibility with surrounding areas through use of similar materials, building design and landscaping. Design standards will ultimately be codified through amendments to the zoning ordinance. However, this Plan puts forth several Guiding Principles and Fundamental

Concepts that focus on using consistent design standards to create a distinct and welcoming identity for Central Milwaukie.

Both internal and external connectivity need improvement if Central Milwaukie is to redevelop successfully. The railroad tracks and Hwy 224 pose significant barriers for people traveling to and through the area, by all modes of transportation. Additionally, many intersections in the area are projected to experience significant congestion in the future. The Framework Plan includes infrastructure enhancements such as new intersection treatments, internal roadways, and external vehicle access points.

Pedestrian, bicycle, and motor vehicle transportation infrastructure needs improvement. The area lacks clear north/south pedestrian and vehicular connections. Though north-south vehicular access will continue to be a challenge due to the heavy rail line, additions of pedestrian and bicycle networks throughout the area will make these active means of transportation more appealing for moving through Central Milwaukie. Improvements to Railroad and Campbell streets will improve connectivity in and through the area for all modes.

Heavy rail is not necessarily an obstacle to development. An active heavy rail line runs through Central Milwaukie. The rail line is an obstacle to connectivity through the area, including bike, pedestrian, and auto connections. Additionally, train traffic through the area generates noise and vibration, which could act as a deterrent for new development. A quiet zone that is now in effect will limit the noise impact with the reduction of train horns. Though vibrations and other associated sounds may still be objectionable to some, there are examples of successful development near rail lines. Locally, the Brooklyn neighborhood in SE Portland is

adjacent to a heavy rail line, features a quiet zone and is experiencing renewed neighborhood investment. Union Pacific's Intermodal Rail Yard site sits in the heart of this thriving neighborhood. Over the past several years there have been several new apartments, townhomes and condos developed in the area.

A more streamlined development process would encourage development of the opportunity sites. The Mixed Use overlay that currently applies to the Murphy and McFarland sites and portions of the Providence Hospital site require Type III Planning Commission review for all development. This is a subjective process, which adds uncertainty and cost to the development review. The current process has the potential to create lengthy delays or costly changes to a proposed development program. Additionally, the MU overlay requires compliance with the Town Center Master Plan, which was adopted in 1997 and is out of date. To address this problem this plan recommends more permissive zoning to these two sites. A proposed Flex Space overlay on portions of the Murphy site would expand allowable development to include flex space uses, providing developers with more options for financially feasible projects.

B. EXISTING CONDITIONS

WHAT IS ON THE GROUND NOW

This section provides: a description of existing physical and market conditions in Central Milwaukie.



WS76

Previous Planning Efforts



COMPREHENSIVE PLAN (1989)

The 1989 plan was the first to address concepts for Central Milwaukie, and assumed a future light rail alignment along Hwy 224. The policies adopted in 1989 continue to guide development in Central Milwaukie today.

TOWN CENTER MASTER PLAN (1997)

The plan was adopted in response to Metro’s designation of Milwaukie as a Regional Center in the 2040 Framework Plan. The Murphy & MacFarland sites were identified as having substantial redevelopment opportunity. At the City’s request, Milwaukie was redesignated as a Town Center in 1999 and the plan was renamed.

MIXED USE OVERLAY (1998)

Adopted in order to both accommodate growth in housing and jobs to capture the desired urban design of a Town Center

TRANSPORTATION SYSTEM PLAN (2013 UPDATE)

Contains several long-term transportation goals and policies as well as transportation infrastructure projects that will shape Central Milwaukie.

COMPREHENSIVE PLAN

The Comprehensive Plan designations for the Central Milwaukie area are: Commercial (C), Town Center (TC), Medium Density Residential (MED. D), and High Density Residential (HD). Outside of downtown, the Comprehensive Plan designates Central Milwaukie as the area of the highest intensity land uses within the city. The goals and policies in the Comprehensive Plan established Milwaukie Marketplace’s status as the primary community shopping center in the city, while the Town Center land use designation identified the area as appropriate for mixed use development as described in the Town Center Master Plan (1997).

Previous Zoning

The base zones within Central Milwaukie included:

- **R-O-C:** The R-O-C Zone was a high-density mixed use zone intended to implement the Town Center Master Plan. It permitted a broad range of commercial, office, and residential uses.
- **CG:** The CG Zone allowed a range of commercial and office uses; residential uses are not allowed.
- **C-CS:** The C-CS Zone was applied to the Milwaukie Marketplace site and allowed a specific mix of uses and development types. No changes to the C-CS Zone are proposed by this Plan.
- **Mixed Use Overlay (MU):**
The MU Overlay allowed mixed-use development on specific properties: Murphy site, McFarland site, and specific parcels owned by Providence Hospital. A Type III review was required for development proposals within the MU Overlay.

The R-O-C, MU overlay and the C-CS Zone were unique to the central Milwaukie area, and not found elsewhere within the city.

Review of the C-CS Zone and the Milwaukie Marketplace development will be appropriate when or if redevelopment of the site is proposed, and is not addressed in this plan.



The R-O-C Zone and MU overlay applied only to the Murphy and McFarland sites and a portion of the Providence Hospital site. Though the R-O-C Zone permitted a range of commercial, office, and residential uses, the MU overlay required specific uses and development types on the Murphy and McFarland sites.

Current Land Use

The area is characterized by diverse land uses including single family dwellings, apartment buildings, medical services, commercial uses, and sizeable areas of vacant land.

Environmental features

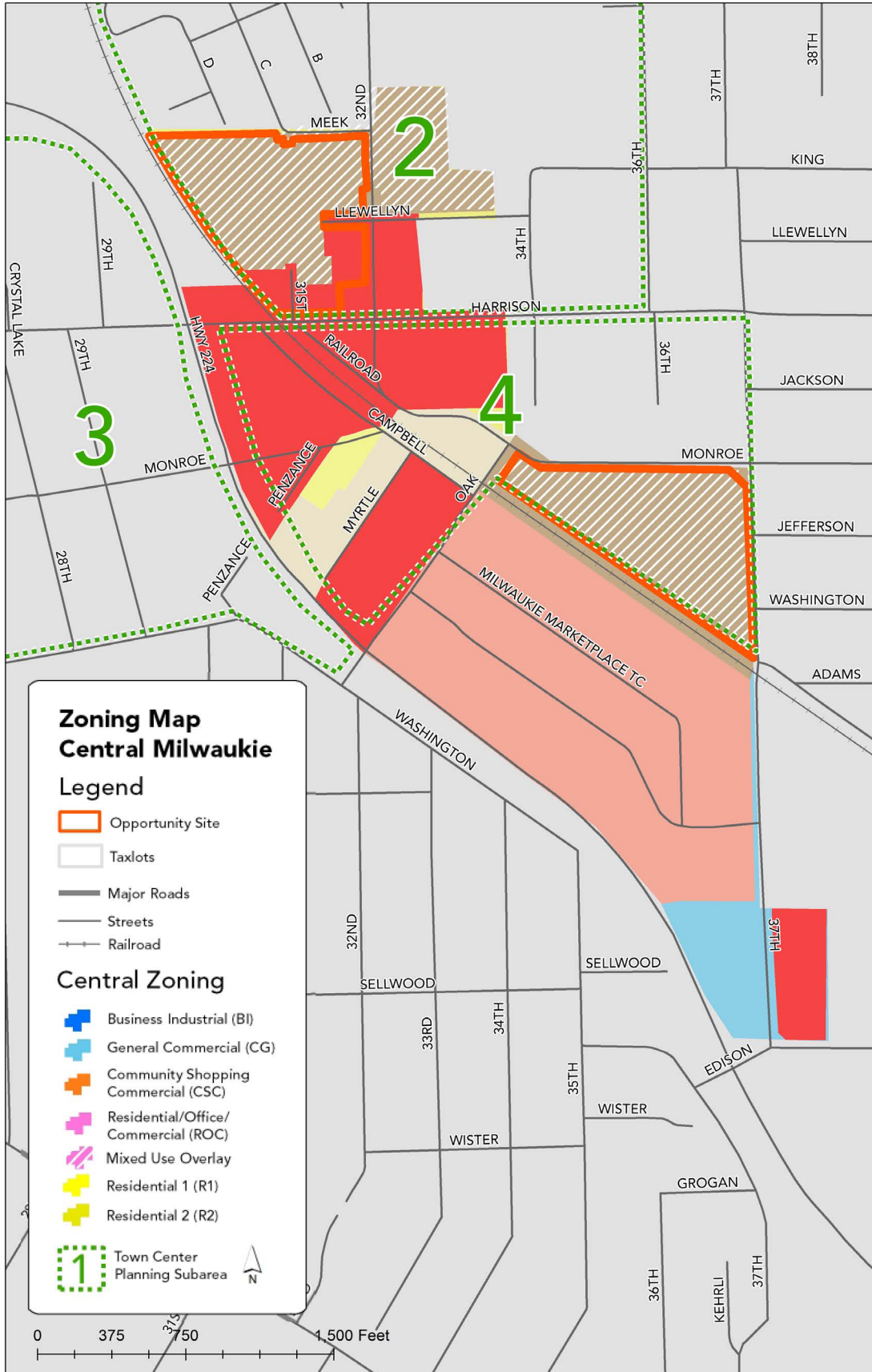
The primary environmental feature in Central Milwaukie is the Minthorn Springs Natural Area. Minthorn Springs is a 6.52 -acre forested, and open water wetland just east of the Milwaukie Marketplace. Over the past 15 years, the

wetland has been restored from a degraded blackberry and reed canary grass-infested area to a thriving, healthy wetland, home to birds, mammals, snakes, salamanders, butterflies and dragonflies.

Cultural features

Civic and cultural features in Central Milwaukie include the Milwaukie Museum, the Bertman House (Theatrical House) and the Public Safety Building. Identifying these cultural features and highlighting them can create interest for residents and visitors to the area.







The streetscape on Campbell St adjacent to the railroad provides an opportunity for improvements to help define the character of the area.








The railroad crossing at SE Harrison St requires improvements to increase pedestrian safety.









Commercial development at Oak St is easily accessible from Hwy 224.

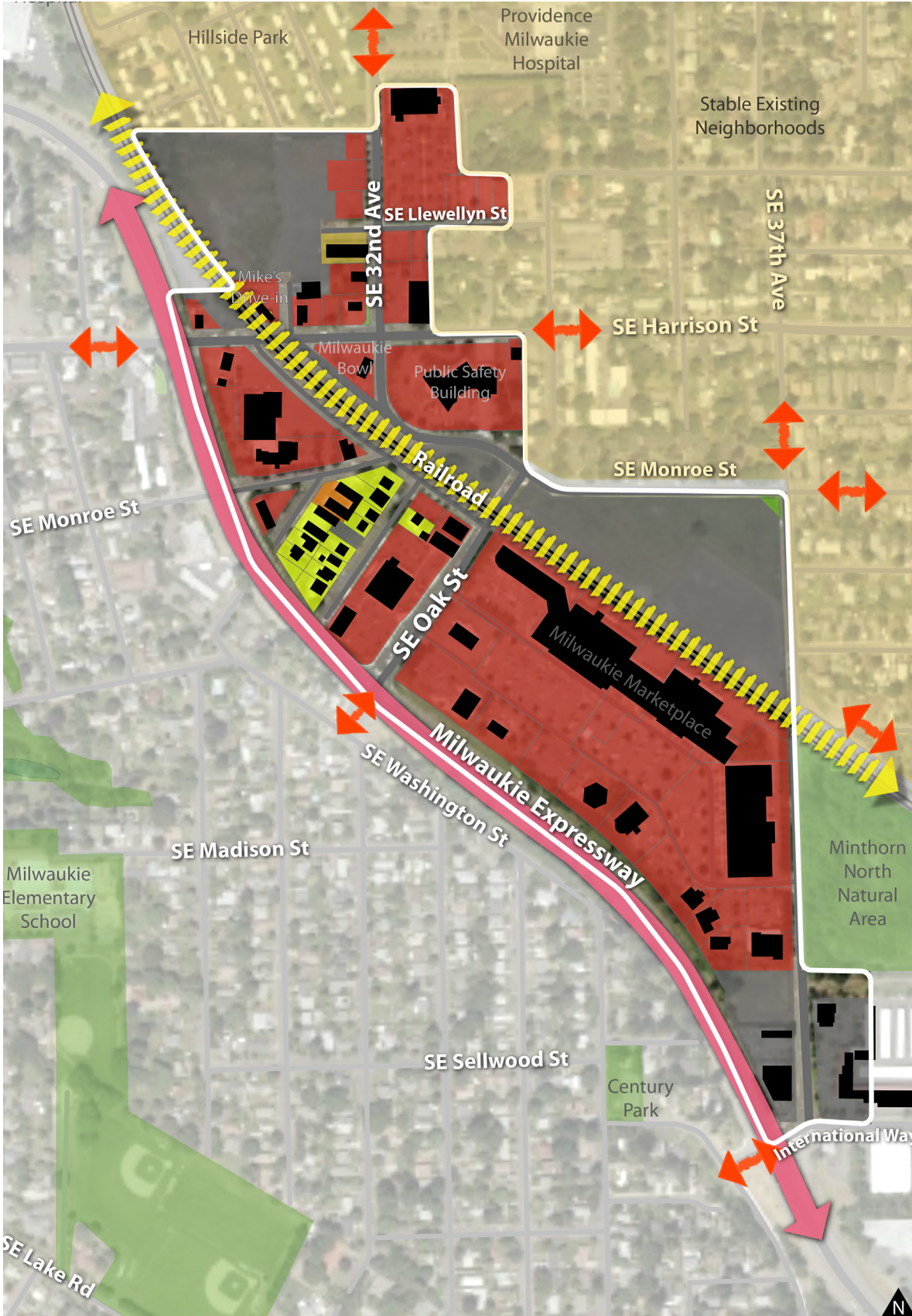
EXISTING CONDITIONS DIAGRAM

Key

-  Central Milwaukie
-  Railroad Tracks (Circulation Barrier)
-  Milwaukie Expressway/Hwy 224 (Circulation Barrier)
-  Primary Connections
-  Stable Existing Neighborhoods

Existing Land Use:

-  Commercial
-  Single-Family Residential
-  Multi-Family Residential
-  Industrial
-  Vacant
-  Park/Open Space



● Transportation connectivity is currently constrained across the district going east to west.

● The railroad cutting through the center of the district creates a constraint for future development.

● Intersections along Hwy 224 are near or at capacity, creating traffic bottlenecks in the area.

Transportation Infrastructure and Circulation Patterns

Anticipated development in Central Milwaukie will increase travel to and from the area, including the two opportunity sites. This increased demand across all modes may result in impacts to the transportation system in locations that have been identified as deficient in the Milwaukie Transportation System Plan (TSP).

Motor Vehicle

The primary vehicle capacity bottlenecks in the area are the intersections along Hwy 224 at Harrison Street, Oak Street, and 37th Ave (i.e., every intersection providing access to Central Milwaukie). In the Milwaukie TSP, these intersections are forecast to fail to meet mobility targets by 2035 even with planned minor improvements. As these intersections provide connections to Downtown Milwaukie, as well as regional east-west access along Hwy 224, it is expected that vehicular traffic from development in Central Milwaukie will increase future motor vehicle volumes at these intersections.

Per the TSP, planning for capacity mitigations for Hwy 224 intersections is to be deferred until the City of Milwaukie and ODOT complete a Hwy 99E/Hwy 224 corridor refinement plan. The refinement plan is intended to evaluate the corridor from a comprehensive system perspective, and may include the development

of alternative mobility targets for the corridor as well as projects to increase capacity at critical intersections. It should also be noted that there is a 10-ton weight restriction on 37th Ave. During this planning process, the City of Milwaukie will have the opportunity to prioritize and promote solutions that reduce the barrier effect of Hwy 224 between Central Milwaukie and Downtown Milwaukie.

Pedestrian and Bicycle

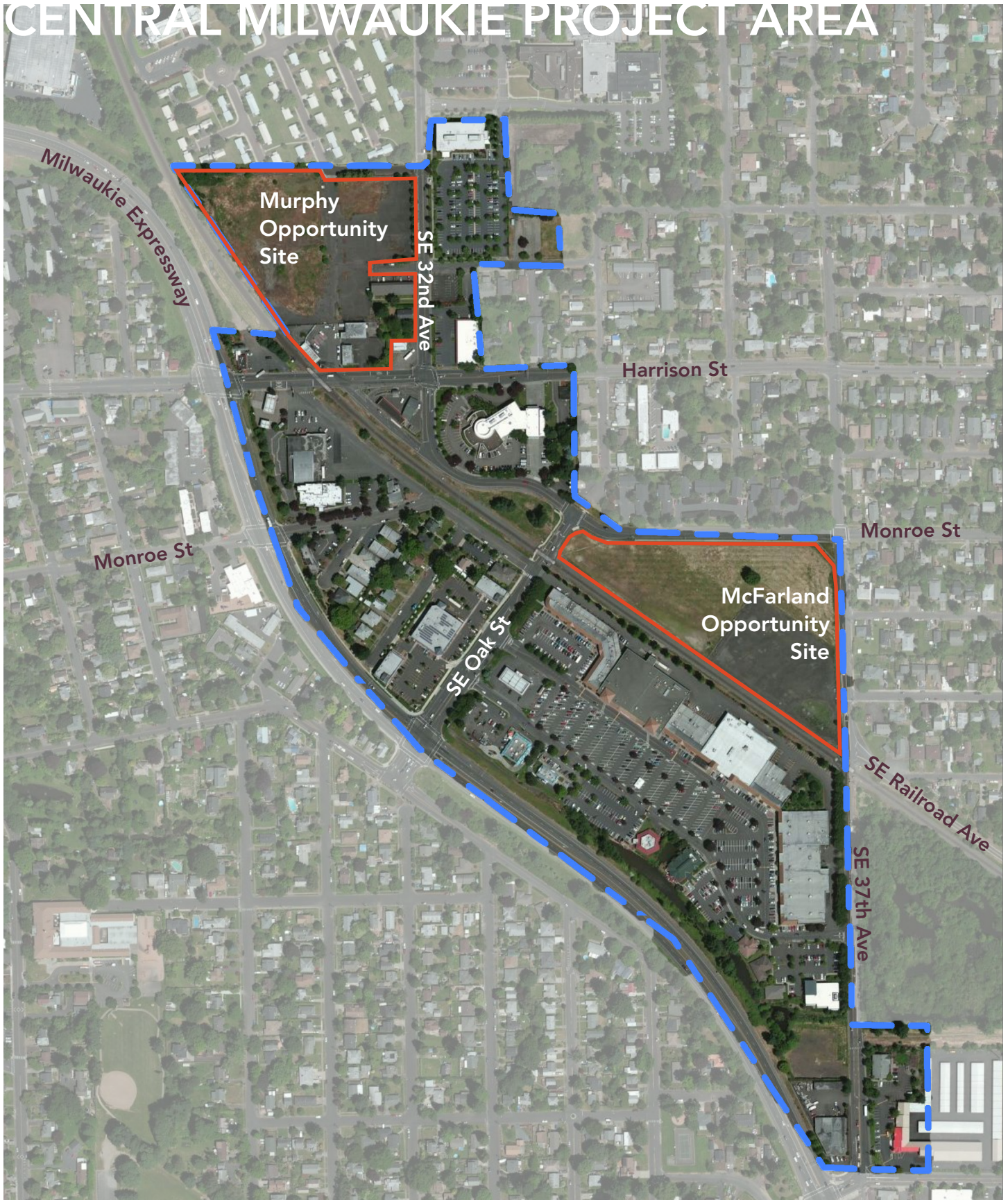
As shown in the Transportation/Circulation Diagram on page 20, the Hwy 224 intersections with Harrison Street, Monroe Street, and Oak St are identified for priority enhanced pedestrian crossings. These locations provide the most direct pedestrian and bicycle connections between Central and Downtown Milwaukie and also serve as key gateways to Central Milwaukie. Oak St serves as a “Main Street” of the study area, providing critical circulation from Hwy 224 to Railroad Ave and the planned Monroe St Neighborhood Greenway to the north. The project will provide a high-quality bicycle and pedestrian connection through Central Milwaukie. When complete this will be a clear, direct, and appealing route from Central Milwaukie to the new MAX Light Rail station in Downtown Milwaukie, as well as to points east. The McFarland Site, specifically, will benefit from the access and exposure provided by this greenway.



Improvements have been made to increase connectivity within Central Milwaukie but further investment is needed.

WS82

CENTRAL MILWAUKIE PROJECT AREA



Murphy Opportunity Site

Site History and Description

The privately owned Murphy Site is a 7.5 acre site owned by the Murphy family. The site is actually a collection of 14 parcels under a single ownership; 6.2 acres of the site are undeveloped. General boundaries of the site include the railroad tracks to the west, SE Meek St to the north, SE 32nd Ave to the east, and SE Harrison St to the south. Currently a convenience store, the parcel on the northwest corner of SE 32nd Ave and SE Harrison St is not owned by the Murphy family and is not included as part of this Opportunity Site.

Zoning on the Murphy site is mixed. The northwest two-thirds of the site (~270,000 sq ft) is zoned Residential-Office-Commercial (ROC) with a Mixed Use overlay (MU). Remaining lots (~55,000 sq ft) are zoned General Commercial (CG). Current zoning permits mixed use or light industrial development, though any development in the MU Overlay must be consistent with the 1997 TCMP.

Though a former brownfield site, the Murphy site requires no further action for new development. An internal street network will likely be required to support redevelopment.

McFarland Opportunity Site

Site History and Description

The privately-owned McFarland Site is a 7.3 acre site which is currently vacant. The site is comprised of two parcels, both controlled by the McFarland family but under separate ownership. The northwestern parcel (Parcel 1) is privately owned by the LD McFarland Company LTD. The southeastern parcel (Parcel 2) is privately owned by Tyee Management Company LLC.

The site is triangular in shape, with boundaries defined by SE Monroe St to the north, SE 37th Ave to the east, SE Oak St to the west, and the railroad tracks to the south. The site is adjacent to a single family residential neighborhood to the north and east, and the back of a retail center to the southwest. The site is zoned Residential-Office-Commercial (ROC) with a Mixed Use (MU) overlay.

Parcel 1, to the northwest, is not contaminated; where Parcel 2, to the southeast, is a brownfield. It has been temporarily capped and will require additional remediation as a component of any new development in that area of the property. Because of past contamination, Parcel 2 is not suitable for residential development.

C. DEVELOPMENT CONCEPTS

WHAT SHOULD GET BUILT

Development types were designed and then tested against market realities for each of the opportunity sites.



WS86

MURPHY SITE

Acres: 6.6

Opportunity:

New Construction/
redevelopment

Current Zoning:

R-O-C with MU
overlay

Proposed Zoning:

Mixed Use with Flex Space
overlay



Three story residential on the western half of the site, three-story office on the eastern half of the site. Ground floor commercial with the office buildings along 32nd Ave/Harrison frontages. Uses existing parking standards.



One story flex on the western half of the site, three-story MFR on the eastern half (with ground floor office/commercial on 32nd Ave). Uses existing parking standards.



The entire site is one-story flex space. Uses existing parking standards.



MCFARLAND SITE

Acres: 7.2

Opportunity:

New Construction

Current Zoning:

Mixed Use w/ commercial & 50% dedication to residential

Proposed Zoning:

Dedication to residential



The entire site is residential, with a mix of housing types (MFR/townhouse/SFR). Uses existing parking standards.



Mostly residential, with a mix of housing types (MFR/ townhouse/SFR); small commercial/office adjacent to Oak St Uses existing parking standards.



Multi-stage senior housing (independent living through Alzheimer's care facilities). Uses existing parking standards.



D. COMMUNITY
• INPUT
WHAT THE COMMUNITY SAID



WS90

Feedback received to date on the Central Milwaukie Land Use and Transportation Plan

This Plan is the result of a rigorous planning and public involvement process emphasizing the involvement of local community members and leaders through a variety of engagement tools. Milwaukie citizens shared many ideas that will guide the future of the area. Listed below are some of the most popular ideas among community members for future development in Central Milwaukie:

- Creating an accessible, multi-modal area that encourages pedestrians, bicycles and automobiles.
- Improve the overall appearance and feel of the Central Milwaukie by bringing some vitality to the area.
- Central Milwaukie should continue to be the commercial service center for much of the City.
- As Central Milwaukie develops over time, it should start to become more of a mixed use center.
- Central Milwaukie should be a place where people want to be, where they can work, live, shop, play, or all of the above.
- Creating safe connections and pathways through the area for pedestrians and bikes is important.
- Protect and enhance the character of existing adjacent neighborhoods.
- Expand the range of housing, employment and commercial options.

Outreach efforts for the Moving Forward Milwaukie project included public meetings and workshops, advisory committees, online surveys and in-depth interviews. Through the use of these engagement tools, this project gathered meaningful input from the community to help define a vision of Central Milwaukie as an integral place within the City.

Input from the Community Workshop

During the workshop, participants were asked specifically how they would like Central Milwaukie to change. In thinking about the area, participants were asked to consider what transportation and other improvements they would like to see.

How do you use Central Milwaukie?	%
1. I live in Central Milwaukie	10
2. I work in Central Milwaukie	14
3. I shop in Central Milwaukie	38
4. All of the above	14
5. None of the above	24

What is the highest priority for Central Milwaukie?	%
1. New housing	21
2. New businesses	26
3. Street and roadway improvements	5
4. Landscaping improvements	5
5. More retail variety	26
6. More recreation-oriented uses	11
7. Other	5

What type of housing is most needed in Central Milwaukie?	%
1. Mixed Use Housing	25
2. Multifamily Housing	15
3. Rowhouses	5
4. Senior Housing	20
5. Single-Family Homes	25
6. No new housing is needed	10

What type of jobs are most needed in Central Milwaukie?	%
1. Retail and Service jobs	30
2. Arts and Entertainment Jobs	10
3. Industrial jobs	5
4. Medical jobs	25
5. Manufacturing jobs	20

6. Financial Services jobs	5
7. Hospitality and Tourism jobs	5
8. No new jobs are needed	0

Would you support or oppose new senior housing in Central Milwaukie?

1. Strongly support	38
2. Somewhat support	24
3. Neutral	29
4. Somewhat oppose	5
5. Strongly oppose	5

Would you support or oppose new affordable housing in Central Milwaukie?

1. Strongly support	19
2. Somewhat support	19
3. Neutral	29
4. Somewhat oppose	19
5. Strongly oppose	14

Would you support or oppose new restaurants and retail shops in Central Milwaukie?

1. Strongly support	75
2. Somewhat support	15
3. Neutral	10
4. Somewhat oppose	0
5. Strongly oppose	0

Would you support or oppose new office space in Central Milwaukie?

1. Strongly support	38
2. Somewhat support	38
3. Neutral	24
4. Somewhat oppose	0
5. Strongly oppose	0

Would you support or oppose new light industrial in Central Milwaukie?

1. Strongly support	43
2. Somewhat support	38
3. Neutral	10
4. Somewhat oppose	10
5. Strongly oppose	0

What is the most important goal for the Murphy site?

1. Provide a high number of family wage jobs	29
2. Provide housing choice options	29
3. Let the private sector develop whatever they want	24
4. Ensure attractive, high-quality development – even if there is no market demand at this time	19

What would you most like to see develop on the Murphy site?

1. Mixed use residential/retail	26
2. Retail	5
3. Office	0
4. Light industrial / flex space	26
5. Residential	11
6. A mix of all of the above	32
7. Other	0

What is the most important goal for the McFarland site?

1. Provide a high number of family wage jobs	37
2. Provide housing choice options	16
3. Let the private sector develop whatever they want	21
4. Ensure attractive, high-quality development – even if there is no market demand at this time	26

What would you most like to see develop on the McFarland site?

1. Mixed use residential/retail	15
2. Retail	10
3. Office	0
4. Light industrial / flex space	30
5. Residential	5
6. A mix of all of the above	35
7. Other	5

My vision for Central Milwaukie is closest to:

- | | |
|-------------------------------|----|
| 1. Shopping Center | 15 |
| 2. Residential Neighborhood | 25 |
| 3. Office and Industrial Area | 25 |
| 4. Medical District | 20 |
| 5. None of the above | 15 |

General Comments from the Community Workshop about Central Milwaukie:

- Implement Monroe St Neighborhood Greenway (bikes)
- Food co-op @ Milwaukie Marketplace would be nice
- Add planting strips & street trees along 32nd Ave
- Save Mike’s
- Senior housing with some retail
- The addition of a Hotel/motel
- Increase Medical use - lab/office/health services
- New park or plaza
- Courtyard housing
- Small grocery is desired
- Light industrial is a good use
- Community garden and greenway
- Live/work units
- Deli/bakery/coffee
- Fitness center
- Office/industrial
- Other medical - dental/massage/orthopedic
- Bus service on RR Ave, sidewalk, bike trail

General Comments from the Community Workshop about the Murphy Site:

- New N/S street on 31st
- New E/W street on Llewellyn; extension heading NW
- Light industrial as RR buffer - 4 stories to block noise
- Park & garden for senior housing

- Deli/bakery - small-scale
- Senior housing near hospital
- Parking lot for visitors
- Housing over retail (senior housing over retail)
- Shops/plaza in SE corner
- Industrial - surface [parking]
- On-site senior housing - tuck-under [parking]
- Car wash stays
- Additional parking at 32nd intersection
- Housing over community spaces
- Flex space and green space buffer for the railroad
- Trees of a larger size and properly placed
- Sound barrier
- Higher density housing

General Comments from the Community Workshop about the McFarland Site:

- Save Centennial dogwood trees (in pocket park on corner of 37th and Monroe)
- Jefferson St extension
- New internal streets
- 6-story aquaponic farming along the tracks
- Keep pocket park on corner of 37th and Monroe
- Make a bigger bike/ped trail parallel to tracks
- Neighborhood park or sports facility (community-based – soccer or tennis)

Input from PAC Meeting #7:

- Dedicated bike/ped pathway to connect to other parts of the city
- 32nd need improvements, sidewalks and bike paths are needed
- Milwaukie Bowl is an area for new development, possible redevelopment
- The neighborhood has potential for redevelopment
- The area to the north (housing authority) should be redeveloped
- Lots of parking, maybe reduce the parking

standards

- Identity = the shopping area
- Problem is connections for all modes of transport
- Oak St is not good for pedestrians
- 224 is clear a major barrier as is the railroad
- Live work or redevelopment
- Identity = retail, shopping, medical, some recreation (bowling)
- Connection of 4 neighborhoods – family oriented to draw in people
- Recreational opportunities on the McFarland site. Outdoor courts?
- Auto centric, designed for cars
- Sidewalk improvements should be more open and park like, setbacks are important, not parking but open space
- Possible community center on the McFarland site
- Central Milwaukie is all about convenience! One stop shopping
- Crossing 224 is very difficult to pedestrians
- Tree area owned by the RR is probably not developable but its empty
- The Providence Hospital vacant lot is good for redevelopment
- Bowling alley and gas station could be redesigned or redeveloped
- The residential area could convert to live-work
- The area is a necessity, it's convenient
- The identity that it is really not so bad
- Potential for food carts or events
- Higher quality retailers would be nice

Key Questions Exercise During PAC Meeting #7:

1. What are the major landmarks and activity areas here?

- Hwy 224 – barriers to bikes and pedestrians; prevents people from continuing to downtown or to outside areas; lights and access; concerns about walk signal length; per TSP all three Hwy 224 intersections need improvement

- 37th and Railroad not a ped/bike friendly area; getting into Marketplace is difficult
- Railroad crossings are barriers and difficult for bikes and peds
- Monroe St – more stop signs; longer signal
- 32nd to Oak St needs improvement – N/S connection
- 37th and Oak St main access to services but difficult access
- Bike Connections - No bike connection from north downtown into central Milwaukie via 32nd Ave; want for bike path along tracks from 29th Ave (end of bikeway) to Railroad Ave; general need for more connections
- Better connections with downtown for specialty retail, etc.
- Connections through Murphy site – issue at Harrison St.

2. Are there other development opportunities besides the Murphy and McFarland sites?

- Residential area, housing block/more intense housing, cottage cluster/incubator space
- Providence Hospital area: parking lot, co-locate medical/hospital support services
- Milwaukie Bowl/Oak St area – redevelopment/something bigger? Better cross access
- Hillside Park redevelopment
- Vacant site south of marketplace on 37th
- Upgrade 32nd to encourage more activity
- Comments: Need for public spaces and recreation facilities for community; high parking standards and regulation impediment

3. What is the identity of this area? What can help create identity here?

Identity:

- Convenient, everyday commercial area: shopping, medical offices, restaurants
- Family-oriented area: bowling, shopping, Mike's Drive-In
- Nexus of four neighborhoods: like a hub or junction for Milwaukie
- Car-centric, boring, one-stop necessity area

What could help create more identity:

- More accessible and friendlier for pedestrians and bikes; less car-centric
- More density and activity: higher-quality businesses, food carts or other draw, events, focal point (like the Bomber)
- Residential housing block, neighborhood hub
- Wider, more parkway-like sidewalks and features; landscaping along building frontages

Input from PAC Meeting #8:

Discussing the guiding principles and the fundamental concepts.

Live polling, 12 respondents

Guiding Principles

1. Foster a sense of place in Central Milwaukie, promote an identity and a vision.

Responses	Percent	Count
Strongly support	67%	8
Somewhat support	25%	3
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

2. Maintain and improve Central Milwaukie as the City's primary commercial center.

Responses	Percent	Count
Strongly support	58%	7
Somewhat support	33%	4
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

3. Enhance the area's value to the community?

Responses	Percent	Count
Strongly support	64%	7
Somewhat support	9%	1
Neutral	27%	3
Somewhat oppose	0%	0
Strongly oppose	0%	0

Totals	100%	11
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4. Enhance economic opportunities in the area.

Responses	Percent	Count
Strongly support	75%	9
Somewhat support	25%	3
Neutral	0%	0
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

5. Add residential uses to create a district that is lively and active.

Responses	Percent	Count
Strongly support	50%	6
Somewhat support	33%	4
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	8%	1
Totals	100%	12

6. Maintain an overall character complementary to and protective of surrounding neighborhoods.

Responses	Percent	Count
Strongly support	42%	5
Somewhat support	25%	3
Neutral	33%	4
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

Fundamental Concepts

1. Improve access to and within the area for pedestrians, cyclists and vehicles.

Responses	Percent	Count
Strongly support	58%	7
Somewhat support	25%	3
Neutral	17%	2
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

2. Facilitate development of the Murphy and McFarland opportunity sites.

Responses	Percent	Count
Strongly support	83%	10
Somewhat support	8%	1
Neutral	8%	1
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

3. Promote high-quality, human-scale urban design that is complementary to the surrounding area.

Responses	Percent	Count
Strongly support	58%	7
Somewhat support	25%	3
Neutral	17%	2
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

4. Integrate a range of housing types into new mixed use development.

Responses	Percent	Count
Strongly support	42%	5
Somewhat support	17%	2
Neutral	25%	3
Somewhat oppose	17%	2
Strongly oppose	0%	0
Totals	100%	12

5. Improve connectivity within the district with easily-accessible multimodal pathways that are safe and attractive.

Responses	Percent	Count
Strongly support	55%	6
Somewhat support	9%	1
Neutral	27%	3
Somewhat oppose	9%	1
Strongly oppose	0%	0
Totals	100%	11

6. Improve external connections to the district.

Responses	Percent	Count
Strongly support	58%	7
Somewhat support	8%	1
Neutral	33%	4
Somewhat oppose	0%	0
Strongly oppose	0%	0
Totals	100%	12

Map Exercise

Post it notes and markers next to maps of the transportation/circulation diagram and the proposed land use and urban design diagram.

