

**CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, March 10, 2015
6:30 PM**

COMMISSIONERS PRESENT

Sine Bone, Chair
Shaun Lowcock, Vice Chair
Shannah Anderson
Scott Barbur
Greg Hemer

STAFF PRESENT

Li Alligood, Senior Planner
Vera Kolias, Associate Planner
Peter Watts, City Attorney

COMMISSIONERS ABSENT

Gabe Storm

1.0 Call to Order – Procedural Matters*

Chair Bone called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

***Note:** The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.ci.milwaukie.or.us/meetings>.*

2.0 Planning Commission Minutes

2.1 November 25, 2015

It was moved by Commissioner Hemer and seconded by Commissioner Anderson to approve the November 25, 2014, Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

5.1 Summary: Moving Forward Milwaukie Downtown Plan and Code Amendments
continued from 2/24/15
Applicant: City of Milwaukie
File: CPA-14-02, ZA-14-02
Staff: Li Alligood

Chair Bone called the hearing to order and read the conduct of legislative hearing format into the record.

Li Alligood, Senior Planner, presented the staff report via PowerPoint. She reviewed the hearing schedule and briefed the revisions to the amendments package per direction from the Commission regarding Use, Development, and Design Standards. She noted that the idea of

providing incentives for an open space provision was still in process and a meeting was scheduled with an economist regarding this.

Ms. Alligood reviewed the decision-making options and noted staff recommendation was for the Commission to recommend approval to City Council. She reviewed next steps with Council worksessions and hearings.

Staff responded to questions from the Commission:

- Green Globes could be added to the list of approved LEED certified programs available for green building incentives.
- Applying for a variance to building height was possible in order to build to 5 stories without satisfying building height bonuses, although may be more difficult to justify than to satisfy the height bonus criteria.

The Commission thanked Ms. Alligood and staff for their time and effort in this project.

It was moved by Commissioner Hemer and seconded by Commissioner Barbur to recommend approval to City Council of CPA-14-02, ZA-14-02 Moving Forward Milwaukie Downtown Plan and Code Amendments with the recommended findings as presented. The motion passed unanimously.

6.0 Worksession Items

- 6.1 Summary: Central Milwaukie Plan and Code Amendments
Staff: Vera Kolias

Vera Kolias, Associate Planner, presented the staff report via PowerPoint. She reviewed the project background and noted the focus of tonight's meeting was on the draft amendments for the plans: Central Milwaukie Land Use & Transportation System Plan, Comprehensive Plan amendments, and Milwaukie Transportation System Plan amendments. She reviewed the project goals, process, and public outreach.

The purpose of the Central Milwaukie Land Use and Transportation Plan (the Plan) was to define the boundary and establish a vision for Central Milwaukie. Ms. Kolias described the Guiding Principles and Fundamental Concepts. She noted key changes and proposals which could be ground into larger concepts of Enhancing Economic Opportunities, Promoting High Quality Urban Design, and Improving Multimodal Connectivity.

Ms. Kolias reviewed the proposed amendments for the Comprehensive Plan that included adopting the Land Use and Transportation Plan as an ancillary document, and other minimal revisions such as the introduction of the General Mixed Use Zone and a policy for development in Central Milwaukie. The proposed amendments to the Milwaukie Transportation System Plan included recommended projects from the Central Milwaukie Land Use and Transportation Plan, and she described those proposed projects.

Staff responded to questions from the Commission.

- The amendments to the proposed projects map in the Transportation Systems Plan were conceptual at this point and the Monroe Street project had not been completed yet. Once that project was complete, the Central Milwaukie map and plan would be updated to reflect that.

- Most of the residential zoning was consistent with what currently exists, although there was a maximum density in Central Milwaukie rather than no maximum in downtown.
- The McFarland site was essentially split into two development parcels; the eastern parcel was in remediation with DEQ and there were some restrictions for that site. The rest of the site had been remediated and was ready for development.

7.0 Planning Department Other Business/Updates

Ms. Alligood noted that there was a public event for the Monroe Street Neighborhood Greenway project scheduled for March 18th at 6pm at the Milwaukie Christian Church.

8.0 Planning Commission Discussion Items

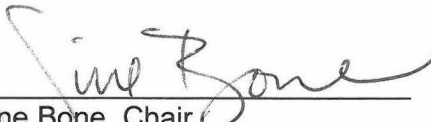
9.0 Forecast for Future Meetings:

- | | |
|----------------|---|
| March 24, 2015 | 1. Public Hearing: VR-2015-001 Cambridge Ln ADU Variance |
| | 2. Public Hearing: DR-2015-001 Kellogg Lake Bike/Ped Bridge Connections |
| | 3. Worksession: Central Milwaukie Plan and Code Amendments |
| April 14, 2015 | 1. Worksession: Central Milwaukie Plan and Code Amendments |

Meeting adjourned at approximately 7:33 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II



Sine Bone, Chair



AGENDA

MILWAUKIE PLANNING COMMISSION Tuesday, March 10, 2015, 6:30 PM

MILWAUKIE CITY HALL
10722 SE MAIN STREET

1.0 Call to Order - Procedural Matters

2.0 Planning Commission Minutes – Motion Needed

2.1 November 25, 2015

3.0 Information Items

4.0 Audience Participation – This is an opportunity for the public to comment on any item not on the agenda

5.0 Public Hearings – Public hearings will follow the procedure listed on reverse

5.1 Summary: Moving Forward Milwaukie Downtown Plan and Code Amendments
continued from 2/24/15

Applicant: City of Milwaukie

File: CPA-14-02, ZA-14-02

Staff: Li Alligood

6.0 Worksession Items

6.1 Summary: Central Milwaukie Plan and Code Amendments

Staff: Vera Kolas

7.0 Planning Department Other Business/Updates

8.0 Planning Commission Discussion Items – This is an opportunity for comment or discussion for items not on the agenda.

9.0 Forecast for Future Meetings:

March 24, 2015

1. Public Hearing: VR-2015-001 Cambridge Ln ADU Variance
2. Public Hearing: DR-2015-001 Kellogg Lake Bike/Ped Bridge Connections
3. Worksession: Central Milwaukie Plan and Code Amendments *tentative*

April 14, 2015

1. Worksession: Central Milwaukie Plan and Code Amendments *tentative*

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.
2. **PLANNING COMMISSION MINUTES.** Approved PC Minutes can be found on the City website at www.cityofmilwaukie.org
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org
4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.
5. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

Public Hearing Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Planning Commission:

Sine Bone, Chair
Shannah Anderson
Scott Barbur
Greg Hemer
Shaun Lowcock
Gabe Storm

Planning Department Staff:

Denny Egner, Planning Director
Li Alligood, Senior Planner
Brett Kelter, Associate Planner
Vera Kolias, Associate Planner
Alicia Martin, Administrative Specialist II

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Sine Bone, Chair
Wilda Parks, Vice Chair
Shannah Anderson
Greg Hemer
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Gabe Storm
Scott Barbur

STAFF PRESENT

Denny Egner, Planning Director
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2.0 Planning Commission Minutes

2.1 September 9, 2014

It was moved by Vice Chair Parks and seconded by Commissioner Hemer to approve the September 9, 2014, Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

Denny Egner, Planning Director, noted that a public workshop for the Monroe Street Neighborhood Greenway Concept Plan was scheduled for December 3, 2014, at the Public Safety Building.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

5.1 Summary: 2nd Story Variance
Applicant/Owner: Ron Woodruff/Perry Nordby
Address: 9925 SE 37th Ave
File: VR-14-02
Staff: Li Alligood

Chair Bone called the hearing to order and read the conduct of quasi-judicial hearing format into the record.

Li Alligood, Senior Planner, presented the staff report via PowerPoint. She oriented the Planning Commission to the site and zoning, and explained the proposal for a variance to the street side yard setback. She explained that R-7 zoning called for 20 ft side yard setback but this section of Harvey St required an additional setback to allow for future street-widening which resulted in a 25 ft setback to this property. The existing home encroached in the setback but was legal due to being built before these standards.

Ms. Alligood reviewed a previous variance request approved by the Commission that allowed for a reduction of the side yard setback to allow for the garage to come in line with the rest of the house. She displayed the previous drawings and site plans as submitted for approval and permits that included the single-story garage addition. However, the actual construction resulted in a second story addition and therefore was not substantially conforming to the approved plans. A stop work order had been placed on the project. The Planning Director determined that an additional Type III Variance Request application would be needed for the addition story.

Ms. Alligood added that the applicant had requested a total of three variances: extending the existing nonconformity by adding the second story, and two variances to the front yard and rear yard setback to construct a covered patio.

Staff did not identify any negative impacts of the proposed variance and no mitigation of any impacts was required. Staff recommended approval with the recommended findings and conditions of approval. Ms. Alligood reviewed the decision-making options.

Vice Chair Parks clarified that none of these variance requests would encroach more into the side yard setback.

Commissioner Lowcock asked why the need for the second story.

Perry Nordy, Applicant, noted that it would be for additional living space. He would have preferred to wait for approval of the second story by the City but the builder and architect built it anyway.

Chair Bone called for public testimony.

David Vidan, Copacetic Construction, 3958 SE Wake St, explained how it was decided to add a second story and felt that there was no negative impact to the neighbors. He acknowledged that the permitting process was gone about incorrectly but asked that they be allowed to proceed with the project.

Stephanie and Daniel Nadue, 3503 SE Harvey St, were in support of the project and felt that it improved the neighborhood.

Chair Bone closed public testimony.

Commissioner Lowcock thought that most of the issues were sorted out through the previous variance request. He wanted to see the project completed.

Commissioner Storm would like to have heard from the neighbor as a second story was impactful but acknowledged that they had the opportunity to comment and did not.

The Commission felt that the second story was in proportion and appealing.

Commissioner Storm noted that he was concerned of setting precedent for building first and asking for approval later.

Commissioner Barbur agreed but thought that the applicants learned their lesson.

It was moved by Vice Chair Parks and seconded by Commissioner Hemer to approve the 2nd Story Variance application VR-14-02 for 9925 SE 37th Ave with the findings and conditions as presented.

Mr. Nordby clarified if the project could now move forward.

Mr. Egner affirmed that given that all of the appropriate building permits were submitted and approved. However, this approval would have an appeal period and therefore moving forward may create risk if an appeal was submitted.

5.2 Summary: Commercial-Limited Zoning Amendment
 Applicant: City of Milwaukie
 File: ZA-14-03
 Staff: Denny Egner

Chair Bone called the hearing to order and read the conduct of legislative hearing format into the record.

Denny Egner, Planning Director, presented the staff report via PowerPoint. He had initiated the proposal at the interest of City Council. The proposal was to add “eating establishments” to the list of permitted uses for three properties in the Limited Commercial C-L zone along 32nd Ave. Initially the issue of adding “eating establishments” to the rest of the C-L zones would have been addressed through the Neighborhood Main Streets component of the Moving Forward Milwaukie project. However, due to the complexity of the downtown and central Milwaukie pieces of that project, the Neighborhood Main Streets work has been delayed until the spring of 2015. This proposal was initiated to address properties at the corner of 32nd Ave and Olsen St as an interim solution that was intended to rectify a problem with the existing nonconforming uses. He explained why this application was being reviewed as a Type III map amendment and reviewed the approving criteria including compatibility with the surrounding area and lack of alternative sites available.

Mr. Egner reviewed the staff recommendation for approval of the findings and text amendments with limitations on drive-through uses and size. He noted the decision-making options.

Chair Bone verified that this area could change again overall once the Moving Forward Milwaukie project covered this portion of the project.

Mr. Egner concurred and noted that there would need to be much thought and public outreach as part of that project to determine what the community wanted for that area.

Mr. Watts clarified that although the text for the zone was being changed under this application, it would only apply to three specific properties.

Commissioner Hemer asked if it would then be possible to remove these uses in the future.

Mr. Egner responded that that could happen but did not believe it would.

Commissioner Hemer noted that staff was making an assumption that eating and drinking establishments would indeed be allowed in the C-L zone.

Mr. Egner replied that was not necessarily the case and that was why staff limited this application to these few properties. However, he knew it would be part of the Moving Forward Milwaukie project and that there was interest by members of the Council to address the nonconforming uses in that area.

Ms. Alligood clarified that the basis of understanding was the Neighborhood Main Streets project in 2012 that addressed this area. Project participants expressed strong support for uses such as restaurants and coffee shops and other uses that were not currently allowed. Staff therefore felt that that supported this approach specific to eating establishments, not drinking establishments.

Mr. Egner and Ms. Alligood reminded the Commission that the trip generation estimate noted in the staff report was based on the ITE Manual which was based on a broad variety of scenarios across the country and so they believed overestimated the trips.

Chair Bone asked if there was any public comment received.

Mr. Egner noted one comment in support was received.

Chair Bone called for public testimony.

Liz Martin, Liz's Creative Café, 9401 SE 32nd Ave, thanked staff for their work on this application. She noted that the café was currently 1500 sq ft with no plan to expand. Her original plan for the café included hosting art and wine parties. However, since the land use compatibility statement to allow for alcohol was denied, she had to reconfigure her business plan. She had no intention of changing it into a bar; it was a family establishment with a kids play area, and hosted mom groups, etc. There had been a lot of community support for the café. She appreciated the Commission's consideration.

Chair Bone read a comment in support from April Ariel.

Chair Bone closed public testimony.

The Planning Commission deliberated.

Commissioner Hemer did not understand why the other two properties were included in this application. It was clear what the intent for one of the properties was, but the future of the other two properties was unknown.

Mr. Watts explained the implications of the scenarios under the zone change.

The Commission and staff verified that any change of use or expansion of these properties would trigger traffic impact and parking review.

Chair Bone called for a straw poll on the 3250 sf size limit. The majority of the Commissioners were in favor with Commissioners Storm and Barbur opposing.

It was moved by Commissioner Lowcock and seconded by Commissioner Anderson to recommend approval to City Council of legislative application ZA-14-03, for amendments to the Commercial-Limited Zone to allow eating establishments, with the recommended findings and conditions as presented. The motion passed with Commissioner Hemer opposing.

6.0 Worksession Items

7.0 Planning Department Other Business/Updates

Vice Chair Parks reminded the Commission of the Monroe Street Neighborhood Greenway project open house on December 3rd, 2014.

8.0 Planning Commission Discussion Items

Commissioner Lowcock asked for an update on the Wine:30 parklet.

Mr. Egner responded that it had been removed as part of the program's requirements. An extension had been requested but was denied by City Council. He noted it was a pilot program and would need to be reviewed again in order to make any changes that were found to be needed. He felt the program was a success but there had been concern about parking from some businesses.

9.0 Forecast for Future Meetings:

- | | |
|------------------|--|
| December 9, 2014 | 1. Public Hearing: ZA-14-03 Commercial-Limited Zoning Amendment <i>continued tentative</i> |
| | 2. Public Hearing: DR-14-07 Reliable Credit Parking Lot |
| | 3. Worksession: CPA-14-02 Moving Forward Milwaukie Downtown Plan and Code Amendments |
| January 13, 2014 | 1. Public Hearing: DR-14-07 Reliable Credit Parking Lot <i>continued tentative</i> |
| | 2. Public Hearing: CPA-14-02 Moving Forward Milwaukie Downtown Plan and Code Amendments #1 |

Meeting adjourned at approximately 8:13 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

Sine Bone, Chair

- **February 24, 2015:** The Commission reopened the public hearing on the application. The Commission heard a presentation from staff and asked questions of staff. There was no public testimony. The Commission closed the public testimony portion of the hearing, directed staff to revise the downtown design standards for the final recommendation hearing, and continued the hearing to March 10, 2015.
- **February 10, 2015:** The Commission reopened the public hearing on the application. The Commission heard a presentation from staff and asked questions of staff. There was no public testimony. The Commission closed the public testimony portion of the hearing, directed staff to revise the downtown development standards for the final recommendation hearing, and continued the hearing to February 24, 2015.
- **January 27, 2015:** The Commission reopened the public hearing on the application. The Commission heard a presentation from staff, asked questions of staff, and took public testimony. The Commission closed the public testimony portion of the hearing,

directed staff to revise the downtown use standards for the final recommendation hearing, and continued the hearing to February 10, 2015.

- **January 13, 2015:** The Commission opened the public hearing on the application. The Commission heard a presentation from staff, took public testimony, asked questions of staff, and took public testimony. The Commission closed the public testimony portion of the hearing, directed staff to revise the *Downtown and Riverfront Land Use Framework Plan* for the final recommendation hearing, and continued the hearing to January 27, 2015.

B. Commission Direction to Staff

At the January 13, January 27, February 10, and February 24, 2015, public hearings, the Commission discussed the proposal and provided direction to staff to modify the proposed amendments. The table in Attachment 1 outlines the changes staff has made to the version of the amendments dated January 6, 2015.

As directed by the Commission, the revised proposal includes the following changes:

Use Standards

- Expand the proposed 20,000 sq ft retail limitation to all commercial uses. Uses larger than 20,000 sq ft can be approved through Type III Conditional Use review.

Development Standards

- Modify the proposal that all buildings must be stepped back above the 3rd story to state that all buildings must be stepped back 6 ft above the base maximum height (3 or 4 stories).
- Add 1-story height bonus for buildings achieving green building certification, and clarifies that a maximum of 2 stories of additional height can be achieved through height bonuses.
- Remove the FAR bonus for the provision of additional open space to reflect the deletion of the open space requirement for development sites of 20,000 sq ft or more.

Design Standards

- Revise live/work standards to allow residential use of the ground floor.
- Exempt the ground floor of a live/work unit is in residential use from the the 50% window coverage maximum if it is in residential use.
- Delete requirement that residents of a live/work unit have a business registration.
- Add "plywood paneling" to the list of prohibited exterior building materials.

COMMENTS

The following is a summary of the comments received by the City since the January 13, 2015, public hearing. Staff will continue to collect comments and will provide them to the Commission at the March 10 public hearing.

- **Lisa Batey, Island Station Land Use Committee:** Questions regarding the proposed size limit on retail sales; recommendation that industrial office uses be prohibited on the ground floor throughout downtown; concerns about the proposed 3-story height limit throughout

downtown; concerns about exempting non-residential uses from off-street parking requirements; suggested finished wood as a primary exterior building material.

- **Jim Bernard, 10202 S New Era Rd, Canby, OR 97013:** Several comments expressing concerns about reduced building heights south of Washington St.
- **David Aschenbrenner, 11505 SE Home Ave, Milwaukie, OR 97222:** Questions about implementation of the South Downtown Concept Plan; concerns about allowing residential uses on Main St; questions about indoor recreational facilities; and setback allowances.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	Public Copies	E-Packet
1. Guide to Changes to the January 6, 2015, draft of the Downtown Plan and Code Amendments	☒	☒	☒
2. Draft Ordinance	☒	☒	☒
Exhibit A. Recommended Findings in Support of Approval	☒	☒	☒
Exhibit B. Proposed Comprehensive Plan Amendments – Underline/Strikeout Version	☒	☒	☒
Exhibit C. Proposed Comprehensive Plan Amendments – Clean Version	☒	☒	☒
Exhibit D. Proposed Downtown Land Use and Framework Plan Amendments – Underline/Strikeout Version	☒	☒	☒
Exhibit E. Proposed Downtown Land Use and Framework Plan Amendments – Clean Version	☒	☒	☒
Exhibit G. Proposed Downtown Code Amendments – Clean Version	☒	☒	☒
Exhibit F. Proposed Downtown Code Amendments – Underline/Strikeout Version	☒	☒	☒

Key:

PC Packet = paper materials provided to Planning Commission 7 days prior to the hearing.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at www.milwaukieoregon.gov/planning/planning-commission-122.

Guide to Changes of the January 6, 2015, draft of the Downtown Plan and Code Amendments

Page references are to Underline/strikeout version of amendments in Attachment 2

Page	Section	Revision	Notes
	All	Graphics	Staff is aware that not all graphics in the draft code are consistent with the text. These are a work in progress and will be corrected in the draft presented to City Council.
3	19.201	Add "permanent" to the definition of "Canopy"	Clarifies that canopies are permanent rather than temporary structures.
3	19.201	New definitions: "Balcony"; "Baluster"; "Balustrade"; "Parapet"; "Primary Building Entrance"; "Terrace"; and "Usable Open Space"	Defines terms used in the proposed amendments that are not currently defined.
11-12	19.304.3	Add language establishing size limits for commercial uses.	Commercial uses of up to 20,000 sq ft are permitted outright, larger commercial uses are permitted through Type III Conditional Use review.
21	19.304.5.B.2.d	Buildings must step back above the base maximum height	Step back required above base maximum height (3-4 stories) rather than above the 3 rd story
22	19.304.5.B.3	Relocated height bonuses from Subsection 19.304.6 Clarify that new buildings received green building certification are eligible for a 1 story height bonus Removed the FAR bonus for open space	Previous development incentives included both height bonuses and FAR bonuses. Height bonuses are more appropriately located in this section.

Page	Section	Revision	Notes
28	19.304.5.H	Add additional language regarding the character and treatment of usable open space	Ensures that usable open space activates the streetscape.
51	19.505.6 (NEW)	New standards for live/work units	Provides use, development, and design standards for live/work units.
56	19.508.4.A.2.b(2)	Added requirements for open spaces created by façade breaks.	Ensures that open space created by this standard activates the streetscape.
59	19.508.4.D.2	Prohibited materials cannot be used on any exterior wall downtown	Extends the prohibition from street-facing facades to all facades.
60	Table 19.508.4.D	Added "plywood paneling" to "prohibited" materials	Retains existing prohibition on plywood paneling.
65	19.508.4.G	Removed open space requirement for sites of more than 20,000 sq ft	Non-residential development is not required to provide open space. Incentives are being explored to encourage the provision of open space.
66	19.508.4.G.2.d	Added "or across from a public right-of-way"	Clarifies that residential development adjacent to or across a public right-of-way from an improved public park is eligible for this credit.
73	19.907.2.C.9	Added "up to the maximum height."	Clarifies that increase in building height beyond the maximum height is not approvable through Type II review.



CITY OF MILWAUKIE

"Dogwood City of the West"

Ordinance No.

An ordinance of the City Council of the City of Milwaukie, Oregon, amending the Comprehensive Plan, Title 14 Sign Ordinance, and Title 19 Zoning Ordinance (File #CPA-14-02, ZA-14-02).

WHEREAS, the City of Milwaukie desires to encourage development in downtown Milwaukie and ensure that new development reflects the desires of the community; and

WHEREAS, the City Council approved Resolution 53-2013 to execute and intergovernmental agreement with Metro's Construction Excise Tax grant program to provide resources to the City to address barriers to development in downtown Milwaukie; and

WHEREAS, the *Moving Forward Milwaukie: Enhancing Our Commercial Districts* project has identified policy and regulatory barriers to development in downtown; and

WHEREAS, the all downtown property owners and tenants were notified of the amendments and opportunity for public input has been provided at multiple public meetings and through the City website; and

WHEREAS, the City has prepared amendments to the Downtown and Riverfront Land Use Framework Plan, Comprehensive Plan, and Municipal Code that address barriers to development; and

WHEREAS, the City Council finds that the amendments will result in updated development and design standards that reflect the community's vision for future development in downtown; and

WHEREAS, the proposed amendments have been processed pursuant to a Type V Legislative Review per Milwaukie Municipal Code Section 19.1008, with notice provided per the requirements of the Milwaukie Municipal Code and Oregon Revised Statutes, and duly advertised public hearings on the proposed amendments before the Planning Commission and City Council; and

WHEREAS, the City Council finds that the amendments are extensive in scope and require 60 days from the date of adoption to put into effect.

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

Section 1. Findings. Findings of fact in support of the amendments are adopted by the City Council and are attached as Exhibit A.

Section 2. Amendments. The Comprehensive Plan Chapter 4, Downtown and Riverfront Land Use Framework Plan, and Milwaukie Municipal Code Title 14 Sign Ordinance and Title 19 Zoning Ordinance are amended as described in Exhibit B (underline/strikeout version) and Exhibit C (clean version).

Section 3. Effective Date. The amendments shall become effective 60 days from the date of adoption.

Read the first time on _____, and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____.

Signed by the Mayor on _____.

Wilda Parks, Interim Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney

**Recommended Findings in Support of Approval
File #CPA-14-02/ZA-14-02, Downtown Plan and Code Amendments**

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

1. The applicant, the City of Milwaukie, proposes to amend various downtown regulations that are contained in Title 14 Sign Ordinance and Title 19 Zoning Ordinance of the Milwaukie Municipal Code (MMC), Chapter 4 of the Milwaukie Comprehensive Plan (MCP), and the Downtown and Riverfront Land Use Framework Plan (LUFP), an ancillary document of the MCP. The land use application file numbers are CPA-14-02 and ZA-14-02.
2. The purpose of the proposed code amendments is to remove barriers, created incentives, and encourage the type of development projects that implement the community's vision for downtown Milwaukie. While the proposed amendments are located in several titles of the municipal code, the most substantive amendments are proposed to the following chapters of Title 19:
 - Chapter 19.304 Downtown Zones
 - Chapter 19.500 Supplementary Development Regulations
 - Chapter 19.907 Downtown Design Review

Additionally, amendments are proposed to Title 14 and Chapter 4 of the MCP to coordinate with the proposed amendments to Title 19.

3. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):
 - MMC Section 19.902 Amendments to Maps and Ordinances
 - MMC Chapter 19.1000 Review Procedures
4. Sections of the MMC or MCP not addressed in these findings are found to be not applicable to the decision on this land use application.
5. The application has been processed and public notice provided in accordance with MMC Section 19.1008 Type V Review. A public hearing was held on January 13, 2015, as required by law.
6. MMC Chapter 19.1000 establishes the initiation and review requirements for land use applications. The City Council finds that these requirements have been met as follows.
 - a. MMC Subsection 19.1001.6 requires that Type V applications be initiated by the Milwaukie City Council, Planning Commission, Planning Director, or any individual.
The amendments were initiated by the Planning Director on October 10, 2014.
 - b. MMC Section 19.1008 establishes requirements for Type V review. The procedures for Type V Review have been met as follows:
 - (1) Subsection 19.1008.3.A.1 requires opportunity for public comment.
Opportunity for public comment and review has been provided. Staff held a public open house on October 29, 2014, for review of the draft amendments. The Planning Commission has had numerous worksessions about the proposed amendments. The draft amendments were sent to members of the project steering committee, the Planning Commission, and "interested persons" for review on October 24 and December 12, 2014. The current version of the draft

amendments have been posted on the project web site since December 12, 2014. On December 12, 2014, staff e-mailed NDA leaders and interested persons with information about the hearing and a link to the draft proposed amendments. City staff held a Q & A session at City Hall on November 6, 2014.

- (2) Subsection 19.1008.3.A.2 requires notice of public hearing on a Type V Review to be posted on the City website and at City facilities that are open to the public at least 30 days prior to the hearing.

A notice of the Planning Commission's January 13, 2015, hearing was posted as required on December 12, 2014.

- (3) Subsection 19.1008.3.A.3 requires notice be sent to individual property owners if the proposal affects a discrete geographic area or specific properties in the City.

The proposed amendments will apply to all properties in the downtown zones, and specific property owner notice is not required. All affected property owners were notified of the hearing date via the Measure 56 notice.

- (4) Subsection 19.1008.3.B requires notice of a Type V application be sent to the Department of Land Conservation and Development (DLCD) 35 days prior to the first evidentiary hearing.

Notice of the proposed amendments was sent to DLCD on October 21, 2014.

- (5) Subsection 19.1008.3.C requires notice of a Type V application be sent to Metro 45 days prior to the first evidentiary hearing.

Notice of the proposed amendments was sent to Metro on October 10 and November 26, 2014.

- (6) Subsection 19.1008.3.D requires notice to property owners if, in the Planning Director's opinion, the proposed amendments would affect the permissible uses of land for those property owners.

The proposed amendments would affect uses and development on properties in the downtown zones. The City sent a Measure 56 Notice summarizing the proposal and announcing the date of the first public hearing all property owners in the downtown zones.

- (7) Subsection 19.1008.4 and 5 establish the review authority and process for review of a Type V application.

The Planning Commission held duly advertised public hearings on January 13, January 27, February 10, February 24, and March 10, 2015, and passed a motion recommending that the City Council approve the proposed amendments. The City Council held a duly advertised public hearing on _____, 2015, and approved the amendments.

7. MMC 19.902.3 establishes requirements for amendments to the text of the Milwaukie Comprehensive Plan. The City Council finds that these requirements have been met as follows.

- a. MMC Subsection 19.902.3.A requires that changes to the text of the Milwaukie Comprehensive Plan shall be evaluated through a Type V review per Section 19.1008.

The Planning Commission held public hearings on the proposed amendments on January 13, January 27, February 10, February 24, and March 10, 2015. A public

hearing before City Council is tentatively scheduled for April 21, 2015. Public notice was provided in accordance with MMC Subsection 19.1008.3.

- b. MMC Subsection 19.902.3.B contains approval criteria for changes to the text of the Milwaukie Comprehensive Plan.

- (a) MMC Subsection 19.902.3.B.1 requires that the proposed amendment be consistent with the goals and policies of the Comprehensive Plan, as proposed to be amended.

The goals and policies of the Comprehensive Plan and its ancillary documents support the development of downtown Milwaukie as a pedestrian-oriented, vibrant, mixed-use district. The proposed amendments update the Downtown and Riverfront Land Use Framework Plan, an ancillary document of the Comprehensive Plan, to incorporate projects that have been completed and identify projects that will further implement the vision for downtown.

- (b) MMC Subsection 19.902.3.B.2 requires that the proposed amendment is in the public interest with regard to neighborhood or community conditions.

The proposed amendments reflect the community's desire for policies that encourage high-quality, attractive development while respecting the scale of downtown Milwaukie.

- (c) MMC Subsection 19.902.3.B.3 requires the public need be best satisfied by this particular proposed amendment.

The proposed amendments confirm the community's vision for downtown and update it to create a more meaningful document.

- (d) MMC Subsection 19.902.3.B.4 requires that the proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies related to residential and employment capacity.

- (e) MMC Subsection 19.902.3.B.5 requires that the proposed amendment be consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The proposed amendments were sent to the Department of Land Conservation and Development (DLCD) for comment. The DLCD did not identify any areas where the proposed amendments were inconsistent with State statutes and administrative rules.

- c. MMC 19.902.5 establishes requirements for amendments to the text of the zoning ordinance. The City Council finds that these requirements have been met as follows.

- (1) MMC Subsection 19.902.5.A requires that changes to the text of the land use regulations of the Milwaukie Municipal Code shall be evaluated through a Type V review per Section 19.1008.

The Planning Commission held public hearings on the proposed amendments on January 13, January 27, February 10, February 24, and March 10, 2015. A public hearing before City Council is tentatively scheduled for April 21, 2015. Public notice was provided in accordance with MMC Subsection 19.1008.3.

- (2) MMC Subsection 19.902.5.B establishes the approval criteria for changes to land use regulations of the Milwaukie Municipal Code.

- (a) MMC Subsection 19.905.B.1 requires that the proposed amendment be consistent with other provisions of the Milwaukie Municipal Code.

The proposed amendments coordinate and are consistent with other provisions of the Milwaukie Municipal Code.

- (b) MMC Subsection 19.902.5.B.2 requires that the proposed amendment be consistent with the goals and policies of the Comprehensive Plan.

Current Comprehensive Plan goals and policies strongly support a pedestrian-oriented, vibrant, mixed-use commercial district. The proposed amendments:

- Strengthen existing development standards to ensure that new development is appropriate in scale.
- Strengthen existing commercial and mixed-use design standards to ensure that new development is attractive and activates the pedestrian realm.
- Reduce the level of review required for new development that meets the design standards.
- Add live/work units and standalone multifamily to the housing types permitted downtown.

- (c) MMC Subsection 19.902.5.B.3 requires that the proposed amendment be consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies related to residential and employment capacity.

- (d) MMC Subsection 19.902.5.B.4 requires that the proposed amendment be consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The proposed amendments were sent to the Department of Land Conservation and Development (DLCD) for comment. The DLCD did not identify any areas where the proposed amendments were inconsistent with State statutes and administrative rules.

- (e) MMC Subsection 19.902.5.B.5 requires that the proposed amendment be consistent with relevant federal regulations.

The Planning Commission finds that the Federal Fair Housing Amendments Act of 1988 is relevant to the proposed amendments. The proposed amendments retain the current choice between clear and objective review and discretionary review of new multifamily development.

- d. MMC 19.902.5 establishes requirements for amendments to the Zoning Map. The City Council finds that these requirements have been met as follows.

- (1) MMC Subsection 19.902.6.A states that changes to the Zoning Map shall be evaluated through either a Type III or a Type V review.

The Zoning Map amendments involve approximately 75 properties and 59.5 acres. The amendments are legislative in nature and subject to Type V review.

The Planning Commission held public hearings on the proposed amendments on January 13, January 27, February 10, February 24, and March 10, 2015. A public hearing before City Council is tentatively scheduled for April 21, 2015. Public notice was provided in accordance with MMC Subsection 19.1008.3.

- (2) MMC Subsection 19.902.6.B contains approval criteria for changes to the Zoning Map.
 - (a) The proposed amendment is compatible with the surrounding area based on the following factors:
 - a. *Site location and character of the area.*
The downtown zones are commercial in nature and include high-density residential development. The proposed amendments would retain and enhance the commercial character of the downtown core and support the public transit options located there.
 - b. *Predominant land use pattern and density of the area.*
The predominant land use pattern of the downtown core is small parcels developed with small- and medium-scale buildings. The downtown core is intended to be the most densely developed area of Milwaukie. The proposed amendments would continue the predominant land use pattern and density of the downtown core.
 - c. *Expected changes in the development pattern for the area.*
The development pattern for the area is expected to continue to intensify with the completion of the downtown light rail station; Riverfront Park; and other public amenities. The proposed amendments align with the expected development pattern for the downtown core.
 - (b) The need is demonstrated for uses allowed by the proposed amendment.
The proposed amendments retain the existing downtown uses and add additional uses that are desired by the community, such as brew pubs.
 - (c) The availability is shown of suitable alternative areas with the same or similar zoning designation.
The most suitable area in Milwaukie for the application of the proposed Downtown Mixed Use zone is downtown. There are no suitable alternative areas with equivalent access to the transportation, commerce, and natural areas that downtown Milwaukie enjoys.
 - (d) The subject property and adjacent properties presently have adequate public transportation facilities, public utilities, and services to support the use(s) allowed by the proposed amendment, or such facilities, utilities, and services are proposed or required as a condition of approval for the proposed amendment.
The public transportation facilities, public utilities, and services in downtown are adequate to support the proposed amendments. The proposed

amendments would not increase the demand on the facilities, utilities, or services in the downtown core.

- (e) The proposed amendment is consistent with the functional classification, capacity, and level of service of the transportation system. A transportation impact study may be required subject to the provisions of Chapter 19.700.

The proposed amendment does not intensify the development potential of the downtown core, and the existing level of development intensity has been evaluated by the Transportation System Plan. The proposed amendment may have the effect of reducing vehicle usage in the downtown core through the encouragement of mixed-use development.

- (f) The proposed amendment is consistent with the goals and policies of the Comprehensive Plan, including the Land Use Map.

The subject area is designated Town Center. The goals and policies of the Comprehensive Plan for the Town Center area are a pedestrian-oriented, mixed-use, vibrant commercial core. The proposed amendment is consistent with those goals and policies.

- (g) The proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies related to residential and employment capacity.

- (h) The proposed amendment is consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The proposed amendments were sent to the Department of Land Conservation and Development (DLCD) for comment. The DLCD did not identify any areas where the proposed amendments were inconsistent with State statutes and administrative rules.

Proposed Comprehensive Plan Amendment

Underline/Strikeout Amendments

Comprehensive Plan

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.

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 (Zones R-1, ~~R-1-B~~) - 21.2 to 24.0 units per net acre

~~Town Center: Downtown Residential Transition Area (Zone DR) - 10 to 40 units per net acre~~

Town Center: ~~Downtown Residential~~ Downtown Mixed Use Zone (Zone DMU) ~~Outside of Transition Area (Zone DR) - 10 to 40+ units per net acre~~

Town Center: Outside of Downtown (Zone R-O-C) - 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.