Transportation/Circulation Diagram

Comments:

- Concerned about additional crosswalk across Oak St from Oak St Square to Milwaukie Marketplace, it's dangerous to pull out in a car already.

Transportation Projects Comments:

- Add marked pedestrian crosswalk and phasing to the west of the intersection at Harrison St and 32nd Ave "This would be safe for pedestrians, right turn from 32nd onto Harrison."
- I feel like there is a lot of discussion about bike and pedestrian improvements but there are vehicular safety improvements to consider too.
- Railroad Property; don't do anything to encourage trespassing on the railroad tracks.
- Improve pedestrian crossings between Oak St Square and Milwaukie Marketplace. "Too dangerous for pedestrians to cross Oak St from Milwaukie Marketplace."

Land Use and Urban Design Diagram

Comments:

- Murphy Site: Screen commercial and flex space from Clackamas County Housing Authority units.
- Return ROW of 31st St to the owner if the road is closed when development occurs.
- Murphy Site: Do we need more than one way for bikes to travel? Can't they have their own pathway through the site?
- Both Murphy and McFarland Sites: Do not bring buildings to the sidewalk, leave space for plantings, grass and landscaping.
- McFarland Site: I dislike the idea of multifamily housing so close to the railroad tracks.
- Split Monroe bikes off Oak, use Harrison/Railroad east bound and 32nd to Harrison west bound.
- McFarland Site: It's very important to apply the residential edge treatment. It should improve livability, not detract.

Land Use and Urban Design Concepts

Comments:

- Maintain lawn, landscaping and plantings between buildings and sidewalk.
- Apply Flex/Industrial Overlay to a portion of the Murphy site. Change to: "Apply Flex/Industrial Overlay all the way to Harrison on the Murphy site."

Stakeholder Input

Coordination between private property owners, neighborhood and community stakeholders and the City Council is important to the success of the Central Milwaukie. Engagement between these groups early on in the planning process means that issues and concerns were identified and addressed early on, mitigating problems down the road. The City conducted numerous stakeholder interviews to gain insight into the needs of property owners, community groups and key stakeholders and to gather ideas for how the opportunity sites can be developed to help meet their needs and concerns.



Central Milwaukie Land Use & Transportation Plan

City of Milwaukie
July 2015

Underline/Strikeout Amendments

Comprehensive Plan

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 4 — LAND USE

RESIDENTIAL LAND USE AND HOUSING ELEMENT

OBJECTIVE #2 — RESIDENTIAL LAND USE: DENSITY AND LOCATION

To locate higher density residential uses so that the concentration of people will help to support public transportation services and major commercial centers and foster implementation of the Town Center Master Plan, Downtown and Riverfront Land Use Framework Plan, and Central Milwaukie Land Use and Transportation Plan.

Planning Concept

The most basic concept underlying residential land use policy in Milwaukie is that the City is and will continue to be composed primarily of single family neighborhoods. Housing types resulting in higher densities are to be concentrated in order to support public transportation services and major commercial centers, have close proximity to major streets, and to lessen the impact of through traffic on single family areas. A range of housing types is encouraged in all areas of the City, as long as the character of existing neighborhoods is not dramatically altered by new development. The Land Use Plan for the City, Map 78, shows how residential areas of differing density will be distributed throughout the City.

~~Table 2 summarizes the amount of vacant buildable land within each residential land use category and the total number of new dwelling units which would result from full development of these vacant buildable lands. These figures do not include density bonuses which may be available in development of high quality, nor the total variety of housing types which may result from Planned Unit Developments or application of the residential density policies. Residential design policies have little or no effect on the number of new units calculated in Table 2. At the time of full development, some 2,827 potential new dwelling units, added to the approximately 8,377 existing dwelling units, will result in 11,204 total dwelling units. The Town Center is anticipated to accommodate 1,773 new units (approximately 63 percent of the new units) primarily through infill and redevelopment, while vacant land outside the Town Center is anticipated to accommodate 1,054 new units. Because nearly all of the remaining buildable vacant land in Milwaukie is designated as low and moderate density land, distribution of future housing types within Milwaukie will be primarily single family outside the Town Center, with high density housing occurring on redevelopable land in the Town Center. In addition to these estimates, Milwaukie has the capacity for an estimated 198 secondary dwelling units to be developed on existing and future single family lots.~~

Proposed Comp Plan Amendment

Zone Abbr.	Gross Unconstrained Vacant Land (Gross Vacant Buildable Land—Outside TownCenter)	Gross Unconstrained Vacant Land Minus Needed Schools, Park, Church, and Street (Net Vacant Buildable Land—Outside Town Centers)	Min. Lot Area Per Unit	Max. Res. DU Per Net Acre	With Underbuild (DU Per Net Acre × .97)	DU Estimate (Outside Town Center)	Addnl. DU from Possible Infill (Outside Town Center)	DU Estimate from Vacant Redevelopable Land in the Town Center
R-10	8.31	7.41	10,000	4.36	4.23	36	83	
R-7	19.53	17.95	7,000	6.22	6.04	113	550	
R-5	6.37	5.55	5,000	8.71	8.45	50	221	
R-3	0.12	0.12	3,750	11.62	11.27	4	0	
R-2.5	0.00	0.00	2,000	21.78	21.13	0	0	
R-2	0.00	0.00	2,000	21.78	21.13	0	0	
R-1	0.00	0.00	2,000	21.78	21.13	0	0	
R-1-B	0.00	0.00	2,000	21.78	21.13	0	0	
Totals	34.33	31.03				200	854	1,773

Table 2 methodology summary (detailed methodology in *Technical Appendix C, City of Milwaukee Metro Functional Plan Compliance Report*:

- Dwelling unit capacity was estimated on a parcel-by-parcel basis.
- *The City of Milwaukee 1998 Housing Inventory* was used to identify vacant residential land in the city.
- Environmentally constrained land, as defined by Metro, was subtracted from gross vacant land to arrive at gross vacant buildable land.
- Gross vacant buildable land was reduced by 5% to account for future needed schools, local and regional parks, and churches.
- A second gross-to-net reduction of 10% or 20% was made for right-of-way, depending on the size of the lot.
- The minimum lot size of each zone was used to determine the maximum dwelling units per acre.
- To account for underbuild, the capacity was reduced by 3% based on a study of actual built densities for housing in Milwaukee (see *Technical Appendix B, City of Milwaukee Metro Functional Plan Compliance Report*).
- To calculate dwelling unit estimate per vacant lot, the acreage of net vacant buildable land was multiplied by the maximum dwelling units per acre and the underbuild factor.
- Additional units were added to Milwaukee's housing capacity for dwelling units likely to be constructed through infill development. The rate of infill used in the above estimates is based on a local study of partitioning trends in the city.
- Estimates for new dwelling units on vacant and redevelopable land in the Town Center were added separately. See the *City of Milwaukee Town Center Master Plan* for the methodology used to estimate new dwelling units in the Town Center.

Policies

1. Residential densities will be based on the following net* density ranges:

Low Density (Zones R-10, R-7) - up to 6.2 units per net acre

Moderate Density (Zone R-5) - 6.3 to 8.7 units per net acre

Medium Density (Zones R-3, R-2.5, R-2) - 8.8 to 21.1 units per net acre

High Density (Zone R-1) - 21.2 to 24.0 units per net acre

Town Center: Downtown Mixed Use Zone (Zone DMU) - 10 to 40+ units per net acre

Town Center: Outside of Downtown (Zone GMU) (~~Zone R-O-C~~) - 25 to 50 units per net acre

Commercial (Zone GMU) – 25 to 50 units per net acre

*In calculating buildable lands, density standards will be applied to net parcel areas to determine the maximum number of dwelling units allowed. Gross site area will be reduced to net site area according to the following schedule:

- Areas one acre or larger will be reduced by twenty percent (20%) for the purposes of right-of-way dedication.
- Areas greater than 3/8 of an acre and less than one acre will be reduced by ten percent (10%) for the purposes of right-of-way dedication. Areas less than or equal to 3/8 of an acre (16,335 s.f.) are assumed to be platted and receive zero reduction for right-of-way.

6. High Density in Mixed-Use Areas will be based on the following policies:

- a. Within the Mixed Use Area designated on Map 7g, a range of different uses including residential, commercial and office are allowed and encouraged. It is expected that redevelopment will be required to implement these policies, and that single structures containing different uses will be the predominant building type.
- d. High Density residential uses will be allowed on all levels. ~~At least fifty (50) percent of the floor area within a project must be used for residential purposes.~~
- e. ~~Within the Mixed Use Area, a residential density bonus of fifteen (15) percent over the allowable density may be granted in exchange for exceptional design quality or special project amenities.~~
- ~~f. All parking must be contained within a project.~~

7. Town Center Areas will be designated based on the following policies:

- a. Town Center areas are those sites identified within the subareas depicted on the Subareas Map in the Town Center Master Plan as suitable for redevelopment. Within the Town Center areas designated on Map 7g, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. For a very limited area within Central Milwaukie, as identified in the Central Milwaukie Land Use and Transportation Plan, some employee-intensive uses are also appropriate. This is intended to foster a Town Center environment in accordance with the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.
- b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of the Town Center Master Plan.
- c. ~~Outside of the Downtown and Riverfront Land Use Framework Plan area, the Residential-Office-Commercial (R-O-C) Zone is the most appropriate zone for the Town Center Area.~~
- d. The Town Center Area shall be served by multimodal transportation options; therefore, on-street parking, shared parking, and enclosed parking are the most appropriate parking options in the Town Center Area. ~~Off-street surface parking is to be discouraged.~~
- e. A variety of higher density housing is desired in a designated Town Center Area, and the City shall work cooperatively with the private sector to provide a diverse range of affordable housing.
- f. ~~Residential densities in the Downtown Mixed Use Zone are in the range of 10 to 40+ dwelling units per net acre. Residential densities in the portion of the Town Center outside of Downtown are in the range of 25 to 50 units per net acre.~~

OBJECTIVE #5 — HOUSING CHOICE

To continue to encourage an adequate and diverse range of housing types and the optimum utilization of housing resources to meet the housing needs of all segments of the population.

Planning Concept

While the predominant housing type is expected to continue to be single family detached, the City will encourage a wide range of housing types and densities in appropriate locations within individual neighborhood areas including duplexes, rowhouses, cottage clusters, accessory dwelling units, live/work units, multifamily, manufactured housing, and mobile home parks.

The City of Milwaukie will not immediately zone all high density or Town Center land for maximum development. Some areas involved are already predominantly developed at a lower density, leaving only pockets of vacant land currently suitable for immediate density increases. The rezoning will occur over time, and will be consistent with ~~the Town Center Master Plan based on applications which can demonstrate consistency with plan policies, as with~~ policies set forth in the City's Comprehensive Plan and, with public facility plans and standards, adequate to support maximum development. This process will ensure that development will occur with a timely, orderly, and efficient provision of public facilities and services as required by State Goal 11.

Policies

1. The City will encourage the development of infill housing that uses innovative development techniques for the purpose of reducing housing costs as well as creating an attractive living environment. Such techniques may include the reduction of lot size standards in established neighborhoods; allowing duplex housing units in appropriate areas; and encouraging the construction of small housing units. The Milwaukie Zoning Code has development and design standards that help ensure infill development is compatible with its surroundings. ~~A design review process shall be used within the Mixed Use Overlay Zone to assure that infill development is suitable in a given location.~~

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

OBJECTIVE #1 — ECONOMIC DEVELOPMENT

The City will encourage an increase in the overall economic development activity within the City, will strive to retain existing businesses as well as actively attract new businesses, particularly those identified as having growth potential.

Planning Concepts

Milwaukie relies on a strong industrial tax base to keep residential tax rates low. The outlook for continued growth in industrial development, given the present City boundaries, is limited, as much of the vacant industrial land may be difficult to develop. Some opportunities for redevelopment exist in the Johnson Creek Industrial Area. The City will strive to ensure that existing industrial facilities continue to be adequately served by roads, drainage, water and sewer. The following economic development policies are derived from recommended policies found in the Lord and LeBlanc report and recommendations from the City's Comprehensive Plan Review Committee. Policy 10 is derived from the Town Center Master Plan, Central Milwaukie Land Use and Transportation Plan, and supporting documentation such as the Hovee report cited above.

Policies

10. The City will implement the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan to promote economic development based on compatible mixed uses within the designated Town Center areas. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.

OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

To continue to support a wide range of employment opportunities for Milwaukie citizens.

Policies

5. The Downtown Mixed Use and General Mixed Use Zones, and the Flex Space Overlay Zone ~~Mixed Use Overlay Zone and the Residential-Office-Commercial Zone~~ shall be applied to lands designated within the Town Center Area to foster economic opportunity.

OBJECTIVE #4 — INDUSTRIAL LAND USE

To encourage new industries to locate within the three major industrial areas of the City, in order to take maximum advantage of existing access and public facilities serving industry.

Policies

1. New industrial uses will be confined to the three major industrial areas in the City: Milwaukie Industrial Park, Omark industrial area, and the Johnson Creek industrial area, as shown on Map 78.
3. Lands designated for industrial use as shown on Map 78, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise

indicated in the Tacoma Station Area Plan and the Central Milwaukie Land Use and Transportation Plan.

OBJECTIVE #6 — COMMERCIAL LAND USE

To encourage new commercial uses to locate within designated commercial areas of the City, in order to take maximum advantage of existing access and public facilities serving these areas.

Planning Concepts

Commercial land use policies are based on the assumption that most comparison goods purchases will be made at major regional shopping centers, day-to-day shopping needs will be met by local shopping centers, and that small convenience commercial centers will provide for frequent, one-stop shopping needs. For the purpose of categorizing and establishing commercial centers in Milwaukie, the following types of centers are defined:

- Regional Shopping Centers - A major commercial facility serving about 250,000 people primarily for comparison shopping for clothes, household goods and furniture. Examples include Lloyd Center, Washington Square, Downtown Portland and Clackamas Town Center. None are currently located within Milwaukie.
- Community Center - A commercial shopping center providing limited comparison shopping and day-to-day shopping serving (generally) 90,000 people on 15-30 acres, and containing at least 200,000 square feet of leasable space. The center should contain a department store (soft goods/clothing), a drug/variety or discount store, a supermarket, retail shops, and related uses. The City currently has one site, the Milwaukie Marketplace, located at Hwy. 224 and Oak St.
- District Center - A commercial site or area serving 6,000-10,000 people on 5-15 acres for regular shopping needs. A district center would likely contain a supermarket, drug and variety store, bank, gas station, etc. Examples include Safeway/King Road shopping center, S.E. 82nd Avenue/King Road, the Oak Grove Fred Meyer, and the Wichita Town Center.
- Local Convenience Center - A commercial facility to provide for frequent, convenient shopping needs. Local convenience centers serve from 2,000-4,000 people on 1/4 to 1/2 acre individual sites or may be adjacent in a strip. Typical uses may include a quick-stop grocery, laundry, fast-food restaurant, etc. The business at the intersection of Linwood and Harmony Road is an example.
- Highway Oriented Center - A commercial node or strip development dependent upon street traffic for business. Highway oriented centers are normally located along freeways or expressways at interchanges or along major or minor arterials and are generally service-oriented, providing for limited needs of nearby residents or people driving through the area. Examples include portions of McLoughlin Boulevard outside downtown and Harrison St. at Hwy. 224.
- Town Center Areas - The downtown and parts of Central Milwaukie ~~area is a~~ are unique mixed-use and commercial centers. ~~This area is~~ These areas are designated as a Town Center by the Metro 2040 Growth Concept. ~~It~~ They provides area-wide services as well as limited neighborhood services. Commercial uses are primarily office, service, and retail, providing financial, personal, and business services, governmental and cultural services. Some employment-intensive uses may also be appropriate in parts of Central Milwaukie. The emphasis is on creating a compact mixed-use environment with pedestrian amenities and high quality transit service and multimodal street networks.

Policies

1. New commercial developments or redevelopments shall be located in designated areas unless expansion or creation of a new commercial designated area is justified as per Policy 2, below.
 2. Expansion or creation of commercial designated areas will be evaluated against the following criteria: (a) those having an historical commitment to commercial use, (b) access to a transportation network appropriate for the scale of development proposed, (c) significant traffic increase shall not result on streets of collector or less status serving low density residential areas, (d) that no more suitable location(s) exist within the City for this designation, (e) that zoning allowed by the designation is compatible with adjacent uses, and (f) compliance with all applicable Plan policies, including the Town Center Master Plan.
-

OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

To provide for the weekly and comparison goods shopping needs of the City's and surrounding areas' residents.

Policies

- ~~6. The Town Center Master Plan design guidelines shall apply to major renovations undertaken within the C-CS Zone.~~
-

OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

To provide maximum convenience to City residents for regular and convenience shopping needs by concentrating commercial uses into selected commercial clusters.

Planning Concepts

Two District Centers currently serve as the primary commercial centers within the City: ~~Food Warehouse~~ Safeway/King Road Shopping Center at King Road and S.E. 42nd Avenue, and the Wichita Town Center at King and Linwood. Others in the Milwaukie area: 82nd Avenue at King Road, the intersection of Thiessen and Webster Roads, and the area near the Oak Grove Fred Meyer on McLoughlin Blvd.

Policies

1. The two District Centers within the City, shown on Map ~~7~~8, will be the primary commercial areas providing for the day-to-day shopping needs of City residents.
-

OBJECTIVE #12 — TOWN CENTER

To emphasize downtown Milwaukie and the expanded city center as a Town Center with the major concentration of mixed-use and high density housing, office, and service uses in the City.

Planning Concepts

Downtown Milwaukie and parts of Central Milwaukie are ~~is~~ designated by Metro as a Town Center typified by a mix of residential and commercial uses.

The future role for the downtown as a Town Center will revitalize the area as a focus of community identity and pride. The community also realizes the potential for waterfront

Proposed Comp Plan Amendment

development as a downtown focal point for enhancing existing and attracting new businesses and residential development within the Town Center. The role of Central Milwaukie as a Town Center is specified in Objective #16.

The following policies are derived in part from policies recommended in the Town Center Master Plan and the Downtown and Riverfront Land Use Framework Plan.

Policies

1. Downtown Milwaukie, and specifically those lands designated as Town Center on Map 78, will be considered a Town Center, serving area-wide needs as well as the needs of local residents.
2. Through adoption of the Downtown and Riverfront Land Use Framework Plan, implementing zones and other measures, opportunity for mixed-use development will be ensured to establish downtown Milwaukie as a Town Center.

OBJECTIVE #15 TACOMA STATION AREA

To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma station area boundary as shown on Map 78.

Policies

2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 78.

OBJECTIVE #16 – CENTRAL MILWAUKIE

To adopt and implement the Central Milwaukie Land Use and Transportation Plan as an ancillary document to the Comprehensive Plan and acknowledge the Central Milwaukie boundary as shown on Map 7.

Planning Concepts

The Central Milwaukie Land Use and Transportation Plan establishes a future land use framework that is intended to enhance economic opportunities and improve Central Milwaukie as the City's primary commercial center. This includes improving access to the area for pedestrians, cyclists and vehicles and fostering a mix of uses. The Plan also recognizes the importance of protecting nearby residential neighborhoods.

Policies

1. The Central Milwaukie Land Use and Transportation Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated General Mixed Use Zone and Flex Space Overlay Zone in the Zoning Ordinance.
2. The City will encourage development of the Murphy and McFarland opportunity sites with a mix of uses, including opportunities for some employment uses on the Murphy site.
3. Future development on the Murphy opportunity site may be guided by the Flex Space Overlay Zone, which will ensure appropriate scale of industrial uses on that site.
4. The City will promote high-quality, urban design in Central Milwaukie that is complementary and protective of the surrounding area.

5. The City will encourage a mix of uses, including commercial, office, institutional and a range of housing types, within Central Milwaukie.
6. The City will work to improve connectivity to and within Central Milwaukie, particularly for pedestrians and cyclists.
7. The City will encourage high quality urban design and traffic management.

Updates for Section References and Housekeeping Only

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES

OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT

OBJECTIVE #1 — OPEN SPACE, second paragraph

Within this plan, the term “open space” is intended to define and designate vacant land which will remain undeveloped in accordance with the Willamette Greenway Program, natural area designation, or other land use requirements. Open space includes those areas designated as Public on the Land Use Map (Map 78) and as “water quality resources” and “habitat conservation areas” on the Natural Resources Map (Map 5). Public open spaces include existing City-owned parks and City-owned lands in natural areas. Development in these areas would be subject to Zoning Ordinance requirements for natural resources, if in a natural area, and/or the Parks and Recreation Master Plan, which guides park development within the City.

OBJECTIVE #1 — OPEN SPACE, Policy 11

11. With the exception of the Kellogg Wastewater Treatment Plant and the land surrounding the plant, the City will designate as Public Lands those areas which are existing parks or publicly utilized areas, or City owned properties containing natural resources, and will assure that these areas are managed according to open space policies, natural resource policies, and parks and recreation policies, as appropriate. Areas designated Public Lands shall be identified on the Land Use Map (Map 78).

CHAPTER 4 — LAND USE

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

Background and Planning Concepts, last paragraph

Policies in this Economic Base and Industrial/Commercial Land Use Element together with technical studies and inventories found in the Industrial and Commercial Land Use working paper, the Community Needs Survey, “Community Development in Milwaukie: Problems, Prospects, Policies,” by Lord and LeBlanc, 1977, “Economic Development Commission Recommendations,” 1979, the Economic Background and Discussion Document, 1987, the Community Questionnaire and the Portland General Electric Business Retention and Expansion Assessment and the Riverfront Market Analysis, 1986, address the Statewide Planning Goals 2 and 9. The Town Center Master Plan contains guidance for identifying select sites for mixed-use commercial development in the expanded city center. The Plan was influenced by the “Commercial, Housing and Transportation Working Groups Report,” 1997, and the “Economic Development Assessment for Milwaukie Regional Center Study Area” (Hovee) 1997.

RECREATIONAL NEEDS ELEMENT

Background and Planning Concepts, second paragraph

The recreational needs most often identified by City residents are parks and facilities for adults wanting active recreational opportunities. North Clackamas Park, a 45 acre site containing facilities for baseball, soccer, equestrian activities, picnicking, and a community center, is the major City-owned park facility meeting many of these needs. In addition, several school sites throughout the City provide open space, and play areas. Agreements between North Clackamas School District and the City have resulted in the construction of tennis courts on school property for joint school/community use. The Parks and Recreation Master Plan will contain a more complete description of current City-owned parks and other public facilities, as well as demand for park facilities now and in the future. Map 78 shows the location of existing public park and other facilities.

OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts

The Willamette River shoreland and waterways offer the most significant potential to improve recreational opportunities in Milwaukie. A 1979 Port of Portland report and a 1986 Marketing Study analyzed the feasibility for developing the City boat launch area as a marina. A marina near downtown, linked with public lands such as the grounds of the Kellogg Wastewater Treatment Plant, Elk Rock Island, and Spring Park would form a riverfront corridor providing a variety of river-oriented experiences. Even more significant is the notion of the riverfront area linked to the proposed 40-mile loop trail system (see Map 89) with potential for a southern arm extending to North Clackamas Park.

OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3

3. Public and private uses shall be combined in any mixed-use development in the commercial area along the Willamette River. Any mixed-use development shall include public access and open space considerations along the length of the riverfront connecting to existing paths. Other public uses may include a public gathering place, such as an amphitheater, or a marina or other special use facilities.
-

WILLAMETTE GREENWAY ELEMENT

OBJECTIVE #3 — LAND USE, Policy 1

1. The land use designations on Map 78 will serve as guidelines for establishing the Greenway Design Plan.
-

NEIGHBORHOOD ELEMENT

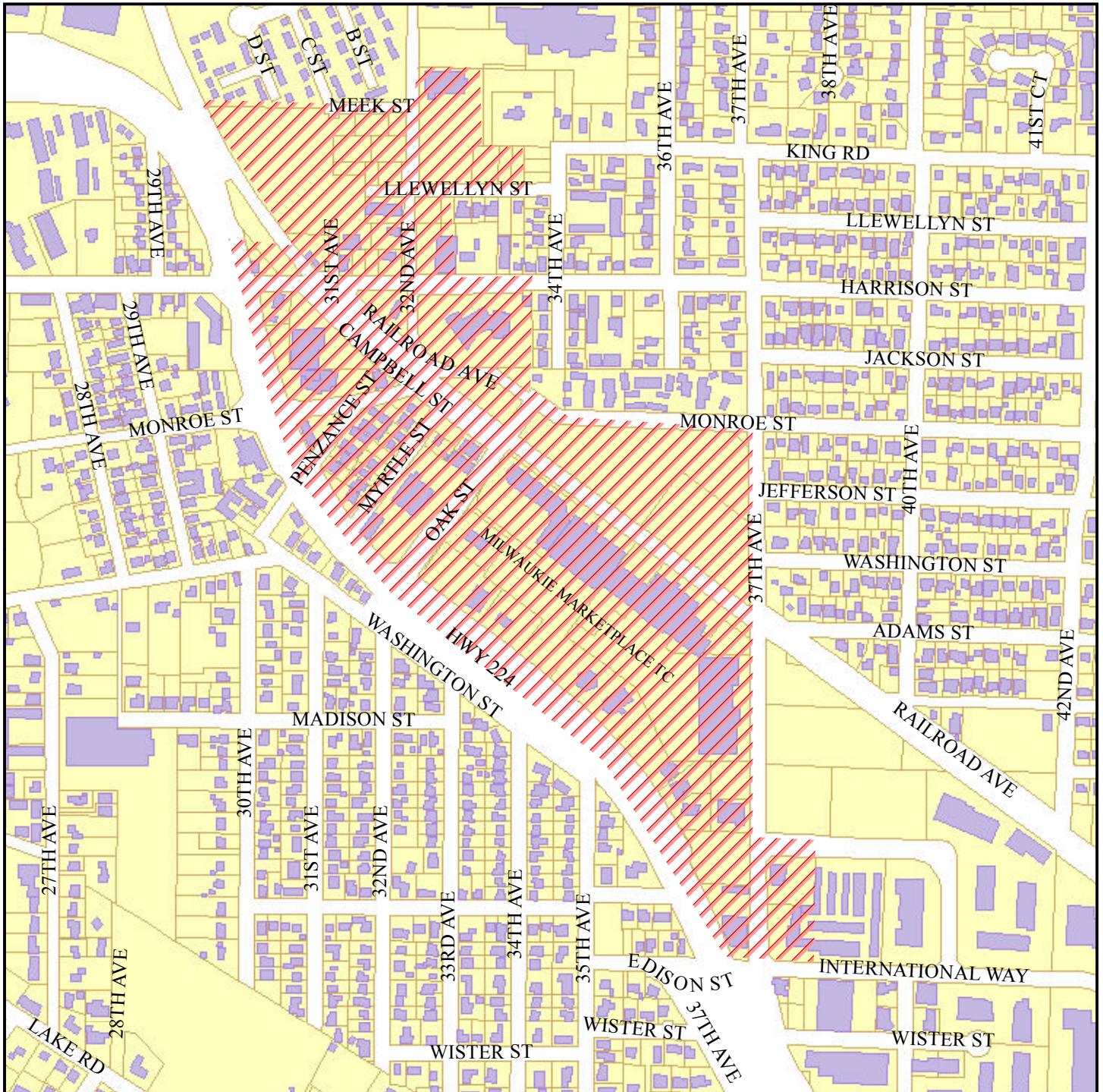
OBJECTIVE #3 — KING ROAD NEIGHBORHOOD CENTER, Policy 1

1. The area shown on the King Road Neighborhood Center Map (Map 89) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text amendments or future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

CENTRAL MILWAUKIE PROJECT AREA

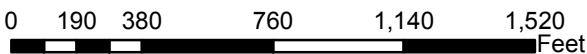
Milwaukie Comprehensive Plan

Map 7



Adopted Ord. # _____, effective DATE

 Central Milwaukie Project Area



Path: M:\all_projects\comp_plan\Map 7 proposed.mxd

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

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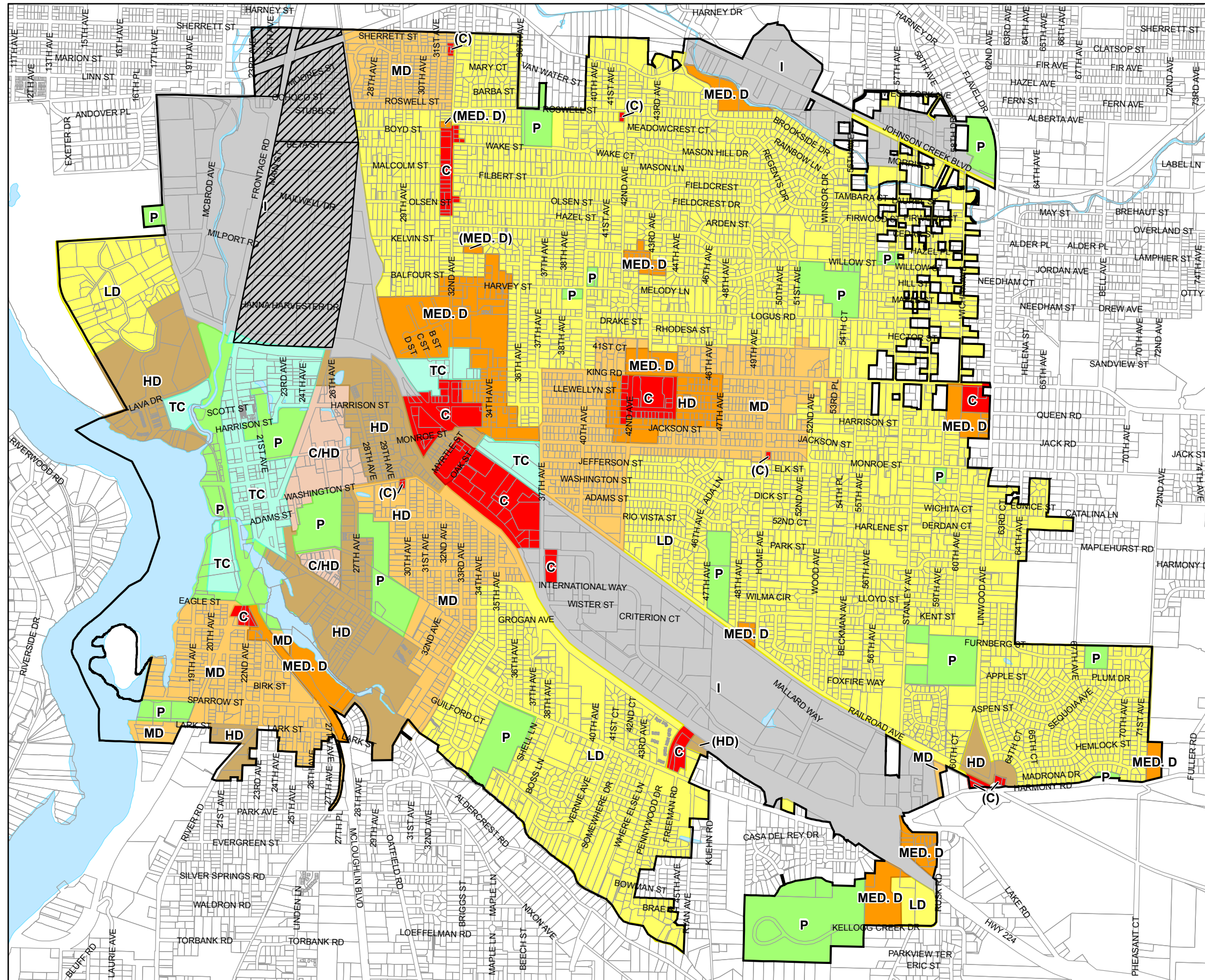
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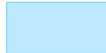







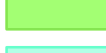

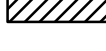


WS112

LAND USE

Milwaukie Comprehensive Plan Map 8-7



-  City Boundary
-  Water Body
-  LD - Low Density
-  MD - Moderate Density
-  MED. D - Medium Density
-  HD - High Density
-  C - Commercial
-  C/HD - Mixed Use
-  I - Industrial
-  P - Public
-  TC - Town Center
-  Tacoma Station Area Overlay

Revised Ord. # ____, effective DATE

Data Sources: City of Milwaukie GIS
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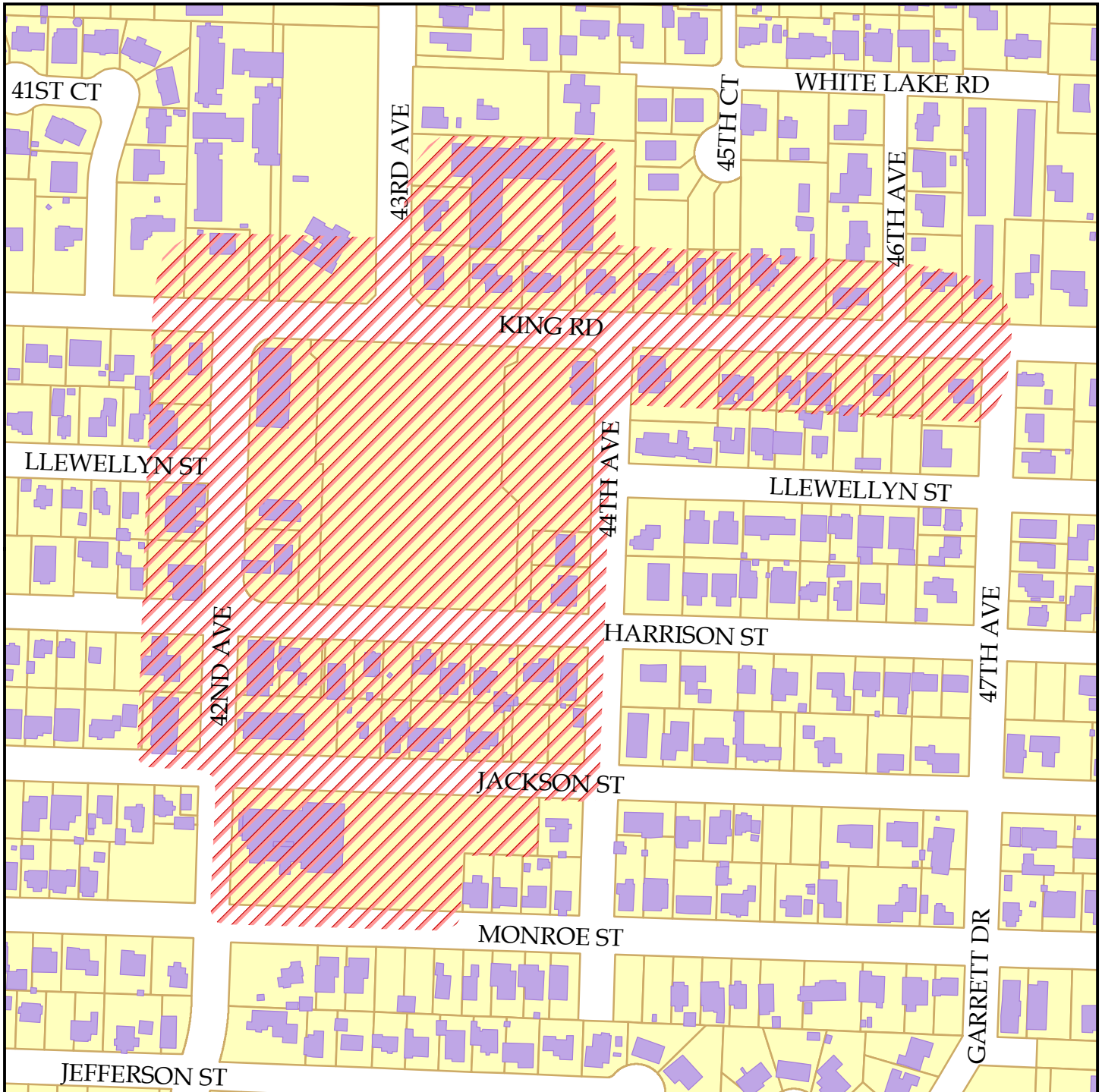
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KING ROAD NEIGHBORHOOD CENTER

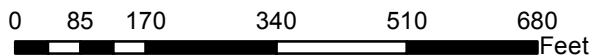
Milwaukie Comprehensive Plan

Map 9-8



Adopted Ord. #1877, effective Sept. 28, 2000
 Revised Ord. # _____, effective DATE

 Area of Neighborhood Center Plan



Path: M:\all_projects\comp_plan\map9 Proposed.mxd

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

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WS114

Clean Amendments

Comprehensive Plan

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 4 — LAND USE

RESIDENTIAL LAND USE AND HOUSING ELEMENT

OBJECTIVE #2 — RESIDENTIAL LAND USE: DENSITY AND LOCATION

To locate higher density residential uses so that the concentration of people will help to support public transportation services and major commercial centers and foster implementation of the Town Center Master Plan, Downtown and Riverfront Land Use Framework Plan, and Central Milwaukie Land Use and Transportation Plan.

Planning Concept

The most basic concept underlying residential land use policy in Milwaukie is that the City is and will continue to be composed primarily of single family neighborhoods. Housing types resulting in higher densities are to be concentrated in order to support public transportation services and major commercial centers, have close proximity to major streets, and to lessen the impact of through traffic on single family areas. A range of housing types is encouraged in all areas of the City, as long as the character of existing neighborhoods is not dramatically altered by new development. The Land Use Plan for the City, Map 8, shows how residential areas of differing density will be distributed throughout the City.

Policies

1. Residential densities will be based on the following net* density ranges:

Low Density (Zones R-10, R-7) - up to 6.2 units per net acre

Moderate Density (Zone R-5) - 6.3 to 8.7 units per net acre

Medium Density (Zones R-3, R-2.5, R-2) - 8.8 to 21.1 units per net acre

High Density (Zone R-1) - 21.2 to 24.0 units per net acre

Town Center: Downtown Mixed Use Zone (Zone DMU) - 10 to 40+ units per net acre

Town Center: Outside of Downtown (Zone GMU) - 25 to 50 units per net acre

Commercial (Zone GMU) – 25 to 50 units per net acre

*In calculating buildable lands, density standards will be applied to net parcel areas to determine the maximum number of dwelling units allowed. Gross site area will be reduced to net site area according to the following schedule:

- Areas one acre or larger will be reduced by twenty percent (20%) for the purposes of right-of-way dedication.

Proposed Comp Plan Amendment

- Areas greater than 3/8 of an acre and less than one acre will be reduced by ten percent (10%) for the purposes of right-of-way dedication. Areas less than or equal to 3/8 of an acre (16,335 s.f.) are assumed to be platted and receive zero reduction for right-of-way.

-
6. High Density in Mixed-Use Areas will be based on the following policies:
 - a. Within the Mixed Use Area designated on Map 8, a range of different uses including residential, commercial and office are allowed and encouraged. It is expected that redevelopment will be required to implement these policies, and that single structures containing different uses will be the predominant building type.
 - d. High Density residential uses will be allowed on all levels.
 - e. All parking must be contained within a project.
 7. Town Center Areas will be designated based on the following policies:
 - a. Town Center areas are those sites identified within the subareas depicted on the Subareas Map in the Town Center Master Plan as suitable for redevelopment. Within the Town Center areas designated on Map 8, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. For a very limited area within Central Milwaukie, as identified in the Central Milwaukie Land Use and Transportation Plan, some employee-intensive uses are also appropriate. This is intended to foster a Town Center environment in accordance with the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.
 - b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of the Town Center Master Plan.
 - c. The Town Center Area shall be served by multimodal transportation options; therefore, on-street parking, shared parking, and enclosed parking are the most appropriate parking options in the Town Center Area.
 - d. A variety of higher density housing is desired in a designated Town Center Area, and the City shall work cooperatively with the private sector to provide a diverse range of affordable housing.

OBJECTIVE #5 — HOUSING CHOICE

To continue to encourage an adequate and diverse range of housing types and the optimum utilization of housing resources to meet the housing needs of all segments of the population.

Planning Concept

While the predominant housing type is expected to continue to be single family detached, the City will encourage a wide range of housing types and densities in appropriate locations within individual neighborhood areas including duplexes, rowhouses, cottage clusters, accessory dwelling units, live/work units, multifamily, manufactured housing, and mobile home parks.

The City of Milwaukie will not immediately zone all high density or Town Center land for maximum development. Some areas involved are already predominantly developed at a lower density, leaving only pockets of vacant land currently suitable for immediate density increases.

The rezoning will occur over time, and will be consistent with policies set forth in the City's Comprehensive Plan and, with public facility plans and standards, adequate to support maximum development. This process will ensure that development will occur with a timely, orderly, and efficient provision of public facilities and services as required by State Goal 11.

Policies

1. The City will encourage the development of infill housing that uses innovative development techniques for the purpose of reducing housing costs as well as creating an attractive living environment. Such techniques may include the reduction of lot size standards in established neighborhoods; allowing duplex housing units in appropriate areas; and encouraging the construction of small housing units. The Milwaukie Zoning Code has development and design standards that help ensure infill development is compatible with its surroundings.
-

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

OBJECTIVE #1 — ECONOMIC DEVELOPMENT

The City will encourage an increase in the overall economic development activity within the City, will strive to retain existing businesses as well as actively attract new businesses, particularly those identified as having growth potential.

Planning Concepts

Milwaukie relies on a strong industrial tax base to keep residential tax rates low. The outlook for continued growth in industrial development, given the present City boundaries, is limited, as much of the vacant industrial land may be difficult to develop. Some opportunities for redevelopment exist in the Johnson Creek Industrial Area. The City will strive to ensure that existing industrial facilities continue to be adequately served by roads, drainage, water and sewer. The following economic development policies are derived from recommended policies found in the Lord and LeBlanc report and recommendations from the City's Comprehensive Plan Review Committee. Policy 10 is derived from the Town Center Master Plan, Central Milwaukie Land Use and Transportation Plan, and supporting documentation such as the Hovee report cited above.

Policies

10. The City will implement the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan to promote economic development based on compatible mixed uses within the designated Town Center areas. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.

OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

To continue to support a wide range of employment opportunities for Milwaukie citizens.

Policies

5. The Downtown Mixed Use and General Mixed Use Zones, and the Flex Space Overlay Zone shall be applied to lands designated within the Town Center Area to foster economic opportunity.

OBJECTIVE #4 — INDUSTRIAL LAND USE

To encourage new industries to locate within the three major industrial areas of the City, in order to take maximum advantage of existing access and public facilities serving industry.

Policies

1. New industrial uses will be confined to the three major industrial areas in the City: Milwaukie Industrial Park, Omark industrial area, and the Johnson Creek industrial area, as shown on Map 8.
3. Lands designated for industrial use as shown on Map 8, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise

indicated in the Tacoma Station Area Plan and the Central Milwaukie Land Use and Transportation Plan.

OBJECTIVE #6 — COMMERCIAL LAND USE

To encourage new commercial uses to locate within designated commercial areas of the City, in order to take maximum advantage of existing access and public facilities serving these areas.

Planning Concepts

Commercial land use policies are based on the assumption that most comparison goods purchases will be made at major regional shopping centers, day-to-day shopping needs will be met by local shopping centers, and that small convenience commercial centers will provide for frequent, one-stop shopping needs. For the purpose of categorizing and establishing commercial centers in Milwaukie, the following types of centers are defined:

- **Regional Shopping Centers** - A major commercial facility serving about 250,000 people primarily for comparison shopping for clothes, household goods and furniture. Examples include Lloyd Center, Washington Square, Downtown Portland and Clackamas Town Center. None are currently located within Milwaukie.
- **Community Center** - A commercial shopping center providing limited comparison shopping and day-to-day shopping serving (generally) 90,000 people on 15-30 acres, and containing at least 200,000 square feet of leasable space. The center should contain a department store (soft goods/clothing), a drug/variety or discount store, a supermarket, retail shops, and related uses. The City currently has one site, the Milwaukie Marketplace, located at Hwy. 224 and Oak St.
- **District Center** - A commercial site or area serving 6,000-10,000 people on 5-15 acres for regular shopping needs. A district center would likely contain a supermarket, drug and variety store, bank, gas station, etc. Examples include Safeway/King Road shopping center, S.E. 82nd Avenue/King Road, the Oak Grove Fred Meyer, and the Wichita Town Center.
- **Local Convenience Center** - A commercial facility to provide for frequent, convenient shopping needs. Local convenience centers serve from 2,000-4,000 people on 1/4 to 1/2 acre individual sites or may be adjacent in a strip. Typical uses may include a quick-stop grocery, laundry, fast-food restaurant, etc. The business at the intersection of Linwood and Harmony Road is an example.
- **Highway Oriented Center** - A commercial node or strip development dependent upon street traffic for business. Highway oriented centers are normally located along freeways or expressways at interchanges or along major or minor arterials and are generally service-oriented, providing for limited needs of nearby residents or people driving through the area. Examples include portions of McLoughlin Boulevard outside downtown and Harrison St. at Hwy. 224.
- **Town Center Areas** - The downtown and parts of Central Milwaukie are unique mixed-use and commercial centers. These areas are designated Town Center by the Metro 2040 Growth Concept. They provide area-wide services as well as limited neighborhood services. Commercial uses are primarily office, service, and retail, providing financial, personal, and business services, governmental and cultural services. Some employment-intensive uses may also be appropriate in parts of Central Milwaukie. The emphasis is on creating a compact mixed-use environment with pedestrian amenities and high quality transit service and multimodal street networks.

Policies

1. New commercial developments or redevelopments shall be located in designated areas unless expansion or creation of a new commercial designated area is justified as per Policy 2, below.
 2. Expansion or creation of commercial designated areas will be evaluated against the following criteria: (a) those having an historical commitment to commercial use, (b) access to a transportation network appropriate for the scale of development proposed, (c) significant traffic increase shall not result on streets of collector or less status serving low density residential areas, (d) that no more suitable location(s) exist within the City for this designation, (e) that zoning allowed by the designation is compatible with adjacent uses, and (f) compliance with all applicable Plan policies.
-

OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

To provide for the weekly and comparison goods shopping needs of the City's and surrounding areas' residents.

Policies

[Policy 6 gone]

OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

To provide maximum convenience to City residents for regular and convenience shopping needs by concentrating commercial uses into selected commercial clusters.

Planning Concepts

Two District Centers currently serve as the primary commercial centers within the City: Safeway/King Road Shopping Center at King Road and S.E. 42nd Avenue, and the Wichita Town Center at King and Linwood. Others in the Milwaukie area: 82nd Avenue at King Road, the intersection of Thiessen and Webster Roads, and the area near the Oak Grove Fred Meyer on McLoughlin Blvd.

Policies

1. The two District Centers within the City, shown on Map 8, will be the primary commercial areas providing for the day-to-day shopping needs of City residents.
-

OBJECTIVE #12 — TOWN CENTER

To emphasize downtown Milwaukie and the expanded city center as a Town Center with the major concentration of mixed-use and high density housing, office, and service uses in the City.

Planning Concepts

Downtown Milwaukie and parts of Central Milwaukie are designated by Metro as a Town Center typified by a mix of residential and commercial uses.

The future role for the downtown as a Town Center will revitalize the area as a focus of community identity and pride. The community also realizes the potential for waterfront development as a downtown focal point for enhancing existing and attracting new businesses

and residential development within the Town Center. The role of Central Milwaukie as a Town Center is specified in Objective #16.

The following policies are derived in part from policies recommended in the Town Center Master Plan and the Downtown and Riverfront Land Use Framework Plan.

Policies

1. Downtown Milwaukie, and specifically those lands designated as Town Center on Map 8, will be considered a Town Center, serving area-wide needs as well as the needs of local residents.
 2. Through adoption of the Downtown and Riverfront Land Use Framework Plan, implementing zones and other measures, opportunity for mixed-use development will be ensured to establish downtown Milwaukie as a Town Center.
-

OBJECTIVE #15 TACOMA STATION AREA

To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma station area boundary as shown on Map 8.

Policies

2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 8.
-

OBJECTIVE #16 – CENTRAL MILWAUKIE

To adopt and implement the Central Milwaukie Land Use and Transportation Plan as an ancillary document to the Comprehensive Plan and acknowledge the Central Milwaukie boundary as shown on Map 7.

Planning Concepts

The Central Milwaukie Land Use and Transportation Plan establishes a future land use framework that is intended to enhance economic opportunities and improve Central Milwaukie as the City's primary commercial center. This includes improving access to the area for pedestrians, cyclists and vehicles and fostering a mix of uses. The Plan also recognizes the importance of protecting nearby residential neighborhoods.

Policies

1. The Central Milwaukie Land Use and Transportation Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated General Mixed Use Zone and Flex Space Overlay Zone in the Zoning Ordinance.
2. The City will encourage development of the Murphy and McFarland opportunity sites with a mix of uses, including opportunities for some employment uses on the Murphy site.
3. Future development on the Murphy opportunity site may be guided by the Flex Space Overlay Zone, which will ensure appropriate scale of industrial uses on that site.
4. The City will promote high-quality, urban design in Central Milwaukie that is complementary and protective of the surrounding area.

Proposed Comp Plan Amendment

5. The City will encourage a mix of uses, including commercial, office, institutional and a range of housing types, within Central Milwaukie.
6. The City will work to improve connectivity to and within Central Milwaukie, particularly for pedestrians and cyclists.
7. The City will encourage high quality urban design and traffic management.

Updates for Section References and Housekeeping Only

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES

OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT

OBJECTIVE #1 — OPEN SPACE, second paragraph

Within this plan, the term “open space” is intended to define and designate vacant land which will remain undeveloped in accordance with the Willamette Greenway Program, natural area designation, or other land use requirements. Open space includes those areas designated as Public on the Land Use Map (Map 8) and as “water quality resources” and “habitat conservation areas” on the Natural Resources Map (Map 5). Public open spaces include existing City-owned parks and City-owned lands in natural areas. Development in these areas would be subject to Zoning Ordinance requirements for natural resources, if in a natural area, and/or the Parks and Recreation Master Plan, which guides park development within the City.

OBJECTIVE #1 — OPEN SPACE, Policy 11

11. With the exception of the Kellogg Wastewater Treatment Plant and the land surrounding the plant, the City will designate as Public Lands those areas which are existing parks or publicly utilized areas, or City owned properties containing natural resources, and will assure that these areas are managed according to open space policies, natural resource policies, and parks and recreation policies, as appropriate. Areas designated Public Lands shall be identified on the Land Use Map (Map 8).

CHAPTER 4 — LAND USE

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

Background and Planning Concepts, last paragraph

Policies in this Economic Base and Industrial/Commercial Land Use Element together with technical studies and inventories found in the Industrial and Commercial Land Use working paper, the Community Needs Survey, “Community Development in Milwaukie: Problems, Prospects, Policies,” by Lord and LeBlanc, 1977, “Economic Development Commission Recommendations,” 1979, the Economic Background and Discussion Document, 1987, the Community Questionnaire and the Portland General Electric Business Retention and Expansion Assessment and the Riverfront Market Analysis, 1986, address the Statewide Planning Goals 2 and 9. The Town Center Master Plan contains guidance for identifying select sites for mixed-use commercial development in the expanded city center. The Plan was influenced by the “Commercial, Housing and Transportation Working Groups Report,” 1997, and the “Economic Development Assessment for Milwaukie Regional Center Study Area” (Hovee) 1997.

RECREATIONAL NEEDS ELEMENT

Background and Planning Concepts, second paragraph

The recreational needs most often identified by City residents are parks and facilities for adults wanting active recreational opportunities. North Clackamas Park, a 45 acre site containing facilities for baseball, soccer, equestrian activities, picnicking, and a community center, is the major City-owned park facility meeting many of these needs. In addition, several school sites throughout the City provide open space, and play areas. Agreements between North Clackamas School District and the City have resulted in the construction of tennis courts on school property for joint school/community use. The Parks and Recreation Master Plan will contain a more complete description of current City-owned parks and other public facilities, as well as demand for park facilities now and in the future. Map 8 shows the location of existing public park and other facilities.

OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts

The Willamette River shoreland and waterways offer the most significant potential to improve recreational opportunities in Milwaukie. A 1979 Port of Portland report and a 1986 Marketing Study analyzed the feasibility for developing the City boat launch area as a marina. A marina near downtown, linked with public lands such as the grounds of the Kellogg Wastewater Treatment Plant, Elk Rock Island, and Spring Park would form a riverfront corridor providing a variety of river-oriented experiences. Even more significant is the notion of the riverfront area linked to the proposed 40-mile loop trail system (see Map 9) with potential for a southern arm extending to North Clackamas Park.

OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3

3. Public and private uses shall be combined in any mixed-used development in the commercial area along the Willamette River. Any mixed-use development shall include public access and open space considerations along the length of the riverfront connecting to existing paths. Other public uses may include a public gathering place, such as an amphitheater, or a marina or other special use facilities.
-

WILLAMETTE GREENWAY ELEMENT

OBJECTIVE #3 — LAND USE, Policy 1

1. The land use designations on Map 8 will serve as guidelines for establishing the Greenway Design Plan.
-

NEIGHBORHOOD ELEMENT

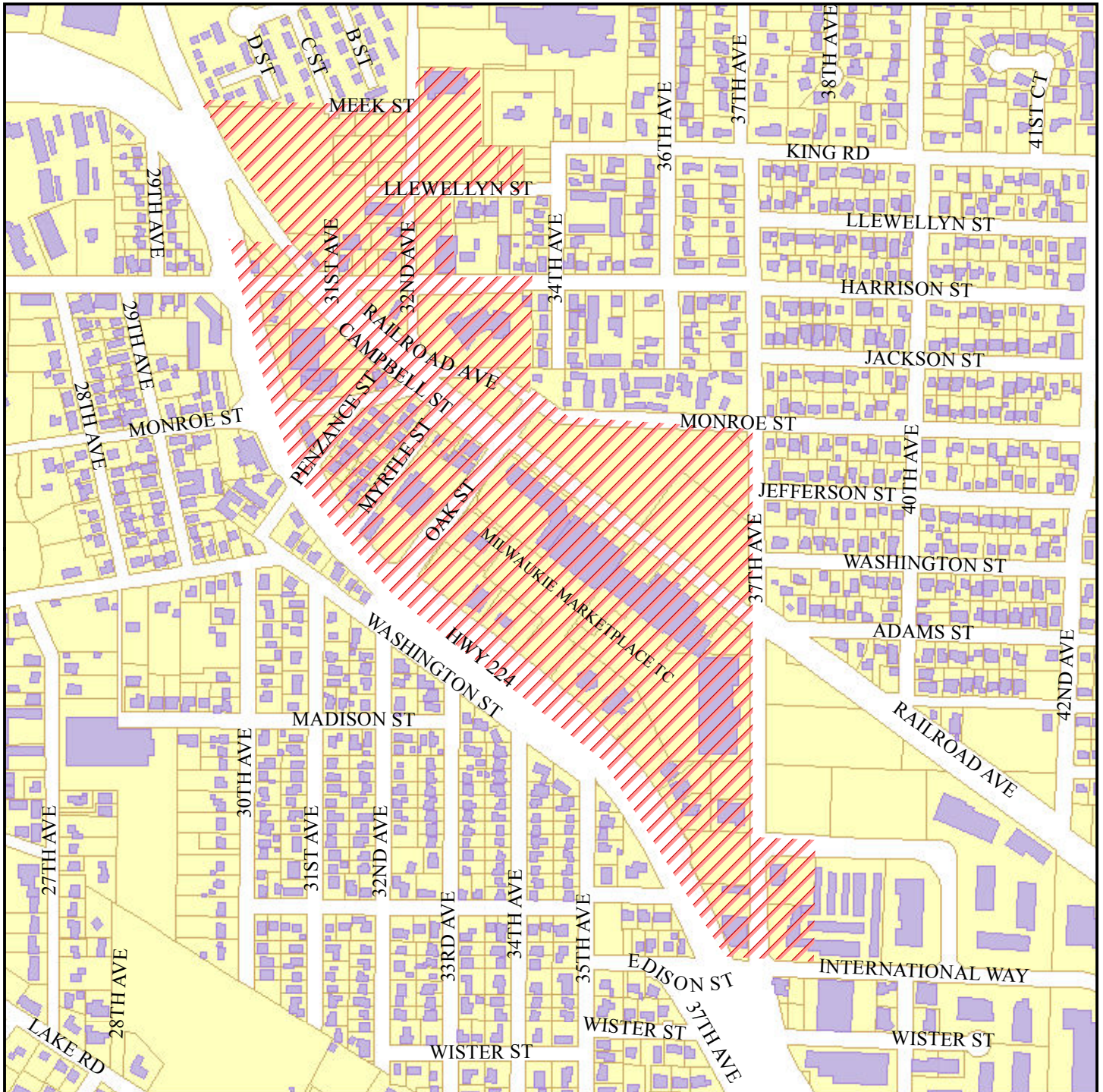
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1. The area shown on the King Road Neighborhood Center Map (Map 9) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text amendments or future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

CENTRAL MILWAUKIE PROJECT AREA

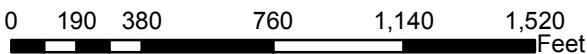
Milwaukie Comprehensive Plan

Map 7



Adopted Ord. # _____, effective DATE

 Central Milwaukie Project Area



Path: M:\all_projects\comp_plan\Map 7 proposed.mxd

Data Sources: City of Milwaukie GIS
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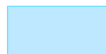







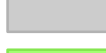


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WS126

LAND USE

Milwaukie Comprehensive Plan Map 8

-  City Boundary
-  Water Body
-  LD - Low Density
-  MD - Moderate Density
-  MED. D - Medium Density
-  HD - High Density
-  C - Commercial
-  C/HD - Mixed Use
-  I - Industrial
-  P - Public
-  TC - Town Center
-  Tacoma Station Area Overlay

Revised Ord. # ____, effective DATE



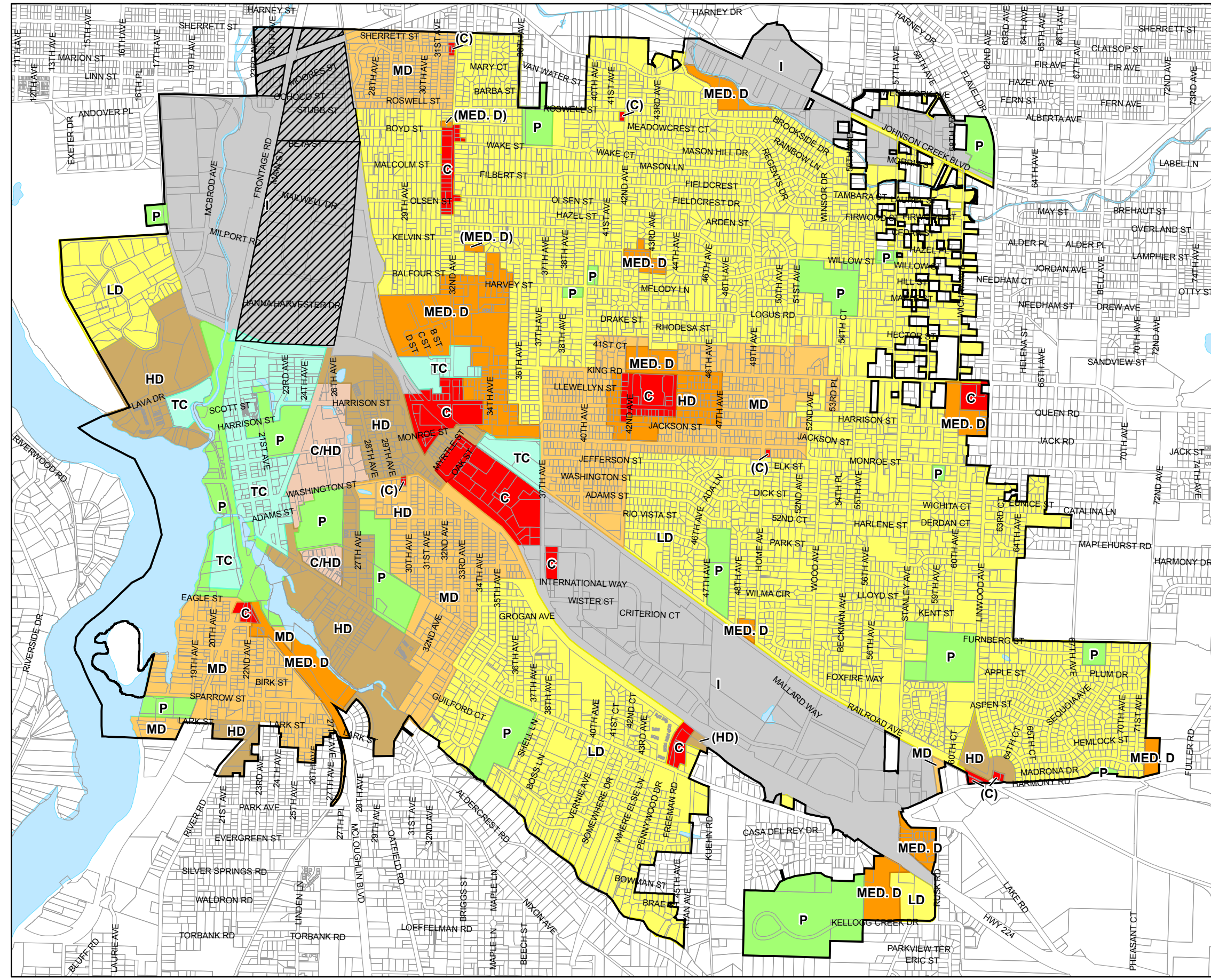
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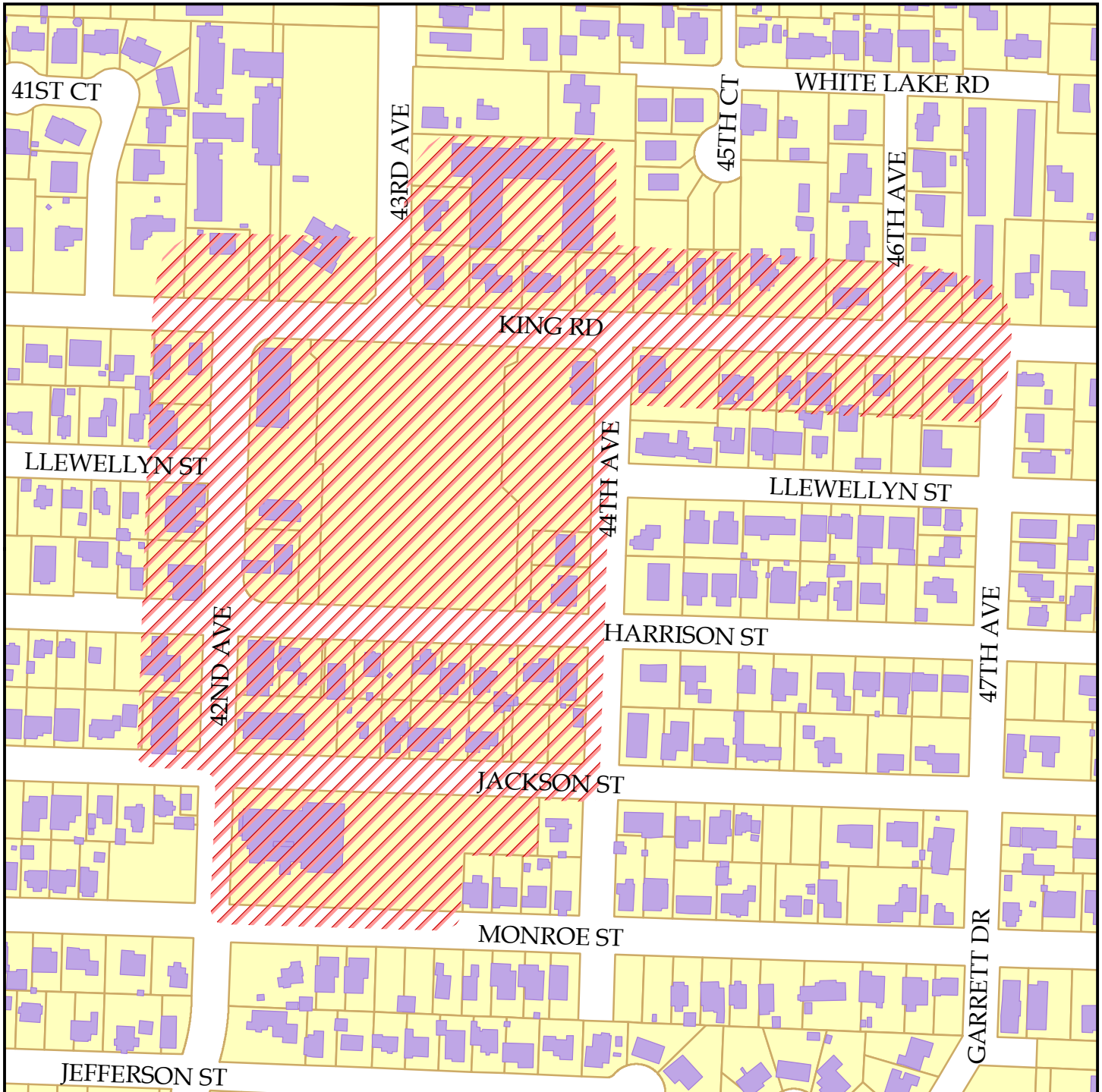
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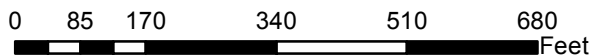
KING ROAD NEIGHBORHOOD CENTER

Milwaukie Comprehensive Plan Map 9



Adopted Ord. #1877, effective Sept. 28, 2000
Revised Ord. # _____, effective DATE

 Area of Neighborhood Center Plan



Path: M:\all_projects\comp_plan\map9 Proposed.mxd

Data Sources: City of Milwaukie GIS
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WS128

Underline/Strikeout Amendments Transportation System Plan (TSP)

Table 5-1 Pedestrian Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
High Priority Projects							
N/A	High	P	Study of Pedestrian Crossings on Hwy 224	Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37 th Ave, Freeman Way)	Harrison St	Freeman Way	\$50
A	High	C	Intersection Improvements at Hwy 224 and Freeman Way	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
B	High	C	Intersection Improvements at Hwy 224 and 37 th Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
C	High	C	Intersection Improvements at Hwy 224 and Oak St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
D	High	C	Intersection Improvements at Hwy 224 and Monroe St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
E	High	C	Intersection Improvements at Hwy 224 and Harrison St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20

¹ See Figure 5-1.

² The projects in this table assume traditional sidewalks on both sides of the street. In some cases it may be appropriate to construct a nontraditional pedestrian facility on one side of the street. See Chapter 10 Street Design for more information on the City's approach to designing pedestrian facilities.

³ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
L	High	C	17 th Ave Improvements	Fill in sidewalk gaps on both sides of street; fill in gaps in existing bicycle network with bike lanes; and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E.	Ochoco St	McLoughlin Blvd	\$1,000
O	High	C	Railroad Ave Capacity Improvements	Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side.	37 th Ave	Harmony Rd	\$1,800
P	High	C	Monroe St Neighborhood Greenway	Fill in sidewalk gaps on both sides of street.	42 nd Ave	City limit	\$1,800
U	High	C	43 rd Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Howe St/42 nd Ave	King Rd/43 rd Ave	\$600
V1	High	C	Stanley Ave Neighborhood Greenway (north)	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	King Rd	\$1,900
V2	High	C	Stanley Ave Neighborhood Greenway (south)	Fill in sidewalk gaps on both sides of street.	King Rd	Railroad Ave	\$2,800
W2	High	C	Linwood Ave Sidewalks (south)	Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project).	King Rd	Railroad Ave	\$2,150
Y	High	C	International Way Sidewalks	Fill in sidewalk gaps on both sides of street.	Criterion Ct	Lake Rd	\$840
Z	High	C	Harmony Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Linwood Ave	City limits	\$40
AL	High	C	River Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	City limits	\$690
AR	High	C	Kellogg Creek Dam Removal and Hwy 99E Underpass	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	Location-specific	Location-specific	\$9,900
AU	High	C	Kellogg Creek Bike/Ped Bridge	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	Lake Rd	Kronberg Park	\$2,500
AV	High	C	Kronberg Park Trail	Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E.	Kellogg Creek Bridge	River Rd	\$300

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
AW	High	C	Intersection Improvements at McLoughlin Blvd and 22 nd Ave	Improve safety of Trolley Trail crossing at 22 nd Ave.	Location-specific	Location-specific	\$200
AX	High	C	Improved Connection to Springwater Trail at 29 th Ave and Sherrett St	Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP)	Location-specific	Location-specific	\$20
AY	High	C	Improved Connection from Springwater Trail to Pendleton Site (Ramps)	Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$630
AY	High	C	Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing)	Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$100
AZ	High	C	Improved Connection from Springwater Trail to Tacoma Station	Construct stairs to connect Springwater Trail to Tacoma station. (TSAP)	Location-specific	Location-specific	\$80
BL	High	C	Adams St Connector	Construct pedestrian- and bicycle-only facility on Adams St between 21 st Ave and Main St	21 st Ave	Main St	\$450
N/A	High	C	Intersection Curb Ramp Improvements	Install curb ramps at all intersections with sidewalks (approximately 700 intersections).	Citywide	Citywide	\$3,500
Medium Priority Projects							
F	Med	C	King Rd Blvd Treatments	Install street boulevard treatments: widen sidewalks and improve multiple crossings.	43 rd Ave	Linwood Ave	\$550
M	Med	C	McLoughlin Blvd Sidewalks	Fill in sidewalk gaps on both sides of street.	Washington St	Southern city limits	\$650
N	Med	C	Lake Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Where Else Ln	Hwy 224	\$2,200
Q	Med	C	Logus Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	43 rd Ave	49 th Ave	\$850
T	Med	C	37 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	Harrison St	\$870
AE	Med	C	Brookside Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Regents Dr	\$20
AT	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 th Ave	19 th Ave	\$90

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
BA	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200
BB	Med	C	Bicycle/Pedestrian Improvements to Main St	Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP)	Hanna Harvester Dr	Tacoma station	\$2,900
BC	Med	C	Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area	Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP)	Olsen St & Kelvin St	Mailwell Dr	\$4,000
BD	Med	C	Improved Connection from Springwater Trail to McLoughlin Blvd	Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP)	Location-specific	Location-specific	\$500
BE	Med	C	Bicycle/Pedestrian Connection over Johnson Creek	Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
BF	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	C	Downtown Streetscape Improvements	Install sidewalk bulbouts, lighting, and pedestrian amenities.	Downtown	Downtown	\$7,300 ⁴
N/A	Med	O	Pedestrian Walkway Amenities	Install amenities, such as benches, along key walking routes.	Citywide	Citywide	\$60
Low Priority Projects							
G	Low	C	Intersection Improvements at Olsen St and 42 nd Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
H	Low	C	Intersection Improvements at Railroad and 37 th Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$10

⁴ Estimated \$500,000 per block face.