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

- a. Town Center areas ~~Regional Plan 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 7, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. This is intended to foster a Town Center environment in accordance with the Town Center Master Plan.

- b. ~~A mixed use zone will be applied to designated Town Center Areas as an interim tool to implement the Town Center Master Plan.~~

Proposed Comprehensive Plan Amendment

- ~~ed.~~ The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of the Town Center Master Plan. ~~specific implementing zones shall replace the Mixed Use Zone for Subarea 1 of the Town Center Master Plan. Specific ratios of retail and office to residential shall be specified by the interim Mixed Use Zone.~~
 - ~~ed.~~ 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.
 - ~~ed.~~ 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.
 - ~~fe.~~ 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.
 - ~~gf.~~ Residential densities in the Downtown Mixed Use Zone are in the range of 10 to 40+ dwelling units per net acre. ~~Residential Transition Area are in the range of 10 to 40 units per net acre, and 40+ units per acre outside of the Transition Area.~~ Residential densities in the portion of the Town Center outside of Downtown are in the range of 25 to 50 units per net acre.
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ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

GOAL STATEMENT: To continue to support and encourage the development of a broad industrial base in the City, and to encourage the expansion of service facilities in the community.

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 King Road Shopping Center, Food Warehouse, 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 Milwaukie area is a unique mixed-use and commercial center. This area is designated as a Town Center by the Metro 2040 Growth Concept. It 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. The emphasis is on creating a compact mixed-use

Proposed Comprehensive Plan Amendment

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.

Clean Amendments

Comprehensive Plan

CHAPTER 4 — LAND USE

RESIDENTIAL LAND USE AND HOUSING ELEMENT

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-
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 7, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. This is intended to foster a Town Center environment in accordance with 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.

Proposed Comprehensive Plan Amendment

- 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.
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ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

GOAL STATEMENT: To continue to support and encourage the development of a broad industrial base in the City, and to encourage the expansion of service facilities in the community.

OBJECTIVE #6 — COMMERCIAL LAND USE

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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:

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Proposed Comprehensive Plan Amendment

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.

Underline/Strikeout Amendments

Milwaukie Downtown and Riverfront Land Use Framework Plan

Chapter 1—Land Use Framework

The Milwaukie Downtown and Riverfront Land Use Framework Plan represents a major opportunity to reinvigorate downtown Milwaukie. With aggressive and focused efforts from both the public and private sectors over the coming years, downtown Milwaukie will be revitalized. This Framework Plan outlines the components necessary to make such a vision of Milwaukie a reality. It foremost builds upon existing assets, capitalizes upon significant existing uses, and features the natural environment. It also sets out a realistic agenda and implementation program that the ~~city~~ City and private development can follow.

1.1 What This Framework Does

The Land Use Framework is a vision of what can occur in the downtown and riverfront area. It has been tailored to meet Milwaukie's social, economic and development goals and policies while responding to market conditions and the City's overall vision for future growth.

This document serves as an ancillary document to the Milwaukie Comprehensive Plan. On its own, this Framework Plan is not a regulatory document. Any part of the Framework Plan that is intended to have a binding effect will have to be adopted as part of, or pursuant to, ~~a the~~ the Milwaukie Municipal Code to have regulatory effect. ~~The Land Use Framework suggests changes to the existing Town Center Plan Subarea 1 of the Comprehensive Plan.~~

This Framework Plan establishes and guides the development of publicly and privately owned parcels of land, ~~and outlines specific land uses~~. Nothing in this ~~framework plan~~ Framework Plan authorizes public use of private property. The Zoning Ordinance provisions regarding permissible uses prevail over any inconsistent provision in this ~~Downtown and Riverfront Land Use Framework Plan~~.

This ~~Land Use Framework Plan~~ Framework Plan allows existing businesses to remain as long as their owners wish. All privately owned property designated as a public use in this Framework Plan ~~for example, (e.g., parks or trails)~~ will continue to be in a "private ownership" zoning category, and will not be rezoned for public use until it is acquired by a public entity.

If an existing business does not conform to the ~~new~~ planning area's allowable uses and development regulations, it will be allowed to continue to operate, as well as to expand and rebuild, in accordance with the ~~Downtown Design Standard Threshold Regulations of the City of~~ Milwaukie's Zoning Ordinance.

1.1.a Aerial Photograph of Existing Downtown

[UPDATED GRAPHIC PLACEHOLDER]

1.1.b-2 Downtown Planning Area Map

Subarea 1 of the 1997 Town Center Master Plan

[GRAPHIC PLACEHOLDER]

Proposed Comprehensive Plan Ancillary Document Amendment

1.3 Illustrative Plan

[GRAPHIC PLACEHOLDER]

1.2 4-Framework Elements

The ~~Milwaukie Downtown and Riverfront Land Use Framework Plan~~ recognizes and builds upon the rich character and history of our town. It celebrates the diversity and spirit of the people and places of Milwaukie, and reinforces those special qualities.

City officials, community leaders, and area businesses have known for a long time that Milwaukie's historic downtown, nestled at the edge of the Willamette River, can and should be a vital center for the community's economic and social activity. Starting in 1999, the City of Milwaukie began a process to develop a concept for downtown Milwaukie that reflects the vision of the people who live and work there. During a number of community design forums, citizens have tested various aspects of the plan, with local residents ranking their priorities for the downtown area.

[PHOTO PLACEHOLDER: Downtown view from Willamette River]

This ~~Land Use Framework Plan~~ represents the leadership of a skilled volunteer Riverfront Board and the input of the more than 2,000 community members who have attended meetings, returned surveys, provided focus and ideas, and directed the plan.

The Recipe that Works

~~This Land Use Framework represents a process derived from a recipe of fundamental concepts that has worked successfully in other cities, equal in size to Milwaukie and with similar challenges. In those cities, the public and private sectors worked together to make revitalization happen. They developed a plan, and subsequently residents and government officials did what it took to make their plans work. Their efforts paid off. This Land Use Framework will do the same for Milwaukie.~~

Fundamental Concepts

Milwaukie's unique character is at the heart of the ~~Downtown and Riverfront Framework Plan~~. The Framework Plan reconnects Milwaukie to the Willamette River, knitting together the seam of McLoughlin Boulevard. It creates the new Riverfront Park as the city's "living room." And it calls for revitalizing historic buildings while designing new structures to harmonize with the town's historic character.

[PHOTO PLACEHOLDER: Historic Masonic Lodge]

Anchors and attractors are used to build upon existing resources and to strengthen the Main Street "retail spine ~~armature~~." South Downtown is refreshed with a new public plaza and light rail station. Thus the Framework Plan is a blueprint to make Milwaukie and its downtown a vital, livable, and sustainable community.

Amenities and Open Spaces

Milwaukie is fortunate to have a setting that inspires its citizens, ~~that and~~ offers history, beauty, and vitality. The Willamette River, Johnson Creek, and Kellogg Creek all provide beautiful natural borders to the downtown area. The ~~Milwaukie Downtown and Riverfront Framework Plan~~ capitalizes on these natural resources, by restoring the creeks and improving the riverfront for public use. Thus both the town and the natural areas are reinvigorated.

[PHOTO PLACEHOLDER: Lot Whitcomb, 1850]

Proposed Comprehensive Plan Ancillary Document Amendment

1.3 ~~5~~ Our Guiding Principles—A Touchstone

The community's vision for downtown was reaffirmed through public outreach in 2013. In 1999, the City of Milwaukie began a process to develop its vision of the downtown and riverfront. Throughout this community effort, the Framework Plan was developed in accordance with and responded to the following guiding principles:

Creating a Livable Community:

- Provide for residents, workers, and visitors alike.
- Provide for people of all ages, cultures, ethnic groups, and incomes.
- Provide cultural arts and entertainment facilities.
- Provide significant open spaces and connections to the riverfront.
- Provide for specific "programmatic" requirements, such as parking or visibility from major roadways.

Ensuring Economic Success:

- Efficiently maximize current investment in infrastructure.
- Spur further private investment.
- Recognize and respond to the current marketplace.
- Establish a strategy for capturing unrealized market niches.
- Complement, protect, and promote the continued growth and vitality of current businesses.

[PHOTO PLACEHOLDER: no caption, picture of canoe and trees at river]

1.4 ~~7~~ Fundamental Concepts

Anchors and Attractors

The keystone to building a successful downtown is to build upon existing resources—the quality stores and offices that we already have—and supplement these with anchors and attractors—places used by hundreds of people on a daily basis. A grocery store, for example, could ~~will~~ generate considerable foot traffic, which would ~~will~~ in turn provide additional customers for downtown businesses. A public plaza at the south end of Main Street, as depicted in the South Downtown Concept Plan, will provide gathering and event space, revitalize the area, and complement surrounding commercial uses.

The Framework Plan includes key elements which will be necessary to achieve these goals. New "anchor" and "attractor" uses are as follows:

- Village housing opportunity area north of Harrison Street.
- New light rail station and public plaza in South Downtown.
- ~~Bus transit center.~~
- ~~Grocery store across Main Street from the transit center.~~
- ~~Arts, entertainment and office "campus" of buildings at the southern end of Main Street, including a graphics-oriented higher education facility.~~

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The Main Street "Retail Spine-Armature"

Reactivating Main Street is a major focus—re-establishing and strengthening a lively storefront retail character with a pedestrian emphasis and 24-hour use.

The Framework Plan establishes an environment in which people can shop, work, live, and socialize along Main Street. It addresses and repairs the fundamental problems that have drained downtown of its vitality. The Framework Plan suggests adding to or filling in blocks with new uses, enhancing those buildings and uses that already exist, ~~and in some instances tearing down buildings and starting over again.~~

Along Main Street, in the four blocks between these two anchors, the fabric of ground-floor retail establishments will create a lively flow of pedestrian activity. The ~~Main Street~~ "retail spine" ~~armature ensures that promotes~~ a healthy retail street that includes:

- Retail on both sides of the street.
- Continuous active retail facades with no interruptions.
- On-street parking in front of retail.
- Anchor retail at both ends of Main Street.
- Active uses ~~Retail~~ on all four corners of intersections.
- ~~A pedestrian loop.~~
- Safe, signalized pedestrian crossings as needed.
- Pedestrian-friendly amenities—wide sidewalks, landscaping, benches, and street lights.

This north-south flow of activity will be further enlivened where it intersects with the new ~~Main Street~~ South Downtown Plaza at Main Street and Adams Street, which provides views of the Willamette River and a location for events and activities such as the Farmers Market ~~in the block between Monroe and Jefferson Streets and leading directly to the Willamette River and the new Riverfront Park.~~

[PHOTO PLACEHOLDER: Wine:30 parklet]

McLoughlin Boulevard Commercial Corridor

Enhancing McLoughlin Boulevard as the primary entry point to downtown Milwaukie from the north, south, and riverfront trails, provides a sense of place for visitors to downtown and provides a visual connection between downtown and the riverfront.

The Framework Plan establishes an environment that is visually attractive and accommodates the pedestrian. Along McLoughlin Boulevard, new buildings will provide a comfortable pedestrian environment while welcoming riverfront visitors to downtown. The Framework Plan promotes a healthy commercial corridor that includes:

- Parking beside or behind buildings.
- Significant uses and buildings located at key signalized intersections along McLoughlin Boulevard.
- Entryway treatments, such as signage, public art, and/or landscaping north of Harrison Street and south of Washington Street to signal to visitors that they are entering downtown Milwaukie.

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- Gateway treatments—such as landscaping, signage, structural gateways, prominent building features, and/or public art—at Harrison, Monroe, and Washington Streets to draw visitors into downtown Milwaukie from Riverfront Park and McLoughlin Boulevard.

21st Avenue Mixed-Use Corridor

With the construction of the light rail station, 21st Avenue is a key pedestrian connection between the station and the bus shelter area on Jackson Street. It is also a direct connection to key civic institutions including Milwaukie High School, City Hall, and Ledding Library.

The Framework Plan establishes an environment that is pedestrian-friendly, vibrant, and attractive, while focusing retail uses on the Main Street "spine." The 21st Avenue corridor that includes:

- A combination of live/work units, residential, and mixed-use development.
- A continuous "street wall."
- Pedestrian-friendly amenities such as wider sidewalks, landscaping, benches, and street lights.

Connecting to the River

The new Riverfront Park will be the location for special events such as "Festival Daze," holiday celebrations, and community assemblies. Safe pedestrian and bicycle crossings between downtown, Riverfront Park, and multiuse trails are important. Pedestrian connections will be strengthened at key east/west streets to enhance pedestrian and bicycle access to the park. At its southern end will be a new hotel, adjacent to the new public marina and rowing facility.

South Downtown Concept Plan Area

The 2011 South Downtown Concept Plan (Concept Plan) refined the vision for the area south of Washington Street. The essential elements of the Concept Plan include:

- An active, vibrant public plaza provides the central anchor for South Downtown and provides views to the Willamette River.
- The light rail station is integrated into the fabric of South Downtown.
- The Adams Street connector pedestrian street connects the light rail station with the South Downtown Plaza and Main Street.
- South Downtown is located in close proximity to several natural areas, including Kellogg Lake, Dogwood Park, Kronberg Park, and Riverfront Park. These natural areas should be enhanced, and improved access to these natural areas should be provided via walking trails and/or McLoughlin Boulevard crossings.

[PHOTO PLACEHOLDER: Café seating on a plaza]

1.4.6 Fundamental Concepts Map

[UPDATED GRAPHIC PLACEHOLDER]

1.4.a South Downtown Concept Plan Area

[GRAPHIC PLACEHOLDER]

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~~1.8 Land Use Framework~~

[GRAPHIC PLACEHOLDER]

~~1.5~~ **9-Key Land Use and Placemaking Features**

The Fundamental Concepts of 1.4 are achieved through key land use and placemaking features. These features build on what is unique about Milwaukie by drawing pedestrians along a revitalized Main Street, reconnecting downtown Milwaukie to the Willamette River, enhancing existing natural areas in and near downtown, and providing quality housing for new downtown residents.

[PHOTO PLACEHOLDER: Revitalizing Main Street]

Revitalizing Main Street and ~~D~~downtown:

- Main Street improvements:– shops, services, and family-wage jobs.
- Save landmarks: ~~Landmarks~~–to preserve history and heritage.
- Pedestrian-friendly improvements throughout downtown.
- New light rail station.
- New South Downtown plaza.
- Encourage sustainable development.
- Encourage mixed-use development for a vibrant streetscape.
- ~~New Grocery Store – to anchor Main Street~~
- ~~New Tri-Met Bus Transit Center~~
- ~~New Arts and Entertainment Campus~~

[PHOTO PLACEHOLDER: Reconnecting to the River]

Reconnecting to the River:

- New Riverfront Park: –the City's "living room."
- New and enhanced pedestrian crossings.
- ~~New McLoughlin Bridge – to knit the seam between the downtown and the river~~
- ~~New Public Marina and restaurant~~
- ~~New Riverfront hotel – to replace the water treatment plant~~

[PHOTO PLACEHOLDER: Restoring Natural Areas and Parks]

Restoring Natural Areas and Parks:

- ~~Downtown stream – divert a portion of Spring Creek into downtown park~~
- Restore Spring Creek.
- ~~Restore Johnson Creek~~
- Continue to maintain completed Johnson Creek restoration.
- Continue efforts to restore ~~Restore~~ Kellogg Creek.

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[PHOTO PLACEHOLDER: Providing Quality Housing]

Providing Quality Housing:

- Provide a variety of quality housing types including rowhouses, townhomes, apartments and condominiums (both stand-alone and as part of mixed-use development), and live/work spaces.
- ~~To the North, townhomes and apartments engaging new parks, near Spring Creek and trail to Spring Water Corridor~~
- ~~To the South, townhomes and apartments along landscaped creek and Rail Trail.~~

~~1.10 Land Use Descriptions~~

~~Downtown Milwaukie includes six established and emerging planning areas, each with distinctive physical characteristics and varying uses. While they share a singular overall area—the downtown of Milwaukie—they serve various social, cultural, and economic roles. The goal of the Downtown and Riverfront Plan is to secure a future which binds all of these existing and potential areas into a coherent downtown while enabling each individual area to maintain or develop a distinctive identity.~~

[PHOTO PLACEHOLDER: Bus Transit Center]

[PHOTO PLACEHOLDER: Storefront Main Street]

[PHOTO PLACEHOLDER: Apartments—North Housing]

~~1.11 Housing North Area~~

[GRAPHIC PLACEHOLDER]

~~UNDER GRAPHIC TEXT:~~

~~Character:~~

~~Multiple-family residences: ownership/condominiums and rental (including townhouses and apartments).~~

~~Approximate Area:~~ ~~10 acres~~

~~Proposed Use:~~ ~~25 townhouse units (target)~~

~~225 units apts/condominiums (target)~~

~~Total units:~~ ~~250 (target)~~

~~1.12 Housing South Area~~

[GRAPHIC PLACEHOLDER]

~~UNDER GRAPHIC TEXT:~~

~~Character:~~

~~Multiple-family residence types: rental apartments or condominiums.~~

~~Approximate Area:~~ ~~2 acres~~

~~Proposed Use:~~ ~~200 units (target)~~

Proposed Comprehensive Plan Ancillary Document Amendment

1.13 Storefront Main Street Area

[GRAPHIC PLACEHOLDER]

UNDER GRAPHIC TEXT:

Character:

One block deep along Main Street, and including parking areas behind buildings. Retail uses at ground floor and second floor, and mixed uses of office and residential above. Maintains pedestrian orientation throughout.

~~Approximate Area:~~ 8.5 acres

~~Proposed Use:~~ retail: 115,000 SF (target)

office: 75,000 SF (target)

residential: 150 units (target)

theater: 25,000 SF

1.14 Arts/Entertainment/Office Area

[GRAPHIC PLACEHOLDER]

UNDER GRAPHIC TEXT:

Character:

Envisioned as a campus to anchor the Main Street retail armature. The area will be highly visible from McLoughlin Boulevard, and buildings will address Washington Street. To the south, the campus will be adjacent to the park at Kellogg Creek.

~~Approximate Area:~~ 5 acres

~~Proposed Use:~~ Retail 50,000 SF (target)

Office 100,000 SF (target)

1.15 Parks and Open Space Areas

[GRAPHIC PLACEHOLDER]

UNDER GRAPHIC TEXT:

Note:

All development will be consistent with protection of river, wetlands and waterways as required by Willamette Greenway, Title 3, ESA and other applicable requirements. All existing private ownership and use may continue, and no use of private property for public purposes is required.

Character:

Connects to downtown by the new McLoughlin Bridge. Park includes a "festival lawn" for assembly, as well as walkways, seating areas, waterways, and enhanced wetlands.

~~Approximate Area:~~ 25 acres

1.16 Commercial Area

[GRAPHIC PLACEHOLDER]

UNDER GRAPHIC TEXT:

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Character:

~~An area for commercial development which is auto-accommodating yet maintains a pedestrian-orientation at least at one entrance, and still engages the street right-of-way.~~

~~**Approximate Area:** 2.5 acres~~

~~**Proposed Use:** Commercial 18,000 SF (target)~~

~~Office 20,000 SF (target)~~

1.17 Hotel Area

[GRAPHIC PLACEHOLDER]

~~UNDER GRAPHIC TEXT:~~

Character:

~~Area specifically for a hotel establishment; auto-accommodating but well landscaped and pedestrian friendly.~~

~~**Approximate Area:** 6.5 acres~~

~~**Hotel units:** 200 rooms (target)~~

~~**Restaurant:** 5,000 SF (max.)~~

1.6 19 Amenities and Open Space Framework

~~The Milwaukie Downtown and Riverfront Land Use Framework Plan includes a system of outdoor open and green spaces weaving around and through the city. There are creeks, restored wetlands, the Willamette River, and a landscaped urban plaza.~~

~~Many of the areas are subject to various municipal, State, and federal regulations intended to protect environmental and natural resource values; The elements of this Framework Plan are intended to be consistent with those regulations.~~

~~**Spring Creek/Crystal Creek Trail**—Connects the northern end of Milwaukie's downtown with the Portland metro area's Springwater Corridor.~~

~~**1. Scott Park** - Adjacent to the Ledding Library and the Transit Center Park, as well as to the North Downtown Housing Main Village, Scott Park offers lawn and play areas for children and adults. An improved Scott Lake connects through a natural stream to the restored Crystal Creek.~~

~~**2. Johnson Creek Nature Area**—The creek connects the Springwater/Crystal Creek Trail to the north with the Riverfront Park and downtown. The creek is would be restored to its natural state, and a viewpoint in Riverfront Park allows visitors to experience the creek at the mouth of the Willamette River.~~

~~**3. City Hall Plaza & Sculpture Garden** – The City Hall plaza and sculpture garden provide places to stop, rest, and people-watch.~~

~~**4. Main Street/Streetscape Improvements** – From the Transit Center south to Washington Street, Downtown streets Main Street benefits from wider sidewalks special sidewalk treatments, crosswalks, curb extensions, pedestrian-scaled lighting, street furniture, street trees, and planting beds. Main Street is emphasized as the primary retail street with special sidewalk treatments and wider sidewalks allowing for sidewalk café seating and retail displays.~~

Proposed Comprehensive Plan Ancillary Document Amendment

5. Riverfront Park – The improved park is and will become the City's "living room," including a festival lawn, overlooks for viewing the river, pathways for pedestrians and cyclists, improvements to the boat launch and parking, and extensive riverside plantings. Riverfront Park is the focus of Milwaukie's Amenities and Open Space Framework due to its location. Located adjacent to downtown and nestled between the Willamette River, Kellogg Creek, and Johnson Creek, Riverfront Park is the focus of Milwaukie's open space framework.

6. South Downtown Plaza & Adams Street Connector – A major plaza forms the core and focus of the South Downtown. The plaza has views to the Willamette River, retail spaces to the east, connections to natural areas, and Main Street running through the center. During events, the plaza and a portion of Main Street will be closed to vehicular traffic. The Adams Street connector is a pedestrian green street that provides a pedestrian connection between the light rail station and the South Downtown Plaza.

7. Dogwood Park – An expanded Dogwood Park is integrated to the north and east with the South Downtown Plaza and Main Street streetscape improvements, and to the south and west with the Kellogg Natural Area.

8. Kellogg Bicycle & Pedestrian Bridge - A bicycle/pedestrian bridge connects the open spaces of Dogwood Park, Kronberg Park, and the Trolley Trail beyond.

9. Kronberg Park Kellogg Creek/Kellogg Park and Kellogg Nature Areas – Kronberg Park is improved, and the creek and wetlands are restored to a salmon-friendly state. Restoration of Kellogg Creek provides nature trails through native riparian banks and along the restored stream. The creek and wetlands are to be restored to a salmon-friendly state.

10. Trolley Trail – The 6-mile Trolley Trail multiuse path connects the 17th Avenue multiuse trail and Riverfront Park with Gladstone to the south.

1.6 18-Amenities and Open Space Framework Map

[UPDATED GRAPHIC PLACEHOLDER]

Downtown Spring Creek – A small portion of Spring Creek may be diverted into downtown, streaming from the railroad tracks and new "Rail Trail" to the east, through the new Main Street Plaza, to the Riverfront Park.

Main Street Plaza – A paved and landscaped open public gathering space at the center of town, connecting the primary retail street to the Riverfront Park.

"Rail Trail" – Along the railroad tracks runs a trail that, when combined with the Riverfront Park pathways, completes a loop around downtown. The Rail Trail also links the Kellogg Creek area in southern Milwaukie to the Springwater/Crystal Creek Trail to the north, and gives a green edge to the east side of downtown.

Festival/Open Lawn Staging Area – A part of the Riverfront Park is landscaped to accommodate public festivals and assembly.

Main Street Walk – A pedestrian street with special paving, crosswalks, curb extensions, lighting and street furniture, Main Street Walk terminates in a circle at the arts/office/entertainment campus in the south side of downtown.

Riverfront Restaurant – In Riverfront Park, a new restaurant overlooks the Willamette River and new marina.

Marina – A new public marina and rowing facility is located near the proposed restaurant and hotel buildings which replace the wastewater treatment plant. The marina would accommodate a riverboat or similar vessel.

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Chapter 2—Implementation

A key component of the Framework Plan is implementation. Public investment in infrastructure sets the stage for private investment in rehabilitation of existing buildings and development of new buildings and amenities.

2.1 Implementation and Financing

Adoption of the Framework Plan does not, in itself, implement the vision it sets out. Implementation of the vision contained in the Framework Plan is achieved through policy, regulatory, and financial tools.

Implementation

This Framework Plan coordinates with Milwaukie's existing planning efforts and regulations. The Milwaukie Comprehensive Plan provides the guiding policies to manage the city's physical elements. Ancillary planning documents are part of ~~may be attached to~~ the Comprehensive Plan. These include the Milwaukie Vision Statement of 1995 and the Town Center Master Plan of 1997. The latter responds to Milwaukie's designation as one of Metro's 2040 Growth Concept Town Centers. The Downtown and Riverfront Land Use Framework Plan is a conceptual document. Therefore, various sections have been ~~may be~~ adopted as part of, or referenced by, the existing Milwaukie Zoning Ordinance, Subdivision Ordinance, or Municipal Code to be effective as a regulatory document.

~~The Downtown and Riverfront Framework Plan~~ responds to environmental policies, including Metro's Titles 3 and 13 ~~Requirements~~ and the Federal Endangered Species Act.

This Framework Plan also reflects the adopted South Downtown Concept Plan, which serves as a refinement plan to the area south of Washington Street that will be most directly influenced by the new light rail station.

Phasing and Financing Strategy

~~The Framework Plan is based on the idea makes this bold statement:~~ that investing in the future of Milwaukie makes sense. Investment offers employment and opportunity for all the citizens of Milwaukie; it enriches the town literally and figuratively. Smart public improvements stimulate substantial private investment. Thus, investing today in a better quality of life for downtown Milwaukie makes sense for the whole town, for years to come.

2.2 Projects

~~This diagram section~~ sets forth priority key projects for the ~~Land Use Framework Plan~~. The first priority key projects will establish a climate of positive change and growth, while larger or more costly ones would occur later.

Prioritization of these projects will occur during a subsequent process, prior to inclusion in the Capital Improvement Plan.

1. Scott Park Improvements

The 1990 Scott Park Master Plan should be revisited and updated. Construction of Scott Park improvements will enhance the system of downtown amenities and open spaces.

2. 17th Avenue Bicycle and Pedestrian Connection

The Transportation System Plan identifies 17th Avenue as a bicycle and pedestrian route. The City has received grant funds for the design and construction of a multimodal

Proposed Comprehensive Plan Ancillary Document Amendment

connection between the Trolley Trail in downtown Milwaukie and the Springwater Corridor. Design work is underway, and construction is anticipated in early 2016.

3. Gateway and Entryway Improvements

The Framework Plan identifies key entrances to downtown and intersections along McLoughlin Boulevard. The appropriate gateway improvements will be identified, designed, and constructed.

4. Riverfront Park Phases 3 and 4

A master plan for Riverfront Park was adopted in 2010. Phase 1 of Riverfront Park (the Klein Point overlook) was completed in 2012, and phase 2 is underway. The City is seeking funding for completion of phases 3 and 4, which include a plaza, an amphitheater, a fountain, and additional landscaping.

5. Streetscape Improvements

The City adopted specific streetscape designs for downtown Milwaukie in 2000, and they have been implemented incrementally since that time. Pedestrian-friendly amenities—such as wider sidewalks, landscaping, benches, and streetlights—will enhance the pedestrian experience downtown.

6. McLoughlin Boulevard Improvements and McLoughlin Bridge

McLoughlin Boulevard was improved in 2007, from Harrison Street in the north to the UPRR bridge to the south. The section north of Harrison Street remains unimproved. Improvements to this section would provide a signal to visitors that they are entering downtown and would enhance pedestrian safety.

7. South Downtown Plaza & Adams Street Connector

The South Downtown Plaza and Adams Street connector are key elements of the South Downtown infrastructure. Construction of the Adams Street connector is scheduled for spring/summer 2015. Refined design for the South Downtown Plaza is needed.

8. Dogwood Park Improvements

Refined design for the South Downtown Plaza will include integration with Dogwood Park and will identify key improvements for the area.

9. Kronberg Park Improvements

The master planning process for Kronberg Park is underway, and construction will begin when funding is available. The park provides a key connection between the Kellogg Lake bicycle/pedestrian bridge and the Island Station neighborhood.

10. Dam Removal and Restoration of Kellogg Creek

The Kellogg-for-Coho project has been ongoing since 2008. Design, permitting, and construction are needed to restore Kellogg Creek to a natural condition.

11. Wayfinding Signage and Heritage Plaques

A wayfinding signage system will provide visitors with easy access to cultural and recreational opportunities within an area that can be easily accessed by foot, bicycle, and transit. Plaques will identify historic structures and locations and describe their role in Milwaukie's heritage and culture.

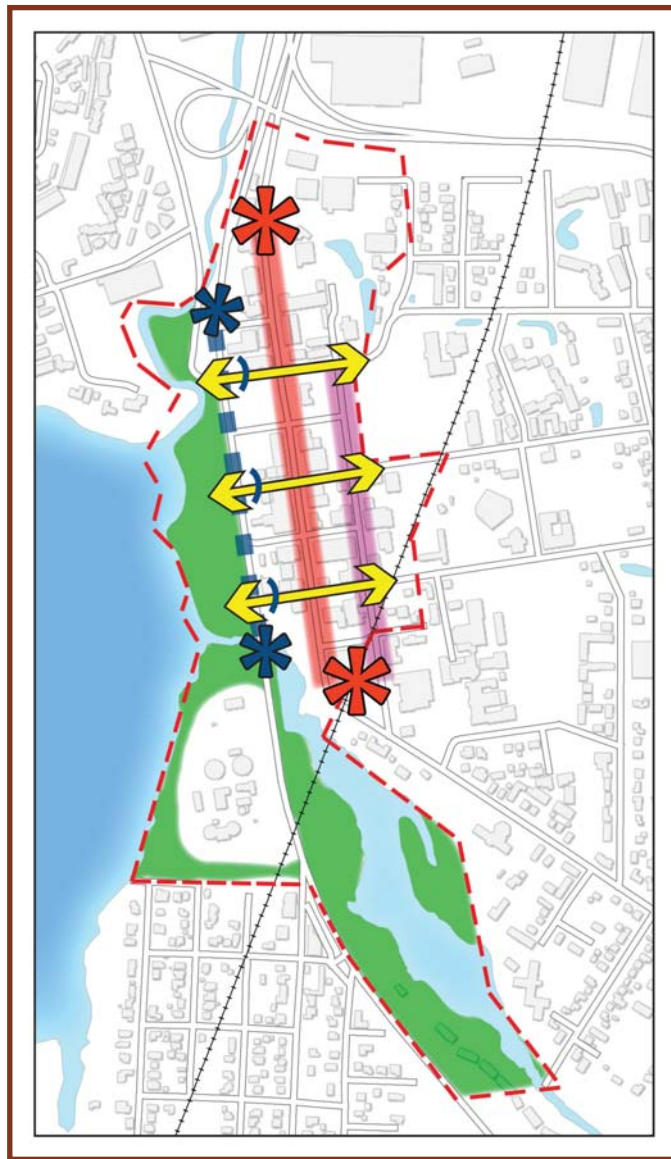
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2.21 ~~Priority~~ Projects

[UPDATED GRAPHIC PLACEHOLDER]

Milwaukie Downtown and Riverfront Land Use Framework Plan

Ancillary Document to the
Milwaukie Comprehensive Plan



Adopted Ord. #1880 September 19, 2000
Last Rev. Ord. #____, adopted MONTH DAY, 2015

Acknowledgments

(2015 Update)

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Acknowledgments

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Table of Contents

Chapter 1—Land Use Framework

1.1	What this Framework Does	1
	<i>Figure 1.1.a Aerial Photograph of Existing Downtown</i>	<i>2</i>
	<i>Figure 1.1.b Downtown Planning Area</i>	<i>3</i>
1.2	Framework Elements.....	4
1.3	Our Guiding Principles—A Touchstone	6
1.4	Fundamental Concepts.....	7
	<i>Figure 1.4 Fundamental Concepts</i>	<i>10</i>
	<i>Figure 1.4.a South Downtown Concept Plan Area</i>	<i>11</i>
1.5	Key Land Use and Placemaking Features	12
1.6	Amenities and Open Space Framework	14
	<i>Figure 1.6 Amenities and Open Space Framework</i>	<i>16</i>

Chapter 2—Implementation

2.1	Implementation and Financing	17
2.2	Projects	18
	<i>Figure 2.1 Projects</i>	<i>20</i>

Chapter 1—Land Use Framework

The Milwaukie Downtown and Riverfront Land Use Framework Plan (Framework Plan) represents a major opportunity to reinvigorate downtown Milwaukie. With aggressive and focused efforts from both the public and private sectors over the coming years, downtown Milwaukie will be revitalized. This Framework Plan outlines the components necessary to make such a vision of Milwaukie a reality. It foremost builds upon existing assets, capitalizes upon significant existing uses, and features the natural environment. It also sets out a realistic agenda and implementation program that the City and private development can follow.

1.1 What this Framework Does

The Land Use Framework is a vision of what can occur in the downtown and riverfront area. It has been tailored to meet Milwaukie's social, economic and development goals and policies while responding to market conditions and the City's overall vision for future growth.

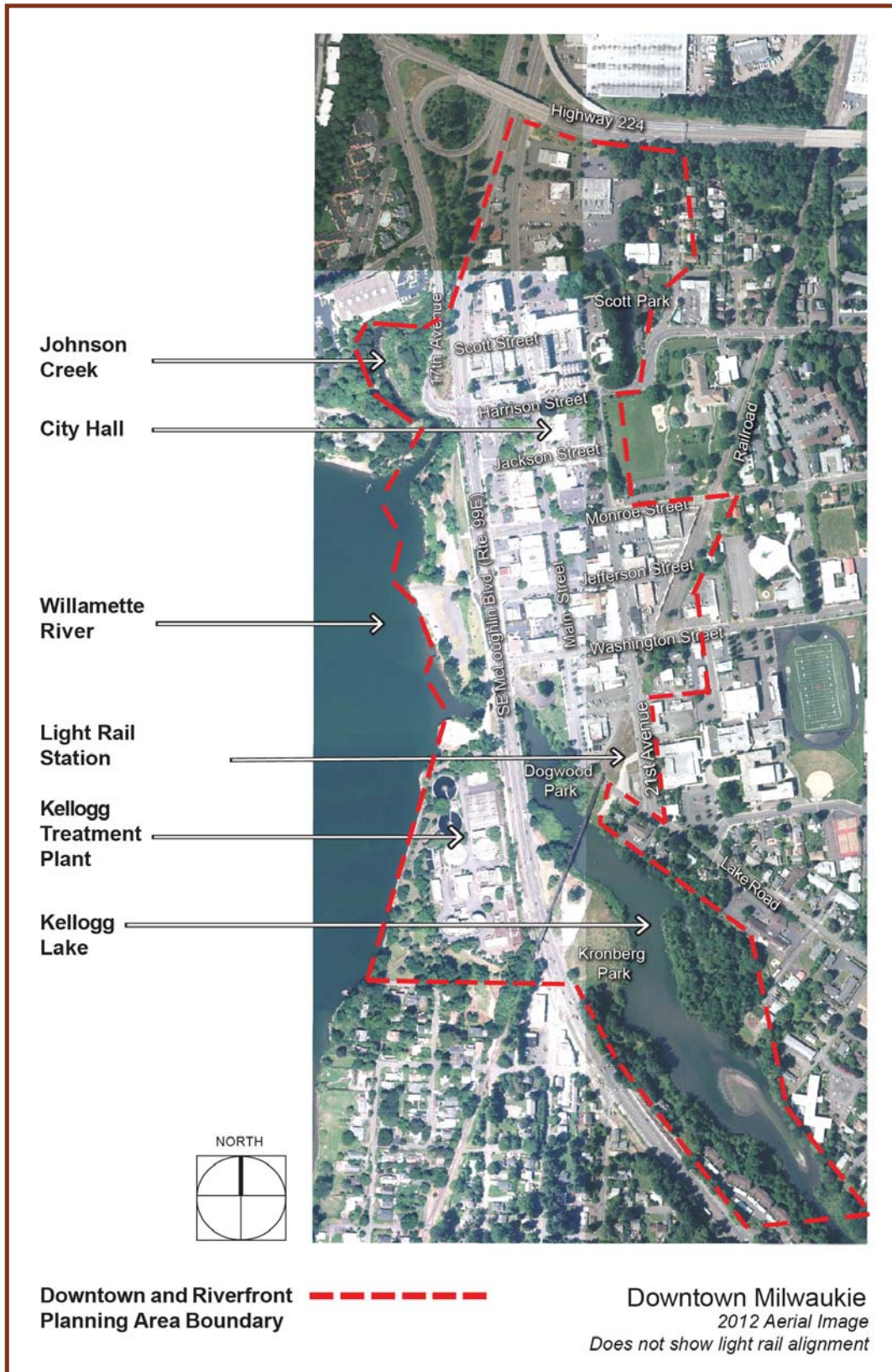
This document serves as an ancillary document to the Milwaukie Comprehensive Plan. On its own, this Framework Plan is not a regulatory document. Any part of the Framework Plan that is intended to have a binding effect will have to be adopted as part of, or pursuant to, the Milwaukie Municipal Code to have regulatory effect.

This Framework Plan establishes and guides the development of publicly and privately owned parcels of land. Nothing in this plan authorizes public use of private property. The Zoning Ordinance provisions regarding permissible uses prevail over any inconsistent provision in this Framework Plan.

This Framework Plan allows existing businesses to remain as long as their owners wish. All privately owned property designated as a public use in this Framework Plan (e.g., parks or trails) will continue to be in a "private ownership" zoning category and will not be rezoned for public use until it is acquired by a public entity.

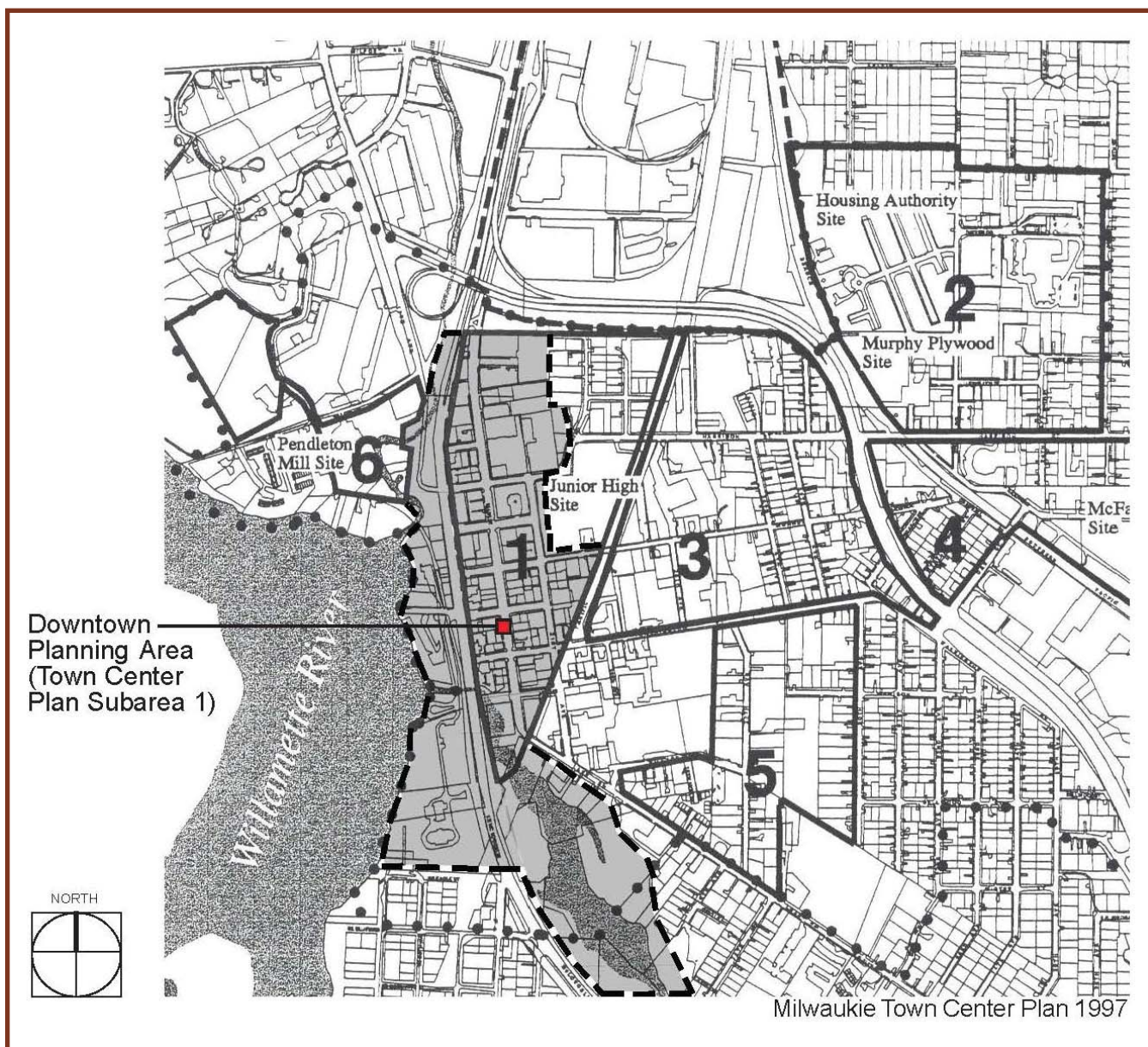
If an existing business does not conform to the planning area's allowable uses and development regulations, it will be allowed to continue to operate, as well as to expand and rebuild, in accordance with the City of Milwaukie's Zoning Ordinance.

1.1.a Aerial Photograph of Existing Downtown



1.1.b Downtown Planning Area

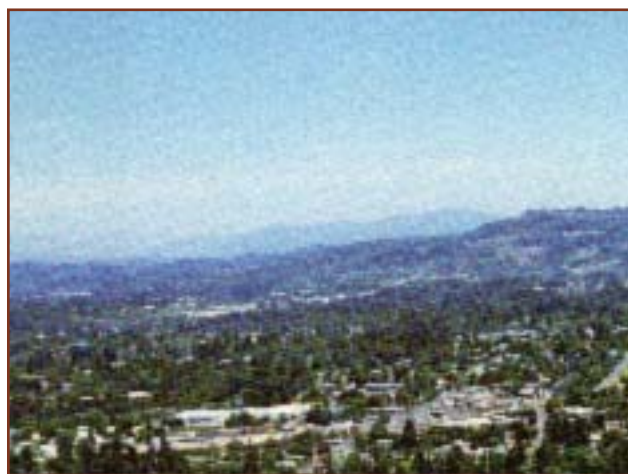
Subarea 1 of the 1997 Town Center Master Plan



1.2 Framework Elements

The Framework Plan recognizes and builds upon the rich character and history of our town. It celebrates the diversity and spirit of the people and places of Milwaukie, and reinforces those special qualities.

City officials, community leaders, and area businesses have known for a long time that Milwaukie's historic downtown, nestled at the edge of the Willamette River, can and should be a vital center for the community's economic and social activity. Starting in 1999, the City of Milwaukie began a process to develop a concept for downtown Milwaukie that reflects the vision of the people who live and work there. During a number of community design forums, citizens tested various aspects of the plan, with local residents ranking their priorities for the downtown area.



Downtown view from Willamette River

This Framework Plan represents the leadership of a skilled volunteer Riverfront Board and the input of the more than 2,000 community members who attended

meetings, returned surveys, provided focus and ideas, and directed the plan.

Fundamental Concepts

Milwaukie's unique character is at the heart of the Framework Plan. The Framework Plan reconnects Milwaukie to the Willamette River, knitting together the seam of McLoughlin Boulevard. It creates the new Riverfront Park as the city's "living room." And it calls for revitalizing historic buildings while designing new structures to harmonize with the town's historic character.

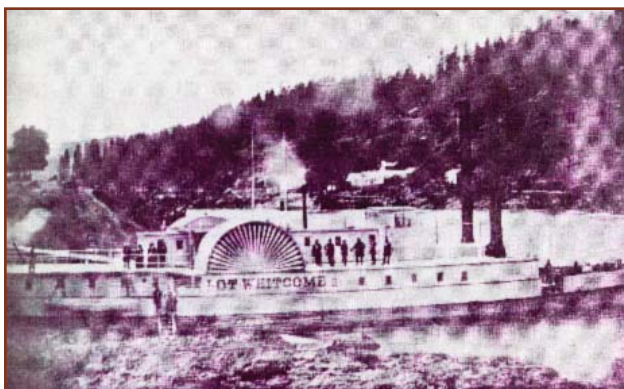


Historic Masonic Lodge

Anchors and attractors are used to build upon existing resources and to strengthen the Main Street "retail spine." South Downtown is refreshed with a new public plaza and light rail station. Thus the Framework Plan is a blueprint to make Milwaukie and its downtown a vital, livable, and sustainable community.

Amenities and Open Spaces

Milwaukie is fortunate to have a setting that inspires its citizens and offers history, beauty, and vitality. The Willamette River, Johnson Creek, and Kellogg Creek all provide beautiful natural borders to the downtown area. The Framework Plan capitalizes on these natural resources by restoring the creeks and improving the riverfront for public use. Thus both the town and the natural areas are reinvigorated.



Lot Whitcomb, 1850

1.3 Our Guiding Principles—A Touchstone

The community's vision for downtown was reaffirmed through public outreach in 2013. In 1999, the City of Milwaukie began a process to develop its vision of the downtown and riverfront. Throughout this community effort, the Framework Plan was developed in accordance with and responded to the following guiding principles:

Creating a Livable Community

- Provide for residents, workers, and visitors alike.
- Provide for people of all ages, cultures, ethnic groups, and incomes.
- Provide cultural arts and entertainment facilities.
- Provide significant open spaces and connections to the riverfront.

- Provide for specific "programmatic" requirements, such as parking or visibility from major roadways.

Ensuring Economic Success

- Efficiently maximize current investment in infrastructure.
- Spur further private investment.
- Recognize and respond to the current marketplace.
- Establish a strategy for capturing unrealized market niches.
- Complement, protect, and promote the continued growth and vitality of current businesses.



1.4 Fundamental Concepts

Anchors and Attractors

The keystone to building a successful downtown is to build upon existing resources—the quality stores and offices that we already have—and supplement these with anchors and attractors—places used by hundreds of people on a daily basis. A grocery store, for example, could generate considerable foot traffic, which would in turn provide additional customers for downtown businesses. A public plaza at the south end of Main Street, as depicted in the South Downtown Concept Plan, will provide gathering and event space, revitalize the area, and complement surrounding commercial uses.

The Framework Plan includes key elements which will be necessary to achieve these goals. New "anchor" and "attractor" uses are as follows:

- Village housing opportunity area north of Harrison Street.
- New light rail station and public plaza in South Downtown.

The Main Street "Retail Spine"

Reactivating Main Street is a major focus—reestablishing and strengthening a lively storefront retail character with a pedestrian emphasis and 24-hour use.

The Framework Plan establishes an environment in which people can shop, work, live, and socialize along Main Street. It addresses and repairs the fundamental problems that have drained downtown of

its vitality. The Framework Plan suggests adding to or filling in blocks with new uses, enhancing those buildings and uses that already exist.

Along Main Street, the fabric of ground-floor retail establishments will create a lively flow of pedestrian activity. The "retail spine" promotes a healthy retail street that includes:

- Retail on both sides of the street.
- Continuous active facades with no interruptions.
- On-street parking in front of retail.
- Anchor retail at both ends of Main Street.
- Active uses on all four corners of intersections.
- Safe, signalized pedestrian crossings as needed.
- Pedestrian-friendly amenities—wide sidewalks, landscaping, benches, and street lights.

This north-south flow of activity will be further enlivened where it intersects with the new South Downtown Plaza at Main Street and Adams Street, which provides views of the Willamette River and a location for events and activities such as the Farmers Market.



McLoughlin Boulevard Commercial Corridor

Enhancing McLoughlin Boulevard as the primary entry point to downtown Milwaukie from the north, south, and riverfront trails provides a sense of place for visitors to downtown and provides a visual connection between downtown and the riverfront.

The Framework Plan establishes an environment that is visually attractive and accommodates the pedestrian. Along McLoughlin Boulevard, new buildings will provide a comfortable pedestrian environment while welcoming riverfront visitors to downtown. The Framework Plan promotes a healthy commercial corridor that includes:

- Parking beside or behind buildings.
- Significant uses and buildings located at key signalized intersections along McLoughlin Boulevard.
- Entryway treatments, such as signage, public art, and/or landscaping north of Harrison Street and south of Washington Street to signal to visitors that they are entering downtown Milwaukie.
- Gateway treatments—such as landscaping, signage, structural gateways, prominent building features, and/or public art—at Harrison, Monroe, and Washington Streets to draw visitors into downtown Milwaukie from Riverfront Park and McLoughlin Boulevard.

21st Avenue Mixed-Use Corridor

With the construction of the light rail station, 21st Avenue is a key pedestrian connection between the station and the bus

shelter area on Jackson Street. It is also a direct connection to key civic institutions including Milwaukie High School, City Hall, and Ledding Library.

The Framework Plan establishes an environment that is pedestrian-friendly, vibrant, and attractive, while focusing retail uses on the Main Street "spine." The 21st Avenue corridor includes:

- A combination of live/work units, residential, and mixed-use development.
- A continuous "street wall."
- Pedestrian-friendly amenities such as wider sidewalks, landscaping, benches, and street lights.

Connecting to the River

Riverfront Park will be the location for special events such as "Festival Daze," holiday celebrations, and community assemblies. Safe pedestrian and bicycle crossings between downtown, Riverfront Park, and multiuse trails are important. Pedestrian connections will be strengthened at key east/west streets to enhance pedestrian and bicycle access to the park.

South Downtown Planning Area

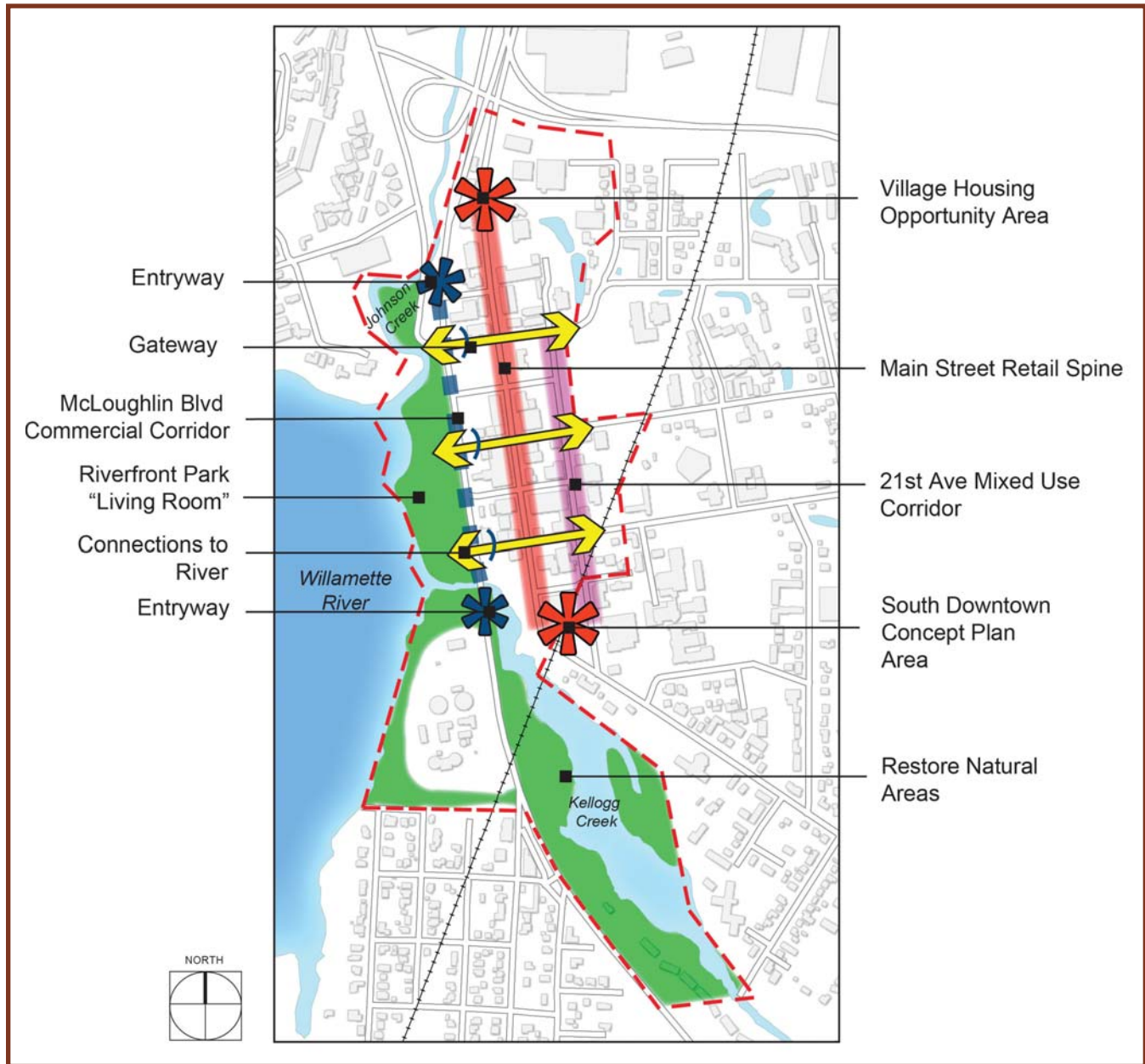
The 2011 South Downtown Concept Plan (Concept Plan) refined the vision for the area south of Washington Street. The essential elements of the Concept Plan include:

- An active, vibrant public plaza provides the central anchor for South Downtown and provides views to the Willamette River.

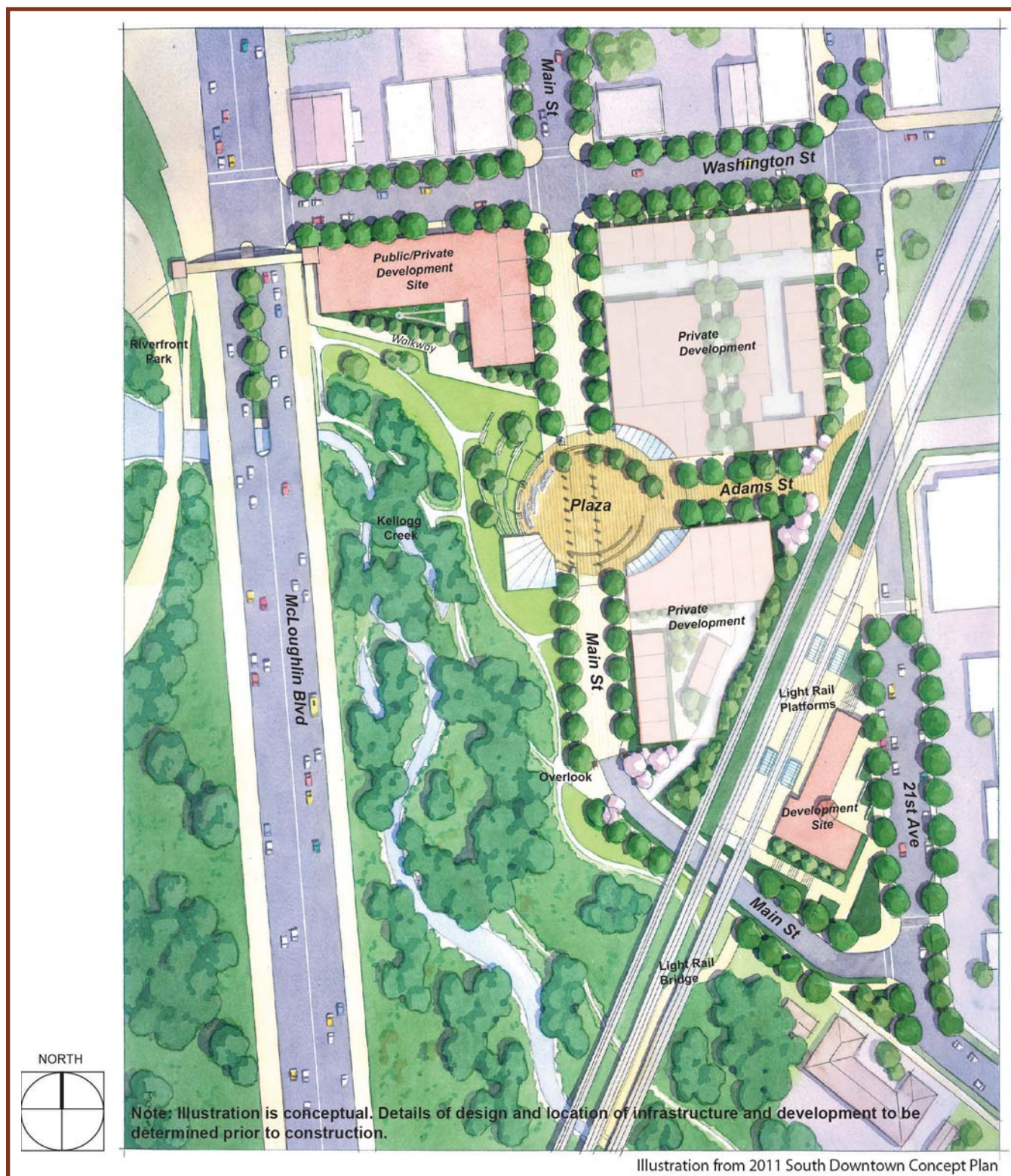
- The light rail station is integrated into the fabric of South Downtown.
- The Adams Street connector pedestrian street connects the light rail station with the South Downtown Plaza and Main Street.
- South Downtown is located in close proximity to several natural areas, including Kellogg Lake, Dogwood Park, Kronberg Park, and Riverfront Park. These natural areas should be enhanced, and improved access to these natural areas should be provided via walking trails and/or McLoughlin Boulevard crossings.



1.4 Fundamental Concepts



1.4.a South Downtown Concept Plan Area



1.5 Key Land Use and Placemaking Features

The Fundamental Concepts of 1.4 are achieved through key land use and placemaking features. These features build on what is unique about Milwaukie by drawing pedestrians along a revitalized Main Street, reconnecting downtown Milwaukie to the Willamette River, enhancing existing natural areas in and near downtown, and providing quality housing for new downtown residents.



Revitalizing Main Street and Downtown

- Main Street improvements: shops, services, and family-wage jobs.
- Save landmarks: to preserve history and heritage.
- Pedestrian-friendly improvements throughout downtown.
- New light rail station.
- New South Downtown Plaza.
- Encourage sustainable development.
- Encourage mixed-use development for a vibrant streetscape.



Reconnecting to the River

- New Riverfront Park: the City's "living room."
- New and enhanced pedestrian crossings.



Restoring Natural Areas and Parks

- Restore Spring Creek.
- Continue to maintain completed Johnson Creek restoration.
- Continue efforts to restore Kellogg Creek.



Providing Quality Housing

- Provide a variety of quality housing types including rowhouses, apartments and condominiums (both stand-alone and as part of mixed-use development), and live/work spaces.

1.6 Amenities and Open Space Framework

The Framework Plan includes a system of outdoor open and green spaces weaving around and through the city. There are creeks, restored wetlands, the Willamette River, and a landscaped urban plaza.

Many of the areas are subject to various municipal, State, and federal regulations intended to protect environmental and natural resource values. The elements of this Framework Plan are intended to be consistent with those regulations.

① Scott Park

Adjacent to the Ledding Library and North Main Village, Scott Park offers lawn and play areas for children and adults.

② Johnson Creek Nature Area

The creek is restored to its natural state, and a viewpoint in Riverfront Park allows visitors to experience the creek at the mouth of the Willamette River.

③ City Hall Plaza and Sculpture Garden

The City Hall plaza and sculpture garden provide places to stop, rest, and people-watch.

④ Streetscape Improvements

Downtown streets benefit from wider sidewalks, crosswalks, curb extensions, pedestrian-scaled lighting, street furniture, street trees, and planting beds. Main Street

is emphasized as the primary retail street with special sidewalk treatments and wider sidewalks allowing for sidewalk café seating and retail displays.

⑤ Riverfront Park

The improved park is the City's "living room." Riverfront Park is the focus of Milwaukie's Amenities and Open Space Framework due to its location adjacent to downtown and nestled between the Willamette River, Kellogg Creek, and Johnson Creek.

⑥ South Downtown Plaza and Adams Street Connector

A major plaza forms the core and focus of the South Downtown. The plaza has views to the Willamette River, retail spaces to the east, connections to natural areas, and Main Street running through the center. During events, the plaza and a portion of Main Street will be closed to vehicular traffic. The Adams Street connector is a pedestrian green street that provides a pedestrian connection between the light rail station and the South Downtown Plaza.

⑦ Dogwood Park

An expanded Dogwood Park is integrated to the north and east with the South Downtown Plaza and Main Street streetscape improvements, and to the south and west with the Kellogg Natural Area.

8 Kellogg Bicycle and Pedestrian Bridge

A bicycle/pedestrian bridge connects the open spaces of Dogwood Park, Kronberg Park, and the Trolley Trail beyond.

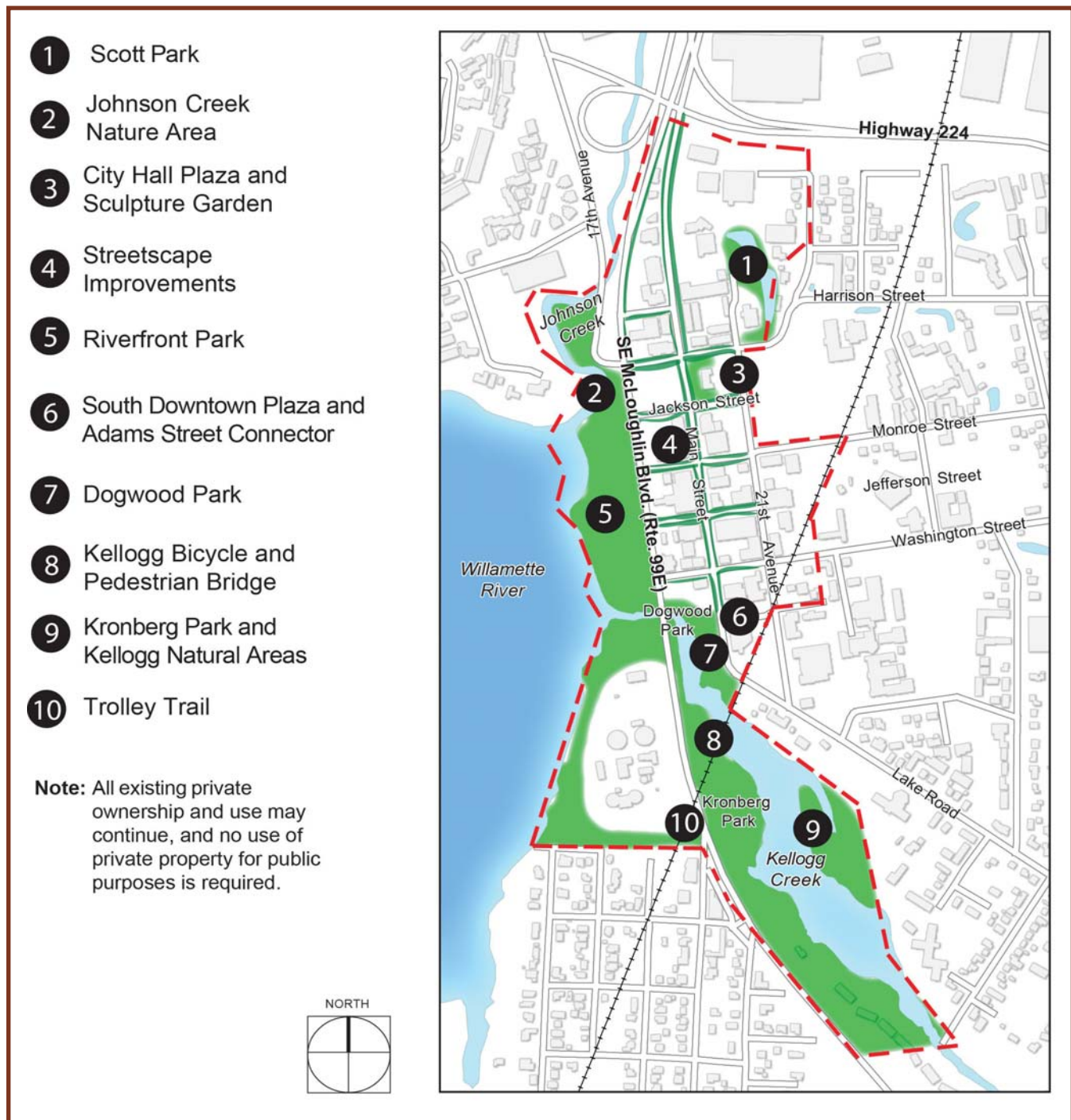
9 Kronberg Park and Kellogg Natural Areas

Kronberg Park is improved, and the creek and wetlands are restore to a salmon-friendly state. Restoration of Kellogg Creek provides nature trails through native riparian banks and along the restored stream.

10 Trolley Trail

The 6-mile Trolley Trail multiuse path connects the 17th Avenuenue multiuse trail and Riverfront Park with Gladstone to the south.

1.6 Amenities and Open Space Framework



Chapter 2—Implementation

A key component of the Framework Plan is implementation. Public investment in infrastructure sets the stage for private investment in rehabilitation of existing buildings and development of new buildings and amenities.

2.1 Implementation and Financing

Adoption of the Framework Plan does not, in itself, implement the vision it sets out. Implementation of the vision contained in the Framework Plan is achieved through policy, regulatory, and financial tools.

Implementation

This Framework Plan coordinates with Milwaukie's existing planning efforts and regulations. The Milwaukie Comprehensive Plan provides the guiding policies to manage the city's physical elements. Ancillary planning documents are part of the Comprehensive Plan. These include the Milwaukie Vision Statement of 1995 and the Town Center Master Plan of 1997. The latter responds to Milwaukie's designation as one of Metro's 2040 Growth Concept Town Centers. The Downtown and Riverfront Land Use Framework Plan is a conceptual document. Therefore, various sections have been adopted as part of, or referenced by, the existing Milwaukie Municipal Code to be effective as a regulatory document.

The Framework Plan responds to environmental policies, including Metro's Titles 3 and 13 and the Federal Endangered Species Act.

This Framework Plan also reflects the adopted South Downtown Concept Plan, which serves as a refinement plan to the area south of Washington Street that will be most directly influenced by the new light rail station.

Phasing and Financing Strategy

The Framework Plan is based on the idea that investing in the future of Milwaukie makes sense. Investment offers employment and opportunity for all the citizens of Milwaukie; it enriches the town literally and figuratively. Smart public improvements stimulate substantial private investment. Thus, investing today in a better quality of life for downtown Milwaukie makes sense for the whole town, for years to come.

2.2 Projects

This section sets forth key projects for the Framework Plan. The first key projects will establish a climate of positive change and growth, while larger or more costly projects would occur later.

Prioritization of these projects will occur during a subsequent process, prior to inclusion in the Capital Improvement Plan.

① Scott Park Improvements

The 1990 Scott Park Master Plan should be revisited and updated. Construction of Scott Park improvements will enhance the system of downtown amenities and open spaces.

② 17th Avenue Bicycle and Pedestrian Connection

The Transportation System Plan identifies 17th Avenue as a bicycle and pedestrian route. The City has received grant funds for the design and construction of a multimodal connection between the Trolley Trail in downtown Milwaukie and the Springwater Corridor. Design work is underway, and construction is anticipated in early 2016.

③ Gateway and Entryway Improvements

The Framework Plan identifies key entrances to downtown and intersections along McLoughlin Boulevard. The appropriate gateway improvements will be identified, designed, and constructed.

④ Riverfront Park Phases 3 and 4

A master plan for Riverfront Park was adopted in 2010. Phase 1 of Riverfront Park (the Klein Point overlook) was completed in 2012, and phase 2 is underway. The City is seeking funding for completion of phases 3 and 4, which include a plaza, an amphitheater, a fountain, and additional landscaping.

⑤ Streetscape Improvements

The City adopted specific streetscape designs for downtown Milwaukie in 2000, and they have been implemented incrementally since that time. Pedestrian-friendly amenities—such as wider sidewalks, landscaping, benches, and streetlights—will enhance the pedestrian experience downtown.

⑥ McLoughlin Boulevard Improvements and McLoughlin Bridge

McLoughlin Boulevard was improved in 2007, from Harrison Street in the north to the UPRR bridge to the south. The section north of Harrison Street remains unimproved. Improvements to this section would provide a signal to visitors that they are entering downtown and would enhance pedestrian safety.

7 South Downtown Plaza and Adams Street Connector

The South Downtown Plaza and Adams Street connector are key elements of the South Downtown infrastructure. Construction of the Adams Street connector is scheduled for spring/summer 2015. Refined design for the South Downtown Plaza is needed.

8 Dogwood Park Improvements

Refined design for the South Downtown Plaza will include integration with Dogwood Park and will identify key improvements for the area.

9 Kronberg Park Improvements

The master planning process for Kronberg Park is underway, and construction will begin when funding is available. The park provides a key connection between the Kellogg Lake bicycle/pedestrian bridge and the Island Station neighborhood.

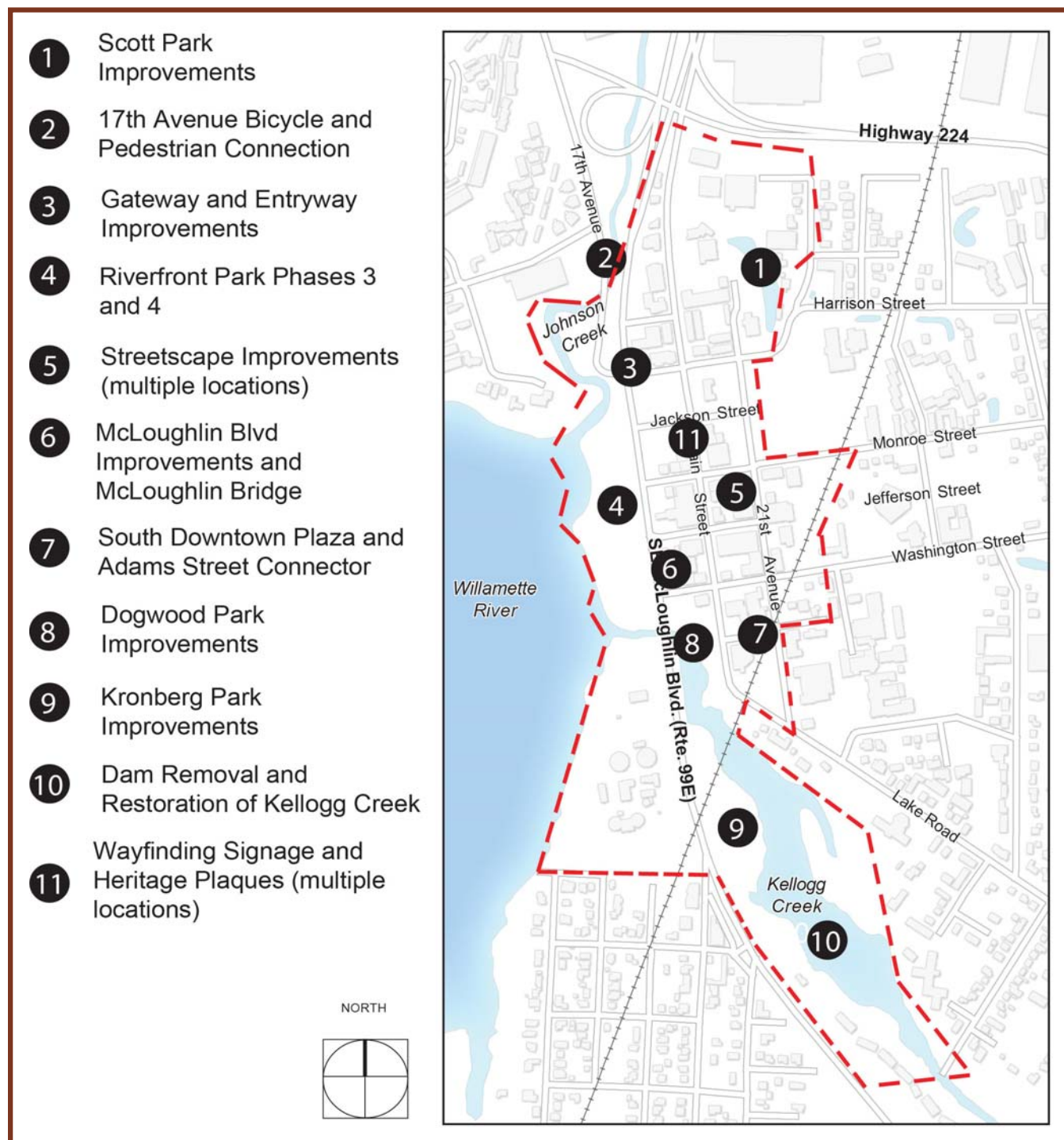
10 Dam Removal and Restoration of Kellogg Creek

The Kellogg-for-Coho project has been ongoing since 2008. Design, permitting, and construction are needed to restore Kellogg Creek to a natural condition.