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
K	Low	C	Intersection Improvements at Stanley Ave and Logus Rd	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
R	Low	C	Olsen St Sidewalks	Fill in sidewalk gaps on north side of street.	32 nd Ave	42 nd Ave	\$470
S	Low	C	Johnson Creek Blvd Sidewalks	Fill in sidewalk gaps on both sides of street.	Harney St	City limits	\$410
W1	Low	C	Linwood Ave Sidewalks (north)	Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project).	Johnson Creek Blvd	King Rd	1,050
X	Low	C	Hwy 224 Sidewalks	Fill in sidewalk gaps on both sides of street.	Oak St	37 th Ave	\$460
AA	Low	C	Home Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Railroad Ave	King Rd	\$830
AB	Low	C	Harvey St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	42 nd Ave	\$590
AC	Low	C	Roswell St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	36 th Ave	\$210
AD	Low	C	Mason Lane Sidewalks	Fill in sidewalk gaps on both sides of street.	42 nd Ave	Regents Dr	\$740
AF	Low	C	Regents Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Brookside Dr	Winsor Dr	\$540
AG	Low	C	Rusk Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	North Clackamas Park	\$730
AH	Low	C	Pedestrian Connection to North Clackamas Park	Create pedestrian connection between the school and the park.	Rowe Middle School	North Clackamas Park	\$1,400
AI	Low	C	Washington St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	35 th Ave	\$130
AJ	Low	C	22 nd Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	Sparrow St	\$360
AK	Low	C	19 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Kellogg Creek Trail	Sparrow St	\$330
AM	Low	C	Oatfield Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Guilford Ct	City limits	\$150
AN	Low	C	49 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Logus Rd	King Rd	\$270
AO	Low	C	Franklin St Sidewalks	Install sidewalks on both sides of street to connect to Campbell Elementary School.	42 nd Ave	45 th Ave	\$220
AP	Low	C	Ochoco St Sidewalks	Construct sidewalks on Ochoco St to connect bus stops to Goodwill.	19 th Ave	McLoughlin Blvd	\$1,300
AQ	Low	C	Edison St Sidewalks	Fill in sidewalk gaps on both sides of street.	35 th Ave	37 th Ave	\$130

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
AY	Low	C	Improved Connection from Springwater Trail to Pendleton Site (Tunnel)	Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$1,200
BG	Low	C	Intersection Improvement at all Crossings of McLoughlin Blvd	Improve all existing crossings of McLoughlin Blvd (e.g., extended time for crossing, signage). (ODOT to do.)	Location-specific	Location-specific	—
BH	Low	C	Bike/Ped Path on Sparrow St	Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail	River Rd	Trolley Trail	\$350
BI	Low	C	Bike/Ped Overpass over McLoughlin Blvd at River Rd	Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd.	Kronberg Park	River Rd	\$2,500
BJ	Low	C	Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd	Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP)	Location-specific	Location-specific	\$8,320
BK	Low	C	Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St	Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP)	Location-specific	Location-specific	\$20
N/A	Low	O	Pedestrian Walkway Signage	Provide maps and wayfinding signage on streets that identify ways to get around the city.	Citywide	Citywide	\$10
Priority to be Determined							
<u>BM</u>	-	<u>C</u>	<u>Harrison/32nd Ave Intersection</u>	<u>Open the currently closed pedestrian crosswalk on the west leg of the intersection</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BN</u>	-	<u>C</u>	<u>Oak St/34th Ave Connection</u>	<u>Provide pedestrian/bicycle connection between Monroe St and 34th Ave (nearby residential neighborhood)</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BO</u>	-	<u>C</u>	<u>Campbell St and Railroad Ave upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BP</u>	-	<u>C</u>	<u>Connection through Union Pacific Railroad property</u>	<u>Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-

Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan

Table 6-2 Bicycle Master Plan Projects

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
High Priority Projects							
E	High	C	Intersection Improvements at Linwood Ave and Monroe St	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
G	High	C	Hwy 224 Crossing Improvements at Oak and Washington St	Improve intersection crossing safety for bicyclists at Washington St and Oak St.	Location-specific	Location-specific	\$10
J	High	C	Lake Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Main St	Guilford Dr	\$3,400
N	High	C	Railroad Ave Capacity Improvements	Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities.	37 th Ave	Linwood Ave	\$4,800
U1	High	C	Monroe St Neighborhood Greenway (downtown)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	21 st Ave	Hwy 224	\$85
U2	High	C	Monroe St Neighborhood Greenway (central)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Hwy 224	42 nd Ave	\$80
U3	High	C	Monroe St Neighborhood Greenway (east)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	42 nd Ave	Linwood Ave	\$165
U4	High	C	29 th /Harvey/40 th Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	Monroe St	\$220
U5	High	C	Stanley Ave Neighborhood Greenway (north)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	King Rd	\$135
U6	High	C	Stanley Ave Neighborhood Greenway (south)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	King Rd	Railroad Ave	195
Z	High	C	17 th Ave Improvements	Fill in sidewalk gaps on both sides of street, fill in gaps in existing bicycle network with bike lanes, and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E.	Ochoco St	McLoughlin Blvd	\$1,000

⁵ See Figure 6-3a.

⁶ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
AC	High	C	Kronberg Park Trail	Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E.	Kellogg Creek Bridge	River Rd	\$300
AD	High	C	Kellogg Creek Bike/Ped Bridge	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	Lake Rd	Kronberg Park	\$2,500
AE	High	C	Kellogg Creek Dam Removal and Hwy 99E Underpass	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	Location-specific	Location-specific	\$9,900
AF	High	C	Intersection Improvements at McLoughlin Blvd and 22 nd Ave	Improve safety of Trolley Trail crossing at 22 nd Ave.	Location-specific	Location-specific	\$200
AG	High	C	Improved Connection to Springwater Trail at 29 th Ave and Sherrett St	Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP)	Location-specific	Location-specific	\$20
AH	High	C	Improved Connection from Springwater Trail to Pendleton Site (Ramps)	Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$630
AH	High	C	Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing)	Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$100
N/A	High	O	Bike Lane Maintenance	Sweep bike lanes to remove debris.	Citywide	Citywide	\$1,200
N/A	High	O	Bicycle-friendly Street Grates	Install bicycle-friendly street grates.	Citywide	Citywide	\$60
Medium Priority Projects							
I	Med	C	Harrison St Bike Lanes	Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project).	Hwy 99E	21 st Ave	\$300
K	Med	C	Oatfield Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Guilford Ct	Lake Rd	\$380
U7	Med	C	19 th and Sparrow Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd.	Eagle St	River Rd	\$800
V	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
AB	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 th Ave	19 th Ave	\$90
AI	Med	C	International Way Bicycle Facilities	Construct bike lanes or other bike facilities.	37 th Ave	Lake Rd	\$400
AJ	Med	C	Bicycle/Pedestrian Improvements to Main St	Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP)	Hanna Harvester Dr	Tacoma station	\$2,900
AK	Med	C	Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area	Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP)	Olsen St & Kelvin St	Mailwell Dr	\$4,000
AL	Med	C	Improved Connection from Springwater Trail to McLoughlin Blvd	Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP)	Location-specific	Location-specific	\$500
AM	Med	C	Bicycle/Pedestrian Connection over Johnson Creek	Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
AN	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	O	Bicyclist Education	Promote bicycling through bike use and route selection education.	Citywide	Citywide	\$10
N/A	Med	O	Community Bicycle Rides	Support community bike rides to encourage bike use.	Citywide	Citywide	\$5
Low Priority Projects							
B	Low	C	Springwater Trail Intersection Improvements at 45 th Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
C	Low	C	Intersection Improvements at Johnson Creek Blvd and Linwood Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
D	Low	C	Intersection Improvements at Linwood Ave and King Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
H	Low	C	Intersection Improvements at International Way and Lake Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
L	Low	C	Harrison St Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Hwy 224	42 nd Ave	\$10
M	Low	C	37 th Ave Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Harrison St	Hwy 224	\$3,200
O	Low	C	43 rd Ave Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	King Rd	Filbert St	\$1,100
P	Low	C	Linwood Ave Bike Lanes (north)	Fill in gaps in existing bicycle network with bike lanes.	Queen Rd	Johnson Creek Blvd	\$1,900
Q	Low	C	Linwood Ave Bike Lanes (south)	Fill in gaps in existing bicycle network with bike lanes.	Juniper St	Harmony Rd	\$320
R	Low	C	Rusk Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Lake Rd	North Clackamas Park	\$1,000
X	Low	C	Kellogg Creek Trail Improvements	Resurface trail and provide wayfinding signage to/from trail.	Milwaukie Riverfront	Treatment Plant	\$680
AH	Low	C	Improved Connection from Springwater Trail to Pendleton Site (Tunnel)	Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$1,200
AO	Low	C	Bike/Ped Path on Sparrow St	Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail	River Rd	Trolley Trail	\$350
AP	Low	C	Bike/Ped Overpass over McLoughlin Blvd at River Rd	Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd.	Kronberg Park	River Rd	\$2,500
AQ	Low	C	Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd	Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP)	Location-specific	Location-specific	\$8,320
AR	Low	C	Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St	Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP)	Location-specific	Location-specific	\$20
N/A	Low	O	Milwaukie Bike Map	Produce a Milwaukie Bike Map.	Citywide	Citywide	\$60
N/A	Low	O	Police Enforcement on Drivers	Enforce laws related to bike lanes and bicycle safety.	Citywide	Citywide	\$10
N/A	Low	O	Bike Lane Striping	Restripe existing bike lanes and stripe bike lanes on streets where buses and bicyclists share the road.	Citywide	Citywide	\$20
N/A	Low	C	Springwater Trail Signage	Install wayfinding signage for Springwater Trail.	Citywide	Citywide	\$20

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
N/A	Low	O	North Clackamas Greenway Corridor Study	Study feasibility of corridor for multiuse path construction (possibly along Kellogg Creek).	Downtown	Clackamas Regional Center	\$50
Priority to be Determined							
<u>AS</u>	-	<u>C</u>	<u>Oak St/34th Ave Connection</u>	<u>Provide pedestrian/bicycle connection between Monroe St and 34th Ave (nearby residential neighborhood)</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AT</u>	-	<u>C</u>	<u>Northern Bike Connection</u>	<u>Provide a bicycle connection through the Murphy site north to 29th Ave</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AU</u>	-	<u>C</u>	<u>Crossing at Harrison St/31st Ave</u>	<u>Provide bicycle crossing across Harrison St between Campbell St and 31st Ave</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AV</u>	-	<u>C</u>	<u>Campbell St and Railroad Ave upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AW</u>	-	<u>C</u>	<u>Connection through Union Pacific Railroad property</u>	<u>Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-

Notes:

C = Capital Project

O = Operational Project

P = Policy Project

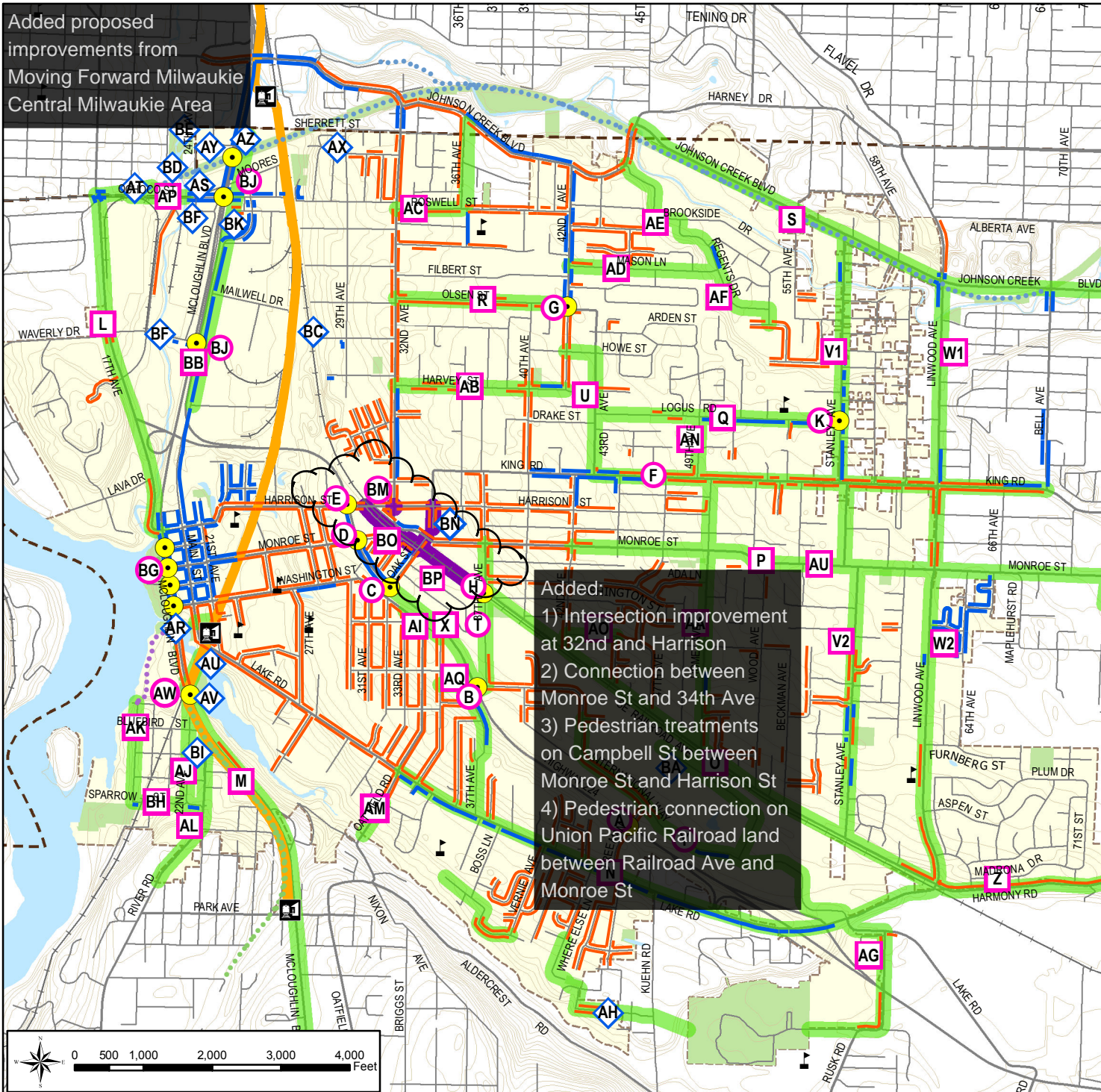
High = High priority

Med = Medium priority

Low = Low priority

TSAP = Tacoma Station Area Plan

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Added:
 1) Intersection improvement at 32nd and Harrison
 2) Connection between Monroe St and 34th Ave
 3) Pedestrian treatments on Campbell St between Monroe St and Harrison St
 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St



Transportation System Plan

FIGURE 1-2

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks		Proposed Improvement	
	< 5 ft width		Pedestrian Intersection Safety Improvement
	5 ft - 10 ft width		Pedestrian Facilities
	Kellogg Creek Trail		Central Milwaukie 2015 TSP Amendments
	Springwater Trail		
	Trolley Trail		
	Schools		County Line
	Major Roads		10' Contours
	Streets		Water
	Railroad		Parks
	City Limits		Light Rail Transit
	Light Rail Station		

PROPOSED PROJECTS

- Improve Intersection to Increase Pedestrian Safety**
- A** Freeman Way/HWY 224
 - B** 37th Ave/HWY 224
 - C** Oak St/HWY 224
 - D** Monroe St/HWY 224
 - E** Harrison St/HWY 224
 - F** King Rd improvements
 - G** Olsen St/42nd Ave
 - H** Railroad Ave/37th Ave
 - K** Stanley Ave/Logus Rd
 - AV** McLoughlin Blvd and 22nd Ave
 - BG** All McLoughlin crossings
 - BJ** McLoughlin and Ochoco/Milport
- Provide Pedestrian Facilities Where Not Currently Present**
 See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH
- Enhance Existing Pedestrian Connection**
- AI** Create ped connection from Rowe Middle School to North Clackamas Park
 - AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
 - AT** Complete Springwater Trail along Ochoco St
 - AU** Construct bike-ped overpass over Kellogg Creek
 - AV** Construct Kronberg Park Trail
 - AX** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AY** Improve connection from Springwater Corridor to Pendleton Site
 - AZ** Construct stairs to connect Springwater Corridor to LRT Station
 - BA** Establish bike-ped connection across Railroad Ave and tracks
 - BC** Establish bike-ped connection over railroad tracks and LRT
 - BD** Construct stairs from Springwater Corridor to McLoughlin Blvd
 - BE** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - BF** Improve bike-ped connection to neighborhoods west of station
 - BI** Establish bike-ped connection over McLoughlin at River Rd
 - BK** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Pedestrian Facilities in Central Milwaukie**
 See Table 5-1 for project descriptions BM, BN, BO, and BP

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukie 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A** Adams St/21st Ave/Railroad Crossing
- B** Johnson Creek Blvd/Springwater Trail
- C** Johnson Creek Blvd/Linwood Ave
- D** Linwood Ave/King Rd
- E** Linwood Ave/Monroe St
- F** Linwood Ave/Harmony Rd
- G** Washington St/Oak St/Hwy 224
- H** International Way/Lake Rd
- AF** McLoughlin and 22nd
- AP** McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

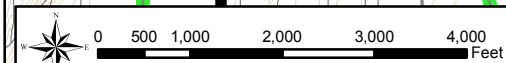
- U1** Install Neighborhood Greenway treatments at various locations
- V** Construct bicycle overpass from Railroad Ave to International Way
- W** Improve Springwater Trail paving
- X** Improve Kellogg Creek Trail
- Y** Install Trolley Trail signage
- Z** Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
- AB** Complete Springwater Trail along Ochoco St
- AC** Construct Kronberg Park Trail
- AD** Construct bike-ped overpass over Kellogg Creek
- AE** Construct pedestrian underpass under Hwy 99E at Kellogg Creek
- AG** Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH** Improve connection from Springwater Corridor to Pendleton Site
- AK** Establish bike-ped connection over railroad tracks and LRT
- AL** Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN** Improve bike-ped connection to neighborhoods west of station
- AO** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP** Establish bike-ped connection over McLoughlin at River Rd
- AR** Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukie

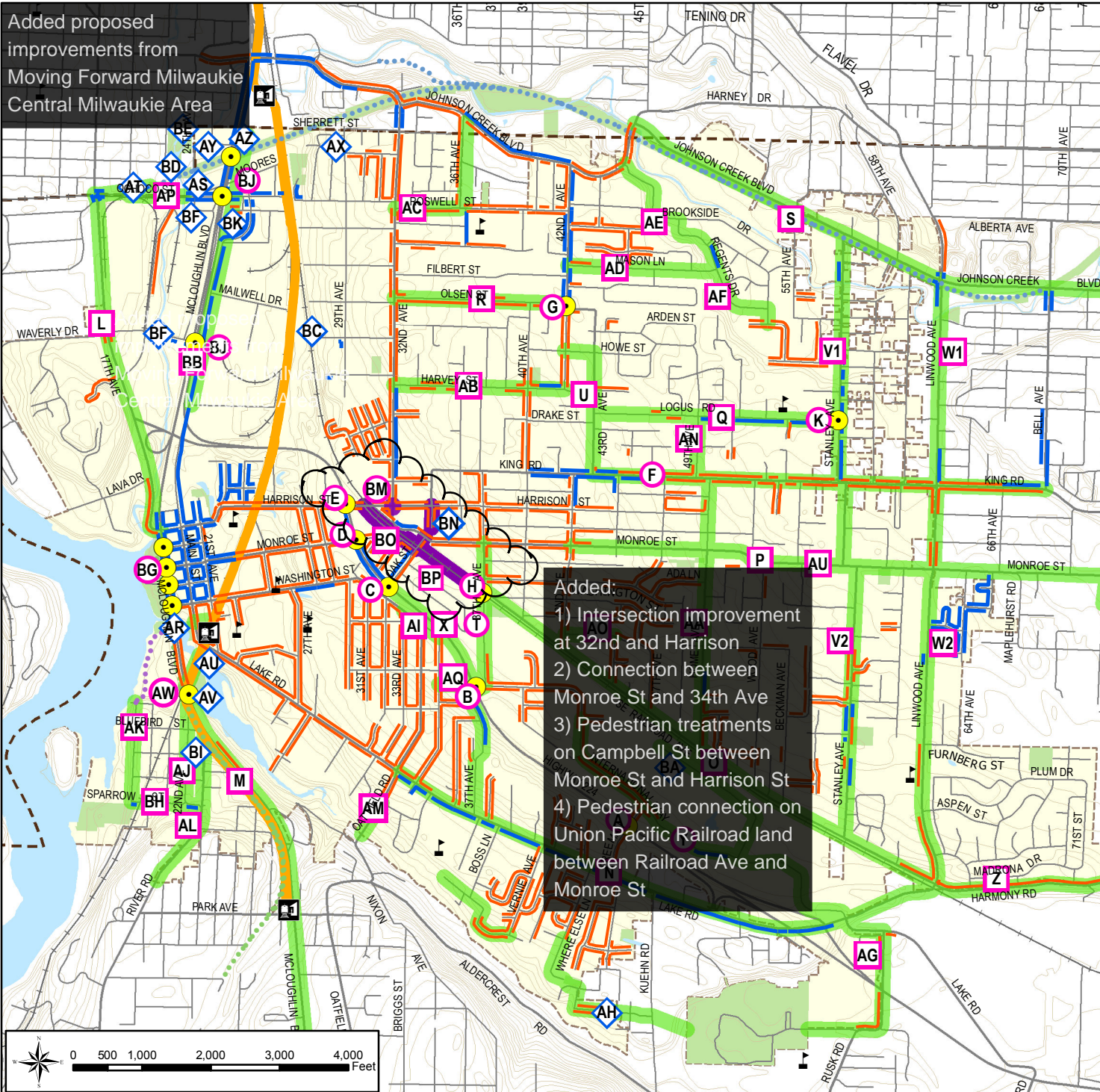
See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

Added:

- 1) Bicycle Connection through Murphy site north to 29th Ave
- 2) Connection between Monroe St and 34th Ave
- 3) Bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St
- 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St
- 5) Bicycle crossing across Harrison St between Campbell St and 31st Ave



Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Added:
 1) Intersection improvement at 32nd and Harrison
 2) Connection between Monroe St and 34th Ave
 3) Pedestrian treatments on Campbell St between Monroe St and Harrison St
 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St



Transportation System Plan

FIGURE 5-1a

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks		Proposed Improvement	
	< 5 ft width		Pedestrian Intersection Safety Improvement
	5 ft - 10 ft width		Pedestrian Facilities
	Kellogg Creek Trail		Central Milwaukie 2015 TSP Amendments
	Springwater Trail		
	Trolley Trail		
	Schools		County Line
	Major Roads		10' Contours
	Streets		Water
	Railroad		Parks
	City Limits		Light Rail Transit
	Light Rail Station		

PROPOSED PROJECTS

- Improve Intersection to Increase Pedestrian Safety**
- A** Freeman Way/HWY 224
 - B** 37th Ave/HWY 224
 - C** Oak St/HWY 224
 - D** Monroe St/HWY 224
 - E** Harrison St/HWY 224
 - F** King Rd improvements
 - G** Olsen St/42nd Ave
 - H** Railroad Ave/37th Ave
 - K** Stanley Ave/Logus Rd
 - AV** McLoughlin Blvd and 22nd Ave
 - BG** All McLoughlin crossings
 - BJ** McLoughlin and Ochoco/Milport
- Provide Pedestrian Facilities Where Not Currently Present**
 See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH
- Enhance Existing Pedestrian Connection**
- AI** Create ped connection from Rowe Middle School to North Clackamas Park
 - AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
 - AT** Complete Springwater Trail along Ochoco St
 - AU** Construct bike-ped overpass over Kellogg Creek
 - AV** Construct Kronberg Park Trail
 - AX** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AY** Improve connection from Springwater Corridor to Pendleton Site
 - AZ** Construct stairs to connect Springwater Corridor to LRT Station
 - BA** Establish bike-ped connection across Railroad Ave and tracks
 - BC** Establish bike-ped connection over railroad tracks and LRT
 - BD** Construct stairs from Springwater Corridor to McLoughlin Blvd
 - BE** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - BF** Improve bike-ped connection to neighborhoods west of station
 - BI** Establish bike-ped connection over McLoughlin at River Rd
 - BK** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Pedestrian Facilities in Central Milwaukie**
 See Table 5-1 for project descriptions BM, BN, BO, and BP

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities		Proposed Improvements	
	Shared Lane		Bicycle Intersection Safety Improvement
	Bicycle Lane		Bicycle Lanes
	Kellogg Creek Trail		Neighborhood Greenway
	Springwater Trail		Central Milwaukie 2015 TSP Amendments
	Trolley Trail		

	Schools		Railroad		City Limits
	Major Roads		County Line		Light Rail Station
	Streets		Water		Light Rail Transit
			Parks		

PROPOSED PROJECTS

- Improve Intersection to Increase Bicycle Safety**
- A Adams St/21st Ave/Railroad Crossing
 - B Johnson Creek Blvd/Springwater Trail
 - C Johnson Creek Blvd/Linwood Ave
 - D Linwood Ave/King Rd
 - E Linwood Ave/Monroe St
 - F Linwood Ave/Harmony Rd
 - G Washington St/Oak St/Hwy 224
 - H International Way/Lake Rd
 - AF McLoughlin and 22nd
 - AP McLoughlin/Ochoco/Milport

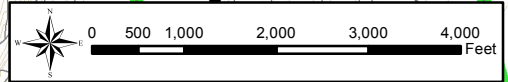
- Provide Bicycle Lanes Where not Currently Present**
See Table 6-2 for project descriptions B-R, AI, and AJ

- Enhance Existing Bicycle Connection**
- U1 Install Neighborhood Greenway treatments at various locations
 - V Construct bicycle overpass from Railroad Ave to International Way
 - W Improve Springwater Trail paving
 - X Improve Kellogg Creek Trail
 - Y Install Trolley Trail signage
 - Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
 - AB Complete Springwater Trail along Ochoco St
 - AC Construct Kronberg Park Trail
 - AD Construct bike-ped overpass over Kellogg Creek
 - AE Construct pedestrian underpass under Hwy 99E at Kellogg Creek
 - AG Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AH Improve connection from Springwater Corridor to Pendleton Site
 - AK Establish bike-ped connection over railroad tracks and LRT
 - AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
 - AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - AN Improve bike-ped connection to neighborhoods west of station
 - AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
 - AP Establish bike-ped connection over McLoughlin at River Rd
 - AR Establish bike-ped connection to McLoughlin at Stubb St

- Provide Improved Bicycle Facilities in Central Milwaukie**
See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

Added:

- 1) Bicycle Connection through Murphy site north to 29th Ave
- 2) Connection between Monroe St and 34th Ave
- 3) Bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St
- 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St
- 5) Bicycle crossing across Harrison St between Campbell St and 31st Ave



Clean Amendments Transportation System Plan (TSP)

Table 5-1 Pedestrian Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
High Priority Projects							
N/A	High	P	Study of Pedestrian Crossings on Hwy 224	Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37 th Ave, Freeman Way)	Harrison St	Freeman Way	\$50
A	High	C	Intersection Improvements at Hwy 224 and Freeman Way	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
B	High	C	Intersection Improvements at Hwy 224 and 37 th Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
C	High	C	Intersection Improvements at Hwy 224 and Oak St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
D	High	C	Intersection Improvements at Hwy 224 and Monroe St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
E	High	C	Intersection Improvements at Hwy 224 and Harrison St	Improve pedestrian crossing.	Location-specific	Location-specific	\$20

¹ See Figure 5-1.

² The projects in this table assume traditional sidewalks on both sides of the street. In some cases it may be appropriate to construct a nontraditional pedestrian facility on one side of the street. See Chapter 10 Street Design for more information on the City's approach to designing pedestrian facilities.

³ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
L	High	C	17 th Ave Improvements	Fill in sidewalk gaps on both sides of street; fill in gaps in existing bicycle network with bike lanes; and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E.	Ochoco St	McLoughlin Blvd	\$1,000
O	High	C	Railroad Ave Capacity Improvements	Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side.	37 th Ave	Harmony Rd	\$1,800
P	High	C	Monroe St Neighborhood Greenway	Fill in sidewalk gaps on both sides of street.	42 nd Ave	City limit	\$1,800
U	High	C	43 rd Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Howe St/42 nd Ave	King Rd/43 rd Ave	\$600
V1	High	C	Stanley Ave Neighborhood Greenway (north)	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	King Rd	\$1,900
V2	High	C	Stanley Ave Neighborhood Greenway (south)	Fill in sidewalk gaps on both sides of street.	King Rd	Railroad Ave	\$2,800
W2	High	C	Linwood Ave Sidewalks (south)	Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project).	King Rd	Railroad Ave	\$2,150
Y	High	C	International Way Sidewalks	Fill in sidewalk gaps on both sides of street.	Criterion Ct	Lake Rd	\$840
Z	High	C	Harmony Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Linwood Ave	City limits	\$40
AL	High	C	River Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	City limits	\$690
AR	High	C	Kellogg Creek Dam Removal and Hwy 99E Underpass	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	Location-specific	Location-specific	\$9,900
AU	High	C	Kellogg Creek Bike/Ped Bridge	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	Lake Rd	Kronberg Park	\$2,500
AV	High	C	Kronberg Park Trail	Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E.	Kellogg Creek Bridge	River Rd	\$300

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
AW	High	C	Intersection Improvements at McLoughlin Blvd and 22 nd Ave	Improve safety of Trolley Trail crossing at 22 nd Ave.	Location-specific	Location-specific	\$200
AX	High	C	Improved Connection to Springwater Trail at 29 th Ave and Sherrett St	Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP)	Location-specific	Location-specific	\$20
AY	High	C	Improved Connection from Springwater Trail to Pendleton Site (Ramps)	Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$630
AY	High	C	Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing)	Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$100
AZ	High	C	Improved Connection from Springwater Trail to Tacoma Station	Construct stairs to connect Springwater Trail to Tacoma station. (TSAP)	Location-specific	Location-specific	\$80
BL	High	C	Adams St Connector	Construct pedestrian- and bicycle-only facility on Adams St between 21 st Ave and Main St	21 st Ave	Main St	\$450
N/A	High	C	Intersection Curb Ramp Improvements	Install curb ramps at all intersections with sidewalks (approximately 700 intersections).	Citywide	Citywide	\$3,500
Medium Priority Projects							
F	Med	C	King Rd Blvd Treatments	Install street boulevard treatments: widen sidewalks and improve multiple crossings.	43 rd Ave	Linwood Ave	\$550
M	Med	C	McLoughlin Blvd Sidewalks	Fill in sidewalk gaps on both sides of street.	Washington St	Southern city limits	\$650
N	Med	C	Lake Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Where Else Ln	Hwy 224	\$2,200
Q	Med	C	Logus Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	43 rd Ave	49 th Ave	\$850
T	Med	C	37 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	Harrison St	\$870
AE	Med	C	Brookside Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Regents Dr	\$20
AT	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 th Ave	19 th Ave	\$90

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
BA	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200
BB	Med	C	Bicycle/Pedestrian Improvements to Main St	Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP)	Hanna Harvester Dr	Tacoma station	\$2,900
BC	Med	C	Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area	Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP)	Olsen St & Kelvin St	Mailwell Dr	\$4,000
BD	Med	C	Improved Connection from Springwater Trail to McLoughlin Blvd	Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP)	Location-specific	Location-specific	\$500
BE	Med	C	Bicycle/Pedestrian Connection over Johnson Creek	Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
BF	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	C	Downtown Streetscape Improvements	Install sidewalk bulbouts, lighting, and pedestrian amenities.	Downtown	Downtown	\$7,300 ⁴
N/A	Med	O	Pedestrian Walkway Amenities	Install amenities, such as benches, along key walking routes.	Citywide	Citywide	\$60
Low Priority Projects							
G	Low	C	Intersection Improvements at Olsen St and 42 nd Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
H	Low	C	Intersection Improvements at Railroad and 37 th Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$10

⁴ Estimated \$500,000 per block face.

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
K	Low	C	Intersection Improvements at Stanley Ave and Logus Rd	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
R	Low	C	Olsen St Sidewalks	Fill in sidewalk gaps on north side of street.	32 nd Ave	42 nd Ave	\$470
S	Low	C	Johnson Creek Blvd Sidewalks	Fill in sidewalk gaps on both sides of street.	Harney St	City limits	\$410
W1	Low	C	Linwood Ave Sidewalks (north)	Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project).	Johnson Creek Blvd	King Rd	1,050
X	Low	C	Hwy 224 Sidewalks	Fill in sidewalk gaps on both sides of street.	Oak St	37 th Ave	\$460
AA	Low	C	Home Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Railroad Ave	King Rd	\$830
AB	Low	C	Harvey St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	42 nd Ave	\$590
AC	Low	C	Roswell St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	36 th Ave	\$210
AD	Low	C	Mason Lane Sidewalks	Fill in sidewalk gaps on both sides of street.	42 nd Ave	Regents Dr	\$740
AF	Low	C	Regents Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Brookside Dr	Winsor Dr	\$540
AG	Low	C	Rusk Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	North Clackamas Park	\$730
AH	Low	C	Pedestrian Connection to North Clackamas Park	Create pedestrian connection between the school and the park.	Rowe Middle School	North Clackamas Park	\$1,400
AI	Low	C	Washington St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	35 th Ave	\$130
AJ	Low	C	22 nd Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	Sparrow St	\$360
AK	Low	C	19 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Kellogg Creek Trail	Sparrow St	\$330
AM	Low	C	Oatfield Rd Sidewalks	Fill in sidewalk gaps on both sides of street.	Guilford Ct	City limits	\$150
AN	Low	C	49 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Logus Rd	King Rd	\$270
AO	Low	C	Franklin St Sidewalks	Install sidewalks on both sides of street to connect to Campbell Elementary School.	42 nd Ave	45 th Ave	\$220
AP	Low	C	Ochoco St Sidewalks	Construct sidewalks on Ochoco St to connect bus stops to Goodwill.	19 th Ave	McLoughlin Blvd	\$1,300
AQ	Low	C	Edison St Sidewalks	Fill in sidewalk gaps on both sides of street.	35 th Ave	37 th Ave	\$130

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
AY	Low	C	Improved Connection from Springwater Trail to Pendleton Site (Tunnel)	Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$1,200
BG	Low	C	Intersection Improvement at all Crossings of McLoughlin Blvd	Improve all existing crossings of McLoughlin Blvd (e.g., extended time for crossing, signage). (ODOT to do.)	Location-specific	Location-specific	—
BH	Low	C	Bike/Ped Path on Sparrow St	Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail	River Rd	Trolley Trail	\$350
BI	Low	C	Bike/Ped Overpass over McLoughlin Blvd at River Rd	Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd.	Kronberg Park	River Rd	\$2,500
BJ	Low	C	Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd	Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP)	Location-specific	Location-specific	\$8,320
BK	Low	C	Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St	Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP)	Location-specific	Location-specific	\$20
N/A	Low	O	Pedestrian Walkway Signage	Provide maps and wayfinding signage on streets that identify ways to get around the city.	Citywide	Citywide	\$10
Priority to be Determined							
BM	-	C	Harrison/32 nd Ave Intersection	Open the currently closed pedestrian crosswalk on the west leg of the intersection	Location-specific	Location-specific	-
BN	-	C	Oak St/34 th Ave Connection	Provide pedestrian/bicycle connection between Monroe St and 34 th Ave (nearby residential neighborhood)	Location-specific	Location-specific	-
BO	-	C	Campbell St and Railroad Ave upgrades	Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St	Location-specific	Location-specific	-
BP	-	C	Connection through Union Pacific Railroad property	Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St	Location-specific	Location-specific	-

Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan

Table 6-2 Bicycle Master Plan Projects

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
High Priority Projects							
E	High	C	Intersection Improvements at Linwood Ave and Monroe St	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
G	High	C	Hwy 224 Crossing Improvements at Oak and Washington St	Improve intersection crossing safety for bicyclists at Washington St and Oak St.	Location-specific	Location-specific	\$10
J	High	C	Lake Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Main St	Guilford Dr	\$3,400
N	High	C	Railroad Ave Capacity Improvements	Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities.	37 th Ave	Linwood Ave	\$4,800
U1	High	C	Monroe St Neighborhood Greenway (downtown)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	21 st Ave	Hwy 224	\$85
U2	High	C	Monroe St Neighborhood Greenway (central)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Hwy 224	42 nd Ave	\$80
U3	High	C	Monroe St Neighborhood Greenway (east)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	42 nd Ave	Linwood Ave	\$165
U4	High	C	29 th /Harvey/40 th Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	Monroe St	\$220
U5	High	C	Stanley Ave Neighborhood Greenway (north)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	King Rd	\$135
U6	High	C	Stanley Ave Neighborhood Greenway (south)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	King Rd	Railroad Ave	195
Z	High	C	17 th Ave Improvements	Fill in sidewalk gaps on both sides of street, fill in gaps in existing bicycle network with bike lanes, and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E.	Ochoco St	McLoughlin Blvd	\$1,000

⁵ See Figure 6-3a.