11 Wayfinding Signage and Heritage Plaques

A wayfinding signage system will provide visitors with easy access to cultural and recreational opportunities within an area that can be easily accessed by foot, bicycle, and transit. Plaques will identify historic structures and locations and describe their role in Milwaukie's heritage and culture.

2.2 Projects



Underline/Strikeout Amendments

Title 14 Signs

CHAPTER 14.04 GENERAL PROVISIONS

14.04.030 DEFINITIONS

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

"Downtown zones" means the DMU, Downtown Mixed Use and OS, Open Space Zones ~~DS, Downtown Storefront; DC, Downtown Commercial; DO, Downtown Office; DR, Downtown Residential; and DOS, Downtown Open Space Zones~~ as defined in the Zoning Ordinance.

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

"Residential-office-commercial zone" means the R-O-C, and R-1-B, ~~and DR~~ Zones as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.060 DOWNTOWN ZONES

No sign shall be installed or maintained in the DMU and OS Zones ~~DC, DS, DO, DR and DOS Zones~~, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in this section.

Title 19 Zoning

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
<u>Downtown Mixed Use</u>	<u>DMU</u>
Downtown Storefront	DS
Downtown Commercial	DC
Downtown Office	DO
Downtown Residential	DR
Downtown Open Space	DOS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
<u>Tacoma Station Area Manufacturing</u>	<u>M-TSA</u>
Planned Development	PD
Overlay Zones	
Willamette Greenway	WG
Historic Preservation	HP
Mixed Use	MU
Aircraft Landing Facility	L-F
<u>Tacoma Station Area</u>	<u>TSA</u>

CHAPTER 19.200 DEFINITIONS AND MEASUREMENTS

19.201 DEFINITIONS

Refer to individual chapters of this title for chapter-specific definitions.

Refer to Title 18 for definitions related to flood hazard areas.

As used in this title:

"Abutting" means to reach or touch; to touch at the end or be contiguous with; join at a border or boundary; terminate on. Abutting properties include properties across a street or alley.

"Awning" means a roof-like structure of fabric or similar non-rigid material attached to a rigid frame that is supported completely by either an exterior building wall or wall exterior to an individual tenant space.

"Balcony" means a platform projecting from the wall of a building, with a balustrade or railing along its outer edge, and accessed from the interior of the building through a door.

"Baluster" means a vertical supporting element, similar to a small column.

"Balustrade" means a complete railing system, including a top rail, balusters, and sometimes a bottom rail.

"Canopy" means a permanent roof-like structure of metal, glass, or similar rigid material that is supported completely by either an exterior building wall or wall exterior to an individual tenant space.

"Downtown zones" means the 2 5-zones that implements the Milwaukie Downtown and Riverfront Land Use Framework Plan— ~~Downtown Mixed Use (DMU), Downtown Storefront (DS), Downtown Commercial (DC), Downtown Office (DO), Downtown Residential (DR), and Downtown Open Space (DOS)~~

"Live/Work Unit" means a dwelling unit where residential and nonresidential spaces are combined and where the dwelling unit is the principal residence of the business operator/proprietor. Nonresidential spaces are typically located on the ground floor and residential spaces are located on upper floors.

"Mixed Use" means the combination of residential uses with commercial (e.g., office, retail, or services), civic, or light industrial uses on a site or in a building.

Office:

"Production-Related office" means offices that are characterized by activities that, while conducted in an office-like setting, involve less face-to-face customer contact and do not tend to generate foot traffic. Their operations are less service-oriented than Traditional Office uses and focus on the development, testing, production, processing, packaging, or assembly of goods and products. Examples include: software and internet content development and publishing; telecommunication service providers; data processing; television, video, radio, and internet studios and broadcasting; scientific and technical services; call centers, and medical and dental labs.

"Professional and administrative office" means professional, executive, management, or administrative offices of firms or organizations. Typical uses include offices for professionals such as physicians, dentists, lawyers, architects, engineers, artists, musicians, designers, teachers, accountants, or others who through training are qualified to

Proposed Code Amendment

perform services of a professional nature, and where no storage or sale of merchandise exists.

"Traditional office" means offices that are characterized by activities that generally focus on business, government, professional, medical, or financial services. These office uses generally involve a high level of face-to-face customer contact and typically expected to generate foot traffic. 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.

"Parapet" means a low wall, located at the top of any sudden drop, such as at the top of the facade of a building.

"Primary building entrance" means the entrance to a building that most pedestrians are expected to use. Generally, each building has one primary entrance; however, some buildings may have more than one primary entrance or may have entrances that open directly into the building's lobby or principal interior ground level circulation space.

"Terrace" means an outdoor extension of a building, situated above the ground level, and open to the sky.

"Usable open space" means that portion of a lot or development site that is not covered by building or off-street parking area. Usable open space includes uncovered plazas, terraces, small parks, or similar.

CHAPTER 19.300 BASE ZONES

19.304 DOWNTOWN ZONES

19.304.1 Purpose

The downtown zones are Downtown Mixed Use Zone DMU and Open Space Zone OS. The zones are shown on Figure 19.304-1. These zones implement the Town Center and Public land use designations in the Milwaukie Comprehensive Plan. The downtown zones implement the Downtown and Riverfront Land Use Framework Plan and Milwaukie Comprehensive Plan.

The downtown and riverfront area is envisioned as the focus of the community. Two zones are designated to distinguish between areas intended for public open space and those intended for downtown development. Specific use, development, and design standards are adopted for the downtown zones to assure an active, attractive, and accessible environment for shoppers, employees and residents.

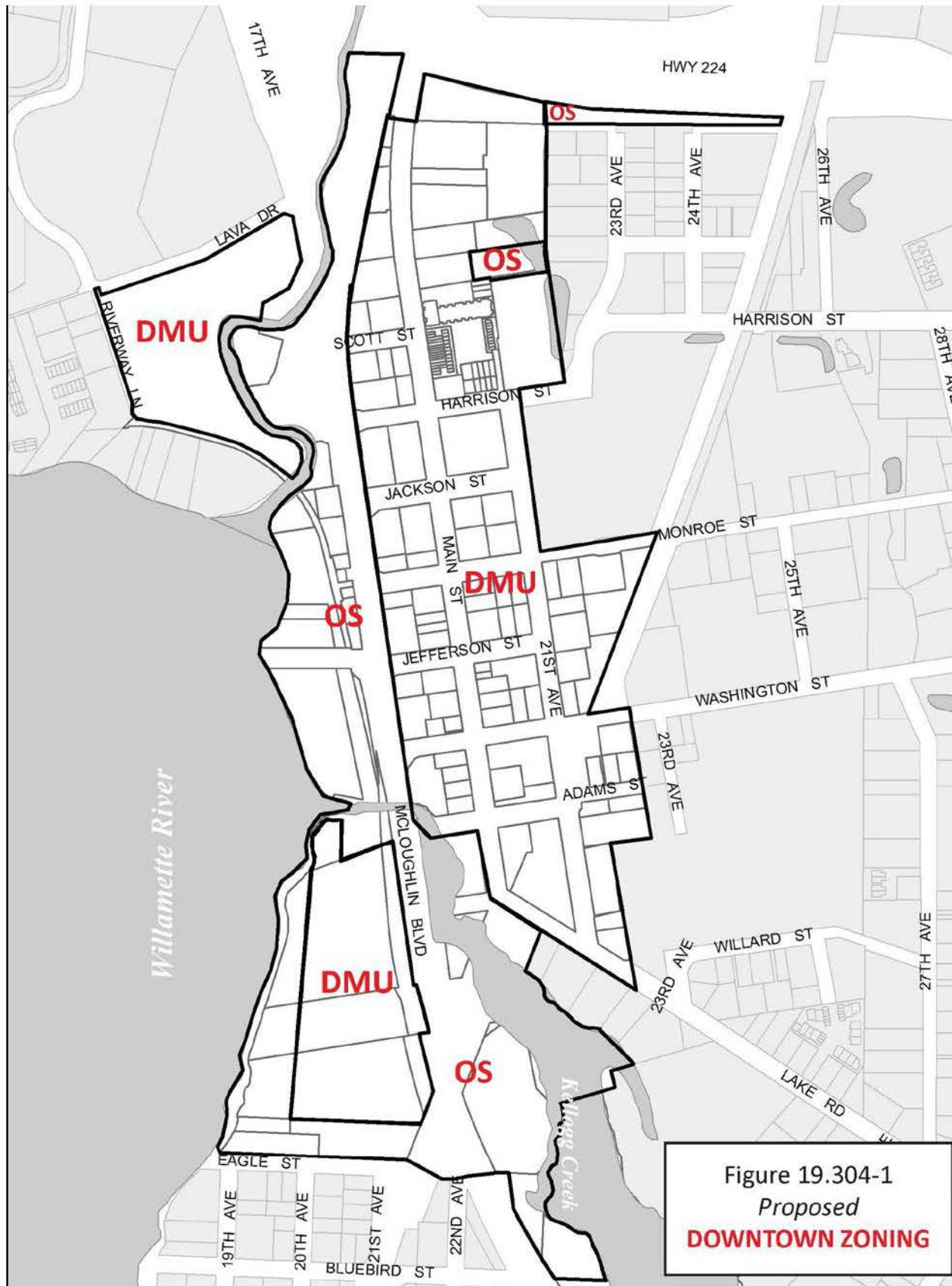
A. Downtown Mixed Use (DMU)

The Downtown Mixed Use Zone provides for a wide range of uses, including retail, office, commercial and residential, that will bring visitors to the downtown to live, work, shop, dine and recreate. The desired character for this zone is a pedestrian-friendly and vibrant urban center with a prominent main street and connections to the riverfront, and includes buildings that are built to the right-of-way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots.

B. Open Space (OS)

The Open Space Zone provides a specific zone to accommodate open space, park, and riverfront uses. The Open Space Zone is generally applied to lands that are in public ownership along the Willamette River, Kellogg Creek, Spring Creek, and Johnson Creek in the downtown area. The desired character for the Open Space Zone includes parkland, open space, and riverfront amenities.

Proposed Code Amendment



Proposed Code Amendment**19.304.2 Uses****A. Permitted Uses**

Uses allowed in the downtown zones are listed in Table 19.304.2 with a "P." These uses are allowed if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.304.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905. Type III review is required to establish a new CU or for major modification of an existing CU. Type I review is required for a minor modification of an existing CU.

C. Nonconforming Uses, Structures and Development

Existing structures and uses that do not meet the standards for the downtown zones 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 a Type II Downtown Design Review pursuant to Section 19.907. 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 listed in Table 19.304.2 with an "N," or uses not listed below, are prohibited as new uses. In addition, drive-through facilities are prohibited in the downtown zones.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. Accessory uses include but are not limited to restrooms in City parks and refreshment stands at the library.

F. Similar Uses

Similar uses not listed in Table 19.304.2 may be allowed through a Director's Determination pursuant to Section 19.903.

<u>Table 19.304.2</u> <u>Downtown Zones—Uses</u>			
<u>Uses and Use Categories</u>	<u>DMU</u>	<u>OS</u>	<u>Standards/ Additional Provisions</u>
<u>Residential</u>			
<u>Rowhouse</u>	<u>P</u>	<u>N</u>	<u>Subsection 19.304.3.A.1</u> <u>Downtown residential use</u> <u>limitations</u> <u>Subsection 19.505.5</u> <u>Standards for Rowhouses</u>
<u>Multifamily</u>	<u>P</u>	<u>N</u>	<u>Figure 19.304-2</u> <u>Ground-Floor Residential</u> <u>Permitted</u> <u>Subsection 19.304.3.A.1</u>

Proposed Code Amendment

			<u>Downtown residential use limitations</u> <u>Subsection 19.505.3</u> <u>Standards for Multifamily Housing</u>
<u>Live/work units</u>	<u>P</u>	<u>N</u>	<u>Subsection 19.304.3.A.1</u> <u>Downtown residential use limitations</u> <u>Subsection 19.505.6</u> <u>Standards for Live/Work Units</u>
<u>Second-story housing</u>	<u>P</u>	<u>N</u>	<u>Section 19.508</u> <u>Downtown Site and Building Design Standards</u>
<u>Senior and retirement housing</u>	<u>P</u>	<u>N</u>	<u>Subsection 19.304.3.A.1</u> <u>Downtown residential use limitations</u> <u>Subsection 19.505.3</u> <u>Design Standards for Multifamily Housing</u>
<u>Commercial</u>			
<u>Office—Traditional.</u> Traditional Office uses are characterized by activities that generally focus on business, government, professional, medical, or financial services. These office uses generally involve a high level of face-to-face customer contact and typically expected to generate foot traffic. 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/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<u>Office—Production-Related.</u> Production-Related Office uses are characterized by activities that, while conducted in an office-like setting, involve less face-to-face customer contact and do not tend to generate foot traffic. Their operations are less service-oriented than Traditional Office uses and focus on the development, testing, production, processing, packaging, or assembly of goods and products. Examples include: software and internet content development and publishing; telecommunication service providers; data processing; television, video, radio,	<u>P/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.2</u> <u>Main St limitations</u> <u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>

Proposed Code Amendment

and internet studios and broadcasting; scientific and technical services; call centers, and medical and dental labs.			
<u>Eating and drinking establishment.</u> Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away. Examples include restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, wine bars, and espresso bars.	<u>P/CU</u>	<u>CU</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<u>Indoor recreation.</u> Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature. Examples include gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters.	<u>P/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<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. 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.	<u>P/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<u>Personal-service-oriented.</u> Personal-service-oriented firms are involved in providing consumer services. Examples include hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.	<u>P/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<u>Repair-oriented.</u> Repair-oriented uses are establishments providing product repair of consumer and business goods. 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 service and repair.	<u>P/CU</u>	<u>N</u>	<u>Subsection 19.304.3.A.3</u> <u>Commercial use limitations</u> <u>Subsection 19.304.3.A.4</u> <u>DMU Zone limitations</u> <u>Section 19.905</u> <u>Conditional Uses</u>
<u>Day care.</u> Day Care is the provision of regular child care, with or without compensation, to four or more children	<u>P</u>	<u>N</u>	<u>Subsection 19.304.3.A.5</u> <u>Day care limitation</u>

Proposed Code Amendment

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. Examples include nursery schools, before-and-after school care facilities, and child development centers.			
Commercial lodging. Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month. Examples include hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.	<u>P</u>	<u>N</u>	
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. They normally provide "bed and board", that is, at least some meals as well as accommodation.	<u>CU</u>	<u>N</u>	Section 19.905 <u>Conditional Uses</u>
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 Parking facility. Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.	<u>CU</u>	<u>P</u>	Subsection 19.304.3.A.6 <u>OS Zone parking limitations</u> Section 19.905 <u>Conditional Uses</u> Chapter 19.600 <u>Off-Street Parking and Loading</u>
Manufacturing			
Manufacturing and production. 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	<u>P</u>	<u>N</u>	Subsection 19.304.3.A.7 <u>Manufacturing and production limitations</u>

Proposed Code Amendment

instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.			
<u>Institutional</u>			
<u>Parks and open space.</u> Parks and open space uses are lands focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few buildings. Examples include parks, public squares, plazas, recreational trails, botanical gardens, farmers markets, boat launching areas, nature preserves and community gardens.	<u>P</u>	<u>P</u>	
<u>Community service uses</u>	<u>CSU</u>	<u>CSU</u>	<u>Section 19.904</u> <u>Community Service Uses</u>
<u>Accessory and Other</u>			
<u>Accessory use</u>	<u>P</u>	<u>P</u>	<u>Subsection 19.304.2.E</u> <u>Accessory Uses</u> <u>Section 19.503</u> <u>Accessory Uses</u>
<u>Home occupation</u>	<u>P</u>	<u>P</u>	<u>Section 19.507</u> <u>Home Occupation Standards</u>

19.304.3 Use Limitations, Restrictions, and Provisions**A. Use Limitations and Restrictions**

The following provisions describe the limitations for uses listed in Table 19.304.2.

1. Residential uses are permitted throughout downtown Milwaukie, subject to the following limitations:
 - a. Along Main Street south of Scott Street, as shown in Figure 19.304-2, residential dwellings are only allowed on the second floor or above; they are not permitted on the ground floor.
 - b. Lobbies for upper-level dwellings are allowed on the ground floor only if a commercial use is located along a majority of the property's street frontage. North of Scott Street, residential dwellings and/or lobbies are permitted anywhere on the ground floor along Main Street.
 - c. Live/Work units and rowhouses are not permitted on Main Street.
2. Production-related office uses are not permitted on the ground floor along Main Street.
3. Commercial uses are permitted throughout downtown, subject to the following limitations:
 - a. In the Downtown Mixed Use Zone, the following uses are limited to 20,000 sq ft in floor area per use on the ground floor.
 - (1) Office – Traditional

Proposed Code Amendment

- (2) Office – Production-related
- (3) Eating/drinking establishments
- (4) Indoor recreation
- (5) Retail-oriented sales
- (6) Personal-service oriented
- (7) Repair-oriented

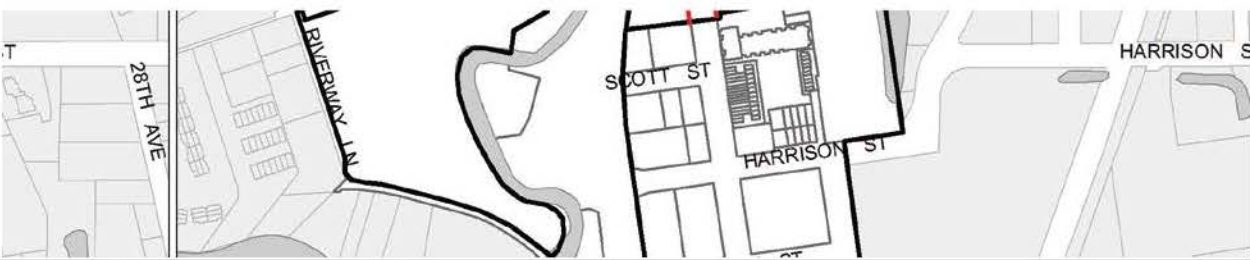
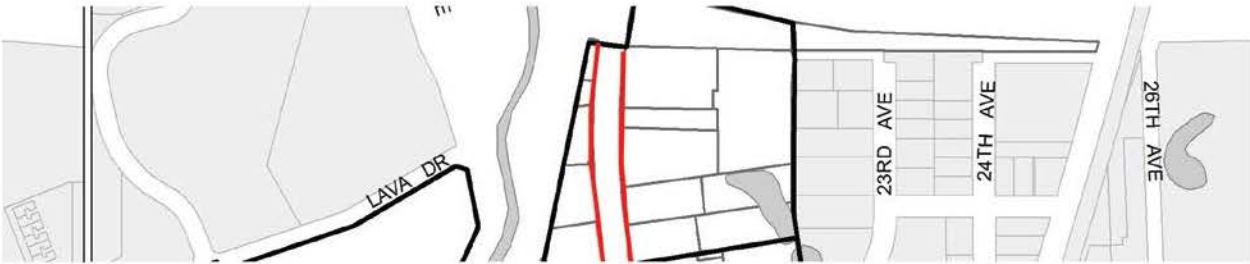
b. Above-listed uses larger than 20,000 sq ft in floor area on the ground floor may be approved through a conditional use review pursuant to Section 19.905.

- 4. Automobile/motor vehicle repair (excluding body and fender repair and painting) is permitted in the Downtown Mixed Use Zone only when conducted within a completely enclosed building.
- 5. Day care and childcare uses are limited to 5,000 sq ft.
- 6. Parking facilities in the Open Space Zone are limited to surface lots that are intended primarily for the users of the related park or open space.
- 7. 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.

B. Use Provisions

- 1. The limit of 4 consecutive row houses established in Subsection 19.505.5.D does not apply in the DMU zone. In the DMU zone, there is no limit on the number of consecutive row houses.

Proposed Code Amendment



Proposed Code Amendment

19.304.4 Development Standards

In the downtown zones, the development standards in Table 19.304.4.A apply. Notes and/or cross references to other applicable code sections are listed in the “Standards/Additional Provisions” column. Additional standards are provided in Subsection 19.304.5.

See Sections 19.201 Definitions and 19.202 Measurements for specific descriptions of standards and measurements listed in the table.

A. Purpose

The development standards address several issues of particular importance to maintaining the appropriate character for the downtown. Table 19.304.4.A summarizes some of the development standards that apply downtown. Development standards are presented in full in Subsection 19.304.5.

<u>Table 19.304.4.A</u> <u>Downtown Zones—Summary of Development Standards</u>			
<u>Standard</u>	<u>DMU</u>	<u>OS</u>	<u>Standards/ Additional Provisions</u>
<u>1. Lot Standards</u>			
a. Minimum lot size (sq ft)	<u>750</u>	<u>None</u>	
b. Minimum street frontage (ft)	<u>15</u>	<u>None</u>	<u>Section 19.201</u> <u>Definitions</u>
<u>2. Development Standards</u>			
a. Floor area ratio (1) Minimum (2) Maximum	<u>0.5:1-1:1</u> <u>4:1</u>	<u>None</u> <u>None</u>	<u>Section 19.201</u> <u>Definitions</u> <u>Subsection 19.304.5.A</u> <u>Floor Area Ratios</u> <u>Figure 19.304-3</u> <u>Minimum Floor Area Ratios</u>
b. Building height (ft) (1) Minimum (2) Maximum	<u>25</u> <u>35-65</u> <u>(height bonus</u> <u>available)</u>	<u>None</u> <u>15</u>	<u>Subsection 19.304.5.B</u> <u>Building Height</u> <u>Figure 19.304-4</u> <u>Base Maximum Building</u> <u>Heights</u> <u>Subsection 19.304.5.I</u> <u>Transition Measures</u> <u>Subsection 19.304.5.B.3</u> <u>Height Bonuses</u>
c. Flexible ground-floor space	<u>Yes, where</u> <u>applicable</u>	<u>None</u>	<u>Subsection 19.304.5.C</u> <u>Flexible Ground-Floor Space</u>
d. Street Setbacks/Build-to Lines (ft) (1) Minimum street setback (2) Maximum street setback	<u>0</u> <u>10-20</u>	<u>0</u> <u>None</u>	<u>Figure 19.304-5</u> <u>First-Floor Build-To Lines</u> <u>Subsection 19.304.5.D</u> <u>Street Setbacks/Build-To</u> <u>Lines</u>

Proposed Code Amendment

<u>(3) Side and rear setbacks</u>	<u>None</u>	<u>None</u>	<u>Subsection 19.304.5.I</u> <u>Transition Measures</u> <u>Subsection 19.501.2</u> <u>Yard Exceptions</u>
<u>e. Frontage occupancy requirements</u>	<u>50-90%</u>	<u>None</u>	<u>Subsection 19.304.5.E</u> <u>Frontage Occupancy Requirements</u> <u>Figure 19.304-6</u> <u>Minimum Frontage Occupancy</u>
<u>f. Primary entrances</u>	<u>Yes</u>	<u>No</u>	<u>Subsection 19.304.5.F</u> <u>Primary Entrances</u>
<u>g. Off-street parking required</u>	<u>Yes, where applicable</u>	<u>Yes</u>	<u>Subsection 19.304.5.G</u> <u>Off-Street Parking</u> <u>Chapter 19.600</u> <u>Off-Street Parking and Loading</u>
<u>h. Open Space</u>	<u>Yes, where applicable</u>	<u>None</u>	<u>Subsection 19.304.5.H</u> <u>Open Space</u> <u>Subsection 19.508.4.G</u> <u>Open Space/Plazas</u>
<u>i. Transition Measures</u>	<u>Yes, where applicable</u>	<u>No</u>	<u>Subsection 19.304.5.I</u> <u>Transition Measures</u> <u>Subsection 19.504.6</u> <u>Transition Area Measures</u>
<u>3. Other Standards</u>			
<u>a. Residential density requirements (dwelling units per acre)</u> <u>(1) Rowhouses and live/work units</u> <u>(a) Minimum</u> <u>(b) Maximum</u> <u>(2) Stand-alone multifamily</u> <u>(a) Minimum</u> <u>(b) Maximum</u> <u>(3) Mixed use buildings</u> <u>(a) Minimum</u> <u>(b) Maximum</u>	<u>10</u> <u>None</u> <u>30</u> <u>None</u> <u>None</u> <u>None</u>	<u>None</u> <u>None</u> <u>None</u> <u>None</u> <u>None</u> <u>None</u>	<u>Subsection 19.202.4</u> <u>Density Calculations</u> <u>Subsection 19.304.5.J</u> <u>Residential Density</u> <u>Subsection 19.501.4</u> <u>Density Exceptions</u>
<u>b. Signs</u>	<u>Yes</u>	<u>Yes</u>	<u>Section 14.16.060</u> <u>Downtown Zones</u>

B. Explanation of Development Standards

Table 19.304.4.A is supplemented by the explanation of the development standards provided in Subsection 19.304.5 below, and the following figures:

Figure 19.304-3—Minimum Floor Area Ratios

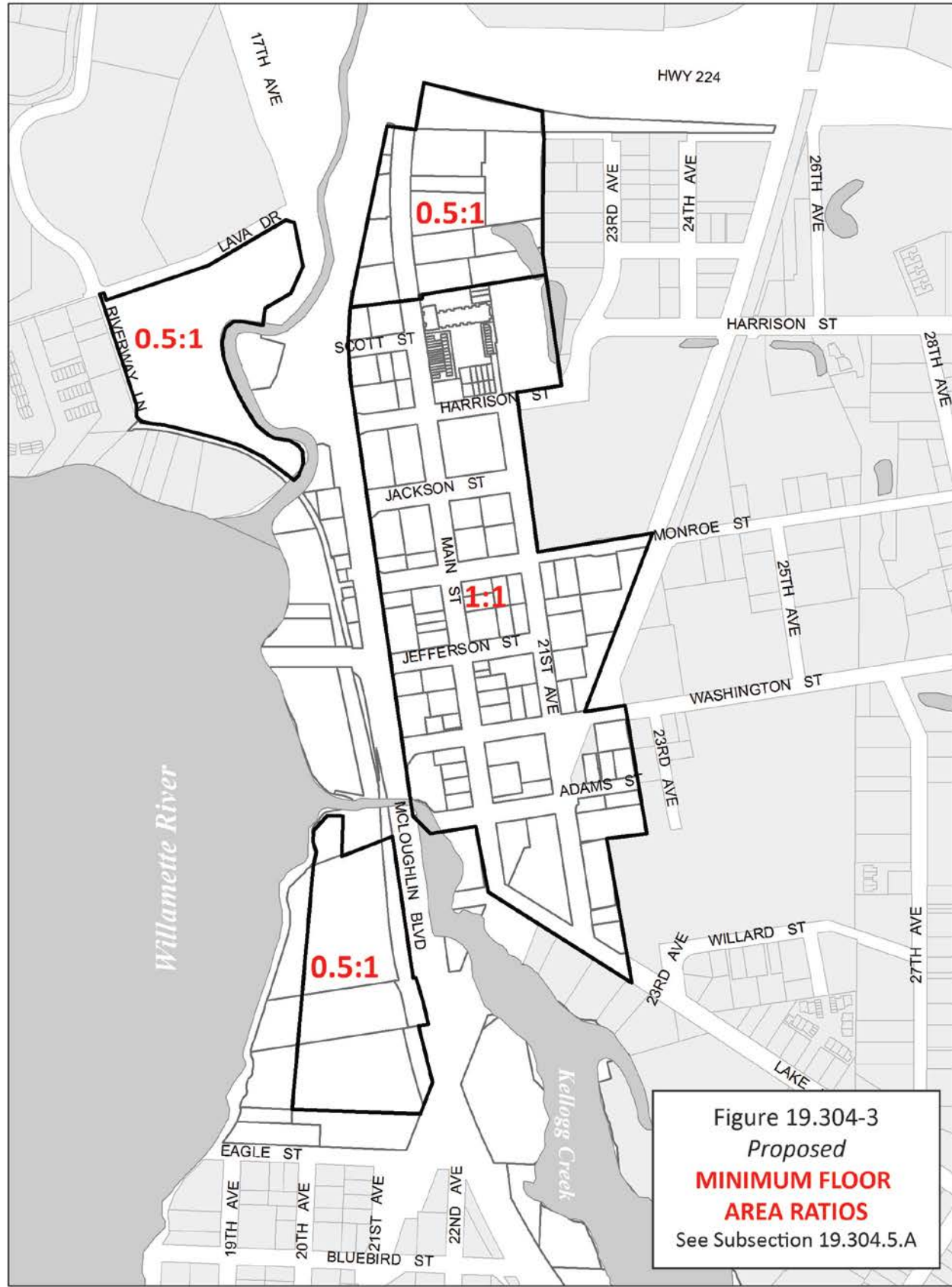
Figure 19.304-4—Base Maximum Building Heights

Proposed Code Amendment

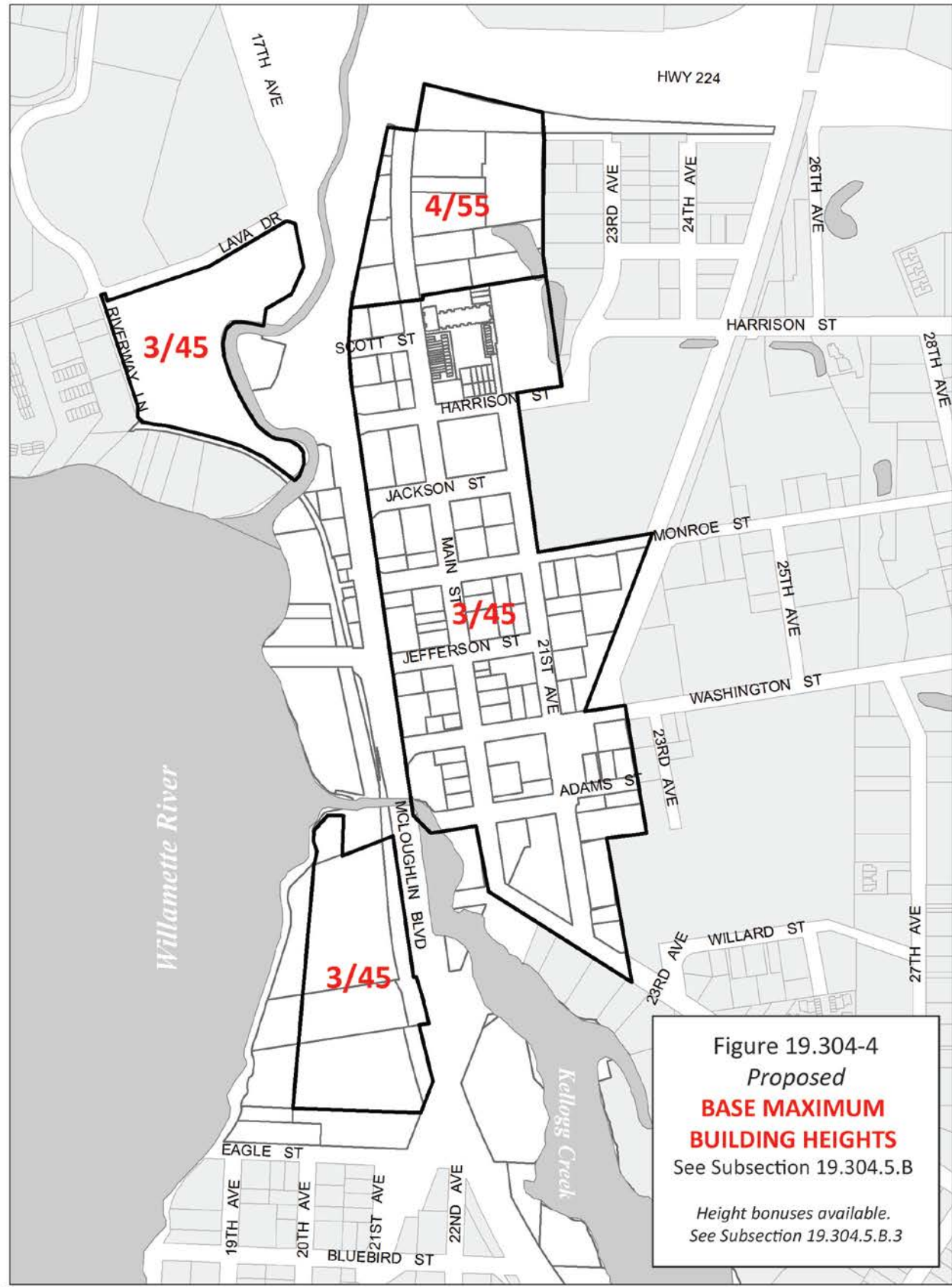
Figure 19.304-5—First-Floor Build-to Lines

Figure 19.304-6—Minimum Frontage Occupancy

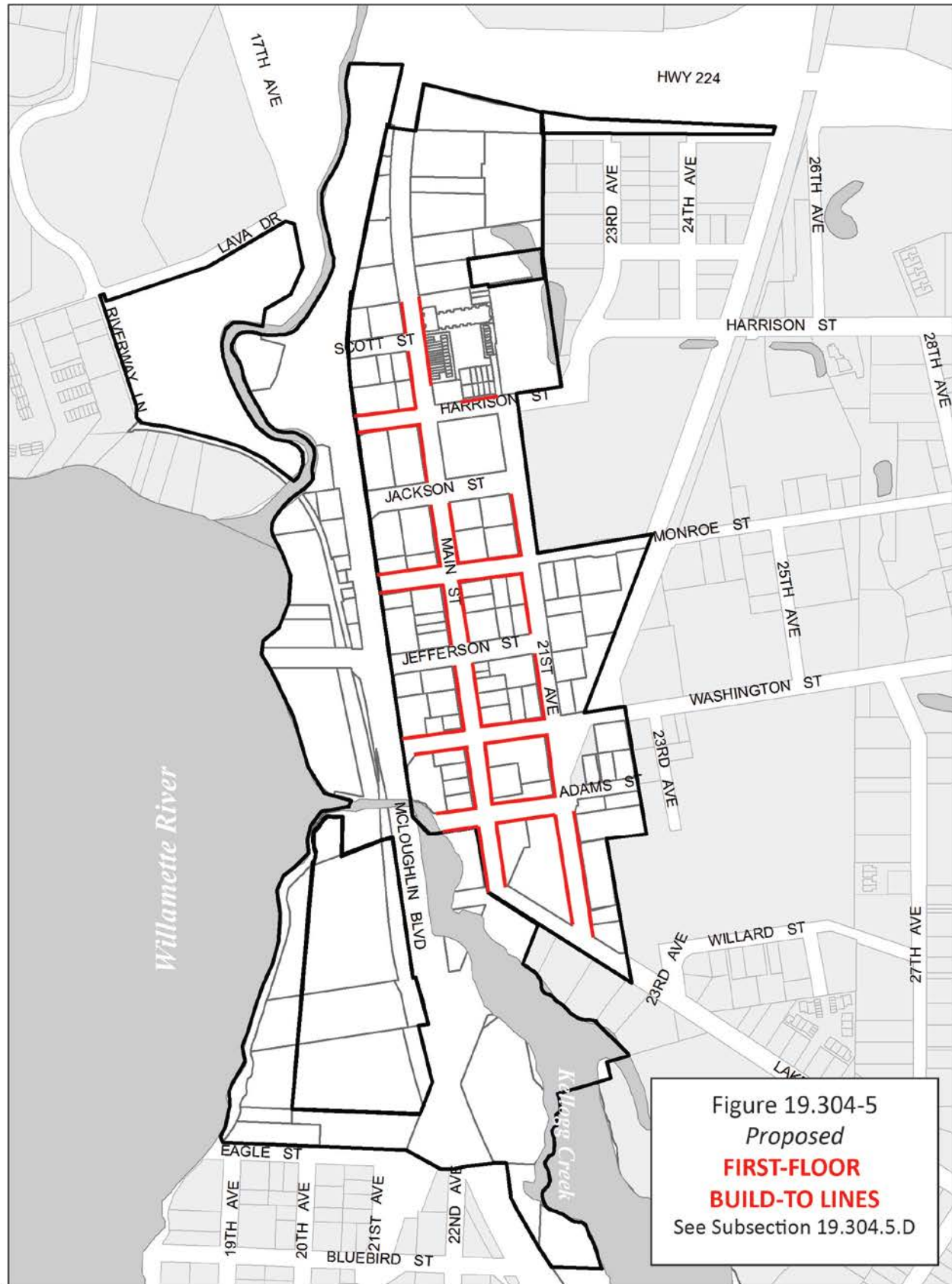
Proposed Code Amendment



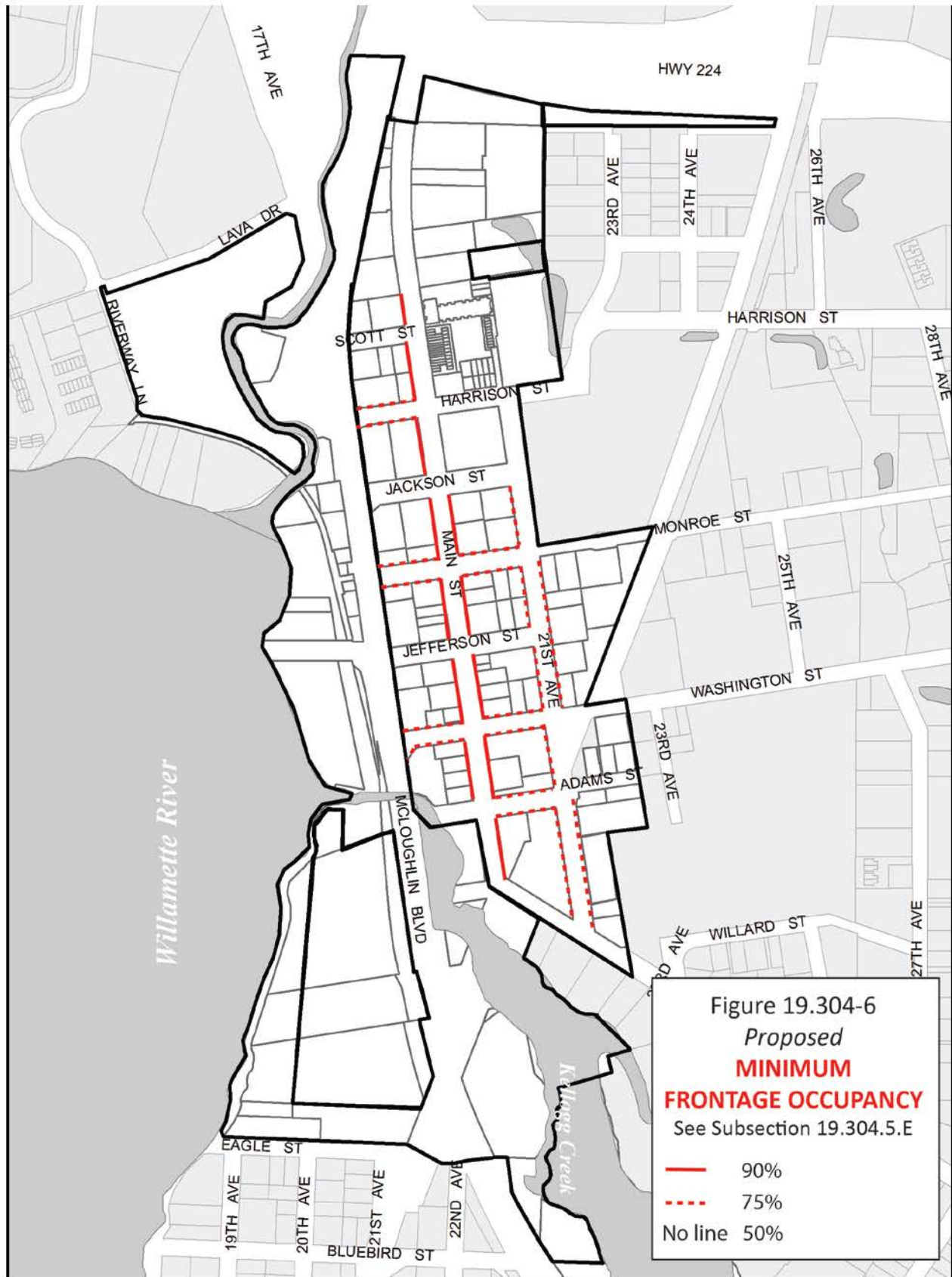
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19.304.5 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.304.4.A.

A. Floor Area Ratios

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 and that more intense forms are confined to appropriate areas of the downtown. 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 ratios in Table 19.304.4.A.2.a apply to all nonresidential building development. Standalone residential densities are controlled by minimum density requirements.
- b. Required minimum floor area ratios 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 FARs.
- 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

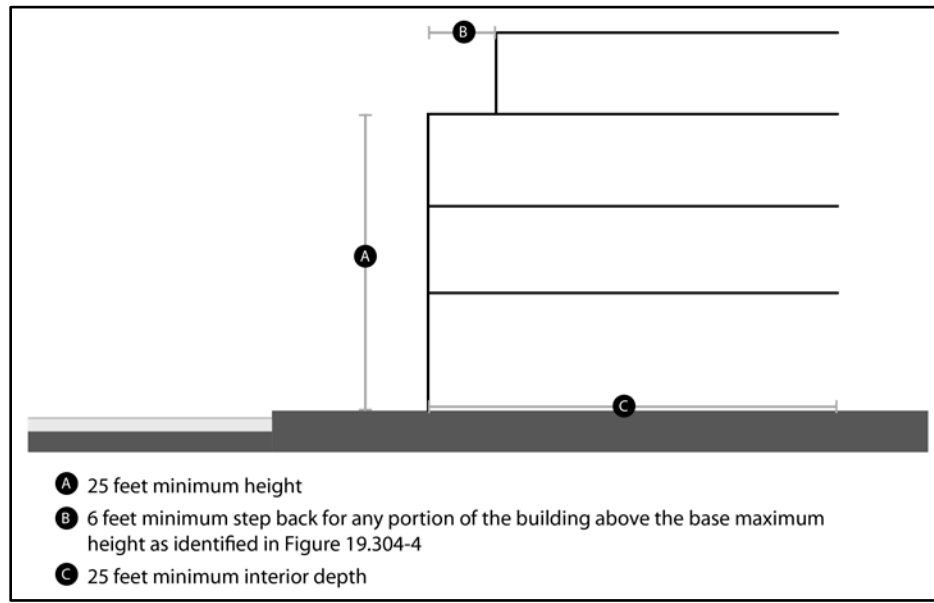
Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. A minimum building height is established to ensure that the traditional building scale for the downtown area is maintained.

2. Standards

- a. The minimum building height standards apply to new commercial, office, residential, and mixed use buildings.
- b. Minimum building heights are specified in Table 19.304.4.A. The minimum building height of 25 feet shall be met along all street frontages for a depth of at least 25 feet from the front of the building.
- c. Base maximum building heights are specified in Figure 19.304-4. Height bonuses are available for buildings that meet the standards of Subsection 19.304.5.B.3.
- d. Buildings shall provide a step back of at least 6 feet for any portion of the building above the base maximum height as identified in Figure 19.304-4.

Proposed Code Amendment

Figure 19.304.5.B.2
Building Height Standards



3. Height Bonuses

To incentivize the provision of additional public amenities or benefits beyond those required by the baseline standards, height bonuses are available for buildings that include desired public amenities or components; increase downtown vibrancy; and/or help meet sustainability goals.

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

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

New buildings that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED or Earth Advantage certified) are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

Height bonus eligibility shall be verified at the time of building permit submittal and shall be contingent upon submittal of green building certification. The height bonus may be binding under a development agreement and height bonus awards may be revoked, and/or other permits or approvals may be withheld, if the project fails to achieve certification.

4. Exemptions

The following are exempt from the minimum building height standards.

a. Additions to existing buildings.

b. Accessory structures.

Proposed Code Amendment

c. Buildings with less than 1,000 sq ft of floor area.

C. Flexible Ground-Floor Space

1. Intent

To ensure that new buildings in the downtown are designed and constructed to accommodate active uses such as retail and eating/drinking establishments.

2. Standards

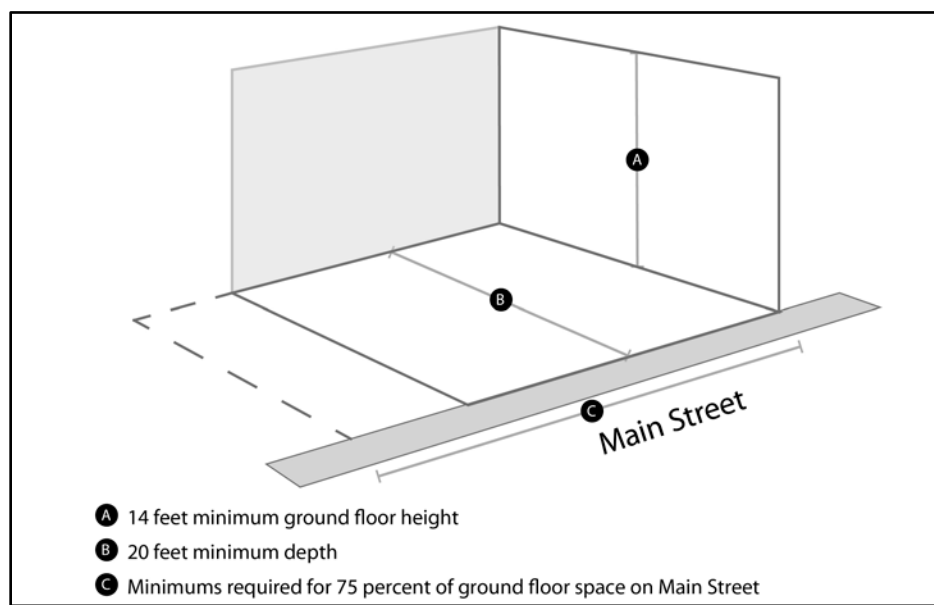
a. This standard applies to new buildings fronting Main Street.

b. This standard is met when at least 75% of the ground-floor space in a new building meets the following requirements.

(1) The ground-floor height must be at least 14 feet, as measured from the finished floor to the ceiling, or from the finished floor to the bottom of the structure above (as in a multistory building). The bottom of the structure above is the lowest portion of the structure and includes supporting beams, and any heating, ventilation and/or fire suppression sprinkler systems.

(2) The interior floor area adjacent to Main Street must be at least 20 feet deep, as measured from the inside building wall or windows facing Main Street.

Figure 19.304.5.C.2
Flexible Ground-Floor Space Standards



3. Exemptions

Standalone residential buildings on Main Street as specified in Figure 19.304-2 are exempt from this requirement.

D. Street Setbacks/Build-to Lines

1. Intent

Buildings are allowed and encouraged to build up to the street right-of-way in the DMU zone. Required build-to lines are used in combination with the frontage occupancy

Proposed Code Amendment

requirements of Subsection 19.304.5.E and are established in specific areas of the downtown to ensure that the ground floors of buildings engage the street right-of-way (see Figure 19.304-5). The build-to line ensures compatibility and harmony between buildings, enabling a series of different buildings to maintain or establish a continuous vertical street wall.

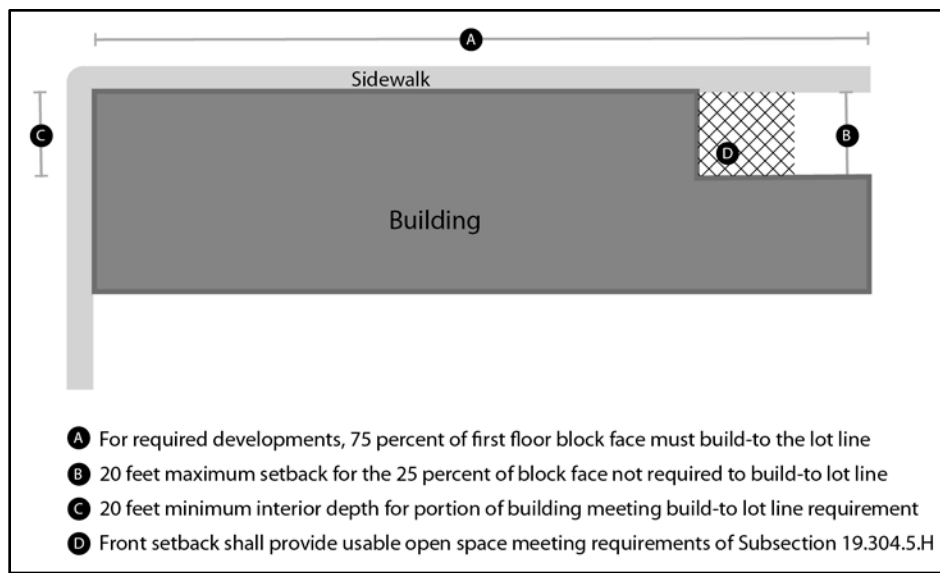
2. Standards

Figure 19.304.5.D.2 **Street Setback and Build-To Lines**

[GRAPHIC PLACEHOLDER]

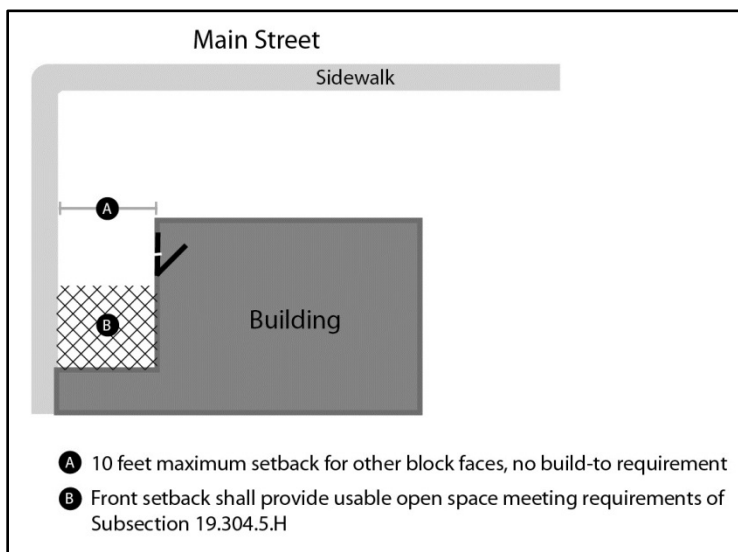
- a. No minimum street setbacks are required.
- b. First-floor build-to lines (required zero setbacks) are established for block faces identified on Figure 19.304-5. The build-to line applies to the portion of the building that is subject to the frontage occupancy requirements of Subsection 19.304.5.E as follows:
 - (1) For those block faces identified on Figure 19.304-5, 75% of the first floor shall be built to the front lot line (zero setback). The remaining 25% may be set back from the front lot line a maximum of 20 feet. The front setback shall provide usable open space, such as a public plaza or pedestrian amenities.

Figure 19.304.5.D.2.b(1&3) **First-Floor Build-To Lines** **for Block Faces Identified on Figure 19.304-5**



- (2) For other block faces, there is no build-to line requirement and the maximum setback shall be 10 feet. The front setback shall provide usable open space that meets the requirements of Subsection 19.304.5.H.

Figure 19.304.5.D.2.b(2)
First-Floor Build-To Lines
for Other Block Faces



- (3) The portions of the building used to meet the build-to line requirement in (1) above shall have a depth of at least 20 feet.

3. Exemption

The DMU zone is exempt from the clear vision area requirements of Chapter 12.24 of the Milwaukie Municipal Code, with the exception of driveway and street intersections with McLoughlin Boulevard.

E. Frontage Occupancy

1. Intent

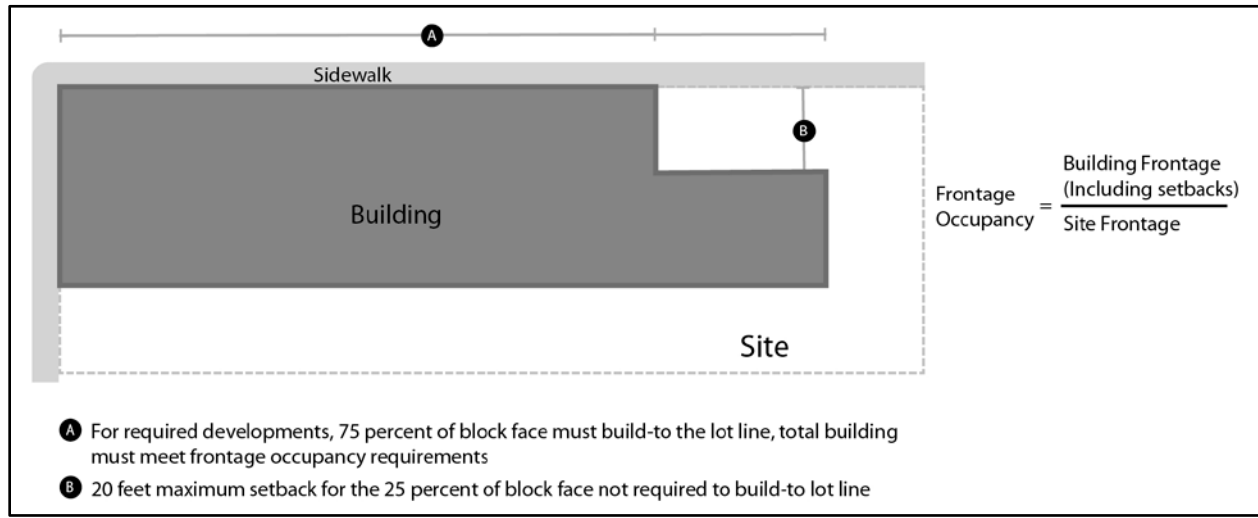
To ensure that buildings are used to create a "street wall" that contributes to a walkable and pedestrian-friendly environment.

2. Standards

Minimum frontage occupancy requirements are established for block faces identified on Figure 19.304-6. Frontage occupancy requirements are used in combination with the required build-to line of Subsection 19.304.5.D. The frontage occupancy requirements apply as follows:

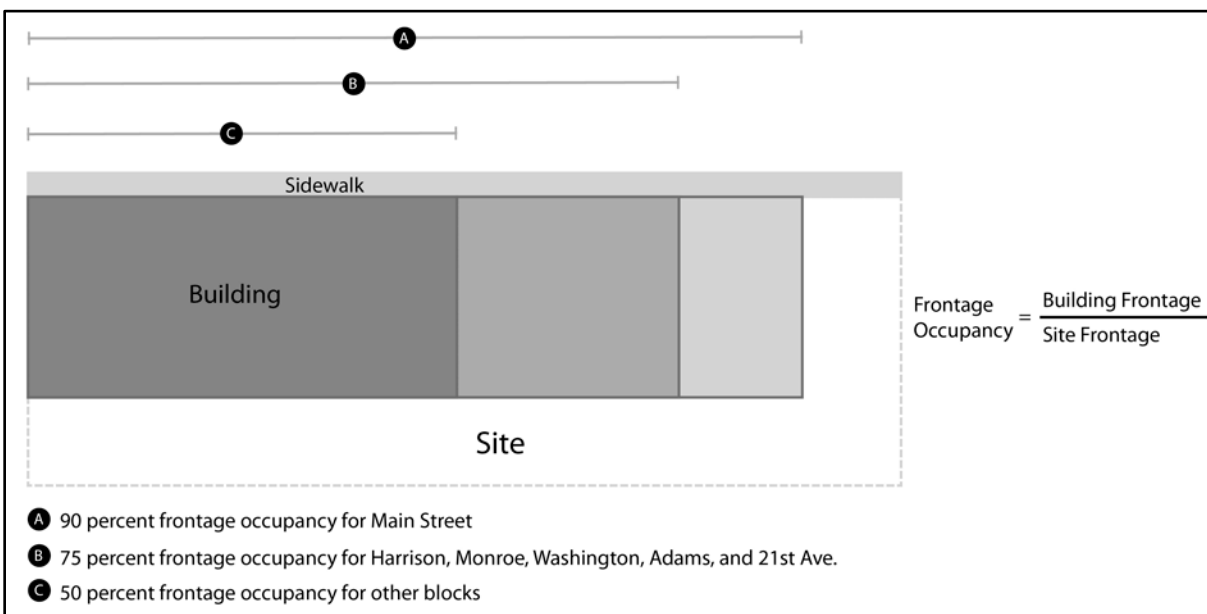
Proposed Code Amendment

Figure 19.304.5.E.2
Frontage Occupancy Requirements and Build-To Line



- a. For block faces that front on Main Street, 90% of the site frontage must be occupied by a building or buildings. If the development site has frontage on Main Street and another street, the frontage occupancy requirement must be met on Main Street only.
- b. For block faces that front on Harrison, Monroe, Washington, and Adams Streets and 21st Avenue, 75% of the site frontage must be occupied by a building or buildings. Except for (i) above, if the development site has frontage on one of the streets listed here and another street, the frontage occupancy requirement must be met on the streets listed here only.
- c. For other block faces, 50% of the site frontage must be occupied by a building or buildings. Except for (i-ii) above, if the development nsite has frontage on more than one street, the frontage occupancy requirement must be met on one street only.

**Figure 19.304.5.E.2.a-c
Frontage Occupancy Requirements**



- d. Building facades with recesses incorporated to comply with façade articulation requirements are considered to be occupying the site frontage if the recesses do not exceed 24 inches.

F. Primary Entrances

1. Intent

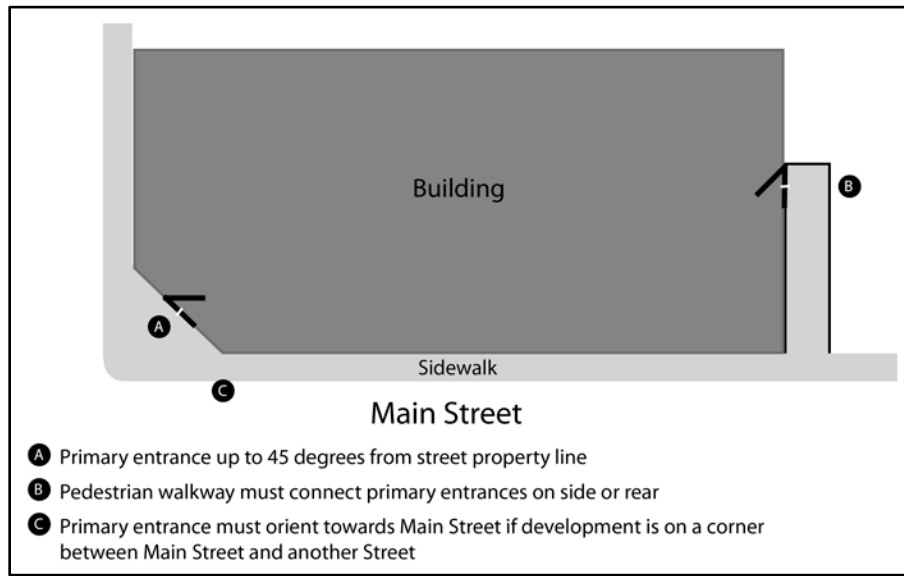
To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting 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 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 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 the corner of Main Street and another street, the primary entrance shall be oriented toward Main Street. If the development is on the corner of McLoughlin Boulevard and another street, the primary entrance may be oriented toward either street.

Proposed Code Amendment

Figure 19.304.5.F.2
Primary Entrance Standards



G. Off-Street Parking

1. Intent

The desired character for the DMU Zone, particularly along Main Street, is defined by a continuous façade of buildings close to the street, with adjacent on-street parking.

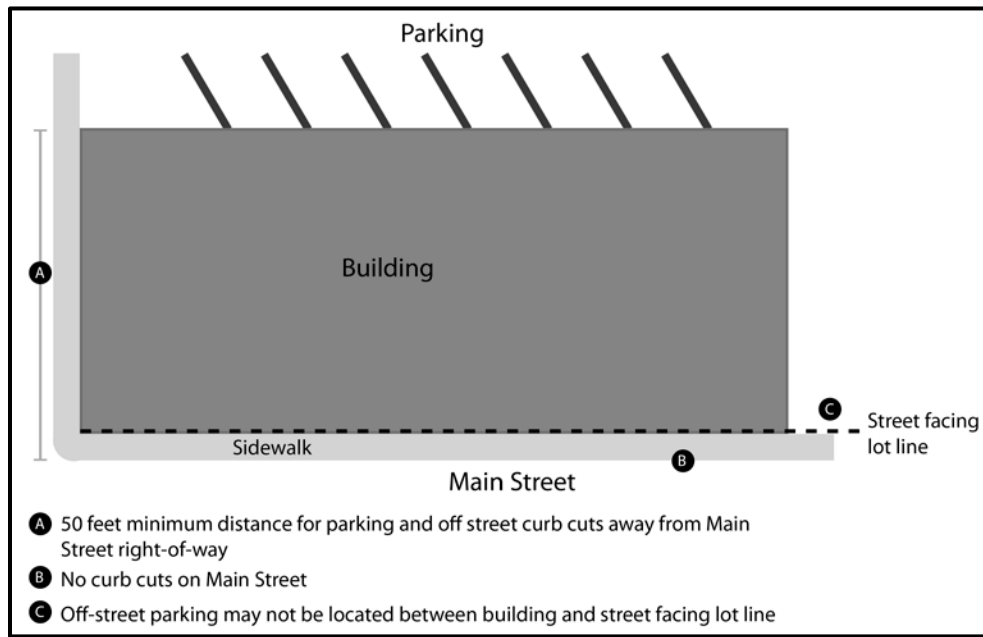
2. Standards

- a. Off-street parking for residential uses is required at the ratios established in Table 19.605.1. All other applicable standards of Chapter 19.600 apply.
- b. If off-street parking is provided for non-residential uses, the parking maximums in Table 19.605.1 shall apply. All other applicable standards of Chapter 19.600 shall also apply.
- c. Off-street surface parking lots (including curb cuts) shall not be located within 50 ft of the Main Street right-of-way.

The Planning Commission may permit off-street parking lots and curb cuts within 50 ft of the Main Street right-of-way only upon finding through Type III Variance Review pursuant to Section 19.911 that:

- (1) The overall project meets the intent of providing a continuous façade of buildings close to Main Street;
 - (2) The off-street parking area or curb cut is visually screened from view from Main Street; and
 - (3) The community need for the off-street parking area or curb cut within 50 ft of Main Street outweighs the need to provide a continuous façade of buildings in that area.
- d. Off-street parking shall not be located between a building and the street-facing lot line.

Figure 19.304.5.G.2
Off-Street Parking Standards



3. Exemptions

All non-residential uses are exempt from the off-street parking requirements.

H. Open Space

1. Intent

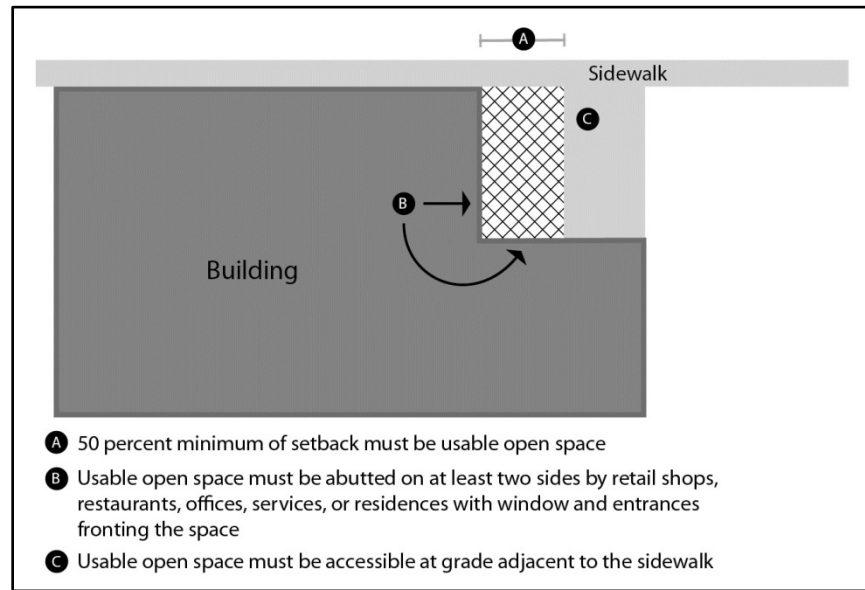
To provide amenities for downtown visitors and residents, promote livability, and help soften the effects of built and paved areas.

2. Standards

- a. When a building is set back from the sidewalk, at least 50% of the setback area shall be usable open space. Building setbacks cannot exceed the maximum setbacks established by Subsection 19.304.5.D and the frontage occupancy requirements of Subsection 19.304.5.E.
- b. Usable open space shall be abutted on at least two sides by retail shops, restaurants, offices, services, or residences with windows and entrances fronting on the space.
- c. Usable open space must be accessible at grade adjacent to the sidewalk.
- d. Open space may be hardscaped or landscaped, including plazas, courtyards, gardens, terraces, outdoor seating, and small parks.

Proposed Code Amendment

Figure 19.304.5.H.2
Open Space Standards



I. Transition Measures

1. Intent

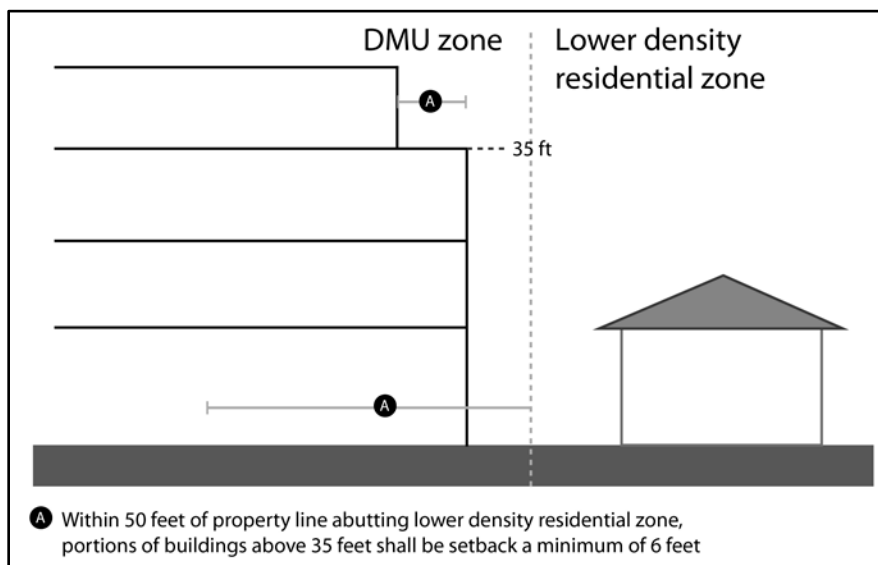
To minimize impacts of commercial or mixed use development on lower-density residential uses.

2. Standards

For properties north of Harrison Street and located within 50 feet of a lower-density residential zone (R-10, R-7, or R-5), the Transition Area Measures in Subsection 19.504.6 apply. In addition:

- a. Within 50 feet of the property line abutting lower density residential zones, buildings shall provide a step back of at least 6 feet for any portion of the building above 35 feet.
- b. The height bonuses in Subsection 19.304.5.B.3 cannot be applied within 50 feet of a lower-density residential zone.

Figure 19.304.5.1.2
Transition Measure Standards



J. Residential Density

1. Intent

There is a minimal amount of land available for new housing development within the downtown zones. Minimum densities are applied to residential development in the DMU zone to assure efficient use of land at densities that support transit use and nearby downtown businesses.

2. Standards

- a. Minimum densities for rowhouses and live/work units shall be 10 units per acre.
- b. Minimum densities for stand-alone multifamily dwellings and senior/retirement housing in the DMU Zone shall be 30 units per acre. Maximum residential densities are controlled by height limits.

3. Exemption

There are no minimum density requirements when residential units are developed as part of a mixed use building.

19.304.6 Public Area Requirements

A. Purpose

The Public Area Requirements (PAR) implement the Downtown and Riverfront Land Use Framework Plan. The purpose of the PAR is to ensure that, as revitalization occurs in downtown, there will be a consistent and high-quality public right-of-way that establishes a safe, comfortable, contiguous pedestrian-oriented environment. Public area requirements are defined as improvements within the public right-of-way and include, but are not limited to, sidewalks, bicycle lanes, on-street parking, curb extensions, lighting, street furniture, and landscaping. The PAR is implemented through Chapter 19.700 and the Milwaukie Public Works Standards.

B. Applicability, Review Process, and Standards

Proposed Code Amendment

Development in downtown zones is subject to the review process and standards of Chapter 19.700 as specified in the chapter's applicability provisions. Required public improvements along rights-of-way included in the PAR shall be consistent with the PAR as implemented in the Milwaukie Public Works Standards.

19.304.7 Additional Standards

Depending upon the type of use and development proposed, the following sections of Chapter 19.500 Supplementary Development Regulations 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 19.504 Site Design Standards

B. Section 19.505 Building Design Standards

C. Section 19.508 Downtown Site and Building Design Standards

19.304.8 Variances

The Planning Director or Planning Commission may authorize variances to the development standards under Subsection 19.304.4 in accordance with procedures of Section 19.911.