⁶ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
AC	High	C	Kronberg Park Trail	Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E.	Kellogg Creek Bridge	River Rd	\$300
AD	High	C	Kellogg Creek Bike/Ped Bridge	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	Lake Rd	Kronberg Park	\$2,500
AE	High	C	Kellogg Creek Dam Removal and Hwy 99E Underpass	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	Location-specific	Location-specific	\$9,900
AF	High	C	Intersection Improvements at McLoughlin Blvd and 22 nd Ave	Improve safety of Trolley Trail crossing at 22 nd Ave.	Location-specific	Location-specific	\$200
AG	High	C	Improved Connection to Springwater Trail at 29 th Ave and Sherrett St	Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP)	Location-specific	Location-specific	\$20
AH	High	C	Improved Connection from Springwater Trail to Pendleton Site (Ramps)	Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$630
AH	High	C	Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing)	Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$100
N/A	High	O	Bike Lane Maintenance	Sweep bike lanes to remove debris.	Citywide	Citywide	\$1,200
N/A	High	O	Bicycle-friendly Street Grates	Install bicycle-friendly street grates.	Citywide	Citywide	\$60
Medium Priority Projects							
I	Med	C	Harrison St Bike Lanes	Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project).	Hwy 99E	21 st Ave	\$300
K	Med	C	Oatfield Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Guilford Ct	Lake Rd	\$380
U7	Med	C	19 th and Sparrow Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd.	Eagle St	River Rd	\$800
V	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
AB	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 th Ave	19 th Ave	\$90
AI	Med	C	International Way Bicycle Facilities	Construct bike lanes or other bike facilities.	37 th Ave	Lake Rd	\$400
AJ	Med	C	Bicycle/Pedestrian Improvements to Main St	Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP)	Hanna Harvester Dr	Tacoma station	\$2,900
AK	Med	C	Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area	Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP)	Olsen St & Kelvin St	Mailwell Dr	\$4,000
AL	Med	C	Improved Connection from Springwater Trail to McLoughlin Blvd	Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP)	Location-specific	Location-specific	\$500
AM	Med	C	Bicycle/Pedestrian Connection over Johnson Creek	Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
AN	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	O	Bicyclist Education	Promote bicycling through bike use and route selection education.	Citywide	Citywide	\$10
N/A	Med	O	Community Bicycle Rides	Support community bike rides to encourage bike use.	Citywide	Citywide	\$5
Low Priority Projects							
B	Low	C	Springwater Trail Intersection Improvements at 45 th Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
C	Low	C	Intersection Improvements at Johnson Creek Blvd and Linwood Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
D	Low	C	Intersection Improvements at Linwood Ave and King Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
H	Low	C	Intersection Improvements at International Way and Lake Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
L	Low	C	Harrison St Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Hwy 224	42 nd Ave	\$10
M	Low	C	37 th Ave Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Harrison St	Hwy 224	\$3,200
O	Low	C	43 rd Ave Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	King Rd	Filbert St	\$1,100
P	Low	C	Linwood Ave Bike Lanes (north)	Fill in gaps in existing bicycle network with bike lanes.	Queen Rd	Johnson Creek Blvd	\$1,900
Q	Low	C	Linwood Ave Bike Lanes (south)	Fill in gaps in existing bicycle network with bike lanes.	Juniper St	Harmony Rd	\$320
R	Low	C	Rusk Rd Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Lake Rd	North Clackamas Park	\$1,000
X	Low	C	Kellogg Creek Trail Improvements	Resurface trail and provide wayfinding signage to/from trail.	Milwaukie Riverfront	Treatment Plant	\$680
AH	Low	C	Improved Connection from Springwater Trail to Pendleton Site (Tunnel)	Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP)	Location-specific	Location-specific	\$1,200
AO	Low	C	Bike/Ped Path on Sparrow St	Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail	River Rd	Trolley Trail	\$350
AP	Low	C	Bike/Ped Overpass over McLoughlin Blvd at River Rd	Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd.	Kronberg Park	River Rd	\$2,500
AQ	Low	C	Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd	Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP)	Location-specific	Location-specific	\$8,320
AR	Low	C	Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St	Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP)	Location-specific	Location-specific	\$20
N/A	Low	O	Milwaukie Bike Map	Produce a Milwaukie Bike Map.	Citywide	Citywide	\$60
N/A	Low	O	Police Enforcement on Drivers	Enforce laws related to bike lanes and bicycle safety.	Citywide	Citywide	\$10
N/A	Low	O	Bike Lane Striping	Restripe existing bike lanes and stripe bike lanes on streets where buses and bicyclists share the road.	Citywide	Citywide	\$20
N/A	Low	C	Springwater Trail Signage	Install wayfinding signage for Springwater Trail.	Citywide	Citywide	\$20

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
N/A	Low	O	North Clackamas Greenway Corridor Study	Study feasibility of corridor for multiuse path construction (possibly along Kellogg Creek).	Downtown	Clackamas Regional Center	\$50
Priority to be Determined							
AS	-	C	Oak St/34 th Ave Connection	Provide pedestrian/bicycle connection between Monroe St and 34 th Ave (nearby residential neighborhood)	Location-specific	Location-specific	-
AT	-	C	Northern Bike Connection	Provide a bicycle connection through the Murphy site north to 29 th Ave	Location-specific	Location-specific	-
AU	-	C	Crossing at Harrison St/31 st Ave	Provide bicycle crossing across Harrison St between Campbell St and 31 st Ave	Location-specific	Location-specific	-
AV	-	C	Campbell St and Railroad Ave upgrades	Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St	Location-specific	Location-specific	-
AW	-	C	Connection through Union Pacific Railroad property	Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St	Location-specific	Location-specific	-

Notes:

C = Capital Project

O = Operational Project

P = Policy Project

High = High priority

Med = Medium priority

Low = Low priority

TSAP = Tacoma Station Area Plan



Transportation System Plan

FIGURE 1-2

PEDESTRIAN MASTER PLAN

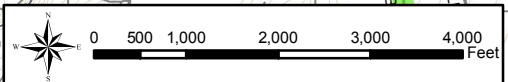
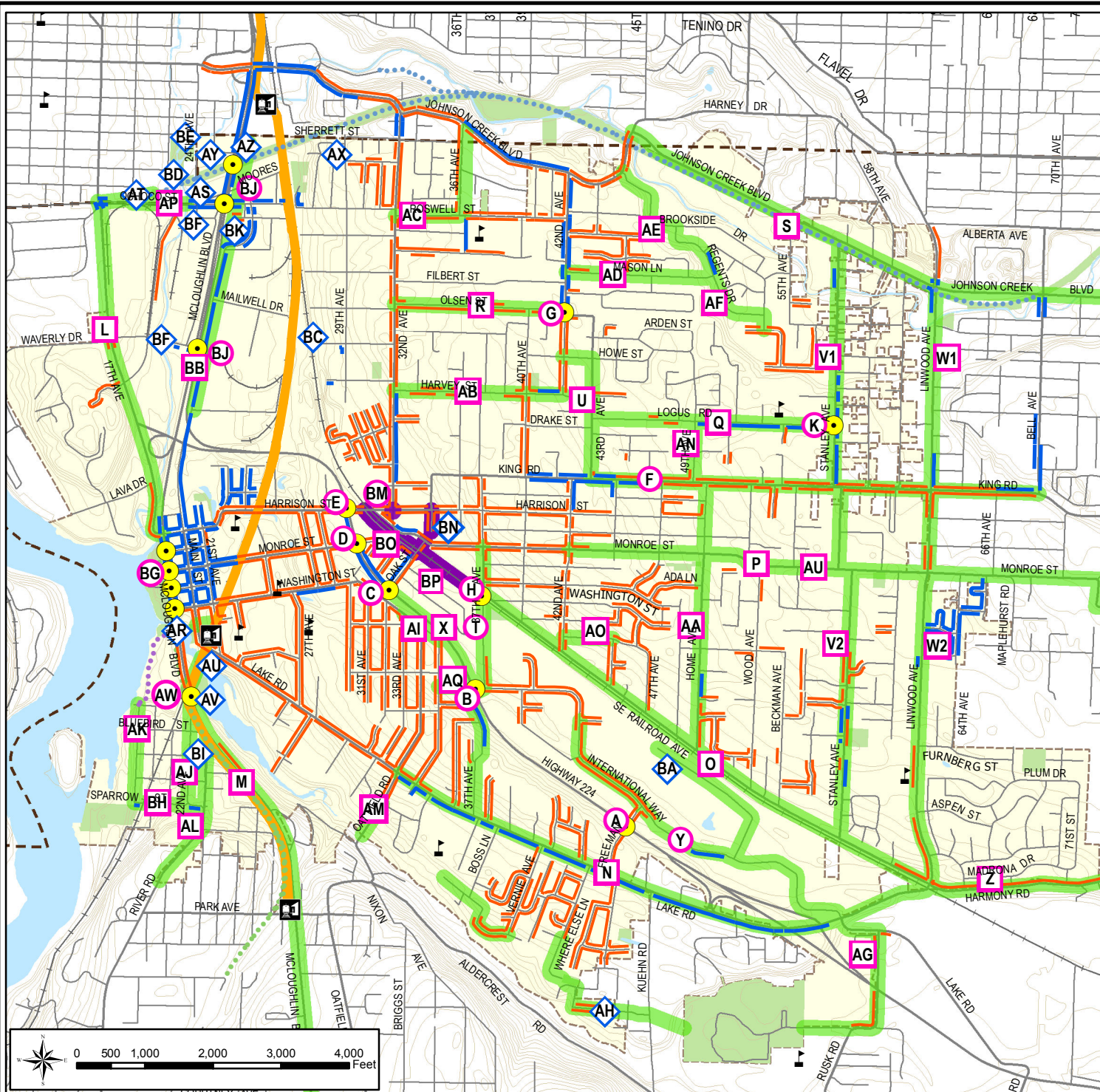
April 2015

LEGEND

Existing Sidewalks	Proposed Improvement
< 5 ft width	Pedestrian Intersection Safety Improvement
5 ft - 10 ft width	Pedestrian Facilities
Kellogg Creek Trail	Central Milwaukee 2015 TSP Amendments
Springwater Trail	Light Rail Station
Trolley Trail	City Limits
Schools	County Line
Major Roads	10' Contours
Streets	Water
Railroad	Parks
	Light Rail Transit

PROPOSED PROJECTS

- Improve Intersection to Increase Pedestrian Safety**
- A** Freeman Way/HWY 224
 - B** 37th Ave/HWY 224
 - C** Oak St/HWY 224
 - D** Monroe St/HWY 224
 - E** Harrison St/HWY 224
 - F** King Rd improvements
 - G** Olsen St/42nd Ave
 - H** Railroad Ave/37th Ave
 - K** Stanley Ave/Logus Rd
 - AW** McLoughlin Blvd and 22nd Ave
 - BG** All McLoughlin crossings
 - BJ** McLoughlin and Ochocho/Milport
- Provide Pedestrian Facilities Where Not Currently Present**
See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH
- Enhance Existing Pedestrian Connection**
- AI** Create ped connection from Rowe Middle School to North Clackamas Park
 - AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
 - AT** Complete Springwater Trail along Ochocho St
 - AU** Construct bike-ped overpass over Kellogg Creek
 - AV** Construct Kronberg Park Trail
 - AX** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AY** Improve connection from Springwater Corridor to Pendleton Site
 - AZ** Construct stairs to connect Springwater Corridor to LRT Station
 - BA** Establish bike-ped connection across Railroad Ave and tracks
 - BC** Establish bike-ped connection over railroad tracks and LRT
 - BD** Construct stairs from Springwater Corridor to McLoughlin Blvd
 - BE** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - BF** Improve bike-ped connection to neighborhoods west of station
 - BI** Establish bike-ped connection over McLoughlin at River Rd
 - BK** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Pedestrian Facilities in Central Milwaukee**
See Table 5-1 for project descriptions BM, BN, BO, and BP



Original Map Created by DKS Associates in 2007, Amended by the City of Milwaukee in 2013 and 2015

WS157



Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
- AP McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- U1 Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AK Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AS, AT, AU, AV, and AW





Transportation System Plan

FIGURE 5-1a

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks		Proposed Improvement	
	< 5 ft width		Pedestrian Intersection Safety Improvement
	5 ft - 10 ft width		Pedestrian Facilities
	Kellogg Creek Trail		Central Milwaukie 2015 TSP Amendments
	Springwater Trail		
	Trolley Trail		
	Schools		County Line
	Major Roads		City Limits
	Streets		Light Rail Transit
	Railroad		Water
			Parks
			Light Rail Station

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

- A** Freeman Way/HWY 224
- B** 37th Ave/HWY 224
- C** Oak St/HWY 224
- D** Monroe St/HWY 224
- E** Harrison St/HWY 224
- F** King Rd improvements
- G** Olsen St/42nd Ave
- H** Railroad Ave/37th Ave
- K** Stanley Ave/Logus Rd
- AW** McLoughlin Blvd and 22nd Ave
- BG** All McLoughlin crossings
- BJ** McLoughlin and Ochoco/Milport

Provide Pedestrian Facilities Where Not Currently Present

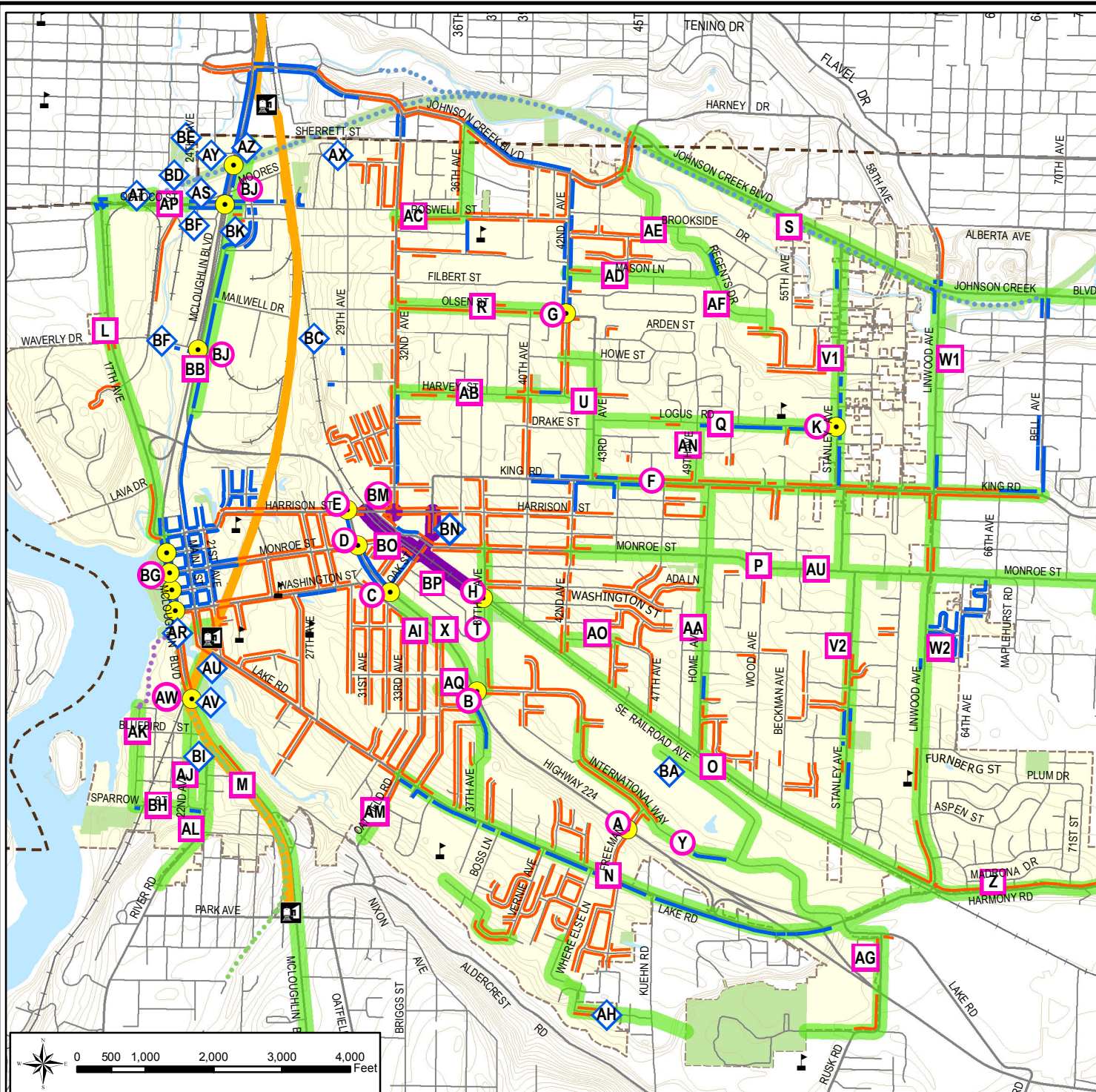
See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH

Enhance Existing Pedestrian Connection

- AI** Create ped connection from Rowe Middle School to North Clackamas Park
- AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AT** Complete Springwater Trail along Ochoco St
- AU** Construct bike-ped overpass over Kellogg Creek
- AV** Construct Kronberg Park Trail
- AX** Pave connection to Springwater Trail at 29th Ave and Sherrett
- AY** Improve connection from Springwater Corridor to Pendleton Site
- AZ** Construct stairs to connect Springwater Corridor to LRT Station
- BA** Establish bike-ped connection across Railroad Ave and tracks
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- BD** Construct stairs from Springwater Corridor to McLoughlin Blvd
- BE** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- BF** Improve bike-ped connection to neighborhoods west of station
- BI** Establish bike-ped connection over McLoughlin at River Rd
- BK** Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Pedestrian Facilities in Central Milwaukie

See Table 5-1 for project descriptions BM, BN, BO, and BP



Original Map Created by DKS Associates in 2007, Amended by the City of Milwaukie in 2013 and 2015



Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
- AP McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- U1 Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AK Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AS, AT, AU, AV, and AW



Underline/Strikeout Amendments

Title 14 Signs

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 14.04 GENERAL PROVISIONS

14.04.030 DEFINITIONS

The following words and phrases where used in this title shall, for the purposes of this title, have the meanings respectively ascribed to them in this section:

"Downtown zones" means the DMU, Downtown Mixed Use, and OS, Open Space, Zones, as defined in the Zoning Ordinance.

"Other commercial zones" means the C-L, Limited Commercial; DMU, Downtown Mixed Use; C-CS, Community Shopping Commercial; GMU, General Mixed Use; and C-G, General Commercial, Zones, as defined in the Zoning Ordinance.

~~"Residential-office-commercial zones"~~ "Residential-Business Office Zone" means the ~~R-O-C~~ and R-1-B Zones, as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.020 ~~RESIDENTIAL-OFFICE-COMMERCIAL-RESIDENTIAL-BUSINESS OFFICE ZONE~~

No sign shall be installed or maintained in an ~~R-O-C~~ or R-1-B Zone, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.020.

Table 14.16.020
Standards for Signs in ~~Residential-Office-Commercial~~ Residential-Business Office
Zones ~~R-O-C~~ or R-1-B

14.16.040 COMMERCIAL ZONES

No sign shall be installed or maintained in the C-L, ~~C-G~~, and C-CS, and GMU Zones, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.040.

Table 14.16.040
Standards for Signs in Commercial Zones C-L, ~~C-G~~, and C-CS, and GMU

Zoning Ordinance

The proposed amendments incorporate the recent zoning code text amendments for **Medical Marijuana Facilities**, which were adopted by City Council on April 7, 2015, and which will become effective on May 1, 2015.

Additionally, these amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.

CHAPTER 19.100 INTRODUCTORY PROVISIONS

19.107 ZONING

19.107.1 Zone Classifications

For the purposes of this title, the following base zones and overlay zones are established in the City per Table 19.107.1:

Table 19.107.1 Classification of Zones	
Zone Description	Abbreviated Description
Base Zones	
Residential	R-10
Residential	R-7
Residential	R-5
Residential	R-3
Residential	R-2.5
Residential	R-2
Residential	R-1
Residential-Business Office	R-1-B
Residential-Office-Commercial	R-O-C
Downtown Mixed Use	DMU
Open Space	OS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
Planned Development	PD
Tacoma Station Area Manufacturing	M-TSA
General Mixed Use	<u>GMU</u>
Overlay Zones	
Willamette Greenway	WG
Historic Preservation	HP
Mixed Use	MU

Flex Space	FS
Aircraft Landing Facility	L-F
Tacoma Station Area	TSA

CHAPTER 19.300 BASE ZONES

~~19.303 RESIDENTIAL-OFFICE-COMMERCIAL ZONE R-O-C~~

~~In an R-O-C Zone the following regulations shall apply:~~

~~19.303.1 Uses Permitted Outright~~

~~In an R-O-C Zone the following uses and their accessory uses are permitted outright:~~

- ~~A. Single-family detached dwelling;~~
- ~~B. Duplex;~~
- ~~C. Residential home;~~
- ~~D. Multifamily development;~~
- ~~E. Congregate housing facility;~~
- ~~F. Senior and retirement housing;~~
- ~~G. Offices;~~
- ~~H. Retail trade establishment such as a food store, drugstore, gift shop, hardware store selling primarily from a shelf-goods inventory;~~
- ~~I. Personal service business such as a barber shop, tailor shop, or laundry and dry cleaning pickup station;~~
- ~~J. Funeral home;~~
- ~~K. Commercial recreation and motion picture theater;~~
- ~~L. Eating establishment;~~
- ~~M. Hotel or motel;~~
- ~~N. Parking facility;~~
- ~~O. Repair, maintenance, or service of the type of goods to be found in any permitted retail trade establishment;~~
- ~~P. Financial institution;~~
- ~~Q. Trade or commercial school;~~
- ~~R. Department or furniture store;~~
- ~~S. Medical marijuana facilities subject to the standards of Subsection 19.303.3.N;~~
- ~~T. Any other use similar to the above and not listed elsewhere.~~

~~19.303.2 Conditional Uses Permitted~~

~~In an R-O-C Zone the following conditional uses and their accessory uses are permitted subject to the provisions of Section 19.905:~~

- ~~A. Boarding, lodging, or rooming house;~~
- ~~B. Any other use similar to the above and not listed elsewhere.~~

~~19.303.3 Standards~~

~~In an R-O-C Zone the following standards shall apply:~~

- A. ~~Lot size. Lot area shall be at least 5,000 sq ft. Lot area for the first dwelling unit shall be at least 5,000 sq ft and for dwelling units over 1 there shall be not less than an average of 1,400 sq ft. Lot width shall be at least 50 ft. Lot depth shall be at least 80 ft.~~
- B. ~~Front yard. A front yard shall be at least 15 ft.~~
- C. ~~Side yard. A side yard shall be at least 5 ft, and there shall be additional 1 ft of side yard for each 3 ft of height over 2 stories or 25 ft, whichever is less, except on corner lots a side yard shall be at least 15 ft on the side abutting the street.~~
- D. ~~Rear yard. A rear yard shall be at least 15 ft.~~
- E. ~~Off-street parking and loading. As specified in Chapter 19.600.~~
- F. ~~Height restriction. Maximum height of a structure shall be 3 stories or 45 ft, whichever is less. 1 additional story may be permitted in excess of the required maximum standard. For each additional story, an additional 10% of site area beyond the minimum is required to be retained in vegetation.~~
- G. ~~Use restrictions. Authorized commercial uses are permitted on the ground floor only. Office uses are permitted on the ground level and first floor. At least 50% of the floor area within a project shall be used for residential purposes.~~
- H. ~~Lot coverage. Maximum area that may be covered by the principal structure and accessory buildings shall not exceed 50% of the total area of the lot.~~
- I. ~~Minimum vegetation. Minimum area that must be left or planted in trees, grass, shrubs, barkdust for planting beds, etc., shall be 15% of the total area of the lot.~~
- J. ~~Frontage requirements. Every lot shall abut a public street other than an alley for at least 35 ft, except as provided in the Land Division Ordinance.~~
- K. ~~Transition area. A transition area shall be maintained according to Subsection 19.504.6.~~
- L. ~~Minimum and maximum density. Residential densities for subdivision, planned development, mixed use development, and other proposals reviewed by the Planning Commission, pursuant to Section 19.1006 Type III Review, shall be at least 25 and not more than 32 dwelling units per net acre.~~
- M. ~~Transportation requirements and standards. As specified in Chapter 19.700.~~
- N. ~~Medical marijuana facilities shall meet the following standards:
 - 1. ~~As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.~~
 - 2. ~~A medical marijuana facility shall not be colocated with another business.~~
 - 3. ~~Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.~~
 - 4. ~~The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.~~~~

19.303.4 Prohibited Uses

~~The following uses and their accessory uses are prohibited: Adult entertainment business.~~

19.303 GENERAL MIXED USE ZONE GMU

19.303.1 Purpose

The General Mixed Use Zone is intended to recognize the importance of Central Milwaukie as a primary commercial center and promote a mix of uses that will support a lively and economically robust district. It is also intended to ensure high quality urban development that is pedestrian-friendly and complementary to the surrounding area.

19.303.2 Uses

A. Permitted Uses

Uses allowed outright in the GMU zone are listed in Table 19.303.2 with a "P." These uses are allowed if they comply with the development and design standards and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.303.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905.

C. Nonconforming Uses, Structures, and Development

Existing structures and uses that do not meet the standards for the GMU zone may continue in existence. Alteration or expansion of a nonconforming use, structure or development that brings the use, structure or development closer to compliance may be allowed through Development Review pursuant to Section 19.906. Alteration or expansion of a nonconforming use or structure that does not bring the use or structure closer to compliance may be allowed through a Type III Variance pursuant to Section 19.911. Except where otherwise stated in this section, the provisions of Chapter 19.800 Nonconforming Uses and Development apply.

D. Prohibited Uses

Uses not listed in Table 19.303.2, and not considered accessory or similar pursuant to (E) and (F) below, are prohibited.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. For the purposes of this section, drive-through facilities are considered an accessory use and must conform to Section 19.606.3.

F. Similar Uses

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to an example use listed in Table 19.303.2. The unlisted use shall be subject to the standards applicable to the similar example use.

Table 19.303.2 General Mixed Use Zone Uses		
<u>Uses and Use Categories</u>	<u>GMU</u>	<u>Standards/Additional Provisions</u>
<u>Residential</u>		
<u>Rowhouse</u> ¹	<u>P</u>	<u>Subsection 19.505.5 Rowhouses</u>
<u>Multifamily</u>	<u>P</u>	<u>Subsection 19.505.3 Multifamily Housing</u>
<u>Mixed use</u>	<u>P</u>	
<u>Live/work units</u>	<u>P</u>	<u>Subsection 19.505.6 Live/Work Units</u>
<u>Senior and retirement housing</u>	<u>P</u>	<u>Subsection 19.505.3 Multifamily Housing</u>
<u>Commercial</u>		
<p><u>General office.</u> <u>General office means professional, executive, management, or administrative offices of firms or organizations.</u></p> <p><u>Examples include: professional services such as lawyers, architects or accountants; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; sales offices; government offices and public utility offices; and medical and dental clinics.</u></p>	<u>P</u>	
<p><u>Eating and drinking establishments.</u> <u>Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away.</u></p> <p><u>Examples include: restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, and espresso bars.</u></p>	<u>P</u>	
<p><u>Indoor recreation.</u> <u>Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature.</u></p> <p><u>Examples include: gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters.</u></p>	<u>P</u>	

Proposed Code Amendment

<p><u>Retail-oriented sales.</u> Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</p> <p><u>Examples include: stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include car sales and other auto-oriented retail uses.</u></p>	<p><u>P</u></p>	
<p><u>Personal service oriented.</u> Personal service oriented firms are involved in providing consumer services.</p> <p><u>Examples include: hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.</u></p>	<p><u>P</u></p>	
<p><u>Repair-oriented.</u>² Repair-oriented uses are establishments providing product repair of consumer and business goods.</p> <p><u>Examples include: repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, office equipment, tailors and seamstresses, shoe repair, locksmiths, upholsterers, and some automobile and boat service and repair.</u></p>	<p><u>P</u></p>	
<p><u>Day care.</u>³ Day Care is the provision of regular child care, with or without compensation, to four or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all state requirements.</p> <p><u>Examples include: nursery schools, before-and-after school care facilities, and child development centers.</u></p>	<p><u>P</u></p>	
<p><u>Commercial lodging.</u> Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month.</p> <p><u>Examples include: hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</u></p>	<p><u>P</u></p>	

<p><u>Boarding, lodging, or rooming house.</u> <u>Generally means a private home where lodgers rent one or more rooms for one or more nights, and sometimes for extended periods of weeks, months, and years. The common parts of the house are maintained, and some services, such as laundry and cleaning, may be supplied.</u> <u>Examples include: Boarding house and cooperative housing</u></p>	<p><u>CU</u></p>	<p><u>Section 19.905</u> Conditional Uses</p>
<p><u>Commercial parking facility.</u> <u>Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Commercial Parking facility.</u> <u>Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.</u></p>	<p><u>CU</u></p>	<p><u>Section 19.611</u> Parking Structures</p>
<p><u>Medical marijuana facility.</u> <u>Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</u></p>	<p><u>P</u></p>	<p><u>Subsection 19.303.6</u> Standards for Medical Marijuana Facilities</p>
<p><u>Manufacturing and Production</u></p>		
<p><u>Manufacturing and production.</u>⁴ <u>Uses are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used.</u> <u>Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.</u></p>	<p><u>P</u></p>	
<p><u>Institutional</u></p>		
<p>Community service uses</p>	<p><u>CSU</u></p>	<p><u>Section 19.904</u> Community Service Uses</p>

Proposed Code Amendment

P = Permitted.

CSU = Permitted with Community Service Use approval subject to provisions of Section 19.904. Type III review required to establish a new CSU or for major modification of an existing CSU. Type I review required for a minor modification of an existing CSU.

CU = Permitted with conditional use approval subject to the provisions of Section 19.905. Type III review required to establish a new CU or for major modification of an existing CU. Type I review required for a minor modification of an existing CU.

1. The limit of 4 consecutive row houses established in 19.505.5 does not apply in the GMU zone. In the GMU zone, there is no limit on the number of consecutive row houses.
2. Repair oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
3. Day care and childcare uses are limited to 5,000 sq. ft.
4. Manufacturing and production uses are limited to 5,000 sq ft in floor area per use on the ground floor and are only permitted when associated with, and accessory to, a related retail oriented sales or eating/drinking establishment use. For purposes of this subsection, manufacturing and production involve goods that are sold or distributed beyond or outside of the associated on-site eating or drinking establishment or retail trade use. For example, a brewing facility that distributes or sells its products elsewhere would be considered a manufacturing and production use, while a restaurant kitchen that prepares food that is purchased on-site would not be considered manufacturing or production.

19.303.3 Development Standards

These development standards are intended to ensure that new development in the GMU zone is appropriate for a mixed-use district in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.303.3 summarizes some of the development standards that apply in the GMU zone. Development standards are presented in full in Subsection 19.303.3 (B).

Table 19.303.3 General Mixed Use Zone—Summary of Development Standards		
Standard	GMU	Standards/ Additional Provisions
<u>A. Lot Standards</u>		
1. Minimum lot size (sq ft)	1,500	
2. Minimum street frontage (ft)	25	
<u>B. Development Standards</u>		
1. Minimum floor area ratio ¹	0.5:1	<u>Section 19.303.4.A</u> Floor Area Ratio
2. Building height (ft)		<u>Section 19.303.4.B</u> Building Height
a. Base maximum	45	
b. Maximum with height bonus	57	
3. Street Setbacks (ft)		<u>Section 19.303.4.C</u> Street Setbacks
a. Minimum street setback	0-15 ²	
b. Maximum street setback	10-20 ³	
c. Side and rear setbacks	None	
4. Frontage occupancy	50%	<u>Section 19.303.4.D</u> Frontage Occupancy Requirements <u>Figure 19.303.4.D</u> Frontage Occupancy Requirements
5. Maximum lot coverage	85%	<u>Section 19.303.4.E</u> Lot Coverage

6. <u>Minimum vegetation</u>	<u>15%</u>	<u>Section 19.303.4.F</u> <u>Minimum Vegetation</u>
7. <u>Primary entrances</u>	<u>Yes</u>	<u>Section 19.303.4.G</u> <u>Primary Entrances</u>
8. <u>Off-street parking required</u>	<u>Yes</u>	<u>Chapter 19.600</u> <u>Off-Street Parking and Loading</u>
9. <u>Transit Street</u>	<u>Yes</u>	<u>Subsection 19.505.8</u> <u>Building Orientation to Transit</u>
9. <u>Transition Measures</u>	<u>Yes</u>	<u>Subsection 19.504.6</u> <u>Transition Area Measures</u>
<u>C. Other Standards</u>		
1. <u>Residential density requirements (dwelling units per acre)</u>		<u>Subsection 19.202.4</u> <u>Density Calculations</u>
a. <u>Stand-alone residential</u>		<u>Subsection 19.303.4.H</u> <u>Residential Density</u>
(1) <u>Minimum</u>	<u>25</u>	<u>Subsection 19.501.4</u> <u>Density Exceptions</u>
(2) <u>Maximum</u>	<u>50</u>	
b. <u>Mixed-use buildings</u>	<u>None</u>	
2. <u>Signs</u>	<u>Yes</u>	<u>Section 14.16.040</u> <u>Commercial Zone</u>

1. Commercial parking facilities and public parks and plazas are exempt from the minimum floor area ratio requirement.
2. Residential edge standards apply to properties as shown on Figure 19.303.5.
3. Commercial edge standards apply to properties as shown on Figure 19.303.4.C.2.b.

19.303.4 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.303.3

A. Floor Area Ratio

1. Intent

The floor area ratio (FAR) is a tool for regulating the intensity of development. Minimum floor area ratios help to ensure that the intensity of development is controlled. In some cases, FAR densities are provided for provision of a public benefit or amenity to the community.

2. Standards

- a. The minimum floor area ratio in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum floor area ratio shall be calculated on a project-by-project basis and may include multiple contiguous parcels. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FAR.
- c. If a project is to be developed in phases, the required FAR must be met for the land area in the completed phase(s), without consideration of the land area devoted to future phases.

3. Exemptions

The following are exempt from the minimum floor area ratio requirement.

- a. Parking facilities
- b. Public parks and plazas

B. Building Height

1. Intent

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another.

2. Base Maximum Building Height Standard

The base maximum building height in the GMU zone is 3 stories or 45 feet, whichever is less, unless the height bonus in Subsection 19.303.4.B.3 below is applied.

3. Height Bonuses

A building can utilize one of the development incentive bonuses of this subsection.

a. Residential

New buildings that devote at least 1 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.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes or Earth Advantage certified) are permitted an additional story or an additional 12 ft of building height, whichever is less.