19.304 DOWNTOWN ZONES

19.304.1 Purpose

~~This section of the Zoning Ordinance implements the Downtown and Riverfront Land Use Framework Plan, Milwaukie Comprehensive Plan, and Town Center Master Plan. The downtown and riverfront area is envisioned as the focus of the community. Five zones are designated to reflect the distinctions between different areas of the Downtown and Riverfront Land Use Framework Plan. Specific development standards, public area requirements, and design standards are adopted for the downtown zones to assure an active, attractive, and accessible environment for shoppers, employees and residents.~~

19.304.2 Characteristics of the Downtown Zones

~~Five specific zones are adopted to implement the Downtown and Riverfront Land Use Framework Plan. The zones are shown on Figure 19.304-1. The "Zoning Map of Milwaukie, Oregon" provides a larger-scale map of zone boundaries. The zones reflect the varied land uses, densities, and urban design character planned for different areas, as described and illustrated in the Downtown and Riverfront Land Use Framework Plan. The characteristics of the individual zones are described below.~~

A. Downtown Storefront (DS)

~~The Downtown Storefront Zone is established to preserve and enhance the commercial "Main Street" character of downtown Milwaukie, ensuring that new development in areas designated DS is compatible with this desired character. This zone allows a full range of retail, service, business, and residential uses. Retail or restaurant uses are required as the predominant uses on the ground floors of buildings fronting on Main Street. Residential uses are allowed only on upper floors. Warehousing and industrial uses are not allowed. The desired character for this zone includes buildings that are built to the right of way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots. A "Village Concept Area" has been established in the DS Zone to allow a broader mix of uses on the site at the northeast corner of Main and Harrison streets. These uses include rowhouses and multifamily buildings.~~

Proposed Code Amendment

B. ~~Downtown Commercial (DC)~~

~~The Downtown Commercial Zone is established to allow auto-accommodating commercial development in the area between McLoughlin Boulevard and Main Street, north of Harrison Street. A range of retail, service, office, and residential uses is permitted to support a gradual transition to higher densities and a greater mix of uses. Boulevard enhancements will improve the visual character of McLoughlin Boulevard and provide a link to the riverfront and adjacent downtown zones. The desired character for this zone includes buildings that engage at least 1 street right-of-way and include a pedestrian-oriented entry and well-landscaped parking lots.~~

C. ~~Downtown Office (DO)~~

~~The Downtown Office Zone is established to provide for office, entertainment, and hotel uses along high-visibility major arterial streets, as designated by the City of Milwaukie's Transportation System Plan. The desired character for this zone will vary depending on the nature of the proposed use and individual site features.~~

D. ~~Downtown Residential (DR)~~

~~The Downtown Residential Zone is established to increase housing opportunities in close proximity to downtown shopping, transit, and open space amenities. The major types of new housing will be apartments and condominiums. Minimum densities of 30 units per acre will assure that land is used efficiently and will increase the customer base for nearby businesses. Additionally, the higher densities will support urban features such as parking under structures and durable building materials. Development at minimum densities of 10 units per acre up to a maximum of 30 units per acre will be permitted in the Downtown Residential Transition Area to provide a transition to lower density residential zones. The desired character for the Downtown Residential Zone includes buildings located close to and oriented to the public sidewalk, with off-street parking located under or internal to building sites.~~

E. ~~Downtown Open Space (DOS)~~

~~The Downtown Open Space Zone is established to implement the "Public" designation of the Milwaukie Comprehensive Plan and to provide a specific zone to accommodate open space, park, and riverfront uses. The Downtown Open Space Zone is generally applied to lands that are in public ownership along the Willamette River, Kellogg Creek, Spring Creek, and Johnson Creek in the downtown area. The desired character for the Downtown Open Space Zone includes parkland, open space, and riverfront amenities.~~

19.304.3 Uses

A. ~~Permitted Uses~~

~~Uses allowed in the downtown zones are listed in Table 19.304.3 with a "P." These uses are allowed if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.~~

Table 19.304.3 Downtown Zones—Uses					
Use Categories	Downtown Storefront	Downtown Commercial	Downtown Office	Downtown Residential	Downtown Open Space
Residential					
Rowhouse	L[1]	N	N	L[1]	N

Proposed Code Amendment

Multifamily	L[10]	P	N	P	N
Second-floor housing	P	P	P	P	N
Senior and retirement housing	N	P	N	P	N
Commercial/Office					
Automobile repair	N	L[2]	N	N	N
Commercial recreation	P	P	P	N	N
Eating/drinking establishment	P	P	L[3]	N	N
Financial institution	P	P	P	N	N
Hotel/motel	N	P	P	N	N
Manufacturing and production	L[11]	L[11]	L[11]	L[11]	N
Office, professional and administrative	L[4]	P	P	L[5]	N
Parking facility	P	P	P	N	L[6]
Personal/business services	L[7]	P	P	L[5]	N
Retail trade	P	P	L[3]	L[5]	N
Theater	P	P	P	N	N
Other					
Community service uses	L[8]	L[8]	L[8]	L[8]	L[8]
Day care/childcare	L[9]	L[9]	L[9]	L[9]	N
Marinas, boat ramp	N	N	N	N	P
Parks, plazas, open space	P	P	P	P	P

B. Limited Uses

Uses that are allowed subject to limitations are listed in Table 19.304.3 with an "L." These uses are allowed if they comply with the limitations listed in Subsection 19.304.3.G below, and if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.

C. Nonconforming Uses

Existing structures and uses that do not meet the standards for a particular downtown zone may continue in existence. Alteration of a nonconforming use or structure that is not in compliance with applicable standards shall be subject to the provisions of Chapter 19.800 Nonconforming Uses. For privately owned property with legal nonconforming uses and structures within the Downtown Open Space Zone, Subsection 19.803.2 is not applicable, but all other provisions of Chapter 19.800 shall apply.

D. Prohibited Uses

Uses listed in Table 19.304.3 with an "N," or uses not listed above, are prohibited as new uses.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. Accessory uses include but are not limited to restrooms in City parks and refreshment stands at the library.

F. Similar Uses

Proposed Code Amendment

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to a listed use in Table 19.304.3. The unlisted use shall be subject to the standards applicable to the similar listed use.

G. Use Limitations

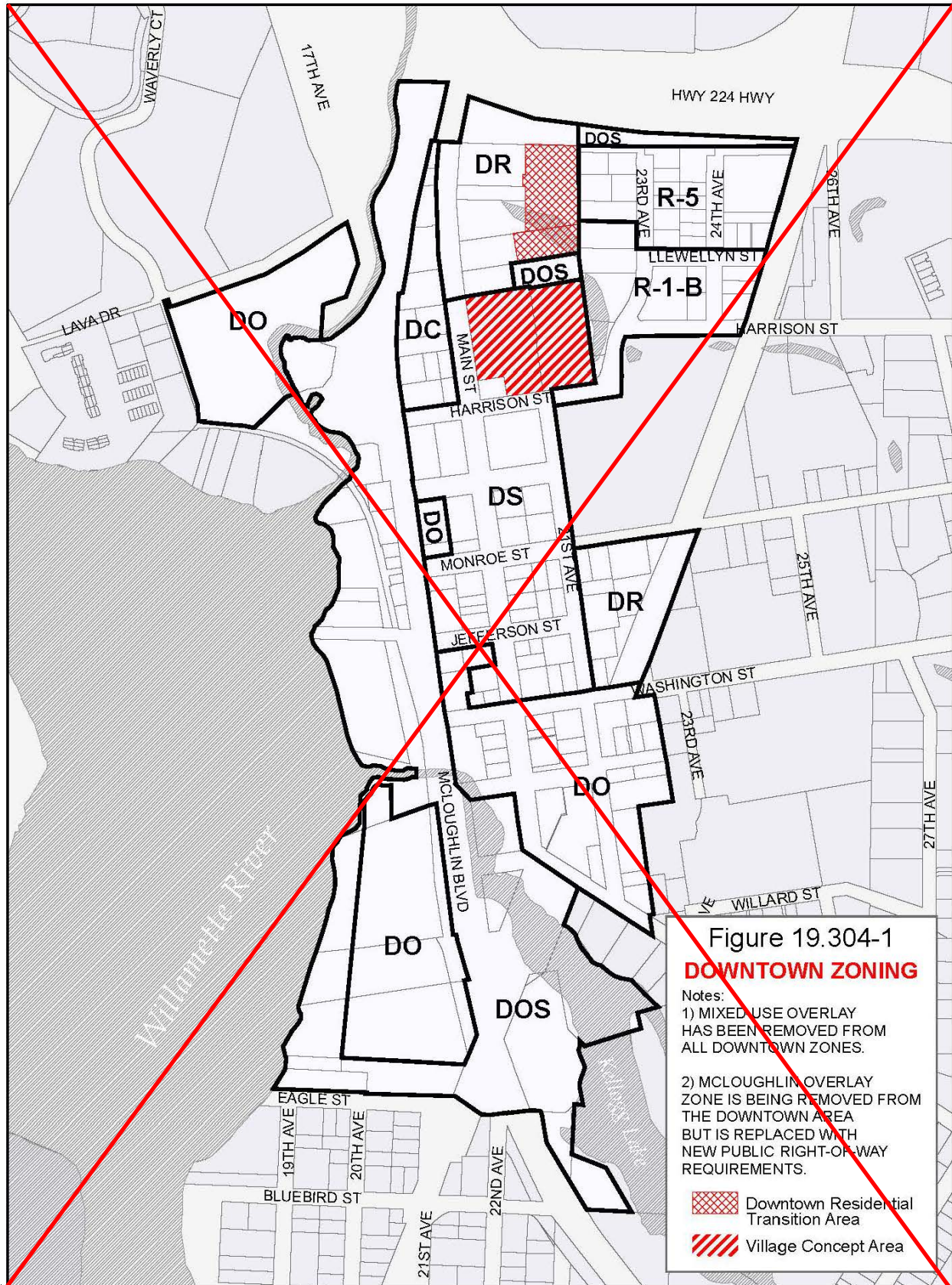
The following provisions describe the use limitations and correspond with the footnote numbers for uses listed with an "L" in Table 19.304.3.

1. ~~Townhouse development is permitted only in a limited area of the Downtown Residential Zone as identified on the Zoning Map (see "Downtown Residential Transition Area" on Figure 19.304-1). This limited use provision is intended to provide an opportunity for owned, attached housing at a minimum density of 10 units per acre. Townhouse development is permitted only in a limited area of the Downtown Storefront Zone as identified on the Zoning Map (see "Village Concept Area" on Figure 19.304-1). Townhouses shall not be located within 50 ft of the Main Street frontage within the "Village Concept Area."~~
2. ~~Automobile/motor vehicle repair (excluding body and fender repair and painting) is permitted in the Downtown Commercial Zone when conducted within a completely enclosed building.~~
3. ~~In the Downtown Office Zone, eating and drinking establishments and retail trade uses are limited to 5,000 sq ft in floor area per use on the ground floor. An additional 5,000 sq ft in floor area per use on the ground floor is allowed for manufacturing or production areas associated with, and accessory to, eating or drinking establishments or retail trade uses. 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.~~
4. ~~In the portions of the Downtown Storefront Zone where ground floor retail/restaurant uses are required (see Figure 19.304-2), office uses are only allowed on or above the second floor.~~
5. ~~Office, personal service, and retail trade uses in the Downtown Residential Zone may only be developed as part of a mixed use building that includes housing. Office, personal service, and retail trade uses in the Downtown Residential Zone are limited to the ground floor; and an individual office, personal service, or retail use may not exceed 5,000 sq ft in floor area. Home occupations are permitted in accordance with Section 19.507 of this title.~~
6. ~~Parking facilities in the Downtown Open Space Zone are limited to surface lots.~~
7. ~~In the portions of the Downtown Storefront Zone where ground floor retail/restaurant uses are required (see Figure 19.304-2), personal/business service uses are limited to a maximum of 25% of the ground floor area of an individual building.~~
8. ~~A new community service use, or expansion/alteration of an existing community service use, may be permitted if approved under Section 19.904 and shall comply with the development and design standards of this section.~~
9. ~~Day care and childcare uses are limited to 3,000 sq ft.~~

Proposed Code Amendment

- ~~10. Multifamily building development is permitted only in a limited area of the Downtown Storefront Zone as identified on the Zoning Map. See "Village Concept Area" on Figure 19.304-1.~~
- ~~11. Manufacturing and production are only permitted in combination with a retail or eating/drinking establishment use.~~

Proposed Code Amendment



Proposed Code Amendment

19.304.4 Development Standards

A. Purpose

The development standards address several issues of particular importance to maintaining the appropriate character for the downtown zones. Table 19.304.4 summarizes the development standards that apply in the downtown zones.

Table 19.304.4 Downtown Zones—Development Standards					
Standard	Downtown Storefront	Downtown Commercial	Downtown Office	Downtown Residential	Downtown Open Space
1. Minimum lot size	750 sq ft	10,000 sq ft	5,000 sq ft	750/5,000 sq ft ¹	None
2. Minimum street frontage	15'	30'	30'	15'/30' ¹	None
3. Floor area ratio					
Minimum	1:1	0.3:1	0.5:1	NA	NA
Maximum	4:1	2:1	3:1	NA	NA
4. Building height (see Figure 19.304-3)					
Minimum	35'	25'	25'	None	None
Maximum	45'-55'	55'	65'	45'-65'	None
5. Residential density					
Minimum	None	None	None	10-30 U/Acre	None
Maximum	None	None	None	None	None
6. Street setback (see Figure 19.304-4)					
Minimum	0'	0'	0'	0'	0'
Maximum	10'	50'	10'	None	None
7. Other setbacks (side and rear)	None	None	None	15' ²	None
8. Ground-floor retail with limited personal/business services (see Figure 19.304-2)	Yes	Yes	Yes	No	No
9. Ground-floor windows/doors (see Figure 19.304-5)	Yes	Yes	Yes	No	No
10. Drive-through facilities	No	No	No	No	No
11. Off-street parking required	No	Yes	No/Yes ³	Yes	Yes
12. Landscaping	None	10%	None	15%	20%

1 Townhouse lots may be as small as 750 sq ft, with a minimum street frontage of 15 ft. All other lots created in the DR Zone shall be a minimum of 5,000 sq ft, with a minimum street frontage of 30 ft.

2 Setbacks are required only where the DR Zone abuts a lower density residential zone.

3 Off-street parking is not required in the DO Zone to the north of Washington Street and east of McLoughlin Boulevard. Off-street parking is required in the DO Zone located outside of this boundary.

Table 19.304.4 is supplemented by the explanation of the development standards provided in Subsection 19.304.4.B below, and the following figures:

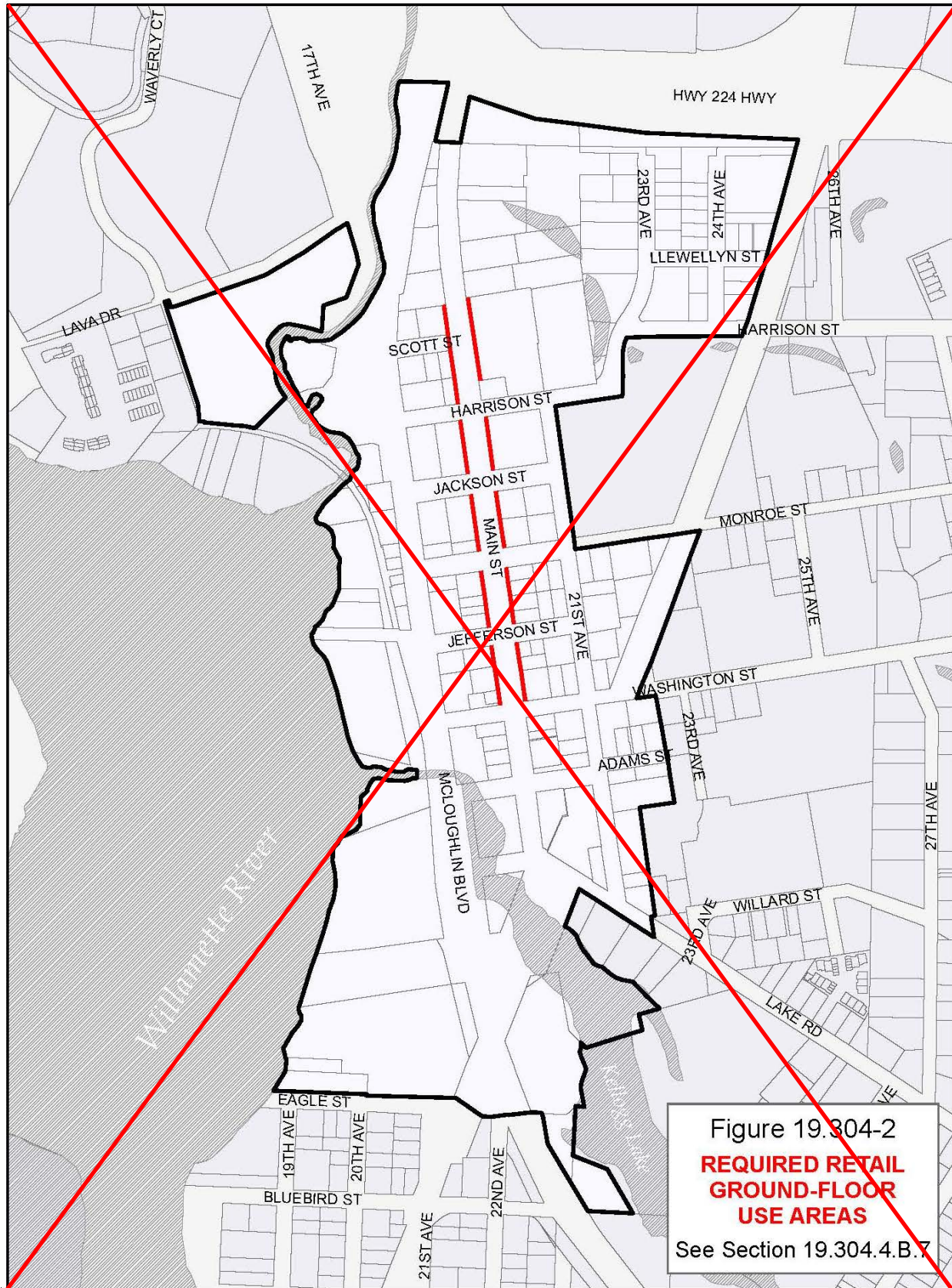
Figure 19.304-2—Required Retail Ground-Floor Use Areas

Figure 19.304-3—Maximum Building Heights

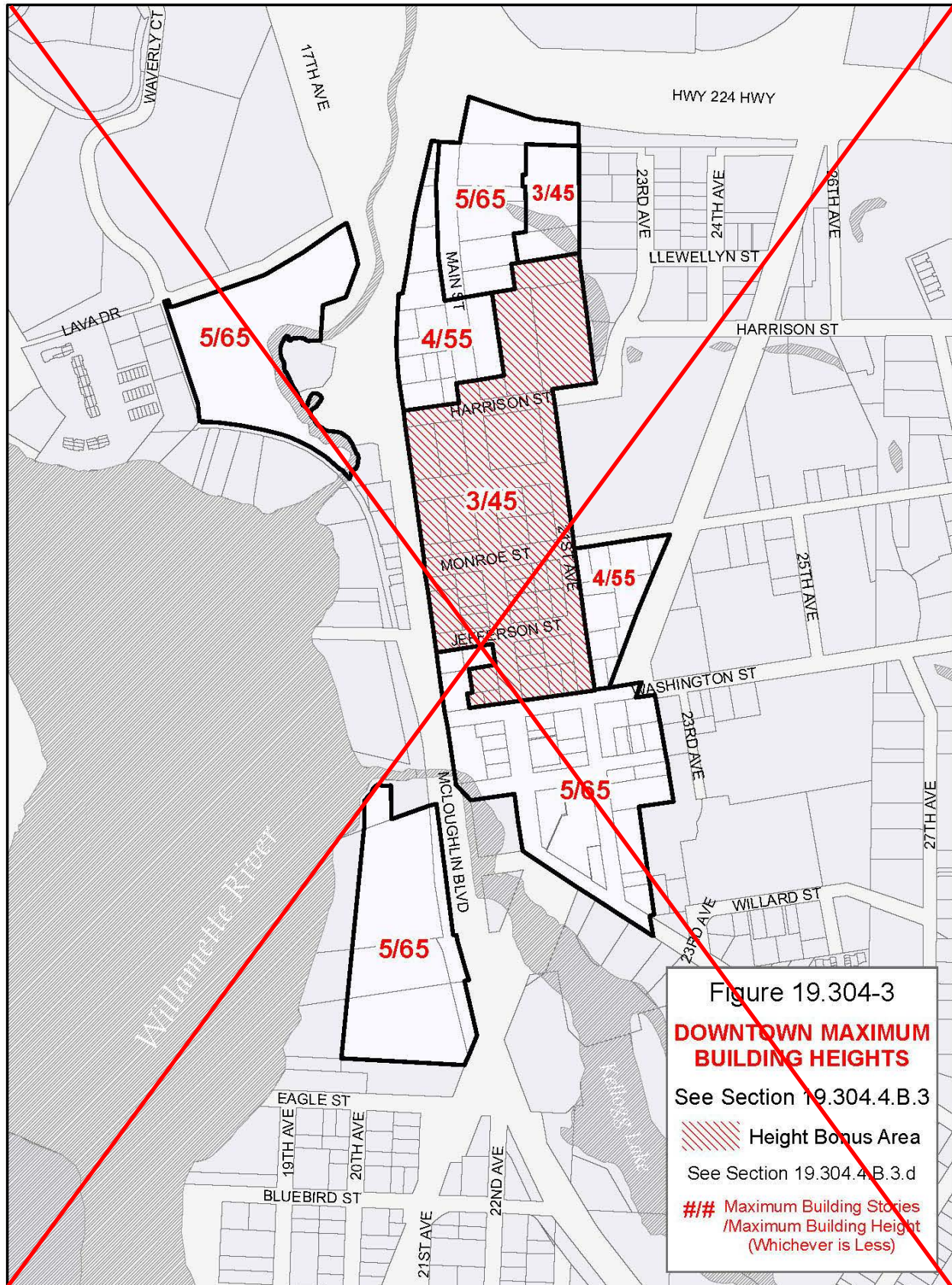
Figure 19.304-4—Build-to Lines

Figure 19.304-5—Required Ground-Floor Windows and Openings

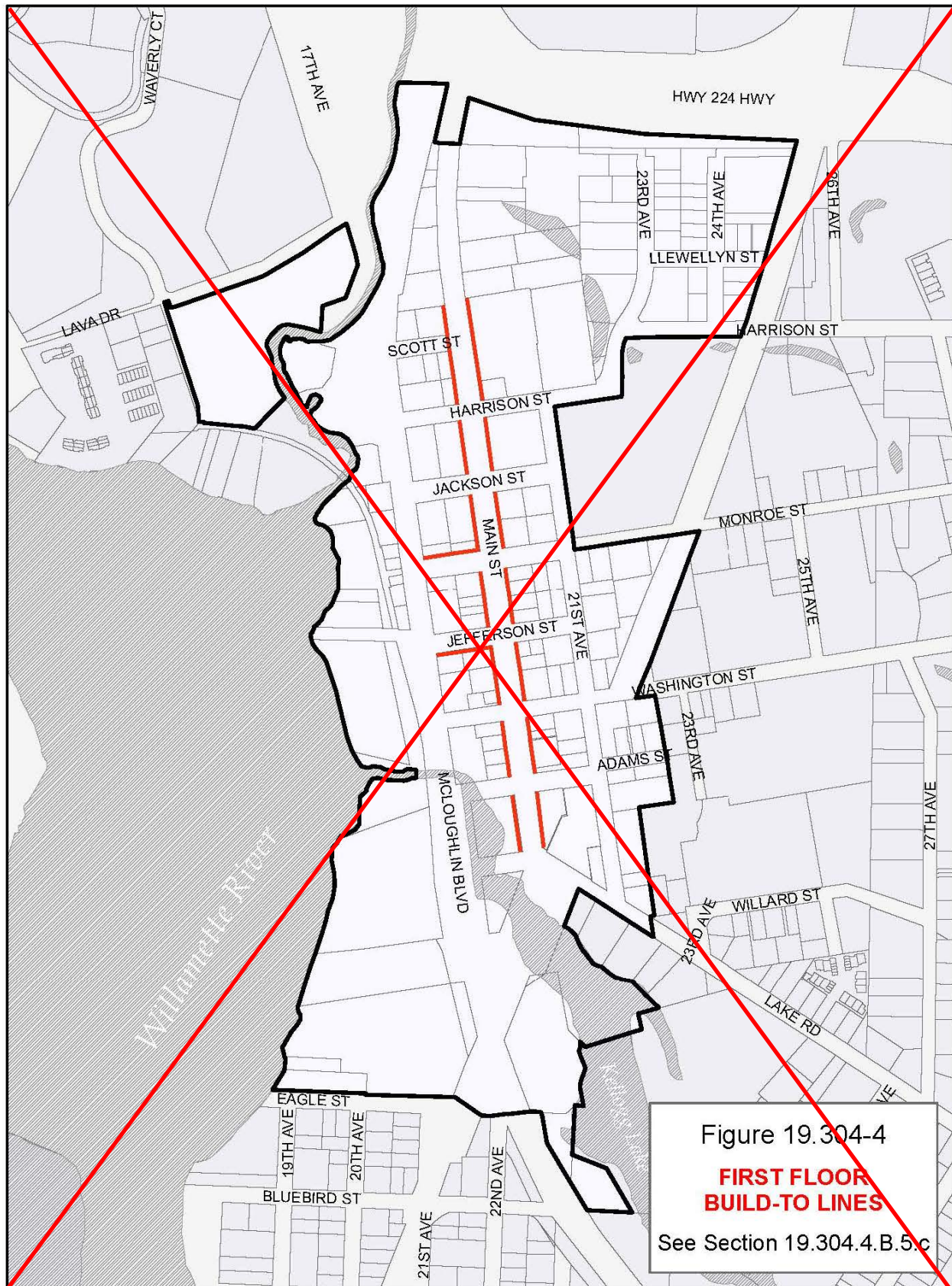
Proposed Code Amendment



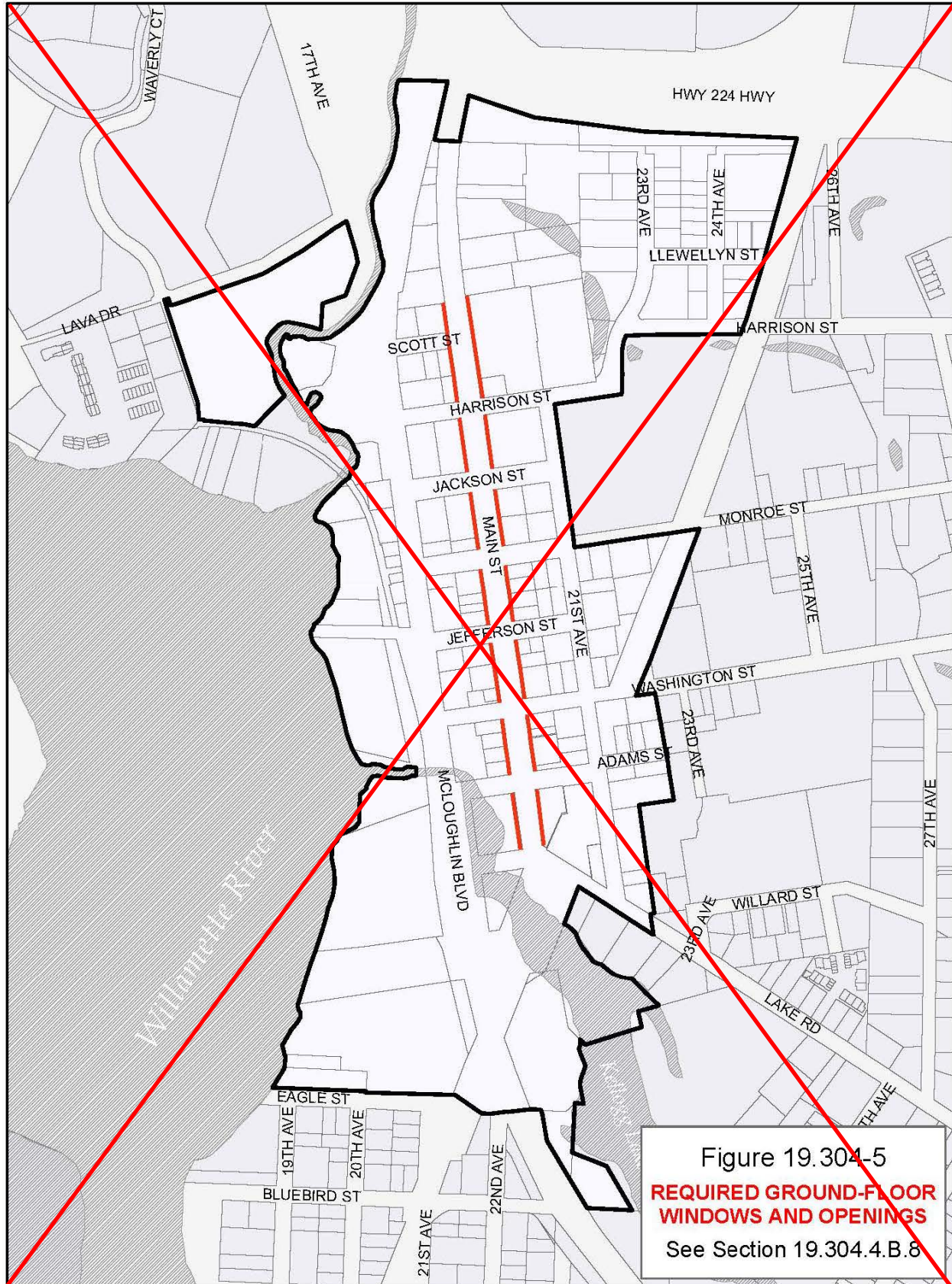
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Proposed Code Amendment

B. ~~Explanation of Development Standards~~

1. ~~Minimum Lot Size~~

~~New lots created in the downtown zones shall meet the minimum lot size standards of Table 19.304.4 as further described below.~~

- ~~a. New lots in the Downtown Storefront Zone and townhouse lots in the Downtown Residential Zone (in the Downtown Residential Transition Area only) shall be a minimum of 750 sq ft, with a minimum street frontage of 15 ft.~~
- ~~b. New lots in the Downtown Office and Downtown Residential Zones (other than those in the Downtown Residential Transition Area) shall be a minimum of 5,000 sq ft, with a minimum street frontage of 30 ft.~~
- ~~c. New lots in the Downtown Commercial Zone shall be a minimum of 10,000 sq ft, with a minimum street frontage of 30 ft.~~
- ~~d. Land divisions shall comply with applicable provisions of the Land Division Ordinance (Title 17 of the Milwaukie Municipal Code).~~

2. ~~Floor Area Ratios~~

~~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 and that more intense forms are confined to appropriate areas of the downtown.~~

- ~~a. The minimum floor area ratios in Table 19.304.4 apply to all nonresidential building development.~~
- ~~b. Required minimum floor area ratios 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 FARs.~~
- ~~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.~~
- ~~d. The following uses are exempt from the minimum floor area ratios: commercial parking facilities and public parks and plazas.~~

3. ~~Building Height~~

~~Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. Building height standards also establish a consistent streetscape.~~

- ~~a. Minimum building heights are specified in Table 19.304.4. The minimum building height of 35 ft for the Downtown Storefront Zone applies only to buildings that front on Main Street. Buildings fronting on other streets in the Downtown Storefront Zone shall be a minimum height of 25 ft.~~
- ~~b. The minimum building height standards apply to new commercial, office, and mixed use buildings. The standards do not apply to additions to existing buildings, accessory structures, or to buildings with less than 1,000 sq ft of floor area.~~
- ~~c. Maximum building heights are specified in Table 19.304.4 and illustrated on Figure 19.304-3. If there is a conflict between Table 19.304.4 and Figure 19.304-3, the maximum building height provisions of Figure 19.304-3 shall control.~~

Proposed Code Amendment

- d. ~~An opportunity is provided for a height bonus in a defined area of the downtown plan. For the area identified on Figure 19.304-3 as the height bonus area, the base building height is 3 stories or 45 ft, whichever is less. However, if at least one floor or 25% of the gross floor area is devoted to residential uses, the building is allowed a height of 4 stories or 55 ft, whichever is less.~~

4. ~~Residential Density~~

~~There is a minimal amount of land available for new housing development within the downtown zones. Minimum densities are applied in the Downtown Residential Zone to assure efficient use of land at densities that support transit use and nearby downtown businesses.~~

- a. ~~Minimum densities for the downtown residential transition area shall be 10 units per acre (see Figure 19.304-1). The maximum density for the residential transition area shall be 30 units per acre.~~
- b. ~~Minimum densities for stand-alone multifamily dwellings and senior/retirement housing in the Downtown Residential and Downtown Commercial Zones shall be 30 units per acre. Maximum residential densities are controlled by height limits.~~
- c. ~~There are no minimum density requirements when residential units are developed as part of a mixed use building in the Downtown Storefront, Downtown Commercial, and Downtown Office Zones. The minimum density standards apply only to stand-alone residential buildings. Second-floor housing is allowed in the Downtown Storefront, Downtown Commercial, and Downtown Office Zones. Maximum residential densities for mixed use buildings are controlled by height limits.~~

5. ~~Street Setbacks~~

~~Buildings are allowed and encouraged to build up to the street right-of-way in all downtown zones. Required build-to lines are established in specific areas of the downtown to ensure that the ground floors of buildings engage the street right-of-way (see Figure 19.304-4). The build-to line ensures compatibility and harmony between buildings, enabling a series of different buildings to maintain or establish a continuous vertical street wall.~~

- a. ~~No minimum street setbacks are required in any of the downtown zones.~~
- b. ~~The downtown zones are exempt from the clear vision area requirements of Chapter 12.24 of the Milwaukie Municipal Code, with the exception of driveway and street intersections with McLoughlin Boulevard.~~
- c. ~~First floor build-to lines (required zero setbacks) are established for block faces identified on Figure 19.304-4. The build-to line includes a necessary degree of flexibility:~~
 - (1) ~~Projections or recesses of up to 18 in are allowed.~~
 - (2) ~~Doorways may be set back a maximum of 8 ft from the build-to line.~~
- d. ~~Maximum street setbacks of 10 ft are established for the Downtown Storefront and Downtown Office Zones. The 50-ft maximum setback for the Downtown Commercial Zone applies only to the McLoughlin Boulevard frontage. A build-to line (zero setback) is established for the Downtown Commercial Zone along the Main Street frontage.~~

6. ~~Other Setbacks~~

~~No specific side or rear yard setbacks are required for the downtown zones with the exception of the Downtown Residential Zone, where a minimum 15-ft side/rear yard setback is required where the Downtown Residential Zone abuts lower density residential zones.~~

7. ~~Ground Floor Retail/Restaurants~~

~~Retail uses and eating/drinking establishments are required at the ground floors of buildings fronting on Main Street and identified on Figure 19.304-2. This requirement will ensure that continuous retail storefronts and eating/drinking establishments are established and maintained along Main Street, to attract pedestrians and strengthen the shopping environment. When required, the retail uses and/or eating/drinking establishments must comprise at least 75% of the ground floor area of a building. Personal/business services are limited uses that are allowed to occupy a maximum of 25% of the ground floor area within these buildings.~~

~~New buildings in the required ground floor active use areas shall be designed and constructed to accommodate active uses such as retail and eating/drinking establishments. This standard is met where no less than 75% of the ground floor space in a new building fronting Main Street meets the following requirements.~~

- ~~a. The ground floor height must be at least 12 feet, as measured from the finished floor to the ceiling, or from the finished floor to the bottom of the structure above (as in a multistory building). The bottom of the structure above is the lowest portion of the structure and includes supporting beams, and any heating, ventilation and/or fire suppression sprinkler systems.~~
- ~~b. The interior floor area adjacent to Main St. must be at least 25 feet deep, as measured from the inside building wall or windows facing Main Street.~~

8. ~~Ground Floor Windows/Doors~~

~~Long expanses of blank walls facing the street or other public area have negative impacts on the streetscape and the pedestrian environment. To minimize these effects, the standards of this section are intended to enhance street safety and provide a comfortable walking environment by providing ground-level features of interest to pedestrians in specific areas of the downtown zones.~~

~~For block faces identified on Figure 19.304-5 (Ground Floor Windows and Openings), the exterior wall(s) of the building facing the street/sidewalk must meet the following standards:~~

- ~~a. 50% 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 ft above finished grade, whichever is less.~~
- ~~b. Doors and/or primary entrances must be located on the block faces identified on Figure 19.304-5, and must be unlocked when the business located on the premises is open. Doors/entrances to second floor residential units may be locked.~~
- ~~c. Clear glazing is required for ground floor windows. Nontransparent, reflective, or opaque glazings are not permitted.~~
- ~~d. Ground floor windows for buildings on the block faces identified on Figure 19.304-5 shall allow views into storefronts, working areas, or lobbies. No more than 50%~~

Proposed Code Amendment

~~of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves. Signs are limited to a maximum coverage of 20% of the window area.~~

~~9. Drive Through Facilities~~

~~Drive-through facilities can conflict with the easy, safe, and convenient movement of pedestrians. Therefore, drive-through facilities are prohibited in the downtown zones to create a pedestrian-friendly environment where transit, bicycles, and walking are encouraged.~~

~~10. Off-Street Parking~~

~~The desired character for the Downtown Storefront Zone, particularly along Main Street, is defined by a continuous façade of buildings close to the street, with adjacent on-street parking.~~

- ~~a. Development in the Downtown Storefront Zone, and the portion of the Downtown Office Zone located to the north of Washington Street and east of McLoughlin Boulevard, is exempt from the maximum and minimum quantity requirements for vehicle parking in Section 19.605.~~
- ~~b. With the exception of the two areas identified in Subsection 19.304.4.B.10.a above, standards and provisions of Chapter 19.600 shall apply to development in the downtown zones.~~
- ~~c. Off-street surface parking lots (including curb cuts) shall not be located within 50 ft of the Main Street right-of-way. The Planning Commission may permit off-street parking lots and curb cuts within 50 ft of the Main Street right-of-way only on the finding in a public hearing that:

 - ~~(1) The overall project meets the intent of providing a continuous façade of buildings close to Main Street;~~
 - ~~(2) The off-street parking area or curb cut is visually screened from view from Main Street; and~~
 - ~~(3) The community need for the off-street parking area or curb cut within 50 ft of Main Street outweighs the need to provide a continuous façade of buildings in that area.~~~~

~~11. Minimum Landscaping/Open Space~~

~~The minimum landscaping/open space requirements are established to provide amenities for downtown residents, promote livability, and help soften the effects of built and paved areas.~~

- ~~a. Required landscaping/open space in the downtown zones may include courtyards, roof top gardens, balconies, terraces, and porches.~~
- ~~b. Where possible, jointly improved landscaped areas are encouraged to facilitate continuity of landscape design. Street trees are required in all downtown zones as outlined in the Milwaukie Downtown and Riverfront Plan: Public Area Requirements.~~
- ~~c. All material in the minimum required landscaped area shall be live plant material. Materials such as bark or river rock may be used only if approved as part of the overall landscaping plan.~~

~~12. Right-of-Way Projections~~

~~Right-of-way projections of up to 4 ft are permitted in all downtown zones for upper-level, unenclosed balconies. All applicable building, fire, safety and public works standards shall also be met prior to permitting such balcony projections.~~

~~19.304.5 Public Area Requirements~~

~~A. Purpose~~

~~The Milwaukie Downtown and Riverfront Plan: Public Area Requirements (PAR) is an ancillary document to the Milwaukie Comprehensive Plan. The purpose of the PAR is to ensure that, as revitalization occurs in downtown, there will be a consistent and high-quality public right-of-way that establishes a safe, comfortable, contiguous pedestrian-oriented environment. Public area requirements are defined as improvements within the public right-of-way and include, but are not limited to, sidewalks, bicycle lanes, on-street parking, curb extensions, lighting, street furniture, and landscaping. The PAR is implemented through Chapter 19.700 and the Milwaukie Public Works Standards.~~

~~B. Applicability, Review Process, and Standards~~

~~Development in downtown zones is subject to the review process and standards of Chapter 19.700 as specified in the chapter's applicability provisions. Required public improvements along rights-of-way included in the PAR shall be consistent with the PAR as implemented in the Milwaukie Public Works Standards.~~

~~19.304.6 Design Standards~~

~~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, together with the public area requirements, will support the development of a cohesive, attractive, and safe downtown area and encourage private investment. The design standards do not prescribe a particular building or architectural style. The standards are intended to be clear and objective, and compliance with the standards is checked as part of building plan review.~~

~~B. Applicability~~

~~The design standards are applicable to all new construction and to major exterior alterations in the downtown zones. Standards regarding prohibited materials are applicable to minor exterior alterations in the downtown zones. Exterior maintenance and repair of buildings in the downtown zones are exempt from compliance with the design standards. Definitions of exterior maintenance and repair, minor exterior alteration, and major exterior alteration follow.~~

- ~~1. Exterior maintenance and repair includes refurbishing, painting, and weatherproofing of deteriorated materials, and in-kind restoration or replacement of damaged materials. Exterior maintenance and repair does not include replacement of materials due to obsolescence or when associated with minor or major exterior renovation, as defined below. Exterior maintenance and repair does not include the placement of signs.~~

~~The design standards are not applicable to exterior maintenance and repair as defined above.~~

- ~~2. Minor exterior alterations include the exterior alterations of any portion of a structure that do not fall within the definitions of "exterior maintenance and repair" or "major~~

Proposed Code Amendment

~~exterior alterations." Minor exterior alterations include, but are not limited to, the application or installation of finish building treatments, including windows and other glazing, doors, lintels, copings, vertical and horizontal projections including awnings, and exterior sheathing and wall materials. Minor exterior alteration does not include the placement of signs.~~

~~Additions not exceeding 250 sq ft may be permitted under a minor exterior alteration only when the additional floor area is designed and used for utility, HVAC, other mechanical equipment, ADA upgrades, or egress required by applicable fire safety or building codes.~~

~~The design standards pertaining to prohibited exterior building materials (see Subsection 19.304.6.C below) are applicable to minor exterior alterations. No other design standards apply to minor exterior alterations.~~

~~3. Major exterior alterations include any of the following:~~

- ~~a. Alterations that do not fall within the definitions of "exterior maintenance and repair" or "minor exterior alterations";~~
- ~~b. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof;~~
- ~~c. Floor area additions that exceed 250 sq ft or do not meet the limited purposes as defined under the minor exterior alteration (ADA upgrades, etc.).~~

~~The design standards are applicable to major exterior alterations as described below:~~

- ~~(1) Major exterior alterations involving a wall(s) shall comply with the design standards for walls and the design standards for windows for that wall(s).~~
- ~~(2) Major exterior alterations involving a roof shall comply with the design standards for roofs.~~

~~C. Design Standards~~

~~1. Design Standards for Residential~~

~~The following standards are applicable to "stand-alone" residential buildings in the Downtown Residential and Downtown Commercial Zones. Additional standards pertaining to walls, windows, and roofs are also applicable to residential buildings and are addressed in Subsections 19.304.6.C.2 through 4 below.~~

~~a. Residential Entries and Porches~~

- ~~(1) Porches, if provided, shall be a minimum of 6 ft deep by 8 ft wide.~~
- ~~(2) Front entries must face a public street or a landscaped courtyard.~~

~~b. Garages and Parking Areas~~

~~Garage entrances and parking areas shall not be located between the residential building(s) and the abutting public street.~~

~~c. Residential Courtyards, if Provided~~

- ~~(1) Courtyards shall have a minimum width of 30 ft.~~
- ~~(2) Up to 15% of the courtyard area may be claimed as private space. The remainder shall be common space.~~

Proposed Code Amendment

~~(3) The courtyard shall be enclosed on a minimum of 2 sides by residential front entry doors.~~

~~(4) Garage doors shall not front onto the courtyard.~~

~~d. Residential Balconies~~

~~Balconies for residential units shall have a minimum depth of 6 ft and minimum width of 8 ft.~~

~~2. Design Standards for Walls~~

~~The following standards are applicable to the exterior walls of buildings facing streets, courtyards, and/or public squares in all of the downtown zones.~~

~~a. Exterior wall mounted mechanical equipment is prohibited.~~

~~b. The following wall materials are prohibited at the street level of the building:~~

~~(1) EIFS or other synthetic stucco panels;~~

~~(2) Splitface or other masonry block.~~

~~c. The following wall materials are prohibited at all levels of the building in all downtown zones:~~

~~(1) Plywood paneling;~~

~~(2) Brick with dimensions larger than 4 by 8 by 2 in;~~

~~(3) Spandrel glazing/curtain wall;~~

~~(4) Vinyl or metal cladding;~~

~~(5) Composite wood fiberboard or composite cement-based siding, except as permitted in the Downtown Residential Zone in Subsection 19.304.6.C.2.d.(3);~~

~~(6) Metal panels, except at penthouse level.~~

~~d. The following wall materials are permitted only in the Downtown Residential Zone where densities are less than 30 units per acre:~~

~~(1) Board and batten cladding (limited to a maximum of 20% of the wall area);~~

~~(2) Wood shingles;~~

~~(3) Composite wood fiberboard or composite cement-based siding.~~

~~3. Design Standards for Windows~~

~~The following standards are applicable to building windows facing streets, courtyards, and/or public squares in all of the downtown zones.~~

~~a. Windows shall be "punched" openings recessed a minimum of 2 in from the wall surface.~~

~~b. Window height shall be equal to or greater than window width.~~

~~c. The following windows are prohibited:~~

~~(1) Reflective, tinted, or opaque glazing;~~

~~(2) Simulated divisions (internal or applied synthetic materials);~~

~~(3) Exposed, unpainted metal frame windows.~~

Proposed Code Amendment

~~4. Design Standards for Roofs~~

~~The following standards are applicable to building roofs in all of the downtown zones.~~

- ~~a. Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.~~
 - ~~b. Mansard or decorative roofs on buildings less than 3 stories are prohibited in all downtown zones.~~
 - ~~c. Metal roofs are prohibited only in the Downtown Residential Zone.~~
-

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.401 WILLAMETTE GREENWAY ZONE WG

19.401.3 Limitations on Use

All land use actions and any change or intensification of use, or development permitted in the underlying zone, are conditional uses, subject to the provisions of Section 19.905.

Prohibited uses:

- A. Commercial, industrial and residential structures and residential accessory structures exceeding 35 ft in height west of McLoughlin Blvd;
 - B. Residential floating structures;
 - C. New private noncommercial boathouses or storage structures, including temporary structures;
 - D. New private noncommercial docks exceeding 400 sq ft;
 - E. Grading and tree cutting is prohibited in the buffer, except as allowed in Subsections 19.401.8.B.1 through 6.
-

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS**19.504 SITE DESIGN STANDARDS****19.504.6 Transition Area Measures**

Where commercial, ~~mixed-use~~, or industrial development is proposed 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. ~~The downtown zones are exempt from this subsection.~~

- 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.
-

19.505 BUILDING DESIGN STANDARDS**19.505.3 Standards for Multifamily Housing****B. Applicability**

The design elements in Table 19.505.3.D in this subsection apply, as described below, to all multifamily and congregate housing developments with 3 or more dwelling units on a single lot, ~~except within the downtown zones of Section 19.304~~. Cottage cluster housing and rowhouses on their own lots are subject to separate standards and are therefore exempt from Subsection 19.505.3. Housing development that is on a single lot and emulates the style of cottage cluster housing or rowhouses is subject to the standards of this subsection.

- 1. All new multifamily or congregate housing development is subject to the design elements in this subsection.
- 2. The following design elements are applicable for work that would construct a new building or increase the floor area on the site by more than 1,000 sq ft. Elements that are applicable only to additions do not apply to the site's existing development.
 - a. Subsection 19.505.3.D.1 Private Open Space, for the entire site.
 - b. Subsection 19.505.3.D.2 Public Open Space, for the entire site.
 - c. Subsection 19.505.3.D.5 Building Orientation and Entrances, only for additions or new buildings.
 - d. Subsection 19.505.3.D.6 Building Façade Design, only for additions or new buildings.
 - e. Subsection 19.505.3.D.7 Building Materials, only for additions or new buildings.
 - f. Subsection 19.505.3.D.8 Landscaping, for the entire site.
 - g. Subsection 19.505.3.D.9 Screening, only for additions or new buildings.

Proposed Code Amendment

- h. Subsection 19.505.3.D.11 Sustainability, only for new buildings.
- i. Subsection 19.505.3.D.12 Privacy Considerations, only for additions or new buildings.
- j. Subsection 19.505.3.D.13 Safety, only for additions or new buildings.
- 3. Subsection 19.505.3.D.7 Building Materials is applicable for work that would replace more than 50% of the façade materials on a building within a 12-month period. The element applies only to the building on which the new façade materials are installed.
- 4. Any activity not described in Subsections 19.505.3.D.2.a-c is exempt from the design elements in this subsection.

19.505.6 Standards for Live/Work Units

A. Purpose

This Section establishes regulations and standards for creating and operating live/work units as a primary use. The purposes of these provisions are to:

- 1. Allow for the creation of cost-efficient alternative work space that will provide an incentive for entrepreneurs, business owners, artists, artisans, and other individuals to work in Milwaukie and contribute to the City's economy;
- 2. Foster and encourage the development of small businesses;
- 3. Enliven the vitality of commercial corridors by encouraging on-site residential uses
- 4. Ensure the use and design of live/work units is compatible with the use and design of surrounding structures and development.

B. Applicability

These standards apply to live/work units, as defined in Section 19.201, wherever this use is allowed by the base zones in Chapter 19.300 or the overlay zones in Chapter 19.400.

- 1. Live/work units may be established through the conversion of existing buildings or through new construction.
- 2. The construction or creation of live/work units in the Downtown Mixed Use Zone is subject to the design standards and applicability of Subsection 19.508.
- 3. Development standards for live/work units are those of the base zone and 19.505.6.D.

C. Use Standards

- 1. Any nonresidential use allowed in the base zone within which a live/work unit is legally located may be conducted on the premises of that live/work unit.
- 2. At least one of the employees of the commercial portion of the live/work unit must reside in the unit. The residential portion shall not be rented or sold separately from the commercial space.
- 3. The ground floor of a live/work unit can be used for either commercial or residential purposes. When the ground floor is being used as part of the dwelling, the provisions of Subsection 19.508.4.E.5.e are not applicable.
- 3. A live/work unit is allowed instead of, or in addition to, a home occupation as defined by Section 19.201.

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D. Development Standards

In addition to the standards of the base zone, live/work units shall comply with all of the following standards.

1. The nonresidential portion of the unit shall occupy at least 25 percent of the gross floor area.
2. The nonresidential portion of the building shall be located on the ground floor and the residential unit on the upper floors or to the rear of the nonresidential portion.
4. Employees shall be limited to occupants of the residential portion of the building plus up to three persons not residing in the residential portion.

D. Design Standards

1. Live/work units are subject to the design standards of Subsection 19.508.
2. The transitional entry standards of Subsection 19.505.5.C.2 do not apply to live/work units.

19.505.67 Building Orientation to Transit

19.508 DOWNTOWN SITE AND BUILDING DESIGN STANDARDS

This section contains building design standards to be used with the Type I and II Downtown Design Reviews as established in Section 19.907 and to provide additional direction when the Downtown Design Guidelines are applied through a Type III Downtown Design Review process.

19.508.1 Purpose

The design standards contained in this section are intended to encourage building design and construction with durable, high-quality materials. The design standards will support the development of a cohesive, attractive, and safe downtown area and encourage private investment. The design standards do not prescribe a particular building or architectural style. Compliance with the standards is reviewed as part of a Type I or II Downtown Design Review.

19.508.2 Applicability

The design standards in this section generally apply to the street-abutting facades of nonresidential, mixed use and residential-only multifamily buildings within the downtown zones. More detailed applicability language is provided at the beginning of each specific standard. Development is subject to the standards of this section as described below.

A. New development

1. All new development is subject to the standards of this section.
2. New development that does not meet one or more standards of this section is subject to Type III Downtown Design Review per Section 19.907 and review against the purpose statement and Downtown Design Guideline(s) related to that standard.

B. Expansions, additions, and/or changes to existing buildings or structures

The following elements are applicable to the expansions of and/or additions to existing buildings or structures. Elements that are applicable to expansions or additions do not apply

Proposed Code Amendment

to existing buildings unless stated below. Expansions or additions that bring the building or structure out of conformance, or further out of conformance if already nonconforming, with the applicable design standard or standards are subject to Chapter 19.800 Nonconforming Uses and Development or Section 19.907 Downtown Design Review.

1. Expansions or additions that add 250 sq ft or less, and are not visible from the pedestrian level of adjacent streets, sidewalks, courtyards, and/or public parks or pedestrian walkways are exempt from the design standards of Section 19.508.
2. Expansions or additions to the street-abutting façade are subject to the following standards:
 - a. Subsection 19.508.4.A.2. Building Façade Details for the area of expansion or addition only.
 - b. Subsection 19.508.4.B Corners if applicable.
 - c. Subsection 19.508.4.C Weather Protection if the addition or expansion includes a building entry.
 - d. Subsection 19.508.4.D.3 For existing development, only for the area of the expansion.
 - e. Subsection 19.508.4.E Windows and Doors, only for the area of expansion or addition.
 - f. Subsection 19.508.4.F Roofs and Rooftop Equipment for expansions that include an additional floor, a new roof, and/or new rooftop equipment.
 - g. Subsection 19.508.4.G Open Space/Plazas.

C. Replacement of materials

The following elements are applicable for work that would replace any of the façade materials on a building or change elements of the façade such as windows, doors, awnings, canopies, and other structural elements. The element applies only to the portion of the facade on which the new materials are installed or the structural element being replaced.

1. Subsection 19.508.4.A.2.a(1)(b) for replacement of more than 25% of the building façade materials.
2. Subsection 19.508.4.A.2.a(2)(b) for replacement of more than 25% of the building façade materials..
3. Subsection 19.508.4.A.2.b Horizontal building façade for replacement of more than 25% of the building façade materials.
4. Subsection 19.508.4.D.3 For existing development.

- D. Any activity not described in Subsections 19.508.2.A-C is exempt from the design standards of this section.**

19.508.3 Review Process

Design standards for development in downtown Milwaukie are applied through Downtown Design Review as established in Section 19.907. Projects subject to Downtown Design Review are described in the applicability language in Subsection 19.907.2.

For those projects that are subject to Downtown Design Review, there are three possible review paths. Regardless of the review process, the applicant must demonstrate how the applicable standards or guidelines are being met.

Proposed Code Amendment

A. Type I

This provides for a Type I review process using clear and quantifiable design standards. It is intended to apply limited design standards to smaller building and site renovation projects.

B. Type II

This provides for a Type II process that requires staff review utilizing clear and quantifiable design standards. It generally applies to new development and renovation/remodeling projects.

C. Type III

This provides for a discretionary Type III review process through which the Design and Landmarks Committee and Planning Commission determine substantial consistency with the *Milwaukee Downtown Design Guidelines* document. The discretionary process uses design guidelines that are more discretionary in nature and are intended to provide the applicant with more design flexibility.

Designing a project to meet the quantifiable design and development standards would result in an administrative (Type I or Type II) review process. However, applicants, at their discretion, may choose to use the Type III process with the Design and Landmarks Committee and Planning Commission.

19.508.4 Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.508.2 shall meet the following design standards. An architectural feature may be used to comply with more than one standard.

A. Building Façade Details

1. Purpose

To provide cohesive and visually interesting building facades in the downtown, particularly along the ground floor.

2. Nonresidential and mixed use buildings

The following standards apply only to nonresidential and mixed use buildings.

a. Vertical building façade

Nonresidential and mixed use buildings two stories and above shall provide a defined base, middle, and top.

(1) Base

The base extends from the sidewalk to the bottom of the second story or the belt course/string course that separates the ground floor from the middle of the building. The building base shall be defined by providing all of these elements:

(a) The street-facing ground floor shall be divided into distinct architectural bays that are no more than 30 feet on center. For the purpose of this standard, an architectural bay is defined as the zone between the outside edges of an engaged column, pilaster, post, or vertical wall area.

(b) The building base shall be constructed of brick, stone, or concrete to create a "heavier" visual appearance.

Proposed Code Amendment

(c) Weather protection that complies with the standards of MMC 19.508.3.

(d) Windows that comply with the standards of MMC 19.508.5.

(2) Middle

The middle of a building extends from the top of the building base to the ceiling of the highest building story. The middle is distinguished from the top and base of the building by use of building elements. The middle of the building shall be defined by providing all of the following elements:

(a) Windows that comply with the standards of MMC 19.508.5.

(b) One of the following elements:

(i) A change in exterior cladding, and detailing and material color between the ground floor and upper floors. Differences in color must be clearly visible.

(ii) Either street-facing balconies or decks of at least 2 feet in depth and 4 feet in width, or a 6-foot minimum building step-back on the third floor or higher, for at least 25% of the length of the building.

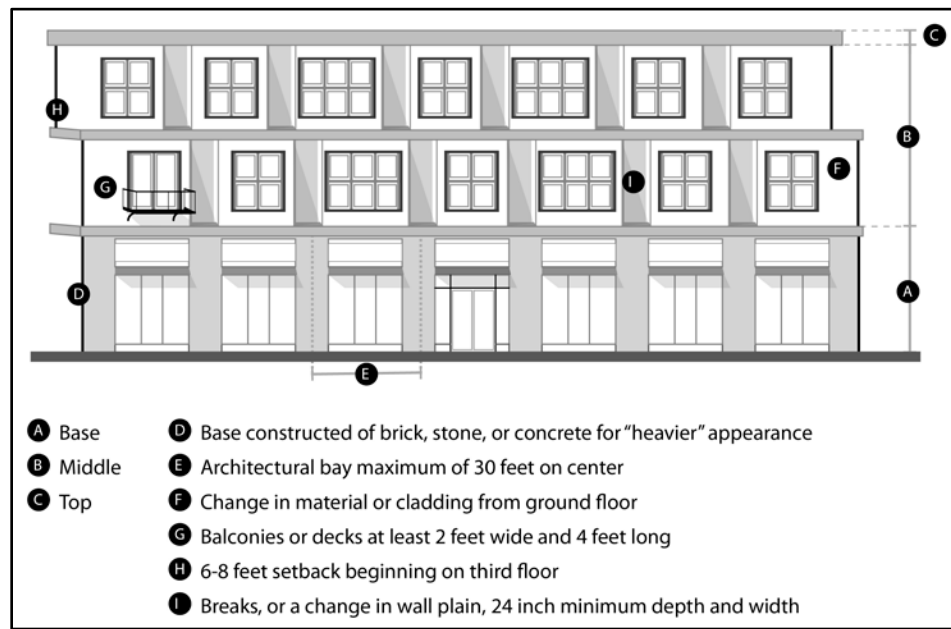
(c) A change in wall plane of not less than 24 inches in depth and 24 inches in width. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, pediment, coursing, column, marquee, or similar architectural feature.

(3) Top

The top of the building extends from the ceiling of the uppermost floor to the highest vertical point on the roof of the building, and is the roof form/element at the uppermost portion of the façade that visually terminates the façade. The top of the building shall provide roofs that comply with the standards of MMC 19.508.5.

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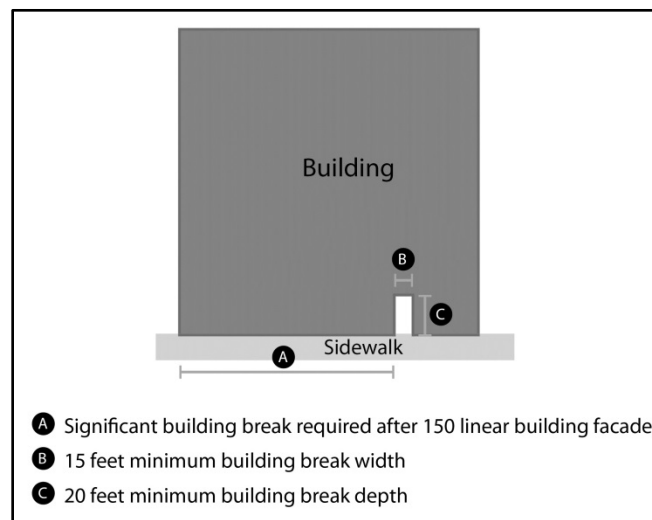
Figure 19.508.4.A.2.a
Vertical Building Façade Details



b. Horizontal building façade

- (1) Horizontal datum lines, such as belt lines, cornices, or upper floor windows, shall line up with adjacent facades if applicable.
- (2) Significant breaks shall be created along building facades at least every 150 linear feet by either setting the façade back at least 20 feet or breaking the building into separate structures. Breaks shall be at least 15 feet wide and shall be continuous along the full height of the building. The area or areas created by this break shall meet the standards of Subsection 19.304.5.H.

Figure 19.508.4.A.2.b
Horizontal Building Façade Details



3. Residential buildings

Proposed Code Amendment

- a. Standalone multifamily residential buildings are subject to the objective standards of Subsection 19.505.3.D.6 Building Façade Design, with the exception of the private and public open space requirements of Table 19.505.3.D.1 and 2. The open space requirements of Subsection 19.508.5 apply to standalone multifamily residential buildings in downtown.
- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 Standards for Rowhouses, as revised by Subsection 19.304.3.B.
- c. Live/work units are subject to the objective standards in Subsection 19.505.6 Standards for Live/Work Units.

B. Corners**1. Purpose**

To create a strong architectural statement at street corners and establish visual landmarks and enhance visual variety.

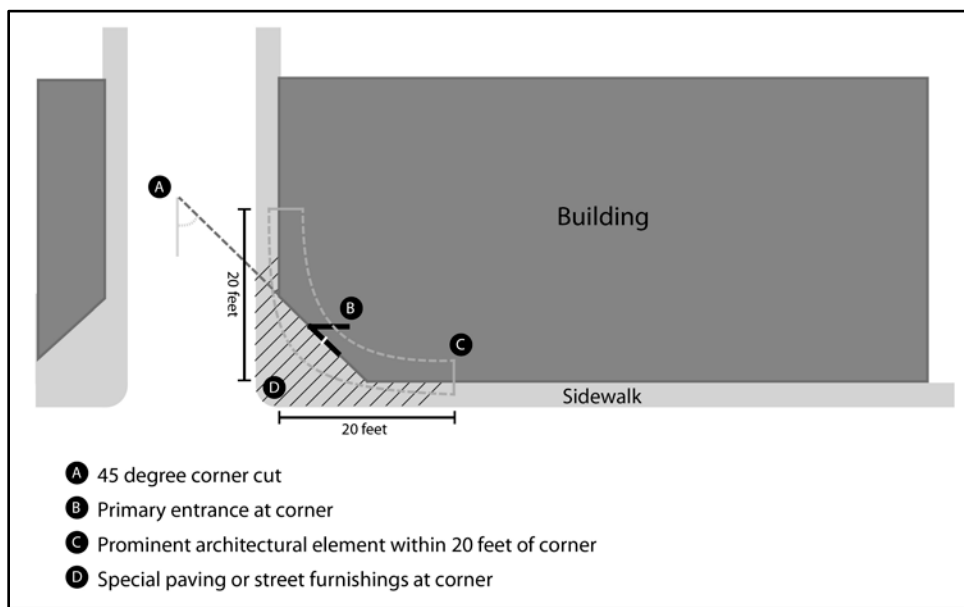
2. Nonresidential or mixed use buildings

Nonresidential or mixed-use buildings at the corner of two public streets or a street and public area, park or plaza (for the purposes of this standard an alley is not considered a public street) shall incorporate two 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, or a similar dimension "rounded" corner;
- d. A combination of special paving materials, street furnishings and, where appropriate, plantings, in addition to the front door.

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Figure 19.508.4.B.2
Corner Standards



C. Weather Protection

1. Purpose

Create an all-season pedestrian environment.

2. Weather protection required

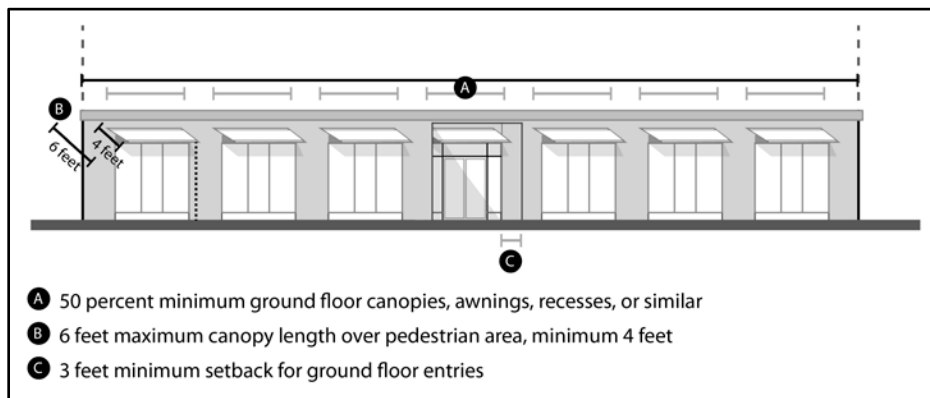
All buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage.

- (1) All ground-floor building entries shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.
- (2) Permanent awnings, canopies, recesses or similar weather protection shall be provided along at least 50 percent of the ground-floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way.
- (3) Weather protection used to meet the above standard shall extend at least 4 feet and no more than 6 feet over the pedestrian area, and a maximum of 4 feet into the public right-of-way. Balconies meeting these dimensional requirements can be counted toward this requirement.
- (4) In addition, the above standards do not apply where a building has a ground-floor dwelling, as in a mixed-use development or live-work building, and the dwelling entrance has a covered entrance.

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.

Figure 19.508.4.C.2
Weather Protection Requirements



D. Exterior Building Materials

1. Purpose

To encourage the construction of attractive buildings with materials that evoke a sense of permanence and are compatible with downtown Milwaukie and the surrounding built and natural environment.

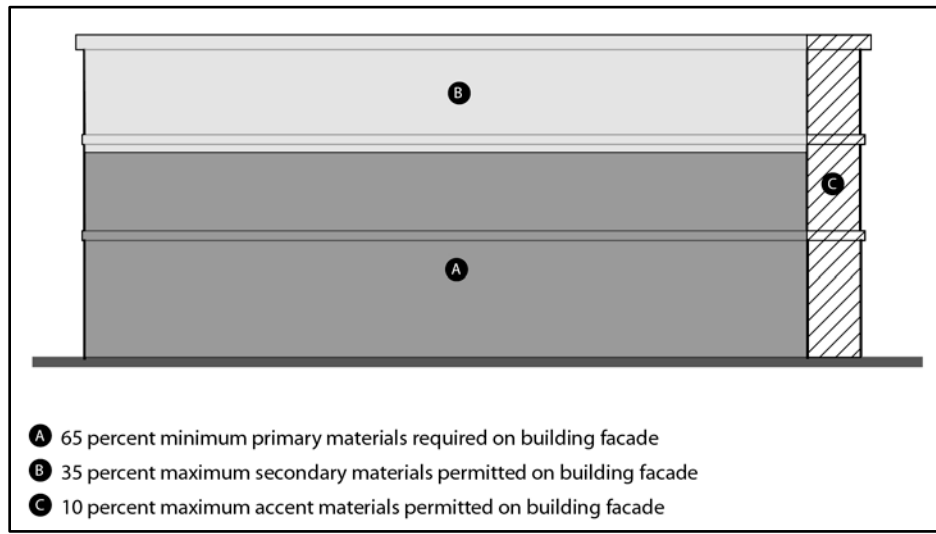
2. Exterior wall standards

The following standards are applicable to the street-facing facades of all new buildings. For the purposes of this standard, street-facing facades are those abutting streets, courtyards, and/or public squares in all of the downtown. Table 19.508.4.D specifies the primary, secondary and prohibited material types referenced in this standard.

- a. Buildings shall utilize primary materials for at least 65% of each building facade.
- b. Secondary materials are permitted on no greater than 35% of each building facade.
- c. Accent materials are permitted on no greater than 10% of each building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- d. Buildings shall not use prohibited materials on any exterior wall, whether or not it is a street-facing facade.

Proposed Code Amendment

Figure 19.508.4.D.2
Exterior Wall Standards



3. For existing development

Façade modifications that affect more than 50% 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 19.508.4.D
Downtown Exterior Building Materials

Material Type	Nonresidential and Mixed Use	Residential
<u>Brick</u>	<u>P</u>	<u>P</u>
<u>Stone/masonry</u>	<u>P</u>	<u>P</u>
<u>Genuine stucco</u>	<u>P</u>	<u>P</u>
<u>Glass (transparent, spandrel)</u>	<u>P</u>	<u>P</u>
<u>Finished wood, wood veneers and wood siding</u>	<u>P</u>	<u>P</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>S</u>
<u>Concrete blocks with integral color (ground, polished or glazed finishes)</u>	<u>S</u>	<u>S</u>
<u>Concrete (poured in place or precast)</u>	<u>S</u>	<u>S</u>
<u>Fiber reinforced cement siding and panels</u>	<u>S</u>	<u>S</u>
<u>Ceramic tile</u>	<u>S</u>	<u>S</u>
<u>Concrete blocks with integral color (split face finish)</u>	<u>A</u>	<u>A</u>
<u>Standing seam and corrugated metal</u>	<u>A</u>	<u>A</u>
<u>Glass block</u>	<u>A</u>	<u>A</u>
<u>Vegetated wall panels or trellises</u>	<u>A</u>	<u>A</u>
<u>Vinyl siding</u>	<u>N</u>	<u>N</u>
<u>Plywood paneling</u>	<u>N</u>	<u>N</u>

Proposed Code Amendment

<u>Exterior insulation finishing system (EIFS) or other synthetic stucco panels</u>	<u>N</u>	<u>N</u>
<u>Plastic or vinyl fencing</u>	<u>N</u>	<u>N</u>
<u>Chain link fencing</u>	<u>N</u>	<u>N</u>

P = Primary Material

S = Secondary Material

A = Accent Material

N = Prohibited Material

E. Windows and Doors

1. Purpose

To enhance street safety and provide a comfortable pedestrian environment by adding interest to exterior facades, allowing for day lighting of interior space and creating a visual connection between interior and exterior spaces.

2. Main Street

For block faces along Main Street, 50% 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.

3. Other streets

For all other block faces, the exterior wall(s) of the building facing the street/sidewalk must meet the following standards:

- a. 40% of the ground-floor street wall area must consist of openings; i.e. windows or glazed doors.
- b. Along McLoughlin Blvd the required coverage is 30%. The provisions of B(2) through B(6) also apply.

4. Upper level

Along all block faces, the following standards are applicable on the upper level building facades facing a street or public space.

- a. Upper building stories shall provide a minimum of 30% glazing. For the purposes of this standard, minimum glazing includes windows and any glazed portions of doors.
- b. The required upper floor window/door percentage does not apply to floors where sloped roofs and dormer windows are used.
- c. A minimum of 60% of all upper floor windows shall be vertically oriented. This vertical orientation applies to grouped window arrays as opposed to individual windows.

5. General standards

- a. 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.
- b. All buildings with nonresidential ground-floor windows must have a visible transmittance (VT) of 0.6 or higher.

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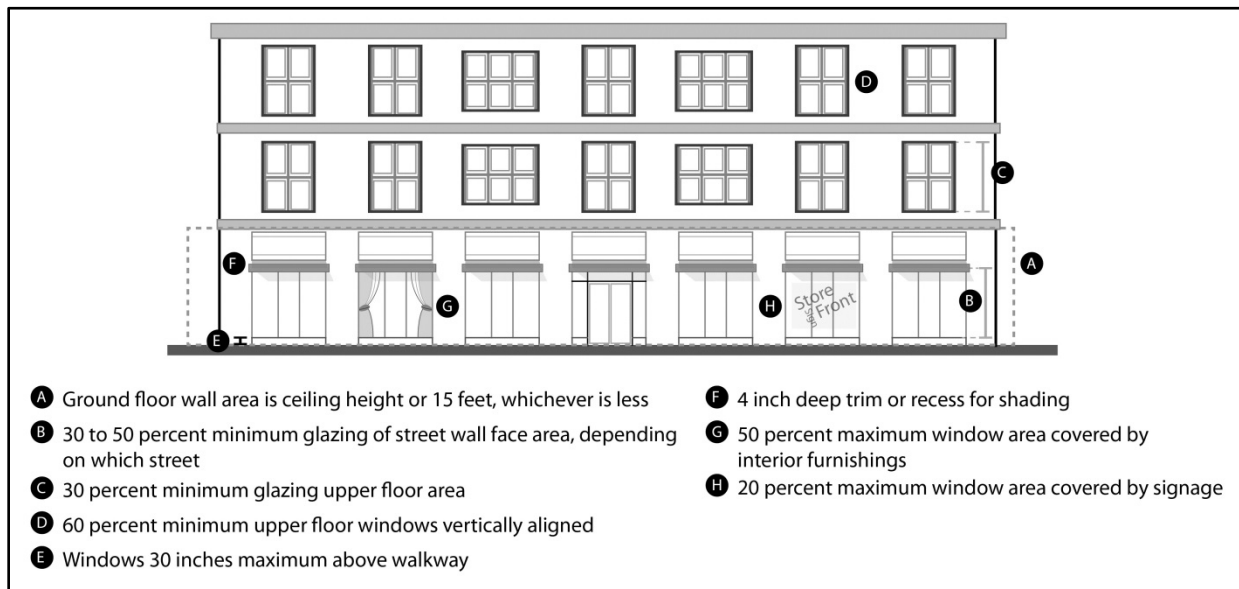
- c. Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.
- d. The bottom edge of windows along pedestrian ways shall be constructed no more than 30 inches above the abutting walkway surface.
- e. Ground-floor windows for nonresidential buildings shall allow views into storefronts, working areas, or lobbies. No more than 50 percent of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves.
- f. Signs are limited to a maximum coverage of 20 percent of the required window area.