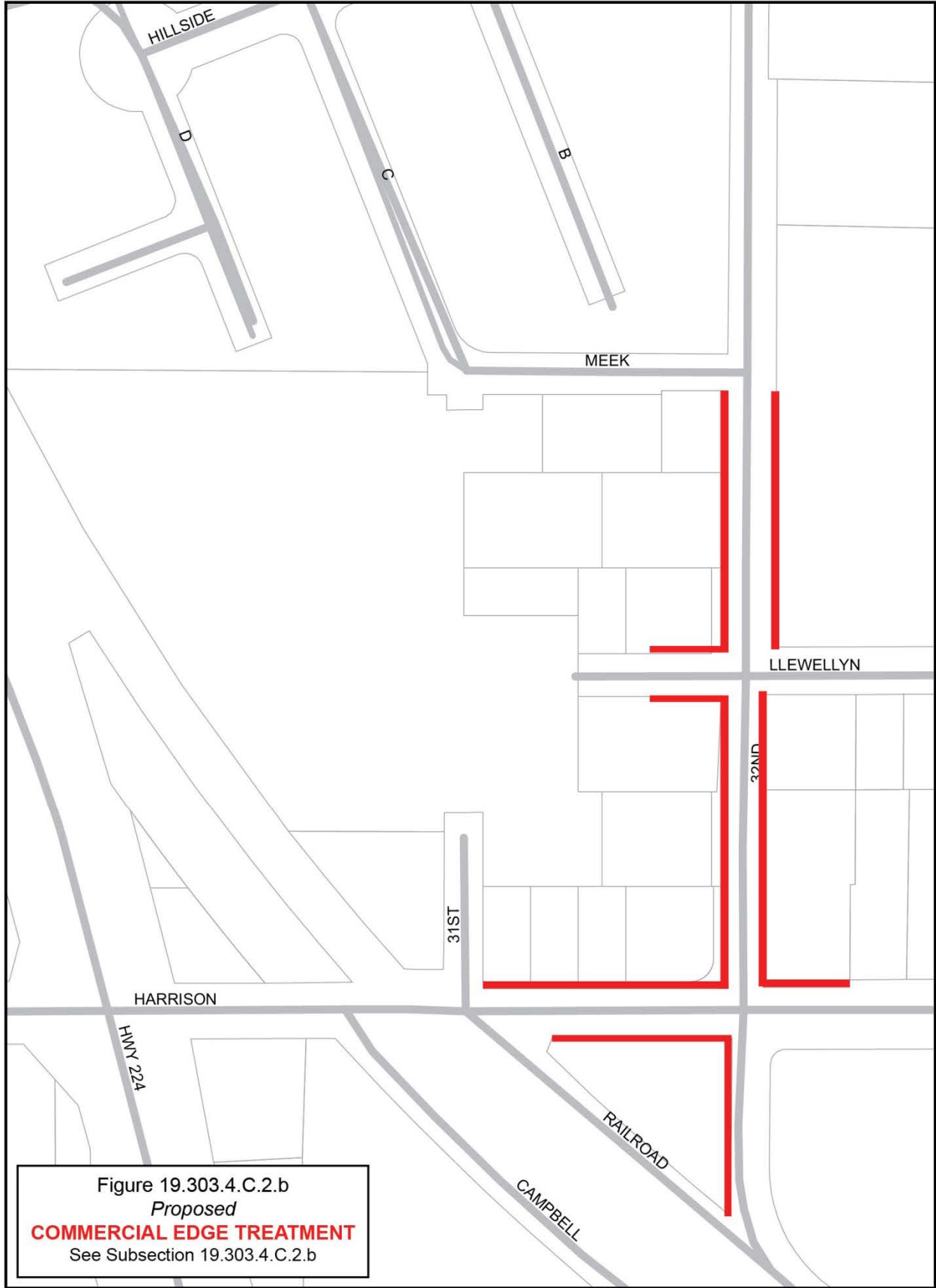
C. Street Setbacks

1. Intent

Buildings are allowed and encouraged to build up to the street right-of-way in the GMU zone. This ensures that buildings engage the street right-of-way.

2. Standards

- a. No minimum street setbacks are required, except for Residential Street Edges in 19.303.5.
- b. Maximum street setback is 20 feet. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply.
 - (1) No minimum street setback is required. Maximum street setback is 10 feet.
 - (2) The area within the street setback, if provided, shall be landscaped.
- c. The setback area may include usable open space such as plazas, courtyards, terraces and small parks.
- d. Usable open space may be counted toward the minimum vegetation requirement in Subsection (F) below.



- d. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets.

D. Frontage Occupancy Requirements

The intent of this standard is to establish a consistent "street wall" along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D. The requirements apply as follows:

For block faces identified on Figure 19.303.4.D, 50 percent of the site frontage must be occupied by a building or buildings. If the development site has frontage on more than one street, the frontage occupancy requirement must be met on one street only.

E. Lot Coverage

The maximum area that may be covered by primary and accessory buildings shall not exceed 85 percent of the total lot area.

F. Minimum Vegetation

The minimum vegetation area that shall be retained or planted in trees, grass, shrubs, bark dust for planting beds, etc., shall be 15 percent of the total lot area.

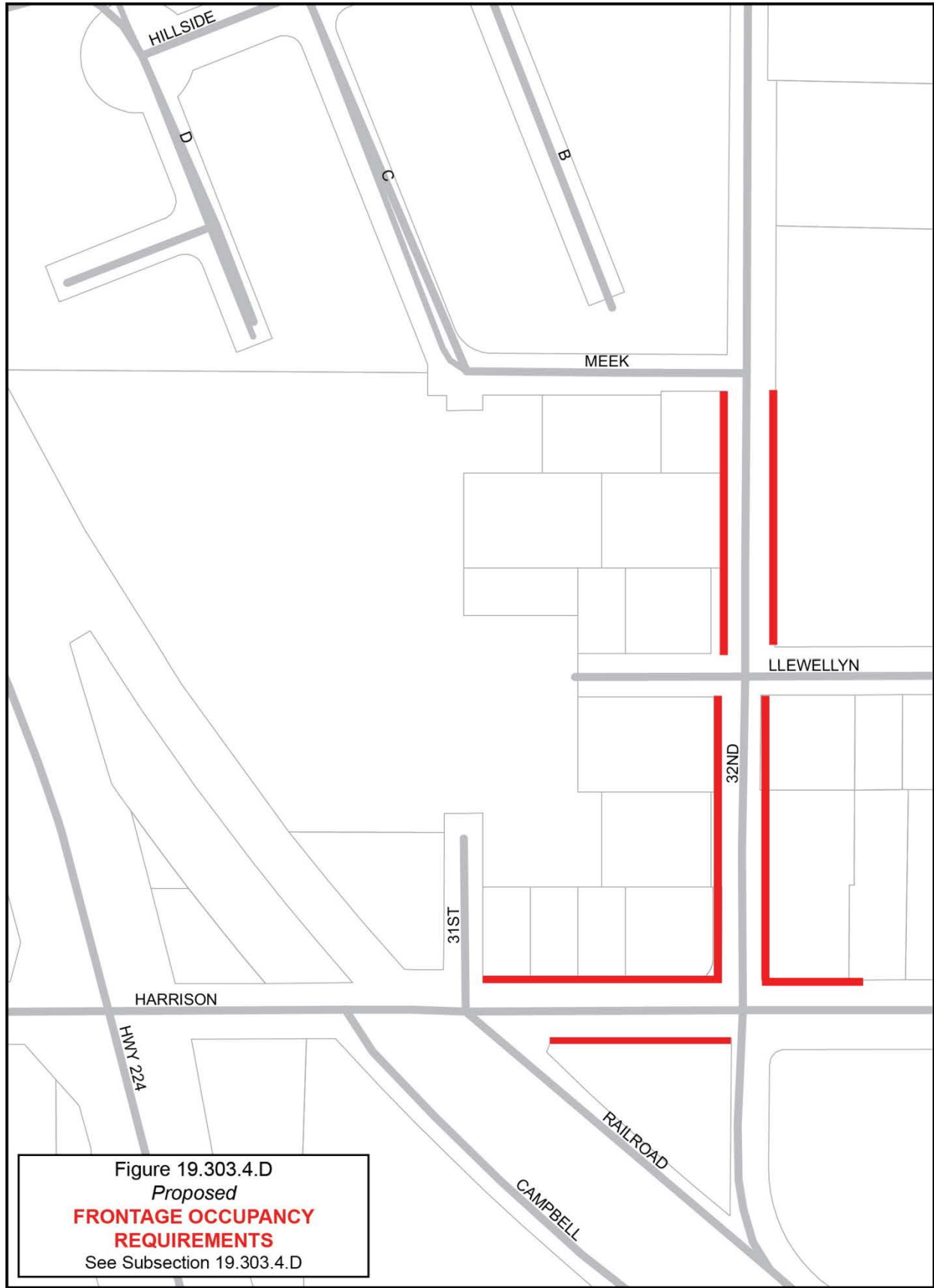
G. Primary Entrances

1. Intent

To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.



H. Residential Density

1. Intent

Minimum densities are applied to residential development in the GMU zone to assure efficient use of land at densities that support transit use and nearby businesses.

2. Standards

- a. Minimum density for standalone residential development in the GMU zone is 25 units per acre.
- b. There are no minimum density requirements when residential units are developed as part of a mixed-use building or development.
- c. Maximum residential densities for mixed-use buildings are controlled by height limits.

19.303.5 Standards for Residential Street Edges

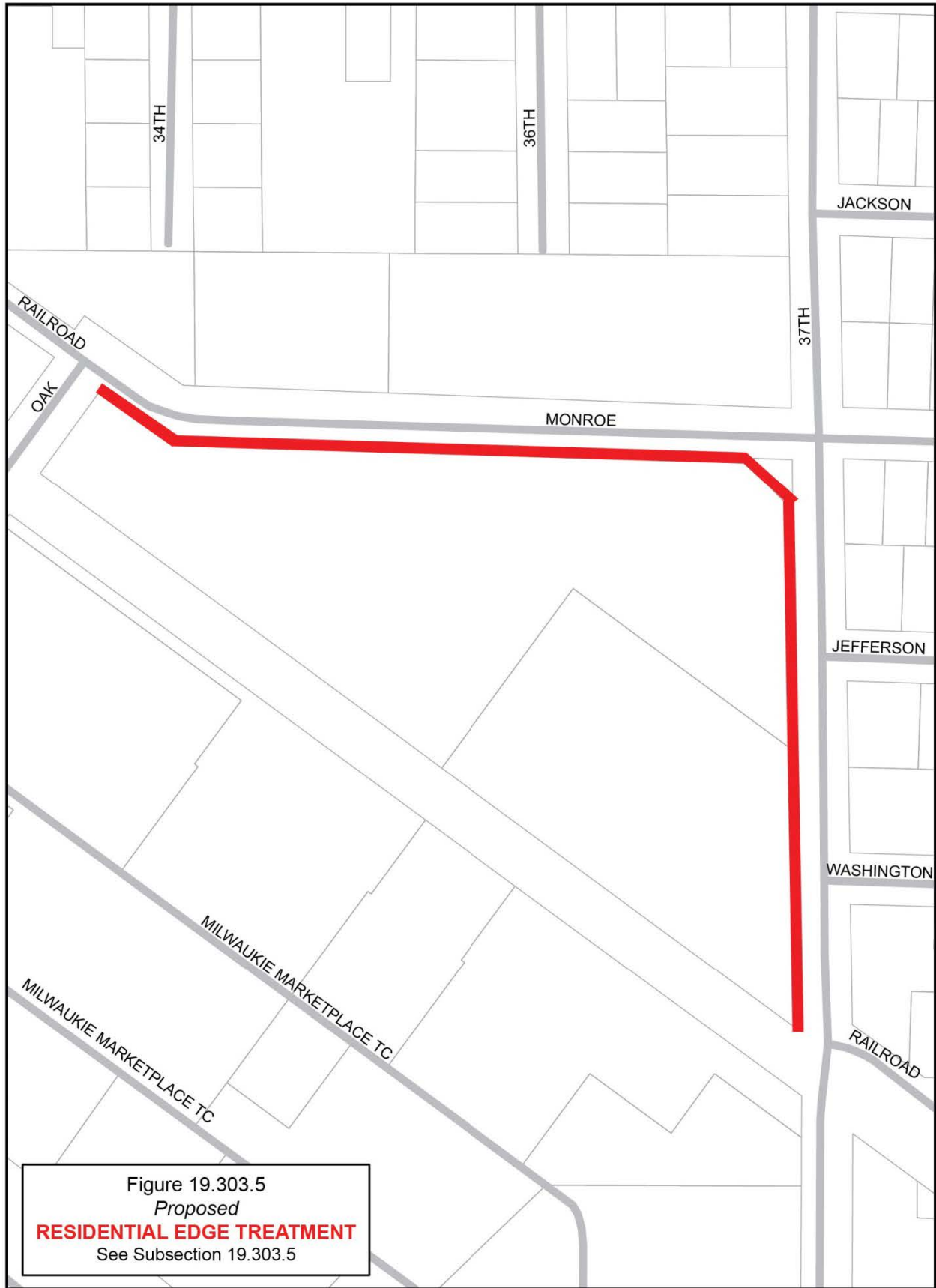
For properties shown as having a residential edge on Figure 19.303.5, and for development that occurs adjacent to or abutting an R-3 or an R-5 zone, the following standards apply.

- A. A minimum setback of 15 feet shall apply.
- B. Along the property line adjacent to the residential zone, buildings within 50 feet of 37th Ave and Monroe St shall provide a step back of at least 6 feet for any portion of the building above 35 feet.
- C. A height bonus consistent with Section 19.303.3.B(4)(b) may only be applied to buildings or portions of a building that are at least 50 feet away from the adjacent residential zone.
- D. An additional minimum 8-ft-wide densely planted buffer is required along property lines where flex space development abuts a residential zone.

19.303.6 Standards for Medical Marijuana Facilities

In the GMU Zone, medical marijuana facilities shall meet the following standards:

- A. As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.
- B. A medical marijuana facility shall not be colocated with another business.
- C. Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.
- D. The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.



19.303.7 Additional Provisions

Depending upon the type of use and development proposed, the following sections of the Milwaukie Code may apply. These sections are referenced for convenience, and do not limit or determine the applicability of other sections within the Milwaukie Municipal Code.

A. Section 19.500 Supplementary Development Regulations

This section contains standards for site and building design that will apply to most new types of development, including residential and commercial. Relevant sections include:

1. 19.501 General Exceptions
2. 19.502 Accessory Structures
3. 19.503 Accessory Uses
4. 19.504 Site Design Standards
5. 19.505 Building Design Standards
6. 19.507 Home Occupation Standards

B. Section 19.600 Off-Street Parking and Loading

Contains standards for vehicle and bicycle parking, including required number of spaces and design standards for parking and loading areas.

C. Section 19.700 Public Facility Improvements

Contains standards for transportation, utility and other public facility improvements that may be required as part of development.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

~~19.404 MIXED USE OVERLAY ZONE MU~~

~~19.404.1 Purpose~~

~~This section is intended to provide assurance that the core downtown area and specific underdeveloped sites within the Town Center will be developed under interim mixed use development guidelines and requirements prior to final adoption of all of the regulations associated with the implementation of the Town Center Master Plan and associated documents.~~

~~19.404.2 General Applicability~~

~~The Mixed Use Overlay Zone will be attached to the primary zone for properties identified as critical to the efforts of the City to develop a mix of uses within the Town Center Master Plan area. These properties include, but are not limited to, those within Sites 21, 22, and 26 of Subarea 2 and Site 41 of Subarea 4 of the Town Center Master Plan. The MU Overlay Zone will be applied to the Zoning Map.~~

~~19.404.3 Primary Uses~~

~~Provisions of Section 19.404 are intended to allow mixed use development, subject to the processes identified in Subsection 19.404.6 below, including retail, commercial, office, and residential development, as listed below.~~

- ~~A. Retail commercial uses such as food store, drugstore, gift shop, and hardware store selling shelf goods primarily (drive-up convenience stores are not permitted);~~
- ~~B. Multifamily dwellings;~~
- ~~C. Rowhouses;~~
- ~~D. Professional offices;~~
- ~~E. Personal service businesses such as haircutting shop, tailor shop, laundry, and dry cleaning pickup station, shoe repair, computer, and bicycle repair, office equipment and services, and electronics repair;~~
- ~~F. Motion picture theater (adult theaters are not permitted);~~
- ~~G. Restaurant and cafe, outdoor seating where provided for in the site design and located off of the public sidewalk area (drive-in and drive-through food establishments are not permitted);~~
- ~~H. Brew pub which serves food;~~
- ~~I. Hotel;~~
- ~~J. Parking facility;~~
- ~~K. Financial institution (without drive-up tellers);~~
- ~~L. Trade or commercial school;~~
- ~~M. Department or furniture store;~~
- ~~N. Bed and breakfast;~~
- ~~O. Service station without associated minimart—minor repair service allowed if approved through a mixed use overlay review application;~~
- ~~P. Farmers' market;~~

- ~~Q.— Public park or community meeting area;~~
- ~~R.— Youth center;~~
- ~~S.— Day-care facilities;~~
- ~~T.— Any other use similar to the above and not listed elsewhere.~~

~~19.404.4 Applicability~~

~~Development review and approval, pursuant to Subsection 19.404.6, is required for all development on sites having a Mixed Use Overlay Zone, unless the proposed development qualifies for an exception under Subsection 19.404.5.~~

~~19.404.5 Exemptions from Review~~

~~The following activities are exempt from review under the Mixed Use Overlay Zone:~~

- ~~A.— Change of use where there are no exterior alterations to the buildings or structures, or increases in floor area, impervious surfaces, or storage areas;~~
- ~~B.— The sale of property;~~
- ~~C.— The normal maintenance and repair necessary for a legally existing use.~~

~~19.404.6 Development Review Process and Criteria~~

~~A.— Preapplication Conference~~

- ~~1.— Prior to submittal of an application for development within the MU Overlay Zone, the applicant shall be required to attend a preapplication conference with Community Development staff. The applicant must submit a specific written proposal and a site plan drawn to scale in order to schedule a preapplication conference.~~
- ~~2.— At the preapplication conference, staff shall determine the applicable development review procedure which would apply to the applicant's specific proposal. Staff shall provide appropriate application materials and outline the applicable review procedure. The applicant shall be required to schedule an appointment with staff to submit the completed MU overlay review application.~~

~~B.— Planning Commission Review~~

~~The Planning Commission shall review development requests within the Mixed Use Overlay Zone, per the procedures outlined in Section 19.1006 Type III Review.~~

~~C.— Criteria~~

~~The Planning Commission may grant approval of a mixed use overlay review upon a determination that the following circumstances exist:~~

- ~~1.— The proposed project is in compliance with the Milwaukie Comprehensive Plan;~~
- ~~2.— The proposed project is in compliance with the Town Center Master Plan (TCMP);~~
- ~~3.— The proposed project is in compliance with the guidelines and requirements of the MU Overlay Zone;~~
- ~~4.— The proposed project complies with any requirements of the underlying zone which have not been superseded by the provisions of the Mixed Use Overlay Zone;~~
- ~~5.— The proposed project complies with Chapters 19.500, 19.600, and 19.700 of the Zoning Ordinance.~~

~~D. Minor Development Review~~

~~The Planning Director may approve minor changes in any development permit or small scale improvements to legally existing uses, through the process designated under Section 19.1004 Type I Review, provided that such changes:~~

- ~~1. Do not increase the intensity of any use;~~
- ~~2. Meet the requirements of the underlying zone and the specific site design standards of Subsection 19.404.8;~~
- ~~3. Are consistent with the Town Center Master Plan;~~
- ~~4. Do not significantly affect adjacent property or uses, will not cause any deterioration or loss of any natural feature or open space, nor significantly affect any public facility; and~~
- ~~5. Do not affect any conditions specifically placed on the development by the Planning Commission or City Council.~~

19.404.7 Application Materials

~~An application for a mixed use overlay review shall include the following:~~

- ~~A. Name, address, and telephone number of applicant and/or property owner;~~
- ~~B. Address and reference map number of the subject property;~~
- ~~C. North arrow, scale, and date of revision;~~
- ~~D. Narrative concerning the proposed request, including a written report identifying how the proposal complies with the applicable approval criteria outlined in Subsection 19.404.6.C;~~
- ~~E. Copy of deed showing ownership or interest in the subject property. If the applicant is not the owner or sole owner, written authorization from the owner or joint owner(s) of the property shall be submitted allowing the applicant to apply for the mixed use overlay review;~~
- ~~F. Vicinity map;~~
- ~~G. Comprehensive plan and zoning designations of subject property;~~
- ~~H. A map showing existing uses, structures, lot lines, topography, and the location of existing and proposed utilities and easements within 100 ft of the property;~~
- ~~I. A map showing the location of all existing trees, their types, location, and diameter at 5 ft from grade. This map shall be based on a surveyed location of the trees. The map shall identify which trees, if any, are proposed for removal. This tree map may be combined with the landscaping plan if the resulting plan is legible;~~
- ~~J. Detailed and dimensioned plans, drawn to scale for the specific project, including, but not limited to, the site development plan, building elevations, floor plans, landscaping plan, and parking plan. These plans shall show lot dimensions based on a survey of the property; existing and proposed property boundaries; the distance from structures to property lines and between structures; the building footprint with all projections; and location of driveways, walkways, paved areas, and disabled access and parking. Parking shall address all requirements of Chapters 19.600 and 19.700 of the Zoning Ordinance;~~
- ~~K. Color and material samples of paint, siding, and roof material;~~
- ~~L. A sign program, where applicable;~~
- ~~M. Reduced copies (8½ by 11 in) of all plans and maps;~~

Proposed Code Amendment

- N. ~~Any information required by other provisions of local, State, or federal law;~~
- O. ~~Additional drawings, surveys, studies, or other materials necessary to understand or support the proposed use, as required by the Planning Department through the preapplication process;~~
- P. ~~Notice labels and map;~~
- Q. ~~Payment of the applicable fee.~~

19.404.8 Development Standards

~~Except as provided in Subsection 19.404.9.A.1, the following development standards apply to all proposals which have been determined to be subject to the Mixed Use Overlay Zone. Development in this overlay zone shall follow the standards and guidelines for development and for specific sites, as indicated below. All development proposals shall comply and not conflict with the Milwaukie Comprehensive Plan and the Town Center Master Plan.~~

- A. ~~Commercial and Commercial/Residential Mixed Use (office uses are included in the commercial designation)~~
 - 1. ~~Proposed development shall incorporate a 1:0.5 to 1:2.0 floor area ratio of commercial to residential development. (For every 1 sq ft of commercial, a minimum of ½ sq ft of residential would be required, and up to 2 sq ft of residential will be permitted.)~~
 - 2. ~~Retail and/or service uses are required for the on-street level of any development. Residential and office or additional commercial development can be considered for below-grade development or for stories above the street level.~~
 - 3. ~~Angled parking shall be developed where street rights-of-way are wide enough.~~
 - 4. ~~Parking for commercial and residential uses shall be located to the rear or side of a proposed development. Where parking is to be located at the side of a structure, an 8-ft-wide landscape strip shall separate the parking area from the sidewalk.~~
 - 5. ~~Shared parking shall be provided where feasible. Shared bicycle parking shall be permitted when primary pedestrian entrances are located not more than 100 ft from the shared bicycle parking area. The shared bicycle parking must be located in an area of high visibility adjacent to a pedestrian walkway or sidewalk.~~
 - 6. ~~All primary ground floor common residential entries or individual unit entries of street frontage units shall be oriented to the street, not to the interior or to a parking lot. Projecting features such as porches, balconies, bay and dormer windows, and roof pediments are encouraged for structures facing a street.~~
 - 7. ~~Where structured parking is proposed, it shall be placed in the middle of a block, with commercial and retail uses at the street level. Innovative decorative designs are required to mask any portion of the upper structure which is visible from the street. Parking dimensions shall not include support posts of the underground or aboveground parking structure.~~
 - 8. ~~Parking which is provided without a parking structure shall comply with the dimensional and landscaping requirements of Chapter 19.600 of the Zoning Ordinance.~~
 - 9. ~~Auto-oriented and drive-in uses are prohibited, except for service stations without related minimarts when a conditional use has been approved.~~
 - 10. ~~A minimum of 60% of the ground floor wall area in retail development abutting pedestrian ways and plazas shall consist of nonreflective windows and doorways.~~

- ~~11. Outdoor displays and café areas shall be permitted subject to City right-of-way permits and related standards. If an outdoor display is located on private property adjacent to the right-of-way, the display shall not impede traffic on the public sidewalk, and the displays and daily display signs shall be removed each evening. Café seating shall be permitted on private property adjacent to the public sidewalk with approval under the site design/conditional use permit process. Outdoor café seating on private property need not be removed each evening.~~
- ~~12. Residential development shall incorporate shared parking, circulation, and bike parking opportunities whenever possible. A planting strip shall separate the right-of-way and the sidewalk. High and medium density residential development is encouraged to have an articulated front façade which makes the building appear to be segmented or similar to the size and bulk of single-family residential units, where possible.~~
- ~~13. Owners of existing single-family homes within the Mixed Use Overlay Zone may apply for a conditional use permit to allow a detached secondary living unit, an accessory dwelling unit, or conversion to a duplex or multifamily dwelling with 3 units, provided that 1 of the units shall remain owner-occupied. Sound insulating and energy-efficient materials shall be provided in any of the above conversions of existing space. Setbacks and development standards of the underlying zone must be met.~~
- ~~14. No outside storage is allowed, with the exception of garbage dumpsters, which are screened by a solid wood fence with a gate, or fully contained individual storage units associated with residential uses.~~
- ~~15. If a project maximizes the residential density allowed in this overlay zone and by the Comprehensive Plan Town Center designation, additional retail or office uses can be permitted on the site through the site design/conditional use review process.~~
- ~~16. Projects accommodating a combination of residential, with retail or office, uses may cluster, combine, or separate the uses on portions of a single property, or a series of properties which are in the process of merger.~~
- ~~17. Residential densities between 25 and 50 dwelling units per acre shall be permitted within the Mixed Use Overlay Zone if the proposed project incorporates 7 out of 13 of the requirements listed in Subsection 19.404.8.A.18 below.~~
- ~~18. All new development shall comply with at least 6 of the following "essential" requirements:
 - ~~a. Special awning treatment;~~
 - ~~b. Special grate or paving treatment, landscaping, planter boxes or pots, and pedestrian-scale lighting between sidewalk and entrance of the building;~~
 - ~~c. Provision for public art or historical reference in the form of a plaque or public display;~~
 - ~~d. Special street lighting or other custom-designed street furniture or similar amenities;~~
 - ~~e. Development of public space, including, but not limited to, plazas, gathering areas, or special landscaped areas;~~
 - ~~f. Residential uses above ground-level retail space;~~
 - ~~g. Enhanced transit amenities such as covered bus shelters or bike lockers;~~
 - ~~h. Upgraded noise buffering on attached residential units;~~~~

- ~~i. Provision of protected play areas in residential development;~~
 - ~~j. Provision of enhanced pedestrian accessways from rear parking areas to the frontage street;~~
 - ~~k. Provision of decorative drinking fountains or other custom-designed street furniture;~~
 - ~~l. Structured parking consistent with Subsection 19.404.8.A.7 above.~~
- ~~19. If a property to be developed includes an historic structure or a single-family home which is in good repair or can be easily repaired, the applicant may propose a density transfer in conjunction with a PD development in order to retain the single-family housing stock while allowing some higher density development on the same or an adjacent parcel, which is combined with the parcel on which the single-family home is located.~~
- ~~20. In areas where new development abuts existing single-family development, a 20-ft buffer area of landscaping shall be provided and consideration shall be given to additional setback of second, third, or fourth stories.~~
- ~~21. Bicycle and pedestrian routes shall be provided consistent with the requirements and standards of Chapter 19.700.~~

~~19.404.9 Specific Sites in Subareas 2 and 4~~

~~The following additional requirements apply to proposed development in specific subareas and on specific sites:~~

~~A. Subarea 2~~

- ~~1. Sites 2-1 and 2-2 (Murphy Plywood Site)
 - ~~a. These sites may be developed with a mix of commercial and commercial/residential space with limited service and retail uses, including restaurants. In such cases, retail uses shall be located on the ground floor adjacent to pedestrian walkways. Development of commercial and mixed uses at these sites shall comply with the provisions of Subsection 19.404.8.~~
 - ~~b. Business Industrial (BI) uses as set forth in Section 19.310 shall also be allowed. The development of BI uses on Sites 2-1 and 2-2 shall comply with the development requirements of Section 19.310, except that outdoor storage shall be permitted. In this case, the 32nd Avenue and Meek Street property lines shall be considered front yards and a 20-ft setback shall be applied. These setbacks shall be landscaped in accordance with Subsection 19.606.2.C.2, and provided with a sight-obscuring wooden fence adjacent to the public right-of-way and residential property lines. The Planning Commission may allow these setbacks to be reduced to 10 ft, where the proposed design of the buffer is of a high quality and includes: (1) the use of masonry walls, or other acceptable material, of up to 8 ft in height; (2) enhanced landscaping; and (3) one of the elements listed in Subsection 19.404.8.A.18. Development of BI uses on the site is not required to comply with the standards set forth in Subsections 19.404.8 and 19.303.3.~~~~
- ~~2. Site 2-6 (Providence Milwaukie Hospital Site)~~

~~This site shall be developed with a primary emphasis on specialized senior-assisted-living housing and related support services that are tied to the adjacent hospital and medical complex. Development should provide for housing and medical services which~~

will meet the needs of an aging population. The provisions of Subsections 19.404.8.A.1 and 2 shall not apply to Site 2-6. Applications for Site 2-6 will be subject to a design review. Alternative designs appropriate to meet the intent of Subsections 19.404.8.A.4, 6, and 21 will be evaluated by the Planning Commission.

~~B. Subarea 4~~

- ~~1. This site shall be developed with high-density (16 to 24 dwelling units per acre) diverse housing types. Retail, office, or lodging uses are also allowed at a 2:1 ratio (for every 2 sq ft of residential, 1 sq ft of commercial will be permitted). Commercial uses on the site shall be limited to those listed in Subsections 19.404.3.D, E, G, K, Q, R, and S. Commercial use may be increased to a 1:1 ratio (1 sq ft of commercial for every 1 sq ft of residential), if amenities b, c, d, e, g, h, i, and k of Subsection 19.404.8.A.18 are provided. A report on the status of contamination on this site shall be submitted with any proposed development.~~
- ~~2. Minimum vegetation for the site shall be 30%. Particular attention shall be paid to landscaping, which shall be designed to provide buffers to the residential neighborhoods to the north and east. Building heights shall also be designed to provide a transition for the neighboring residential properties. The height limit within 50 ft of the Monroe Street or 37th Avenue right-of-way shall be 2 stories or 35 ft, whichever is less. The building height for the remainder of the development on this site is 3 stories or 45 ft, whichever is less. Building setbacks from property lines shall be 15 ft for the front and rear yards and 5 ft for side yards. Minimum lot standards shall conform to the R-O-C standards, except that the minimum lot width for rowhouses may be reduced to 20 ft wide if amenities b, d, e, g, h, and i of Subsection 19.404.8.A.18 are provided. The distance between buildings on the same lot shall be 6 ft for 1 story and a minimum of 5 ft per every story over 1.~~

~~19.404.10 Consistency with Underlying Zones~~

~~The MU Overlay Zone is anticipated to overlay a number of different zones. The following subsection addresses areas where the MU overlay will control development.~~

~~A. R-O-C Zone~~

~~The uses and processes stipulated in the MU Overlay Zone supersede those identified in the R-O-C Zone. The minimum lot size shall be 5,000 sq ft, and the density shall be controlled by the MU overlay and the Comprehensive Plan alone. No yards are required. The height restriction is based on the MU overlay height allowance. The lot coverage requirement and transition area requirement are removed in favor of the site design process. Use restrictions are superseded by those in the MU Overlay Zone.~~

~~B. WG Zone~~

~~The requirements of the Willamette Greenway overlay Zone control when in conflict with the provisions of the MU Overlay Zone. Compliance with the Willamette Greenway overlay requires that a conditional use permit be reviewed and approved. When a Willamette Greenway Zone and a mixed use zone both overlay a property, a single site design/conditional use permit application may be processed. The fee set for the site design/conditional use permit shall be the fee paid for the combined application.~~

~~C. Natural Resources~~

~~The requirements established in Section 19.402 for natural resources and those of the MU Overlay Zone both apply to a property which is subject to both designations. Any required Natural Resource Review application must be processed prior to, or concurrent with, a~~

~~development proposal under the MU Overlay Zone. If a project is determined not to be subject to requirements of the MU Overlay Zone but is also on a property that includes natural resources regulated by Section 19.402, a separate determination of the applicability of Section 19.402 must be made.~~

~~19.404.11 Validity of Uses~~

~~In the MU Overlay Zone, uses prohibited by this overlay zone that were legally established or occupied on or prior to the effective date of this overlay zone shall be considered to be legal nonconforming uses.~~

~~19.404.12 Nonconforming Uses~~

- ~~A. Milwaukie Code provisions regarding construction, discontinuance, improvement, or change of nonconforming uses, as contained in Chapter 19.800, are applicable to uses within the MU Overlay Zone.~~
- ~~B. In addition to meeting requirements as specified in Chapter 19.800, development proposals involving nonconforming uses or structures must also comply with the setback, landscaping, and access standards of the MU Overlay Zone.~~

19.404 FLEX SPACE OVERLAY ZONE

19.404 FLEX SPACE OVERLAY ZONE

19.404.1 Purpose

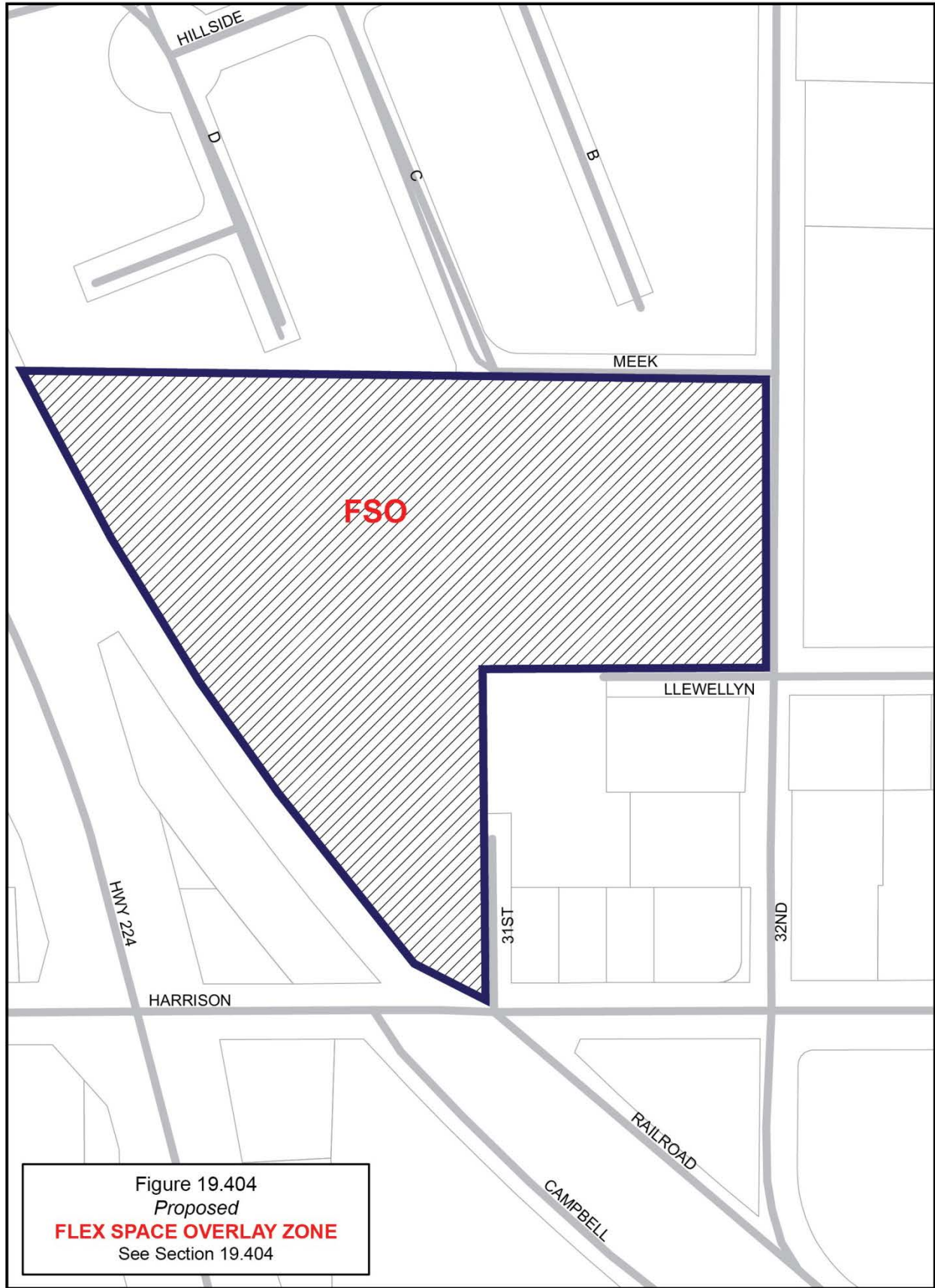
The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within Central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes buildings that can accommodate a variety of uses that may change over time. Uses in the Flex Space Overlay Zone may include employment-intensive uses beyond those allowed in the underlying GMU zone, and may change as appropriate to respond to market conditions and developer needs.

19.404.2 Applicability

The standards and requirements of this section apply to all properties within the Flex Space Overlay Zone as indicated on the Zoning Map.

19.404.3 Consistency with Base Zone

The General Mixed Use Zone GMU is the base zone for properties within the Flex Space Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.



19.404.4 Permitted Uses

In addition to those uses allowed by the base zone (GMU), Table 19.404.4 lists uses that are permitted within the Flex Space Overlay Zone.

Table 19.404.4 Flex Space Overlay Zone Uses	
<u>Use Category</u>	<u>Status</u>
<u>A. Industrial Service</u>	
<p><u>Industrial services are engaged in repair and/or servicing of industrial, business or consumer machinery, equipment, products or by-products or in training or instruction of such repair or servicing.</u></p> <p><u>Examples include: electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities.</u></p>	P
<u>B. Manufacturing¹</u>	
<p><u>This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts.</u></p> <p><u>Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.</u></p>	P
<u>C. Wholesale Trade</u>	
<p><u>This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic.</u></p> <p><u>Examples include: mail order houses; sale and/or rental of machinery, building materials, special trade tools, janitorial supplies and restaurant equipment; and wholesalers of food, clothing, auto parts, building hardware and office supplies.</u></p>	P
<u>D. Trade Schools</u>	
<p><u>This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification.</u></p> <p><u>Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.</u></p>	P

P = Permitted

1. Manufacturing uses shall only be conducted in an enclosed space. The following manufacturing uses are not allowed: explosive materials, concrete and asphalt mixing or batching, rock crushing and aggregate storage.

19.404.5 Review Process

All uses listed in Table 19.404.4 above require a Type II Development Review approval pursuant to Section 19.906.

19.404.6 Development Standards

The development standards of Section 19.303.4 apply in the Flex Space Overlay Zone except as noted below for any of the uses permitted in Table 19.404.4.

A. The minimum floor area ratio is 0.3:1

Proposed Code Amendment

- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is only available for green buildings. The height bonus for residential development does not apply.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies along 32nd Avenue.
- E. The maximum front yard setback is 50 feet. The setback area must be landscaped, except where used for parking as allowed in (F) below.
- F. Parking may be located within the front yard setback, except when adjacent to 32nd Avenue.
- G. All new buildings shall have at least one primary entrance facing the front property line, even if it is not abutting a public street.
- H. Flex Space Overlay properties that abut a residential zone shall provide an 8-foot wide landscaped buffer along the residential property line.
- I. Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping and/or planters.

19.404.7 Design Standards

The design standards in Subsection 19.505.7 Nonresidential Development apply to all new mixed-use and non-residential development in the Flex Space Overlay Zone. The design standards apply in all locations, even those where the development is not adjacent to a public street.

19.404.8 Additional Provisions for Off-Site Impacts

In order to ensure compatibility between manufacturing and nonmanufacturing uses, the following off-site impact standards apply.

A. Applicability

The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of the effective date of this ordinance, are not subject to these off-site impact standards.

B. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

C. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

1. Temporary vibrations from construction activities or vehicles leaving the site are exempt.
2. Vibrations lasting less than 5 minutes per day are exempt.
3. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

D. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0 (zero) footcandles of light.

F. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

G. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.504.6 Transition Area Measures

Where commercial, mixed-use, or industrial development is proposed abutting or adjacent to properties zoned for lower-density residential uses, the following transition measures shall be required. These additional requirements are intended to minimize impacts on lower-density residential uses.

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to the 6-ft level to screen lower-density residential uses from direct view across the open space.

19.504.11 Preliminary Circulation Plan

A Preliminary Circulation Plan is intended to guide site development by establishing a plan for multimodal access, connectivity, and circulation. A preliminary circulation plan is a conceptual plan in that it does not establish a precise alignment for street, pedestrian, or bicycle facilities.

A. Applicability

A Preliminary Circulation Plan is required for non-residential development on sites 3 acres and larger that are subject to Development Review per MMC 19.906 and are either:

1. Vacant
2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for >50% of the site.
3. Development in the Flex Space Overlay

B. Plan Contents

1. The Preliminary Circulation Plan shall include a site plan, showing land uses, building envelopes and other structures, the pedestrian, bicycle, and vehicle circulation system, vehicle and bicycle parking areas, open areas, existing trees to be preserved, and utility connections. The site plan must also include:
 - a. All existing improvements that will remain after development of the proposed use;
 - b. All improvements planned in conjunction with the proposed use;
 - c. Conceptual plans for possible future uses; and
 - d. Pedestrian and bicycle facilities including safe pedestrian and safe bicycle circulation between:
 - (1) Major buildings, activity areas, and transit stops within the site plan boundaries and adjacent streets, pathways and adjacent transit stops; and
 - (2) Adjacent developments and the proposed development.
2. The Preliminary Circulation Plan shall include a public right-of-way/easement plan depicting the following, if applicable:

Reservation, dedication, or use of the proposed site for public purposes, including, but not limited to: rights-of-way showing the name and location of all existing and proposed public and private access drives within or on the boundary of the proposed site, the right-of-way and paving dimensions, and the ownership and maintenance status, if applicable, and the location, width and construction material of all existing and proposed sidewalks; pedestrian access ways and trails; and bicycle access ways and trails

C. Approval Criteria

In reviewing a proposed Preliminary Circulation Plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and MMC 19.708 Transportation Facility Requirements.

D. Permit Process

A new Preliminary Circulation Plan or a revision to an approved Preliminary Circulation Plan are subject to Type II review per Section 19.1005.

19.505 BUILDING DESIGN STANDARDS

19.505.1 ~~Design Standards for Single-Family Dwellings and Duplexes~~

19.505.2 ~~Garages and Carports Standards~~

19.505.3 ~~Design Standards for Multifamily Housing~~

19.505.4 ~~Design Standards for Cottage Cluster Housing~~

19.505.5 ~~Standards for Rowhouses~~

19.505.6 ~~Design Standards for Live/Work Units~~

19.505.7 Nonresidential Development

A. Purpose

The design standards contained in this section are intended to encourage building design and construction with durable, high-quality materials. The design standards support development of an attractive, cohesive and pedestrian-friendly commercial area. The design standards do not prescribe a particular building or architectural style.

B. Applicability

1. The design standards in this section generally apply to the street-facing facades of new commercial, institutional, manufacturing and mixed-use buildings within the GMU zone.
2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Section 19.505.6 Live/Work Units.

3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Section 19.505.3 Multifamily Housing.

C. Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.505.7.B shall meet the following design standards.

An applicant may request a variance to the building design standards in Subsection 19.505.7.C through a Type II review, pursuant to Subsection 19.911.3.B.7.

1. Corners

The intent of this standard is to reinforce intersections as an important place for people to gather.

Buildings located at a key corner, as shown on Figure 19.505.7.C.1, shall incorporate one of the following features:

- a. Locate the primary entry to the building at the corner
- b. A prominent architectural element, such as increased building height or massing, a cupola, a turret or a pitched roof at the corner of the building or within 20 feet of the corner of the building;
- c. The corner of the building cut at a 45 degree angle

2. Weather Protection

The intent of this standard is, through the use of awnings and canopies along the ground floor of buildings, to protect pedestrians from rain and provide shade; to encourage window shopping and lingering; and to create visual interest on the ground floor of a building.

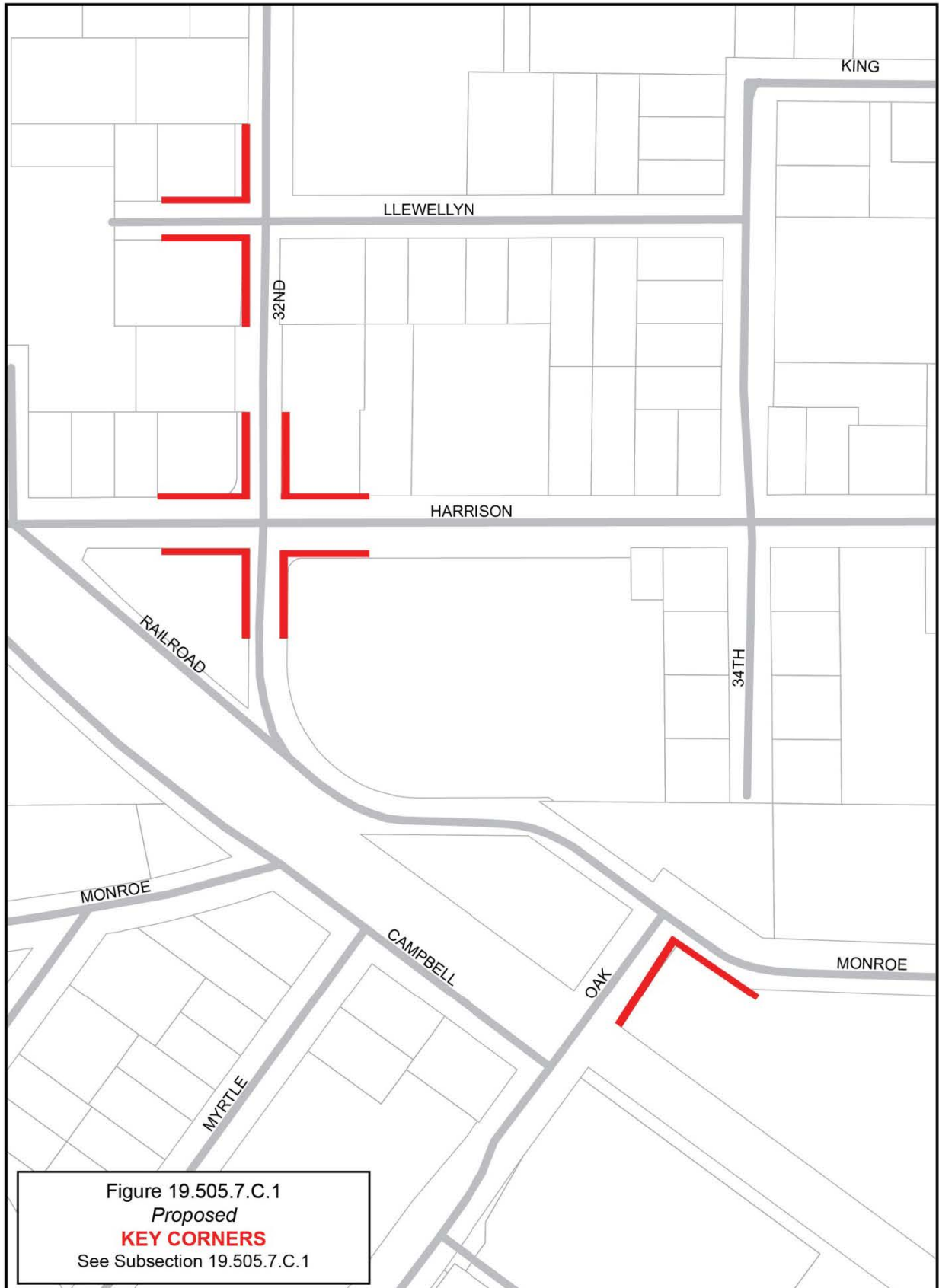
Buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage

All ground floor building entries (excluding loading docks, bays, etc.) shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.

b. Weather protection design

Weather protection shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. Where applicable, weather protection shall be designed to accommodate pedestrian signage (e.g., blade signs) while maintaining required vertical clearance.



3. Exterior Building Materials

The intent of this standard is to provide a sense of permanence through the use of certain permitted building materials; to provide articulation and visual interest to larger buildings; and to allow for a variety of materials and designs.

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.6.C.3 specifies the primary, secondary and prohibited material types referenced in this standard.

- a. Buildings shall utilize primary materials for at least 60 percent of the applicable building facades.
- b. Secondary materials are permitted on no greater than 40 percent of each applicable building facade.
- c. Accent materials are permitted on no greater than 10 percent of each applicable building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- d. Buildings shall not utilize materials listed as (N) prohibited.
- e. For existing development, façade modifications that affect more than 50 percent of the façade shall comply with standards in this section. The Planning Director may waive this requirement if application of the standards would create an incongruous appearance of existing and new materials.

Table 19.505.7.C.3 Commercial Exterior Building Materials	
<u>Material Type</u>	<u>Nonresidential and Mixed-Use</u>
<u>Brick</u>	<u>P</u>
<u>Stone/masonry</u>	<u>P</u>
<u>Stucco</u>	<u>P</u>
<u>Glass (transparent, spandrel)</u>	<u>P</u>
<u>Concrete (poured in place or precast)</u>	<u>P</u>
<u>Finished wood, wood veneers and wood siding</u>	<u>S</u>
<u>Finished metal panels, such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish</u>	<u>S</u>
<u>Concrete blocks with integral color (ground, polished or glazed finishes)</u>	<u>S</u>
<u>Fiber reinforced cement siding and panels</u>	<u>S</u>
<u>Ceramic tile</u>	<u>S</u>
<u>Concrete blocks with integral color (split face finish)</u>	<u>A</u>
<u>Standing seam and corrugated metal</u>	<u>A</u>
<u>Glass block</u>	<u>A</u>
<u>Vegetated wall panels or trellises</u>	<u>A</u>

<u>Vinyl siding</u>	<u>N</u>
<u>Exterior insulation finishing system (EIFS)</u>	<u>N</u>
<u>Plywood paneling</u>	<u>N</u>

P = Primary Material

S = Secondary Material

A = Accent Material

N = Prohibited Material

4. Windows and Doors

The standards of this section are intended to enhance street safety and provide a comfortable pedestrian environment by providing ground-level transparency between the interior of buildings and the sidewalk.

- a. For non-residential and mixed-use buildings, 30 percent of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 feet above finished grade, whichever is less.
- b. For all buildings, the following applies:
 - (1) Nonresidential ground floor windows must have a visible transmittance (VT) of 0.6 or higher.
 - (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.
 - (3) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.
 - (4) The bottom edge of windows along pedestrian ways shall be constructed no more than 36 inches above grade.
 - (5) Ground-floor windows for nonresidential uses shall allow views into storefronts, working areas, or lobbies. Signs are limited to a maximum coverage of 50 percent of the required window area.
- c. Windows shall be designed to provide shadowing. This can be accomplished by recessing windows 4 inches into the façade and/or incorporating trim of a contrasting material or color.
- d. For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:
 - (1) Reflective, tinted, or opaque glazing
 - (2) Simulated divisions (internal or applied synthetic materials)
 - (3) Exposed, unpainted metal frame windows

5. Roofs

- a. The intent of this standard is to enliven the pedestrian experience and create visual interest through roof form. The roof form of a building shall follow one (or a combination) of the following forms:
 - (1) Flat roof with parapet or cornice

(2) Hip roof

(3) Gabled roof

(4) Dormers

(5) Shed roof

- b. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.
- c. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.
- d. All flat roofs or those with a pitch of less than 4/12 shall be architecturally treated or articulated with a parapet wall that projects vertically above the roof line at least 12 inches and/or a cornice that projects from the building face at least 6 inches.
- e. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure(s) shall have similar slope and be constructed of the same materials as the existing roofing.

6. Rooftop Equipment and Screening

The intent of this standard is to integrate mechanical equipment into the overall building design.

- a. The following rooftop equipment does not require screening:
 - (1) Solar panels, wind generators, and green roof features;
 - (2) Equipment under two feet in height.
- b. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.
- c. Satellite dishes, communications equipment and all other roof-mounted mechanical equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and shall be screened from public view and from views from adjacent buildings by one of the following methods:
 - (1) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building or wood fencing or masonry;
 - (2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.
- d. Required screening shall not be included in the building's maximum height calculation.

7. Ground-Level Screening

Mechanical and communication equipment and outdoor storage and outdoor garbage and recycling areas shall be screened so they are not visible from streets and other ground-level private open space and common open spaces.

19.505.78 Building Orientation to Transit

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.11 Standards for Wireless Communication Facilities

Table 19.904.11.C Wireless Communication Facilities—Type and Review Process				
Towers		WCFs Not Involving New Tower		
Zones	New Monopole Tower 100 Feet	Building Rooftop or Wall Mounted Antenna¹	Water Towers, Existing Towers, and Other Stealth Designs	On Existing Utility Pole in Row with or w/out Extensions²
BI	P1	P2	P2	P2
M	P1	P2	P2	P2
M-TSA	P1	P2	P2	P2
C-N	N	P2	P2	P2
C-G	N	P2	P2	P2
C-L	N	P2	P2	P2
C-CS	N	P2	P2	P2
OS	N	P2	P2	P2
DMU	N	P2	P2	P2
R-O-G	N	P2	P2	P2
GMU	N	P2	P2	P2
R-1-B	N	P2	P2	P2
R-1	N	N	P2	P2
R-2	N	N	P2	P2
R-2.5	N	N	P2	P2
R-3	N	N	P2	P2
R-5	N	N	P2	P2
R-7	N	N	P2	P2
R-10	N	N	P2	P2

1 = Type III review—requires a public hearing in front of the Planning Commission

2 = Type II review—provides for an administrative decision

P = Permitted

N = Not Permitted

¹ Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

² Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, ~~R-O-G~~, GMU, C-N, C-G, C-L, OS, and DMU Zones.

19.911 VARIANCES

19.911.3 Review Process

B. Type II Variances

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

Updates for Section References and Housekeeping Only

These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.

19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

Table 19.301.2

Table 19.301.2 Low Density Residential Uses Allowed				
Use	R-10	R-7	R-5	Standards/Additional Provisions
Residential Uses				
Single-family detached dwelling	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes
Duplex	P/II	P/II	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes Subsection 19.910.2 Duplexes
Residential home	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes

19.301.5.I.3

3. ~~Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes~~

19.301.5.I.4

4. ~~Subsection 19.505.2 Garages and Carports Standards~~

Table 19.302.2

Table 19.302.2 Medium and High Density Residential Uses Allowed						
Use	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
Residential Uses						
Single-family detached dwelling	P	P	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes
Duplex	P	P	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes
Residential home	P	P	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes

Rowhouse	P	P	P	P	P	Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes Subsection 19.505.5 Standards for Rowhouses
Cottage cluster housing	P	P	P	P	P	Subsection 19.505.4 Design Standards for Cottage Cluster Housing Cottage cluster land division requires Type III review
Multifamily	CU	CU	P	P	P	Subsection 19.505.3 Design Standards for Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations
Congregate housing facility	CU	CU	P	P	P	Subsection 19.505.3 Design Standards for Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations

Table 19.302.4

Table 19.302.4						
Medium and High Density Residential Development Standards						
Standard	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
A. Lot Standards						
1. Minimum lot size (sq ft)	3,000	2,500	2,500	1,400		Subsection 19.501.1 Lot Size Exceptions Subsection 19.505.4 Design Standards for Cottage Cluster Housing Subsection 19.505.5 Standards for Rowhouses
a. Rowhouse	6,000	5,000	7,000	6,400		
b. Duplex	5,000	5,000	5,000	5,000		
c. All other lots						

19.302.5.L

- 5. ~~Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes~~
- 6. ~~Subsection 19.505.2 Garages and Carports Standards~~
- 7. ~~Subsection 19.505.3 Design Standards for Multifamily Housing~~

Proposed Code Amendment

- 8. Subsection 19.505.4 ~~Design Standards for Cottage Cluster Housing~~
- 9. Subsection 19.505.67 ~~Building Orientation to Transit~~

Table 19.304.2

Table 19.304.2 Downtown Zones—Uses			
Uses and Use Categories	DMU	OS	Standards/ Additional Provisions
Residential			
Rowhouse	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.5 Standards for Rowhouses
Multifamily	P	N	Figure 19.304-2 Ground-Floor Residential Permitted Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Design Standards for Multifamily Housing
Live/work units	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.6 Standards for Live/Work Units
Second-story housing	P	N	Section 19.508 Downtown Site and Building Design Standards
Senior and retirement housing	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Design Standards for Multifamily Housing

19.402.14.C

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal

for land division or property line adjustment as provided in Subsection 19.402.13.

19.406.5.E.7

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 ~~Design Standards for Multifamily Housing~~. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

19.406.6.F

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 ~~Standards for Rowhouses~~.

19.508.4.A.3.b

b. Rowhouses are subject to the objective standards of Subsection 19.505.5 ~~Standards for Rowhouses~~, as revised by Subsection 19.304.3.B.

19.508.4.A.3.c

c. Live/work units are subject to the objective standards in Subsection 19.505.6 ~~Standards for Live/Work Units~~.

19.608.2.B

B. Nonresidential and Mixed-Use Buildings

19.708.5.B.1

1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.

Table 19.901

Table 19.901 Land Use Applications		
Application Type	Municipal Code Location	Review Types
Mixed Use Overlay Review	Section 19.404	III

Table 19.1104.1.E

Table 19.1104.1.E Zoning and Land Use Designations for Boundary Changes		
County Zoning Designation	Assigned City Zoning Designation	Assigned Comprehensive Plan Land Use Designation
C2	R-O-C	Commercial/high density use

Clean Amendments

Title 14 Signs

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 14.04 GENERAL PROVISIONS

14.04.030 DEFINITIONS

The following words and phrases where used in this title shall, for the purposes of this title, have the meanings respectively ascribed to them in this section:

"Downtown zones" means the DMU, Downtown Mixed Use, and OS, Open Space, Zones, as defined in the Zoning Ordinance.

"Other commercial zones" means the C-L, Limited Commercial; DMU, Downtown Mixed Use; C-CS, Community Shopping Commercial; GMU, General Mixed Use; and C-G, General Commercial, Zones, as defined in the Zoning Ordinance.

"Residential-Business Office Zone" means the R-1-B Zone, as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.020 RESIDENTIAL-BUSINESS OFFICE ZONE

No sign shall be installed or maintained in an R-1-B Zone, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.020.

Table 14.16.020
Standards for Signs in Residential-Business Office Zone R-1-B

14.16.040 COMMERCIAL ZONES

No sign shall be installed or maintained in the C-L, C-CS, and GMU Zones, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.040.

Table 14.16.040
Standards for Signs in Commercial Zones C-L, C-CS, and GMU

Zoning Ordinance

*The proposed amendments incorporate the recent zoning code text amendments for **Medical Marijuana Facilities**, which were adopted by City Council on April 7, 2015, and which will become effective on May 1, 2015.*

*Additionally, these amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 19.100 INTRODUCTORY PROVISIONS

19.107 ZONING

19.107.1 Zone Classifications

For the purposes of this title, the following base zones and overlay zones are established in the City per Table 19.107.1:

Table 19.107.1 Classification of Zones	
Zone Description	Abbreviated Description
Base Zones	
Residential	R-10
Residential	R-7
Residential	R-5
Residential	R-3
Residential	R-2.5
Residential	R-2
Residential	R-1
Residential-Business Office	R-1-B
Downtown Mixed Use	DMU
Open Space	OS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
Planned Development	PD
Tacoma Station Area Manufacturing	M-TSA
General Mixed Use	GMU
Overlay Zones	
Willamette Greenway	WG
Historic Preservation	HP
Flex Space	FS
Aircraft Landing Facility	L-F

Tacoma Station Area	TSA
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CHAPTER 19.300 BASE ZONES

19.303 RESIDENTIAL-OFFICE-COMMERCIAL ZONE R-O-C REPEALED

19.303 GENERAL MIXED USE ZONE GMU

19.303.1 Purpose

The General Mixed Use Zone is intended to recognize the importance of Central Milwaukie as a primary commercial center and promote a mix of uses that will support a lively and economically robust district. It is also intended to ensure high quality urban development that is pedestrian-friendly and complementary to the surrounding area.

19.303.2 Uses

A. Permitted Uses

Uses allowed outright in the GMU zone are listed in Table 19.303.2 with a "P." These uses are allowed if they comply with the development and design standards and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.303.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905.

C. Nonconforming Uses, Structures, and Development

Existing structures and uses that do not meet the standards for the GMU zone may continue in existence. Alteration or expansion of a nonconforming use, structure or development that brings the use, structure or development closer to compliance may be allowed through Development Review pursuant to Section 19.906. Alteration or expansion of a nonconforming use or structure that does not bring the use or structure closer to compliance may be allowed through a Type III Variance pursuant to Section 19.911. Except where otherwise stated in this section, the provisions of Chapter 19.800 Nonconforming Uses and Development apply.

D. Prohibited Uses

Uses not listed in Table 19.303.2, and not considered accessory or similar pursuant to (E) and (F) below, are prohibited.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. For the purposes of this section, drive-through facilities are considered an accessory use and must conform to Section 19.606.3.

F. Similar Uses

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to an example use listed in Table 19.303.2. The unlisted use shall be subject to the standards applicable to the similar example use.

Table 19.303.2 General Mixed Use Zone Uses		
Uses and Use Categories	GMU	Standards/Additional Provisions
Residential		
Rowhouse ¹	P	Subsection 19.505.5 Rowhouses
Multifamily	P	Subsection 19.505.3 Multifamily Housing
Mixed use	P	
Live/work units	P	Subsection 19.505.6 Live/Work Units
Senior and retirement housing	P	Subsection 19.505.3 Multifamily Housing
Commercial		
<p>General office. General office means professional, executive, management, or administrative offices of firms or organizations.</p> <p>Examples include: professional services such as lawyers, architects or accountants; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; sales offices; government offices and public utility offices; and medical and dental clinics.</p>	P	
<p>Eating and drinking establishments. Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away.</p> <p>Examples include: restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, and espresso bars.</p>	P	
<p>Indoor recreation. Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature.</p> <p>Examples include: gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters.</p>	P	

Proposed Code Amendment

<p>Retail-oriented sales. Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</p> <p>Examples include: stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include car sales and other auto-oriented retail uses.</p>	<p>P</p>	
<p>Personal service oriented. Personal service oriented firms are involved in providing consumer services.</p> <p>Examples include: hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.</p>	<p>P</p>	
<p>Repair-oriented.² Repair-oriented uses are establishments providing product repair of consumer and business goods.</p> <p>Examples include: repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, office equipment, tailors and seamstresses, shoe repair, locksmiths, upholsterers, and some automobile and boat service and repair.</p>	<p>P</p>	
<p>Day care.³ Day Care is the provision of regular child care, with or without compensation, to four or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all state requirements.</p> <p>Examples include: nursery schools, before-and-after school care facilities, and child development centers.</p>	<p>P</p>	
<p>Commercial lodging. Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month.</p> <p>Examples include: hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</p>	<p>P</p>	

<p>Boarding, lodging, or rooming house. Generally means a private home where lodgers rent one or more rooms for one or more nights, and sometimes for extended periods of weeks, months, and years. The common parts of the house are maintained, and some services, such as laundry and cleaning, may be supplied. Examples include: Boarding house and cooperative housing</p>	<p>CU</p>	<p>Section 19.905 Conditional Uses</p>
<p>Commercial parking facility. Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Commercial Parking facility. Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.</p>	<p>CU</p>	<p>Section 19.611 Parking Structures</p>
<p>Medical marijuana facility. Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</p>	<p>P</p>	<p>Subsection 19.303.6 Standards for Medical Marijuana Facilities</p>
<p>Manufacturing and Production</p>		
<p>Manufacturing and production.⁴ Uses are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.</p>	<p>P</p>	
<p>Institutional</p>		
<p>Community service uses</p>	<p>CSU</p>	<p>Section 19.904 Community Service Uses</p>

Proposed Code Amendment

P = Permitted.

CSU = Permitted with Community Service Use approval subject to provisions of Section 19.904. Type III review required to establish a new CSU or for major modification of an existing CSU. Type I review required for a minor modification of an existing CSU.

CU = Permitted with conditional use approval subject to the provisions of Section 19.905. Type III review required to establish a new CU or for major modification of an existing CU. Type I review required for a minor modification of an existing CU.

1. The limit of 4 consecutive row houses established in 19.505.5 does not apply in the GMU zone. In the GMU zone, there is no limit on the number of consecutive row houses.
2. Repair oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
3. Day care and childcare uses are limited to 5,000 sq. ft.
4. Manufacturing and production uses are limited to 5,000 sq ft in floor area per use on the ground floor and are only permitted when associated with, and accessory to, a related retail oriented sales or eating/drinking establishment use. For purposes of this subsection, manufacturing and production involve goods that are sold or distributed beyond or outside of the associated on-site eating or drinking establishment or retail trade use. For example, a brewing facility that distributes or sells its products elsewhere would be considered a manufacturing and production use, while a restaurant kitchen that prepares food that is purchased on-site would not be considered manufacturing or production.

19.303.3 Development Standards

These development standards are intended to ensure that new development in the GMU zone is appropriate for a mixed-use district in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.303.3 summarizes some of the development standards that apply in the GMU zone. Development standards are presented in full in Subsection 19.303.3 (B).

Table 19.303,3 General Mixed Use Zone—Summary of Development Standards		
Standard	GMU	Standards/ Additional Provisions
A. Lot Standards		
1. Minimum lot size (sq ft)	1,500	
2. Minimum street frontage (ft)	25	
B. Development Standards		
1. Minimum floor area ratio ¹	0.5:1	Section 19.303.4.A Floor Area Ratio
2. Building height (ft)		Section 19.303.4.B Building Height
a. Base maximum	45	
b. Maximum with height bonus	57	
3. Street Setbacks (ft)		Section 19.303.4.C Street Setbacks
a. Minimum street setback	0-15 ²	
b. Maximum street setback	10-20 ³	
c. Side and rear setbacks	None	
4. Frontage occupancy	50%	Section 19.303.4.D Frontage Occupancy Requirements Figure 19.303.4.D Frontage Occupancy Requirements
5. Maximum lot coverage	85%	Section 19.303.4.E Lot Coverage

6. Minimum vegetation	15%	Section 19.303.4.F Minimum Vegetation
7. Primary entrances	Yes	Section 19.303.4.G Primary Entrances
8. Off-street parking required	Yes	Chapter 19.600 Off-Street Parking and Loading
9. Transit Street	Yes	Subsection 19.505.8 Building Orientation to Transit
9. Transition Measures	Yes	Subsection 19.504.6 Transition Area Measures
C. Other Standards		
1. Residential density requirements (dwelling units per acre)		Subsection 19.202.4 Density Calculations Subsection 19.303.4.H Residential Density Subsection 19.501.4 Density Exceptions
a. Stand-alone residential		
(1) Minimum	25	
(2) Maximum	50	
b. Mixed-use buildings	None	
2. Signs	Yes	Section 14.16.040 Commercial Zone

1. Commercial parking facilities and public parks and plazas are exempt from the minimum floor area ratio requirement.
2. Residential edge standards apply to properties as shown on Figure 19.303.5.
3. Commercial edge standards apply to properties as shown on Figure 19.303.4.C.2.b.

19.303.4 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.303.3

A. Floor Area Ratio

1. Intent

The floor area ratio (FAR) is a tool for regulating the intensity of development. Minimum floor area ratios help to ensure that the intensity of development is controlled. In some cases, FAR densities are provided for provision of a public benefit or amenity to the community.

2. Standards

- a. The minimum floor area ratio in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum floor area ratio shall be calculated on a project-by-project basis and may include multiple contiguous parcels. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FAR.
- c. If a project is to be developed in phases, the required FAR must be met for the land area in the completed phase(s), without consideration of the land area devoted to future phases.

3. Exemptions

The following are exempt from the minimum floor area ratio requirement.

- a. Parking facilities
- b. Public parks and plazas

B. Building Height

1. Intent

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another.

2. Base Maximum Building Height Standard

The base maximum building height in the GMU zone is 3 stories or 45 feet, whichever is less, unless the height bonus in Subsection 19.303.4.B.3 below is applied.

3. Height Bonuses

A building can utilize one of the development incentive bonuses of this subsection.

a. Residential

New buildings that devote at least 1 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.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes or Earth Advantage certified) are permitted an additional story or an additional 12 ft of building height, whichever is less.

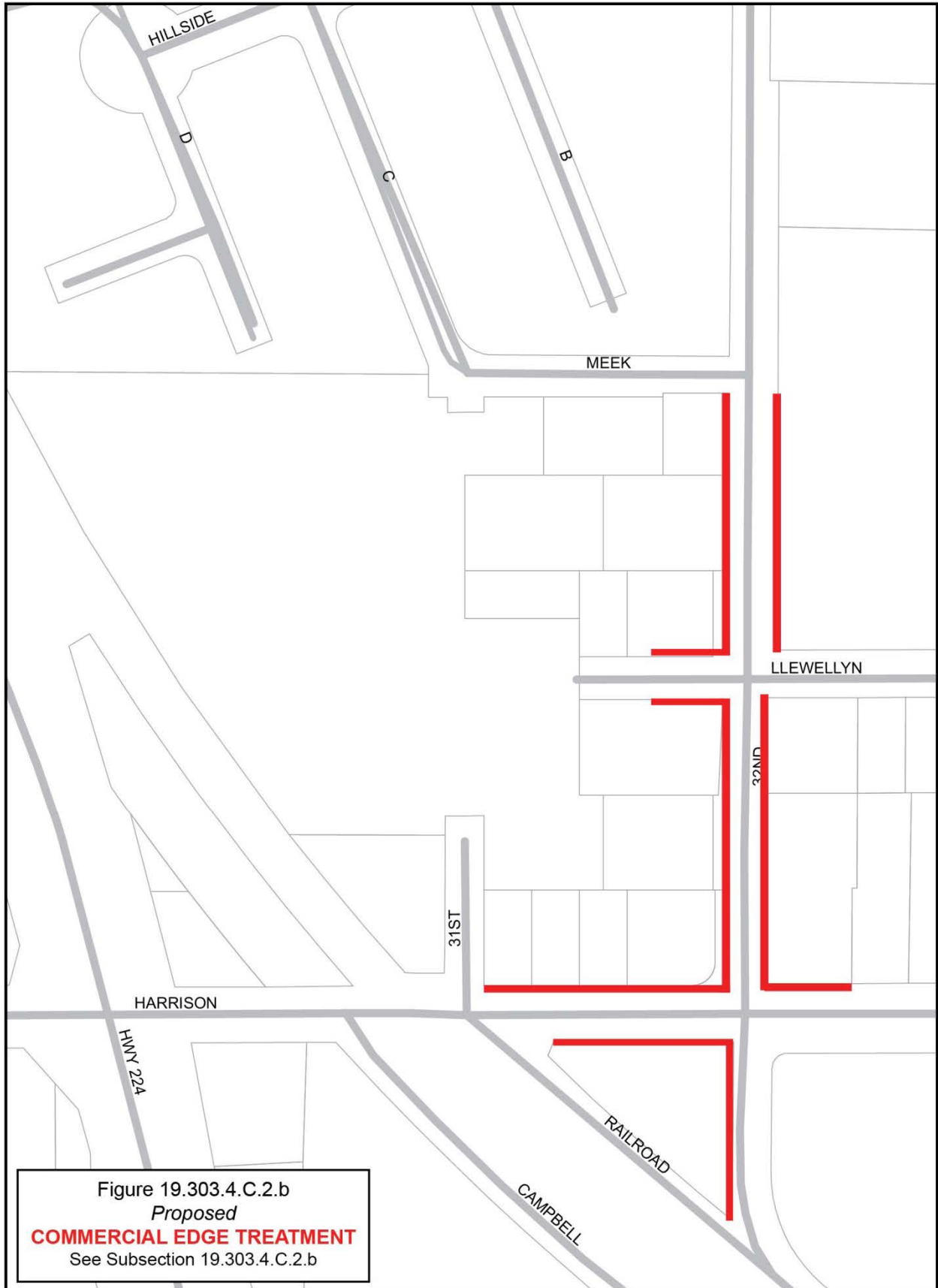
C. Street Setbacks

1. Intent

Buildings are allowed and encouraged to build up to the street right-of-way in the GMU zone. This ensures that buildings engage the street right-of-way.

2. Standards

- a. No minimum street setbacks are required, except for Residential Street Edges in 19.303.5.
- b. Maximum street setback is 20 feet. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply.
 - (1) No minimum street setback is required. Maximum street setback is 10 feet.
 - (2) The area within the street setback, if provided, shall be landscaped.
- c. The setback area may include usable open space such as plazas, courtyards, terraces and small parks.
- d. Usable open space may be counted toward the minimum vegetation requirement in Subsection (F) below.



- d. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets.

D. Frontage Occupancy Requirements

The intent of this standard is to establish a consistent "street wall" along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D. The requirements apply as follows:

For block faces identified on Figure 19.303.4.D, 50 percent of the site frontage must be occupied by a building or buildings. If the development site has frontage on more than one street, the frontage occupancy requirement must be met on one street only.

E. Lot Coverage

The maximum area that may be covered by primary and accessory buildings shall not exceed 85 percent of the total lot area.

F. Minimum Vegetation

The minimum vegetation area that shall be retained or planted in trees, grass, shrubs, bark dust for planting beds, etc., shall be 15 percent of the total lot area.

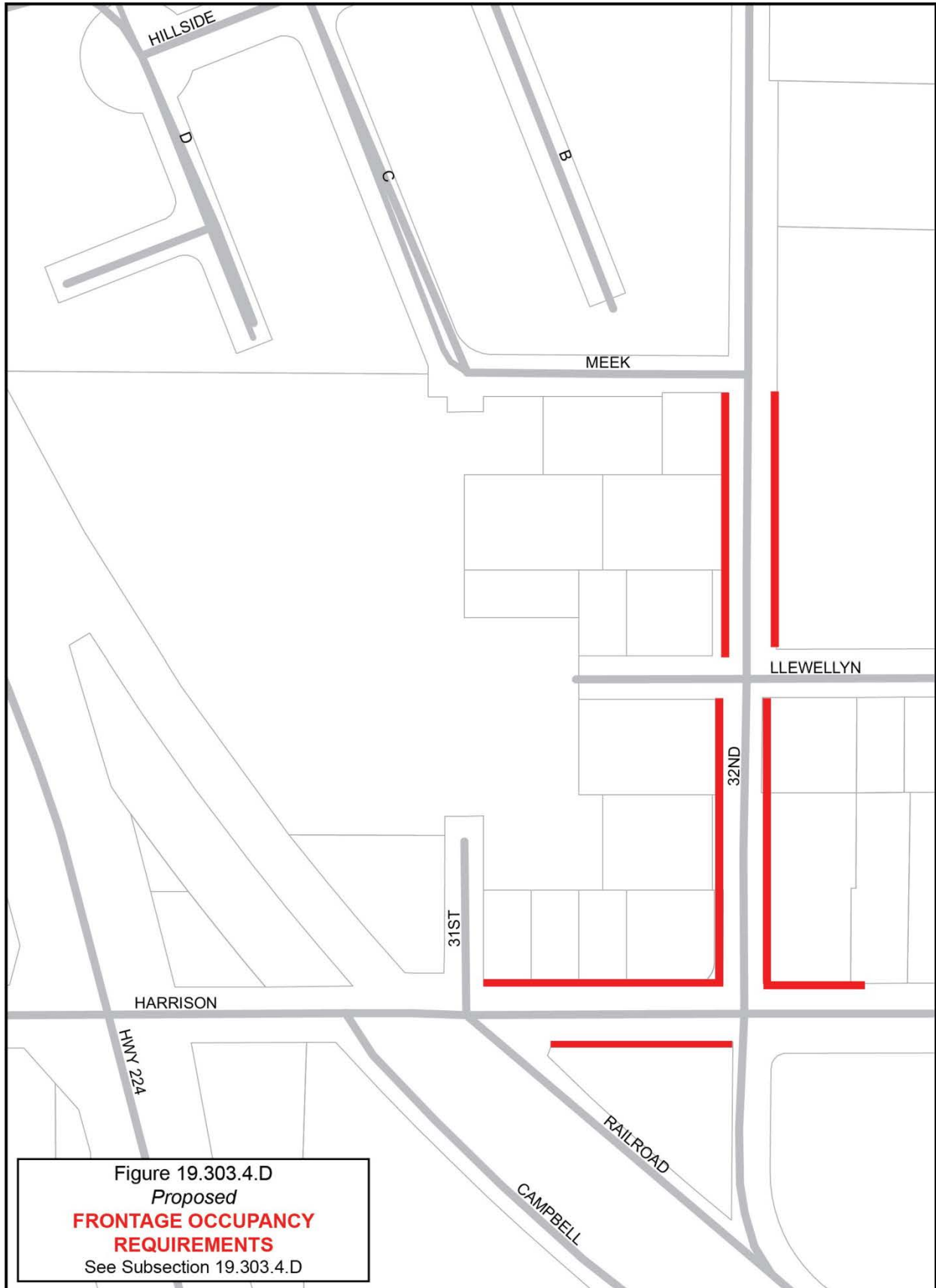
G. Primary Entrances

1. Intent

To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.



H. Residential Density

1. Intent

Minimum densities are applied to residential development in the GMU zone to assure efficient use of land at densities that support transit use and nearby businesses.

2. Standards

- a. Minimum density for standalone residential development in the GMU zone is 25 units per acre.
- b. There are no minimum density requirements when residential units are developed as part of a mixed-use building or development.
- c. Maximum residential densities for mixed-use buildings are controlled by height limits.

19.303.5 Standards for Residential Street Edges

For properties shown as having a residential edge on Figure 19.303.5, and for development that occurs adjacent to or abutting an R-3 or an R-5 zone, the following standards apply.

- A. A minimum setback of 15 feet shall apply.
- B. Along the property line adjacent to the residential zone, buildings within 50 feet of 37th Ave and Monroe St shall provide a step back of at least 6 feet for any portion of the building above 35 feet.
- C. A height bonus consistent with Section 19.303.3.B(4)(b) may only be applied to buildings or portions of a building that are at least 50 feet away from the adjacent residential zone.
- D. An additional minimum 8-ft-wide densely planted buffer is required along property lines where flex space development abuts a residential zone.

19.303.6 Standards for Medical Marijuana Facilities

In the GMU Zone, medical marijuana facilities shall meet the following standards:

- A. As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.
- B. A medical marijuana facility shall not be colocated with another business.
- C. Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.
- D. The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.

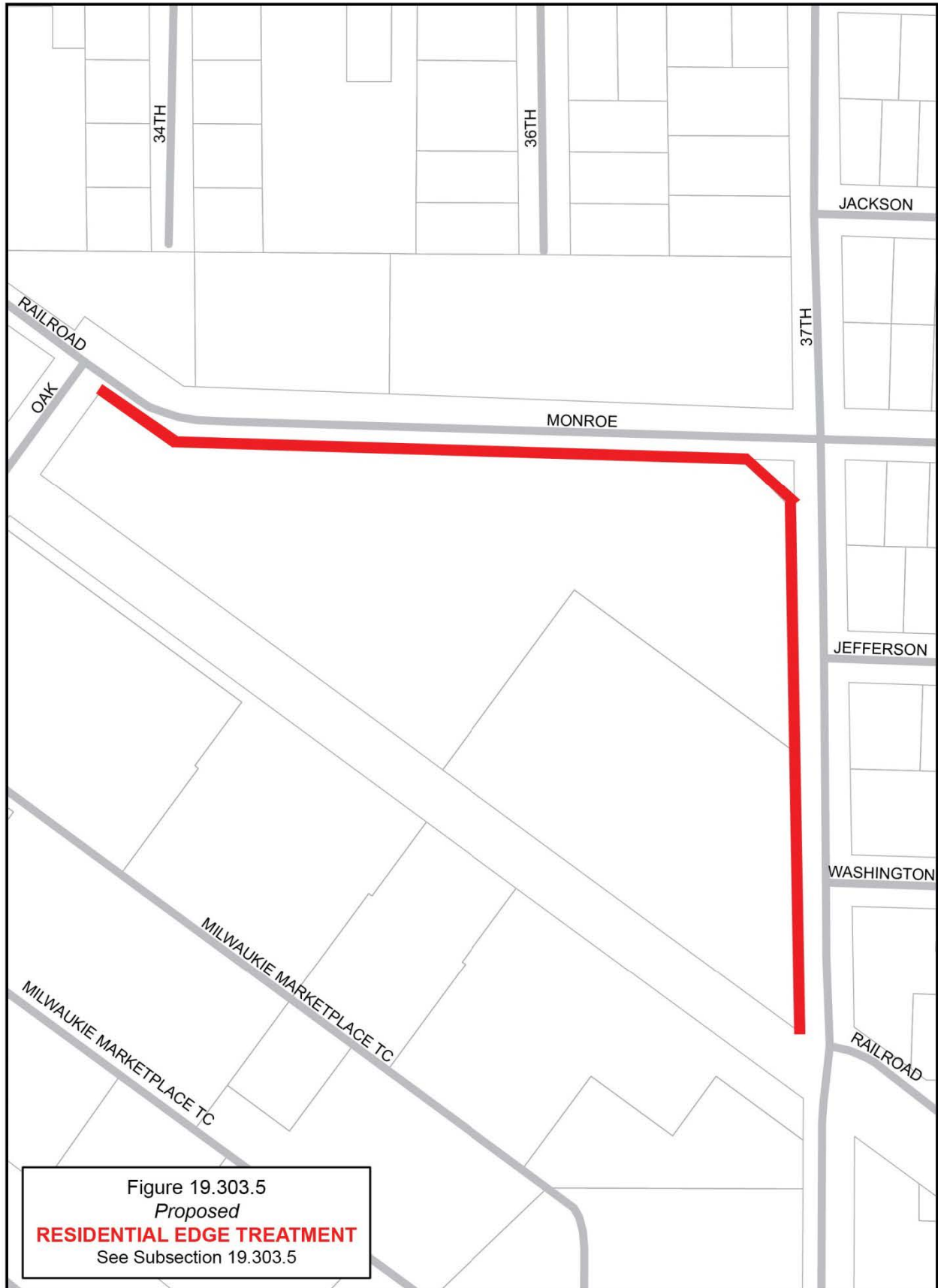


Figure 19.303.5
Proposed
RESIDENTIAL EDGE TREATMENT
See Subsection 19.303.5

19.303.7 Additional Provisions

Depending upon the type of use and development proposed, the following sections of the Milwaukie Code may apply. These sections are referenced for convenience, and do not limit or determine the applicability of other sections within the Milwaukie Municipal Code.

A. Section 19.500 Supplementary Development Regulations

This section contains standards for site and building design that will apply to most new types of development, including residential and commercial. Relevant sections include:

1. 19.501 General Exceptions
2. 19.502 Accessory Structures
3. 19.503 Accessory Uses
4. 19.504 Site Design Standards
5. 19.505 Building Design Standards
6. 19.507 Home Occupation Standards

B. Section 19.600 Off-Street Parking and Loading

Contains standards for vehicle and bicycle parking, including required number of spaces and design standards for parking and loading areas.

C. Section 19.700 Public Facility Improvements

Contains standards for transportation, utility and other public facility improvements that may be required as part of development.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.404 MIXED USE OVERLAY ZONE MU REPEALED

19.404 FLEX SPACE OVERLAY ZONE

19.404 FLEX SPACE OVERLAY ZONE

19.404.1 Purpose

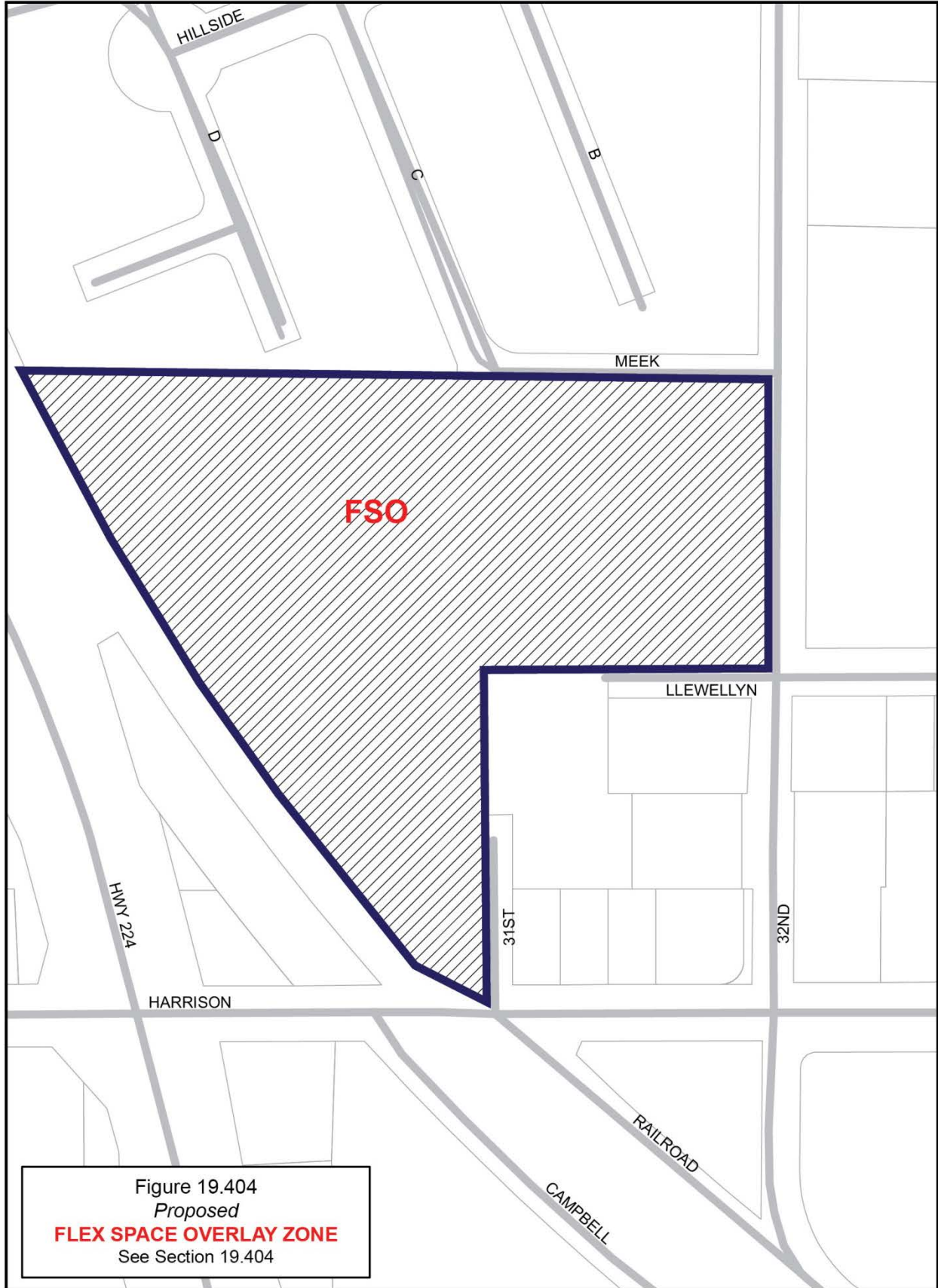
The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within Central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes buildings that can accommodate a variety of uses that may change over time. Uses in the Flex Space Overlay Zone may include employment-intensive uses beyond those allowed in the underlying GMU zone, and may change as appropriate to respond to market conditions and developer needs.

19.404.2 Applicability

The standards and requirements of this section apply to all properties within the Flex Space Overlay Zone as indicated on the Zoning Map.

19.404.3 Consistency with Base Zone

The General Mixed Use Zone GMU is the base zone for properties within the Flex Space Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.



19.404.4 Permitted Uses

In addition to those uses allowed by the base zone (GMU), Table 19.404.4 lists uses that are permitted within the Flex Space Overlay Zone.

Table 19.404.4 Flex Space Overlay Zone Uses	
Use Category	Status
A. Industrial Service	
Industrial services are engaged in repair and/or servicing of industrial, business or consumer machinery, equipment, products or by-products or in training or instruction of such repair or servicing. Examples include: electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities.	P
B. Manufacturing¹	
This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts. Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.	P
C. Wholesale Trade	
This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic. Examples include: mail order houses; sale and/or rental of machinery, building materials, special trade tools, janitorial supplies and restaurant equipment; and wholesalers of food, clothing, auto parts, building hardware and office supplies.	P
D. Trade Schools	
This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.	P

P = Permitted

1. Manufacturing uses shall only be conducted in an enclosed space. The following manufacturing uses are not allowed: explosive materials, concrete and asphalt mixing or batching, rock crushing and aggregate storage.

19.404.5 Review Process

All uses listed in Table 19.404.4 above require a Type II Development Review approval pursuant to Section 19.906.

19.404.6 Development Standards

The development standards of Section 19.303.4 apply in the Flex Space Overlay Zone except as noted below for any of the uses permitted in Table 19.404.4.

A. The minimum floor area ratio is 0.3:1

- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is only available for green buildings. The height bonus for residential development does not apply.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies along 32nd Avenue.
- E. The maximum front yard setback is 50 feet. The setback area must be landscaped, except where used for parking as allowed in (F) below.
- F. Parking may be located within the front yard setback, except when adjacent to 32nd Avenue.
- G. All new buildings shall have at least one primary entrance facing the front property line, even if it is not abutting a public street.
- H. Flex Space Overlay properties that abut a residential zone shall provide an 8-foot wide landscaped buffer along the residential property line.
- I. Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping and/or planters.

19.404.7 Design Standards

The design standards in Subsection 19.505.7 Nonresidential Development apply to all new mixed-use and non-residential development in the Flex Space Overlay Zone. The design standards apply in all locations, even those where the development is not adjacent to a public street.

19.404.8 Additional Provisions for Off-Site Impacts

In order to ensure compatibility between manufacturing and nonmanufacturing uses, the following off-site impact standards apply.

A. Applicability

The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of the effective date of this ordinance, are not subject to these off-site impact standards.

B. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

C. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

1. Temporary vibrations from construction activities or vehicles leaving the site are exempt.
2. Vibrations lasting less than 5 minutes per day are exempt.
3. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

D. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0 (zero) footcandles of light.

F. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

G. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.504.6 Transition Area Measures

Where commercial, mixed-use, or industrial development is proposed abutting or adjacent to properties zoned for lower-density residential uses, the following transition measures shall be required. These additional requirements are intended to minimize impacts on lower-density residential uses.

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to the 6-ft level to screen lower-density residential uses from direct view across the open space.

19.504.11 Preliminary Circulation Plan

A Preliminary Circulation Plan is intended to guide site development by establishing a plan for multimodal access, connectivity, and circulation. A preliminary circulation plan is a conceptual plan in that it does not establish a precise alignment for street, pedestrian, or bicycle facilities.

A. Applicability

A Preliminary Circulation Plan is required for non-residential development on sites 3 acres and larger that are subject to Development Review per MMC 19.906 and are either:

1. Vacant
2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for >50% of the site.
3. Development in the Flex Space Overlay

B. Plan Contents

1. The Preliminary Circulation Plan shall include a site plan, showing land uses, building envelopes and other structures, the pedestrian, bicycle, and vehicle circulation system, vehicle and bicycle parking areas, open areas, existing trees to be preserved, and utility connections. The site plan must also include:
 - a. All existing improvements that will remain after development of the proposed use;
 - b. All improvements planned in conjunction with the proposed use;
 - c. Conceptual plans for possible future uses; and
 - d. Pedestrian and bicycle facilities including safe pedestrian and safe bicycle circulation between:
 - (1) Major buildings, activity areas, and transit stops within the site plan boundaries and adjacent streets, pathways and adjacent transit stops; and
 - (2) Adjacent developments and the proposed development.
2. The Preliminary Circulation Plan shall include a public right-of-way/easement plan depicting the following, if applicable:

Reservation, dedication, or use of the proposed site for public purposes, including, but not limited to: rights-of-way showing the name and location of all existing and proposed public and private access drives within or on the boundary of the proposed site, the right-of-way and paving dimensions, and the ownership and maintenance status, if applicable, and the location, width and construction material of all existing and proposed sidewalks; pedestrian access ways and trails; and bicycle access ways and trails

C. Approval Criteria

In reviewing a proposed Preliminary Circulation Plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and MMC 19.708 Transportation Facility Requirements.

D. Permit Process

A new Preliminary Circulation Plan or a revision to an approved Preliminary Circulation Plan are subject to Type II review per Section 19.1005.

19.505 BUILDING DESIGN STANDARDS

19.505.1 Single-Family Dwellings and Duplexes

19.505.2 Garages and Carports

19.505.3 Multifamily Housing

19.505.4 Cottage Cluster Housing

19.505.5 Rowhouses

19.505.6 Live/Work Units

19.505.7 Nonresidential Development

A. Purpose

The design standards contained in this section are intended to encourage building design and construction with durable, high-quality materials. The design standards support development of an attractive, cohesive and pedestrian-friendly commercial area. The design standards do not prescribe a particular building or architectural style.

B. Applicability

1. The design standards in this section generally apply to the street-facing facades of new commercial, institutional, manufacturing and mixed-use buildings within the GMU zone.
2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Section 19.505.6 Live/Work Units.

3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Section 19.505.3 Multifamily Housing.

C. Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.505.7.B shall meet the following design standards.

An applicant may request a variance to the building design standards in Subsection 19.505.7.C through a Type II review, pursuant to Subsection 19.911.3.B.7.

1. Corners

The intent of this standard is to reinforce intersections as an important place for people to gather.

Buildings located at a key corner, as shown on Figure 19.505.7.C.1, shall incorporate one of the following features:

- a. Locate the primary entry to the building at the corner
- b. A prominent architectural element, such as increased building height or massing, a cupola, a turret or a pitched roof at the corner of the building or within 20 feet of the corner of the building;
- c. The corner of the building cut at a 45 degree angle

2. Weather Protection

The intent of this standard is, through the use of awnings and canopies along the ground floor of buildings, to protect pedestrians from rain and provide shade; to encourage window shopping and lingering; and to create visual interest on the ground floor of a building.

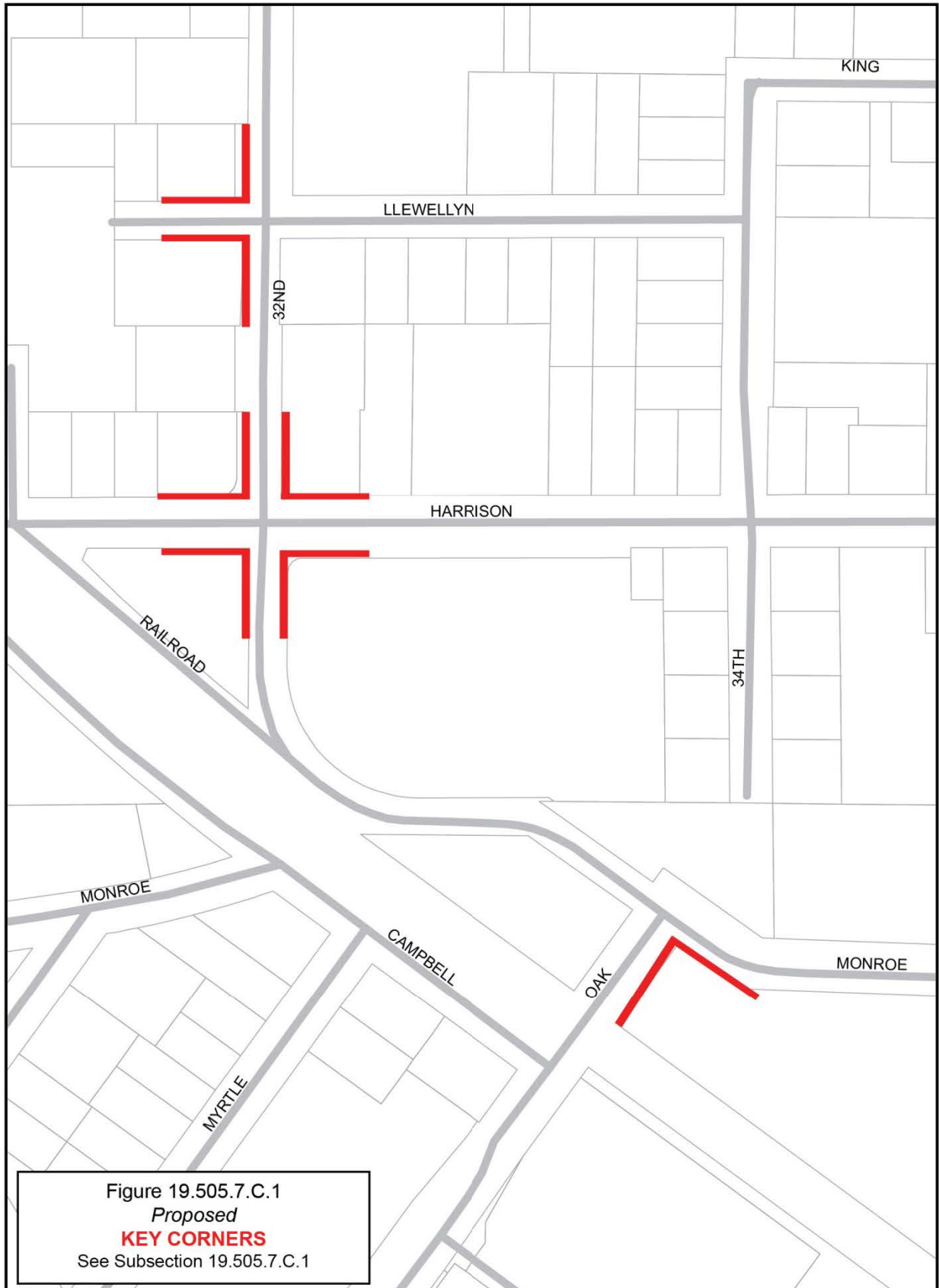
Buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage

All ground floor building entries (excluding loading docks, bays, etc.) shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.

b. Weather protection design

Weather protection shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. Where applicable, weather protection shall be designed to accommodate pedestrian signage (e.g., blade signs) while maintaining required vertical clearance.



3. Exterior Building Materials

The intent of this standard is to provide a sense of permanence through the use of certain permitted building materials; to provide articulation and visual interest to larger buildings; and to allow for a variety of materials and designs.

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.6.C.3 specifies the primary, secondary and prohibited material types referenced in this standard.

- a. Buildings shall utilize primary materials for at least 60 percent of the applicable building facades.
- b. Secondary materials are permitted on no greater than 40 percent of each applicable building facade.
- c. Accent materials are permitted on no greater than 10 percent of each applicable building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- d. Buildings shall not utilize materials listed as (N) prohibited.
- e. For existing development, façade modifications that affect more than 50 percent of the façade shall comply with standards in this section. The Planning Director may waive this requirement if application of the standards would create an incongruous appearance of existing and new materials.

Table 19.505.7.C.3 Commercial Exterior Building Materials	
Material Type	Nonresidential and Mixed-Use
Brick	P
Stone/masonry	P
Stucco	P
Glass (transparent, spandrel)	P
Concrete (poured in place or precast)	P
Finished wood, wood veneers and wood siding	S
Finished metal panels, such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish	S
Concrete blocks with integral color (ground, polished or glazed finishes)	S
Fiber reinforced cement siding and panels	S
Ceramic tile	S
Concrete blocks with integral color (split face finish)	A
Standing seam and corrugated metal	A
Glass block	A
Vegetated wall panels or trellises	A

Vinyl siding	N
Exterior insulation finishing system (EIFS)	N
Plywood paneling	N

P = Primary Material
 S = Secondary Material
 A = Accent Material
 N = Prohibited Material

4. Windows and Doors

The standards of this section are intended to enhance street safety and provide a comfortable pedestrian environment by providing ground-level transparency between the interior of buildings and the sidewalk.

- a. For non-residential and mixed-use buildings, 30 percent of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 feet above finished grade, whichever is less.
- b. For all buildings, the following applies:
 - (1) Nonresidential ground floor windows must have a visible transmittance (VT) of 0.6 or higher.
 - (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.
 - (3) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.
 - (4) The bottom edge of windows along pedestrian ways shall be constructed no more than 36 inches above grade.
 - (5) Ground-floor windows for nonresidential uses shall allow views into storefronts, working areas, or lobbies. Signs are limited to a maximum coverage of 50 percent of the required window area.
- c. Windows shall be designed to provide shadowing. This can be accomplished by recessing windows 4 inches into the façade and/or incorporating trim of a contrasting material or color.
- d. For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:
 - (1) Reflective, tinted, or opaque glazing
 - (2) Simulated divisions (internal or applied synthetic materials)
 - (3) Exposed, unpainted metal frame windows

5. Roofs

- a. The intent of this standard is to enliven the pedestrian experience and create visual interest through roof form. The roof form of a building shall follow one (or a combination) of the following forms:
 - (1) Flat roof with parapet or cornice

- (2) Hip roof
- (3) Gabled roof
- (4) Dormers
- (5) Shed roof
- b. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.
- c. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.
- d. All flat roofs or those with a pitch of less than 4/12 shall be architecturally treated or articulated with a parapet wall that projects vertically above the roof line at least 12 inches and/or a cornice that projects from the building face at least 6 inches.
- e. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure(s) shall have similar slope and be constructed of the same materials as the existing roofing.

6. Rooftop Equipment and Screening

The intent of this standard is to integrate mechanical equipment into the overall building design.

- a. The following rooftop equipment does not require screening:
 - (1) Solar panels, wind generators, and green roof features;
 - (2) Equipment under two feet in height.
- b. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.
- c. Satellite dishes, communications equipment and all other roof-mounted mechanical equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and shall be screened from public view and from views from adjacent buildings by one of the following methods:
 - (1) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building or wood fencing or masonry;
 - (2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.
- d. Required screening shall not be included in the building's maximum height calculation.

7. Ground-Level Screening

Mechanical and communication equipment and outdoor storage and outdoor garbage and recycling areas shall be screened so they are not visible from streets and other ground-level private open space and common open spaces.

19.505.8 Building Orientation to Transit

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.11 Standards for Wireless Communication Facilities

Table 19.904.11.C Wireless Communication Facilities—Type and Review Process				
Towers		WCFs Not Involving New Tower		
Zones	New Monopole Tower 100 Feet	Building Rooftop or Wall Mounted Antenna¹	Water Towers, Existing Towers, and Other Stealth Designs	On Existing Utility Pole in Row with or w/out Extensions²
BI	P1	P2	P2	P2
M	P1	P2	P2	P2
M-TSA	P1	P2	P2	P2
C-N	N	P2	P2	P2
C-G	N	P2	P2	P2
C-L	N	P2	P2	P2
C-CS	N	P2	P2	P2
OS	N	P2	P2	P2
DMU	N	P2	P2	P2
GMU	N	P2	P2	P2
R-1-B	N	P2	P2	P2
R-1	N	N	P2	P2
R-2	N	N	P2	P2
R-2.5	N	N	P2	P2
R-3	N	N	P2	P2
R-5	N	N	P2	P2
R-7	N	N	P2	P2
R-10	N	N	P2	P2

1 = Type III review—requires a public hearing in front of the Planning Commission

2 = Type II review—provides for an administrative decision

P = Permitted **N** = Not Permitted

¹ Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

² Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, GMU, C-N, C-G, C-L, OS, and DMU Zones.

19.911 VARIANCES

19.911.3 Review Process

B. Type II Variances

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

Updates for Section References and Housekeeping Only

These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.

19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

Table 19.301.2

Table 19.301.2 Low Density Residential Uses Allowed				
Use	R-10	R-7	R-5	Standards/Additional Provisions
Residential Uses				
Single-family detached dwelling	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes
Duplex	P/II	P/II	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes Subsection 19.910.2 Duplexes
Residential home	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes

19.301.5.I.3

3. Subsection 19.505.1 Single-Family Dwellings and Duplexes

19.301.5.I.4

4. Subsection 19.505.2 Garages and Carports

Table 19.302.2

Table 19.302.2 Medium and High Density Residential Uses Allowed						
Use	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
Residential Uses						
Single-family detached dwelling	P	P	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes
Duplex	P	P	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes
Residential home	P	P	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes

Rowhouse	P	P	P	P	P	Subsection 19.505.1 Single-Family Dwellings and Duplexes Subsection 19.505.5 Rowhouses
Cottage cluster housing	P	P	P	P	P	Subsection 19.505.4 Cottage Cluster Housing Cottage cluster land division requires Type III review
Multifamily	CU	CU	P	P	P	Subsection 19.505.3 Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations
Congregate housing facility	CU	CU	P	P	P	Subsection 19.505.3 Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations

Table 19.302.4

Table 19.302.4						
Medium and High Density Residential Development Standards						
Standard	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
A. Lot Standards						
1. Minimum lot size (sq ft)	3,000	2,500	2,500	1,400		Subsection 19.501.1 Lot Size Exceptions Subsection 19.505.4 Cottage Cluster Housing Subsection 19.505.5 Rowhouses
a. Rowhouse	6,000	5,000	7,000	6,400		
b. Duplex	5,000	5,000	5,000	5,000		
c. All other lots						

19.302.5.L

5. Subsection 19.505.1 Single-Family Dwellings and Duplexes
6. Subsection 19.505.2 Garages and Carports
7. Subsection 19.505.3 Multifamily Housing
8. Subsection 19.505.4 Cottage Cluster Housing
9. Subsection 19.505.7 Building Orientation to Transit

Table 19.304.2

Table 19.304.2 Downtown Zones—Uses			
Uses and Use Categories	DMU	OS	Standards/ Additional Provisions
Residential			
Rowhouse	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.5 Rowhouses
Multifamily	P	N	Figure 19.304-2 Ground-Floor Residential Permitted Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Multifamily Housing
Live/work units	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.6 Live/Work Units
Second-story housing	P	N	Section 19.508 Downtown Site and Building Design Standards
Senior and retirement housing	P	N	Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Multifamily Housing

19.402.14.C

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal for land division or property line adjustment as provided in Subsection 19.402.13.

19.406.5.E.7

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings

shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

19.406.6.F

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 Rowhouses.

19.508.4.A.3.b

- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 Rowhouses, as revised by Subsection 19.304.3.B.

19.508.4.A.3.c

- c. Live/work units are subject to the objective standards in Subsection 19.505.6 Live/Work Units.
-

19.608.2.B

B. Nonresidential and Mixed-Use Buildings

19.708.5.B.1

- 1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.
-

Table 19.901

Mixed Use Overlay Review removed from this table (repealed)

Table 19.1104.1.E

R-O-C removed from this table (repealed)