6. Prohibited window elements

For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:

- a. Reflective, tinted, or opaque glazing
- b. Simulated divisions (internal or applied synthetic materials)
- c. Exposed, unpainted metal frame windows

Figure 19.508.4.E
Windows and Doors



F. Roofs and Rooftop Equipment

1. Purpose

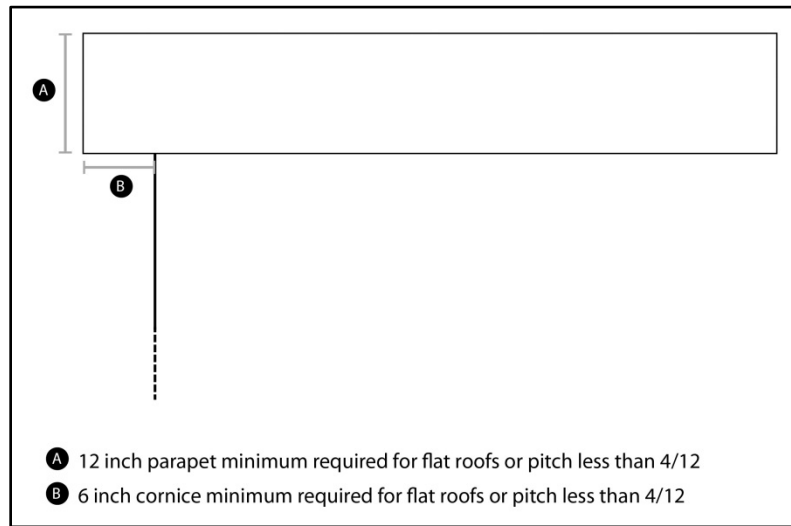
To create a visually interesting condition at the top of the building that enhances the quality and character of the building.

2. Roof forms

Proposed Code Amendment

- a. 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 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.

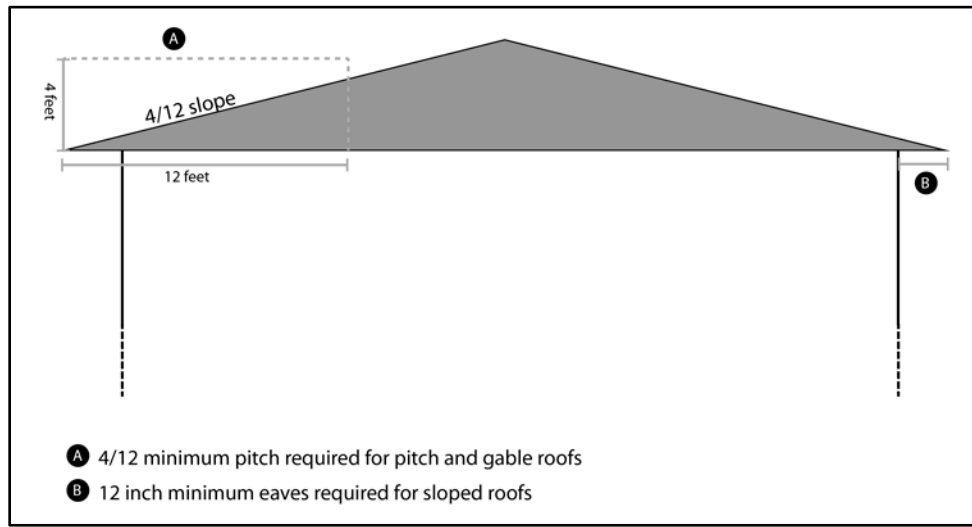
Figure 19.508.4.F.2.b
Flat Roof with Parapet or Cornice



- c. All hip or gables roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.
- d. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.

Proposed Code Amendment

Figure 19.508.4.F.2.c&d
Pitch and Gable Roofs

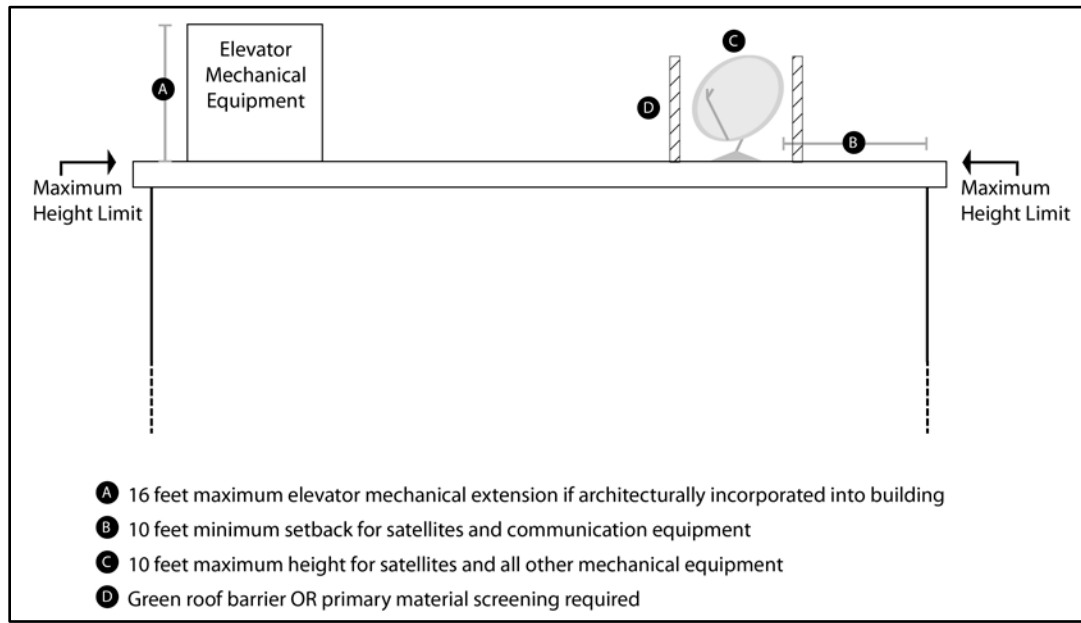


- e. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure(s) shall have similar slope and be constructed of the same materials as the existing roofing.

3. Rooftop equipment and screening

- 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, if set back a minimum of 5 ft from the outer edge of the roof.
- 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 10 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.

Figure 19.508.4.F.3
Rooftop Equipment and Screening



4. Rooftop structures

Rooftop structures related to shared outdoor space, such as arbors, trellises, or porticos related to roof decks or gardens, shall not be included in the building's maximum height calculation, as long as they do not exceed 10 feet in height.

G. Open Space/Plazas

1. Intent

To assure adequate public and private open space in the downtown.

2. Mixed use and residential development

The following standards apply to mixed use buildings with more than 4 residential units and residential-only multifamily developments.

a. Outdoor space required

50 square feet of private or common open space is required for each dwelling unit. The open space may be allocated exclusively for private or common use or may be a combination of the two uses.

b. Common Open Space

(1) Common open space may be provided in the form of decks, shared patios, roof gardens, recreation rooms, lobbies or other gathering spaces created strictly for the tenants and not associated with storage or circulation. Landscape buffer areas may not be used as common open space unless active and passive uses are integrated into the space and its use will not adversely affect abutting properties.

(2) With the exception of roof decks or gardens, outdoor common open space shall be abutted on at least two sides by residential units or by nonresidential uses with windows and entrances fronting on the space.

Proposed Code Amendment

c. Private Open Space

- (1) Private open space may be provided in the forms of a porch, a deck, a balcony, a patio, a terrace, or other private outdoor area.
- (2) The private open space provided shall be contiguous with the unit.
- (3) Balconies used for entrances or exits shall not be considered as private open space except where such exits or entrances are for the sole use of the unit.
- (4) Balconies may project up to a maximum of 4 feet into the public right-of-way.

d. Credit for open space

An open space credit of 50% may be granted when a development is directly adjacent to or across a public right-of-way from an improved public park.

19.508.5 Variances

Variances cannot be granted for the design standards of Section 19.508. Projects that cannot meet the design standards in this section must be reviewed through a Type III Downtown Design Review and demonstrate compliance with the Milwaukie Downtown Design Guidelines, pursuant to Section 19.907.

CHAPTER 19.600 OFF-STREET PARKING AND LOADING

19.601 PURPOSE

Chapter 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of Chapter 19.600 is to: provide adequate, but not excessive, space for off-street parking; avoid parking-related congestion on the streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; improve the appearance of parking areas; and minimize environmental impacts of parking areas.

Regulations governing the provision of on-street parking within the right-of-way are contained in Chapter 19.700 and the ~~Milwaukie Downtown and Riverfront Plan Public Area Requirements, which is an ancillary document to the Comprehensive Plan.~~ The management of on-street parking is governed by Chapter 10.20. Chapter 19.600 does not enforce compliance with the Americans with Disabilities Act (ADA). ADA compliance on private property is reviewed and enforced by the Building Official.

19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

The purpose of Section 19.605 is to ensure that development provides adequate, but not excessive, vehicle parking based on their estimated parking demand. Subsection 19.605.1 establishes parking ratios for common land uses, and Subsection 19.605.3 allows certain exemptions and reductions to these ratios based on location or on-site amenities. Modifications to the established parking ratios and determinations of parking requirements for unique land uses are allowed with discretionary review per Subsection 19.605.2.

Nonresidential development in the Downtown Mixed Use (DMU) and Open Space (OS) Zones are exempt from the requirements of Section 19.605.

~~The Downtown Storefront (DS) Zone and the portion of the Downtown Office (DO) Zone north of Washington Street and east of McLoughlin Boulevard are exempt from the requirements of Section 19.605.~~

19.606 PARKING AREA DESIGN AND LANDSCAPING

19.606.2 Landscaping

B. General Provisions

1. Parking area landscaping shall be required for the surface parking areas of all uses, except for cottage clusters, rowhouses, duplexes, and single-family detached dwellings. Landscaping shall be based on the standards in Subsections 19.606.2.C-E.
2. Landscaped areas required by Subsection 19.606.2 shall count toward the minimum amount of landscaped area required in other portions of Title 19.
3. Parking areas with 10 or fewer spaces in the Downtown Mixed Use ~~Storefront Zone and the portion of the Downtown Office Zone located to the north of Washington Street and east of McLoughlin Boulevard,~~ are exempt from the requirements of Subsection 19.606.2.

Proposed Code Amendment

19.608 LOADING

19.608.1 General Provisions

- A. The purpose of off-street loading areas is to contain loading activity of goods on-site and avoid conflicts with travel in the public right-of-way; provide for safe and efficient traffic circulation on the site; and minimize the impacts of loading areas to surrounding properties.
 - B. Off-street loading areas may be required for commercial, industrial, public, and semipublic uses for the receipt or distribution of merchandise, goods, or materials by vehicles. Off-street loading is not required in the Downtown ~~Mixed Use Storefront and Downtown Office~~ Zones.
-

19.609 BICYCLE PARKING

19.609.1 Applicability

Bicycle parking shall be provided for all new commercial, industrial, community service use, and multifamily residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from Section 19.609. Bicycle parking shall be provided in the Downtown Mixed Use Zone ~~downtown zones~~ and at transit centers.

19.611 PARKING STRUCTURES

The purpose of Section 19.611 is to regulate the design and location of structured parking, and to provide appropriate incentives for the provision of structured parking. Structured parking is allowed to accommodate parking that is required for a specific use, or as a parking facility that is a use by itself.

19.611.1 Permitted Zones and Review Procedures

- A. Parking structures, including underground parking, are allowed in all zoning districts except the R-10, R-7, R-5, and ~~Downtown~~ Open Space Zones. A parking structure can be permitted through approval of a Community Service Use application in all zones except the ~~Downtown~~ Open Space Zone.
-

CHAPTER 19.700 PUBLIC FACILITY IMPROVEMENTS

~~19.710 DOWNTOWN REIMBURSEMENT~~

~~19.710.1 Reimbursement Eligibility~~

~~In downtown zones, the City will reimburse property owners for certain expenditures related to frontage improvements. The City will reimburse those requesting reimbursement for expenditures that meet all of the following criteria:~~

- ~~A. The expenditure is required as a prerequisite to obtaining a development or building permit.~~
- ~~B. The development approved by the permit for which the expenditure was a prerequisite, has been completed in its entirety.~~
- ~~C. The expenditure is either a payment made to the City as a fee in lieu of construction pursuant to Section 19.706, or is the amount paid to construct right-of-way frontage improvements, pursuant to Subsection 19.703.3.B.~~
- ~~D. The fee in lieu of construction was paid to the City, or the right-of-way permits for the frontage improvements were issued, between the dates of August 1, 2012, and March 21, 2013, the effective date of Ord. #2059.~~
- ~~E. The development or change in use would have been exempt under Subsection 19.702.3.B.~~
- ~~F. The expenditures for which reimbursement is requested were made by the party or parties requesting reimbursement or the successors in interest of such parties.~~

~~19.710.2 Reimbursement Amount~~

- ~~A. Reimbursement by the City under this subsection shall be for one of the following expenses:

 - ~~1. The total amount paid to the City by the party or parties requesting reimbursement as a fee in lieu of construction for right-of-way improvements on the property's frontage.~~
 - ~~2. The total amount expended by the party or parties requesting reimbursement on right-of-way improvements along the property's frontage.~~~~
- ~~B. The following expenses are not eligible for reimbursement by the City: system development charges, improvements identified as required mitigation by a Traffic Impact Study per Section 19.704, permit fees, or inspection fees.~~

~~19.710.3 Reimbursement Process~~

~~A property owner in a downtown zone must initiate the reimbursement process by submitting a written request for reimbursement to the Community Development Director.~~

- ~~A. The written request for reimbursement must include the following information:

 - ~~1. The address or tax lot number of the property in question.~~
 - ~~2. The name of the person or persons (individual or corporate) that are requesting the reimbursement.~~
 - ~~3. Documentation of current ownership of the property in question.~~
 - ~~4. The amount of the requested reimbursement.~~
 - ~~5. Written documentation of the payment to the City of a fee in lieu of construction or the amount expended on the construction of right-of-way improvements, by the party or parties requesting reimbursement, or the predecessors in interest to such parties.~~~~

Proposed Code Amendment

- ~~6. A copy of the decision requiring the construction of the subject right-of-way improvements, or a receipt for the payment of the subject fee in lieu of construction, for which reimbursement is requested.~~
- ~~B. Upon receipt of a written request for reimbursement, the Community Development Director shall review the request for consistency with the requirements and standards of this section. This review is not a land use decision.~~
- ~~C. Upon approval of a reimbursement request, the City shall make the funds payable to the requesting party or parties within 60 days.~~

~~19.710.4 Time Limit on Reimbursement~~

~~Section 19.710 shall be effective for one year from March 21, 2013, the effective date of Ord. #2059. On the 365th day after the effective date, this section shall be automatically repealed, no longer part of the Milwaukie Municipal Code, and no longer of any effect within the city.~~

CHAPTER 19.900 LAND USE APPLICATIONS

19.907 DOWNTOWN DESIGN REVIEW

19.907.1 Purpose

Downtown Design Review is intended to achieve the following purposes:

- A. Preserve and enhance the character of downtown Milwaukie;
- B. Ensure a degree of order, harmony, and quality in the downtown, providing buildings and projects that are attractive individually yet contribute to a downtown that is unified and distinctive as a whole;
- C. Ensure that new development and alterations or enlargement of existing development are consistent with the downtown site and building design standards of Section 19.508 or Downtown Design Guidelines;
- D. Implement the vision of the Downtown and Riverfront Land Use Framework Plan; and
- E. Provide a design review process that allows applicants to choose standards or more flexible discretionary guidelines.

19.907.2 Applicability

Applications for Downtown Design Review shall be processed through a Type I, II, or III procedure in accordance with Chapter 19.1000, as follows:

A. Exemptions

Downtown Design Review does not apply to the following projects:

- 1. Demolition, unless listed on the City of Milwaukie Historic Resource Inventory and subject to the standards of Section 19.403
- 2. Building additions of less than 250 square feet that are not visible from streets, sidewalks, courtyards, and/or public parks or pedestrian walkways
- 3. Maintenance, restoration and repair of a building in a manner that is consistent with previous approvals and/or necessary for safety. Examples include paint retouching and other routine upkeep of the building exterior, and in-kind restoration or replacement of damaged materials. Maintenance, restoration, and repair does not include replacement of materials due to obsolescence.
- 4. Minor building or site upgrades needed to bring an existing development into compliance with the Americans with Disabilities Act
- 5. Exterior painting and weatherproofing
- 6. Any exterior project that doesn't require a building permit
- 7. Interior remodeling

B. Type I

The following projects are subject to Type I Downtown Design Review:

- 1. Demolition or replacement of less than 25% of the surface area of any exterior wall or roof

Proposed Code Amendment

2. Addition, elimination, or change in location of windows that does not decrease the overall percentage of window coverage
3. Addition, elimination, or change in location of entry doors and loading doors.
4. Addition of new, or change to existing, awnings, canopies, and other mounted structures to an existing façade
5. For commercial and mixed use developments, modification of up to 15% of on-site landscaping with no reduction of the overall landscaping percentage. Modification refers to changing the hardscape elements and the location of required landscaped areas and/or trees
6. Modification of an off-street parking area with no reduction in parking spaces or increase in paved area, including restriping.
7. Addition of new fences and/or retaining walls of 4 ft in height or less
8. Change of existing grade
9. An increase in floor area proposed for a nonresidential use of less than 10% up to a maximum of 2,000 square feet.
10. A reduction in the area reserved for common open space and/or usable open space which does not reduce the open space area below the minimum required or reduces the open space area by less than 10 percent. Reduction of the open space area below the minimum required requires Variance Review per Chapter 19.911.
11. A new stand-alone multifamily residential building or addition that meets the objective design standards in Table 19.505.3.D. Applicants may elect to process a stand-alone residential building through Type II Downtown Design Review if the applicant prefers to meet the design standards of Section 19.508.

C. Type II

The following projects are subject to Type II Downtown Design Review:

1. New development that meets the design standards of Section 19.508.
2. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof
3. Addition, elimination, or change in location of windows that decreases the overall percentage of window coverage
4. For commercial and mixed use developments, modification of more than 15% of on-site landscaping or modification that results in a reduction of overall landscaping percentage. Modification refers to changing the hardscape elements and the location of required landscaped areas and/or trees
5. Modification of an off-street parking area that results in a reduction in parking spaces and/or an increase in paved area.
6. Addition of new fences and/or retaining walls of more than 4 ft in height
7. An increase in floor area proposed for a nonresidential use by more than 10% or 2,000 square feet, whichever is greater.
8. A reduction in the area reserved for common open space and/or usable open space which reduces the open space area by 10 percent or more

Proposed Code Amendment

9. An increase in the height of an existing building up to the maximum height.
10. A reduction in the area reserved for common open space and/or usable open space which reduces the open space area below the minimum required or reduces the open space area by more than 10%.
11. A new stand-alone multifamily residential building or addition that satisfies the design guidelines in Table 19.505.3.D. Applicants may elect to process a stand-alone residential building through Type II Downtown Design Review if the applicant prefers to meet the design standards of Section 19.508.

D. Type III

The following projects are subject to Type III Downtown Design Review:

1. Any project, at the applicant's option
2. A project, addition, or expansion that is unable to meet one or more of the design standards of Sections 19.508.
3. A project that does not fit the applicability for Type I or Type II review.
4. Applicants may elect to process a stand-alone multifamily residential building through Type III Downtown Design Review rather than Type I or Type II Development Review if additional design flexibility is desired.

19.907.3 **Review Process**

A. General Provisions

Downtown design review generally includes review of the proposed structure(s) and site improvements for compliance with applicable design standards. For expansions or modifications of existing development, the review is limited to the modified portions of the site or structure and any other site improvements that may be affected by the proposed modifications.

B. Review Types

To achieve the purpose of the downtown design standards, there are three Downtown Design Review processes through which to apply for approval:

1. Type I

The ministerial review track provides for a Type I review process pursuant to Section 19.1004 using the design standards in Section 19.508. It is generally intended for smaller building and site renovation projects listed in Subsection 19.907.2.B.

2. Type II

The administrative review track provides for a Type II process pursuant to Section 19.1005 that requires staff review utilizing the standards in Section 19.508. It generally applies to new development and renovation/remodeling projects listed in Subsection 19.907.2.C.

3. Type III

The discretionary review track provides for a Type III review process pursuant to Section 19.1006 through which the Design and Landmark Committee and Planning Commission determine substantial consistency with the purpose statement of the relevant standard or standards and the *Milwaukie Downtown Design Guidelines*. It

Proposed Code Amendment

generally applies to new development and renovation/remodeling projects listed in Subsection 19.907.2.D.

C. Review Options

Designing a project to the design standards would result in a Type I or II review process. However, applicants, at their option, may choose to use Type III discretionary review.

Through Type III review, applicants can address Downtown Design Review requirements through a combination of satisfying certain design standards, and in instances where they elect not to utilize design standards, satisfy the purpose statement of the applicable standard or standards and the applicable design guidelines instead. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable design guidelines only.

19.907.4 Application

Applications for Downtown Design Review shall be filed with the Planning Department on forms prescribed by the Planning Director. The applicant shall demonstrate compliance with applicable zoning criteria. In addition to all information specified on the "Submittal requirements" and "Site plan requirements" forms, each application for Downtown Design Review shall be accompanied by the following information:

A. Completed Downtown Design Review checklist (for Type III only).

B. Written statement that describes the following:

1. For Type I and II Downtown Design Review, how the proposal is consistent with applicable downtown design standards in Section 19.508.
2. For Type III Design Review, how the proposal meets applicable design guidelines in the *Milwaukie Downtown Design Guidelines* document.

C. Show footprints of surrounding buildings, including driveways and pedestrian connections.

D. Location, dimension, and setbacks of all proposed buildings, structures, walls, and fences.

E. Dimensioned building elevations indicating height, exterior materials, colors, and details of exterior architectural features, such as cornices, windows, and trim.

F. A streetscape drawing showing the relationship of the proposed project to adjacent buildings.

G. Frontage improvements in the public right-of-way per the Public Works Standards.

19.907.5 Approval Criteria

A. Type I Downtown Design Review

An application for Type I Downtown Design Review shall be approved when all of the following criteria have been met:

1. Compliance with Title 19
2. Compliance with applicable design standards in Section 19.508 and any prior land use approvals

B. Type II Downtown Design Review

An application for Type II Downtown Design Review shall be approved when all of the following criteria have been met:

Proposed Code Amendment

1. Compliance with Title 19
2. Compliance with applicable design standards in Section 19.508

C. Type III Downtown Design Review

An application for Type III Downtown Design Review shall be approved when all of the following criteria have been met:

1. Compliance with Title 19
2. Compliance with applicable design standards in Section 19.508.
3. Substantial consistency with the purpose statement of the applicable design standard and the applicable Downtown Design Guideline(s) being utilized in place of an applicable design standard(s)

19.907.6 Report and Recommendation by Design and Landmarks Committee

The Design and Landmarks Committee shall hold a public meeting and prepare a Downtown Design Review report for Type III applications pursuant to Section 19.1011. The Planning Commission shall consider the findings and recommendations contained in the Downtown Design Review report during a public hearing on the proposal.

19.907.7 Variances

- A. Variances cannot be granted for the downtown design standards of Section 19.508. Applications unable to meet one or more standards must use the Type III discretionary Downtown Design Review process.
- B. For applications using the Type III Downtown Design Review process, variances will only be allowed for the development standards and design standards that are not met. Variances to the design guidelines themselves will not be granted.

~~19.907 DOWNTOWN DESIGN REVIEW~~

~~19.907.1 Purpose~~

~~Design review is intended to achieve the following purposes:~~

- ~~A. Preserve and enhance the character of downtown Milwaukie;~~
- ~~B. Ensure a degree of order, harmony, and quality in the downtown zones, providing buildings and projects that are attractive individually yet contribute to a downtown that is unified and distinctive as a whole; and~~
- ~~C. To ensure that new development and alterations or enlargement of existing development are consistent with the Downtown Design Guidelines and Downtown and Riverfront Land Use Framework Plan.~~

~~19.907.2 Applicability~~

~~All new construction and changes to buildings and/or properties in the downtown zones involving exterior maintenance and repair, minor exterior alterations, and major exterior alterations as defined in Subsection 19.304.6.B are subject to design review in accordance with the procedures as outlined below under Subsection 19.907.5.~~

~~19.907.3 Design Guidelines~~

~~Design guidelines shall be established for the downtown zones and shall be considered as part of design review applications in accordance with the provisions of Section 19.304.~~

Proposed Code Amendment

~~19.907.4 Duty to Review—Planning Director~~

~~The Planning Director shall review each application for a building permit or other approval in the downtown zones. The purpose of this review is to ensure that improvements within the downtown zones maintain consistent standards of design and to ensure that development is consistent with adopted design guidelines.~~

~~19.907.5 Application Procedure~~

~~Applications for design review shall be processed in accordance with Chapter 19.1000, Type I, Type II, and Type III procedures as indicated in this section, as follows:~~

~~A. Exterior Maintenance and Repair~~

~~Exterior maintenance and repair, as defined in Subsection 19.304.6.B.1, shall be processed as a Type I review in accordance with the procedures in Section 19.1004. Exterior painting, repair, and refurbishing of existing building materials that does not require a building permit shall be exempt from Type I review.~~

~~B. Minor Exterior Alterations~~

~~Minor exterior alterations, as defined in Subsection 19.304.6.B.2, shall be processed as a Type I review in accordance with the procedures in Section 19.1004. The Planning Director may change a Type I review to a Type II review upon finding the following:~~

- ~~1. The work is visible from streets, courtyards, and/or public squares and significantly changes the architectural character of the building, which may include changes to exterior wall materials and changes in architectural style; and/or~~
- ~~2. The work is inconsistent with the Downtown Design Guidelines.~~

~~C. Major Exterior Alterations~~

~~Major exterior alterations, as defined in Subsection 19.304.6.B.3, shall be evaluated through a Type III review in accordance with the procedures in Section 19.1006. Applications for major exterior alterations shall be reviewed at a public hearing and decided by the Planning Commission, except as follows:~~

~~The following major exterior alterations shall be processed by Type II review:~~

- ~~1. Additions not more than 250 sq ft in floor area that do not face streets, courtyards, and/or public squares and are not designed and used for utility, HVAC, or other mechanical equipment, building upgrades as needed to comply with the Americans with Disabilities Act, or egress required by applicable fire safety or building codes.~~
- ~~2. Demolition or replacement of no more than 25% of the surface area of any exterior wall or roof that does not face streets, courtyard, and or public squares.~~

~~D. Residential~~

~~1. "Stand-Alone" Residential Buildings~~

~~"Stand-alone" residential buildings that do not include nonresidential uses are exempt from design review, but shall be subject to the clear and objective design standards under Subsection 19.304.6. Applicants may elect to process a stand-alone residential building design review.~~

~~2. Mixed Use Buildings~~

~~The residential portion of mixed use buildings shall be subject to the clear and objective standards under Subsection 19.304.6. The nonresidential portion of the~~

Proposed Code Amendment

~~building is subject to design review as provided in this section. Applicants may elect to process the entire mixed use building through design review.~~

~~Any change in use of the residential portion of a mixed use building that elected only to apply clear and objective standards, and where exterior changes to the building are proposed shall require approval by the Planning Commission.~~

19.907.6 Application

~~Applications for design review shall be filed with the Planning Department on forms prescribed by the Planning Director. Design review applications shall include a narrative explaining how the development considered each of the Downtown Design Guidelines. The applicant shall demonstrate consistency with the design guidelines and compliance with applicable zoning criteria. In addition to all information specified on the "Submittal requirements" and "Site plan requirements" forms, each application for design review shall be accompanied by the following information:~~

- ~~A. Completed design review checklist.~~
- ~~B. Written statement that describes how the proposal meets applicable design guidelines. Where a guideline is not met, the applicant shall provide justification indicating why it is not applicable or demonstrate other site or project characteristics that warrant an exception.~~
- ~~C. Show footprints of surrounding buildings, including driveways and pedestrian connections.~~
- ~~D. Location, dimension, and setbacks of all proposed buildings, structures, walls, and fences.~~
- ~~E. Dimensioned building elevations indicating height, exterior materials, colors, and details of exterior architectural features, such as cornices, windows, and trim.~~
- ~~F. A streetscape drawing showing the relationship of the proposed project to adjacent buildings.~~
- ~~G. Frontage improvements in the public right-of-way per the Public Area Requirements.~~

19.907.7 Approval Criteria for Design Review

~~The approval authority may approve, approve with conditions, or deny design review based on the following approval criteria:~~

- ~~A. Compliance with Title 19;~~
- ~~B. Substantial consistency with the Downtown Design Guidelines; and~~
- ~~C. Submittal of a complete application and applicable fee as adopted by the City Council.~~

19.907.8 Report and Recommendation by Design and Landmarks Committee

~~The Design and Landmarks Committee shall hold a public meeting and prepare a design review report for design review applications that require Type III review pursuant to Section 19.1011. The Planning Commission shall consider the findings and recommendations contained in the design review report during the public hearing on the proposal.~~

19.907.9 Variances to Development Standards

~~The Planning Commission may authorize variances to the development standards under Subsection 19.304.4 in accordance with procedures of Section 19.911.~~

19.907.10 Modification of Design Standards

~~The Planning Commission may authorize modification of the design standards under Subsection 19.304.6.C, in accordance with the following procedures.~~

Proposed Code Amendment

~~A modification to a design standard may be granted at a public hearing in accordance with Section 19.1006 when all of the following criteria are satisfied:~~

- ~~A. The modification is integral to the overall design concept for the building;~~
- ~~B. The modification:~~
 - ~~1. Substantially meets the intent of the design standard; or~~
 - ~~2. In combination with other design elements of the project, the modification meets the intent of the design standard; and~~
- ~~C. The project is substantially consistent with the Downtown Design Guidelines applicable to the design standard.~~

~~19.907.11 Consideration of Prohibited Material or Design Features~~

~~The Planning Commission may authorize the use of prohibited materials or design features specified in Subsection 19.304.6.C subject to the following criteria:~~

- ~~A. The applicant demonstrates that the prohibited material is substantially comparable to an allowed material with regards to quality, appearance, style, architectural effect, and durability.~~
- ~~B. Use of the prohibited materials is consistent with design considerations specified for the particular design element in the Milwaukie Downtown Design Guidelines.~~

Updates for Section References Only

19.708.1.C

C. Development in Downtown Zones

Street design standards and right-of-way dedication for the downtown zones are subject to the requirements of the Milwaukie Public Works Standards, which implement the streetscape design of the Milwaukie Downtown and Riverfront Plan: Public Area Requirements (PAR). Unless specifically stated otherwise, the standards in Section 19.708 do not apply to development located in the downtown zones or on street sections shown in the PAR per Subsection ~~19.304.5~~ 19.304.6.

19.1011.1.A.2:

2. If the applicant does not extend the 120-day decision requirement, the Planning Director shall prepare the design review recommendation in lieu of the Design and Landmarks Committee. The Planning Director's recommendation shall satisfy the requirement of Subsection ~~19.907.8~~ 19.907.6.
-

19.1011.3.D

- D. An abstaining or disqualified member of the committee shall be counted for purposes of forming a quorum. If all members of the committee abstain or are disqualified, the Planning Director shall prepare the design review recommendation in lieu of the Design and Landmarks Committee. The Planning Director's recommendation shall satisfy the requirement of Subsection ~~19.907.8~~ 19.907.6.

Clean Amendments

Title 14 Signs

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 zone" 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; and C-G, General Commercial Zones, as defined in the Zoning Ordinance.

"Residential-office-commercial zone" means the R-O-C and R-1-B Zones as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.060 DOWNTOWN ZONE

No sign shall be installed or maintained in the DMU and OS Zones, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in this section.

Title 19 Zoning

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
Tacoma Station Area Manufacturing	M-TSA
Planned Development	PD
Overlay Zones	
Willamette Greenway	WG
Historic Preservation	HP
Mixed Use	MU
Aircraft Landing Facility	L-F
Tacoma Station Area	TSA

CHAPTER 19.200 DEFINITIONS AND MEASUREMENTS

19.201 DEFINITIONS

Refer to individual chapters of this title for chapter-specific definitions.

Refer to Title 18 for definitions related to flood hazard areas.

As used in this title:

"Abutting" means to reach or touch; to touch at the end or be contiguous with; join at a border or boundary; terminate on. Abutting properties include properties across a street or alley.

"Awning" means a roof-like structure of fabric or similar non-rigid material attached to a rigid frame that is supported completely by either an exterior building wall or wall exterior to an individual tenant space.

"Balcony" means a platform projecting from the wall of a building, with a balustrade or railing along its outer edge, and accessed from the interior of the building through a door.

"Baluster" means a vertical supporting element, similar to a small column.

"Balustrade" means a complete railing system, including a top rail, balusters, and sometimes a bottom rail.

"Canopy" means a permanent roof-like structure of metal, glass, or similar rigid material that is supported completely by either an exterior building wall or wall exterior to an individual tenant space.

"Downtown zone" means the 2 zones that implements the Milwaukie Downtown and Riverfront Land Use Framework Plan Downtown Mixed Use (DMU). Open Space (OS)

"Live/Work Unit" means a dwelling unit where residential and nonresidential spaces are combined and where the dwelling unit is the principal residence of the business operator/proprietor. Nonresidential spaces are typically located on the ground floor and residential spaces are located on upper floors.

"Mixed Use" means the combination of residential uses with commercial (e.g., office, retail, or services), civic, or light industrial uses on a site or in a building.

Office:

"Production-Related office" means offices that are characterized by activities that, while conducted in an office-like setting, involve less face-to-face customer contact and do not tend to generate foot traffic. Their operations are less service-oriented than Traditional Office uses and focus on the development, testing, production, processing, packaging, or assembly of goods and products. Examples include: software and internet content development and publishing; telecommunication service providers; data processing; television, video, radio, and internet studios and broadcasting; scientific and technical services; call centers, and medical and dental labs.

"Professional and administrative office" means professional, executive, management, or administrative offices of firms or organizations. Typical uses include offices for professionals such as physicians, dentists, lawyers, architects, engineers, artists, musicians, designers, teachers, accountants, or others who through training are qualified to perform services of a professional nature, and where no storage or sale of merchandise exists.

Proposed Code Amendment

"Traditional office" means offices that are characterized by activities that generally focus on business, government, professional, medical, or financial services. These office uses generally involve a high level of face-to-face customer contact and typically expected to generate foot traffic. 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.

"Parapet" means a low wall, located at the top of any sudden drop, such as at the top of the facade of a building.

"Primary building entrance" means the entrance to a building that most pedestrians are expected to use. Generally, each building has one primary entrance; however, some buildings may have more than one primary entrance or may have entrances that open directly into the building's lobby or principal interior ground level circulation space.

"Terrace" means an outdoor extension of a building, situated above the ground level, and open to the sky.

"Usable open space" means that portion of a lot or development site that is not covered by building or off-street parking area. Usable open space includes uncovered plazas, terraces, small parks, or similar.

CHAPTER 19.300 BASE ZONES

19.304 DOWNTOWN ZONES

19.304.1 Purpose

The downtown zones are Downtown Mixed Use Zone DMU and Open Space Zone OS. The zones are shown on Figure 19.304-1. These zones implement the Town Center and Public land use designations in the Milwaukie Comprehensive Plan. The downtown zones implement the Downtown and Riverfront Land Use Framework Plan and Milwaukie Comprehensive Plan.

The downtown and riverfront area is envisioned as the focus of the community. Two zones are designated to distinguish between areas intended for public open space and those intended for downtown development. Specific use, development, and design standards are adopted for the downtown zones to assure an active, attractive, and accessible environment for shoppers, employees and residents.

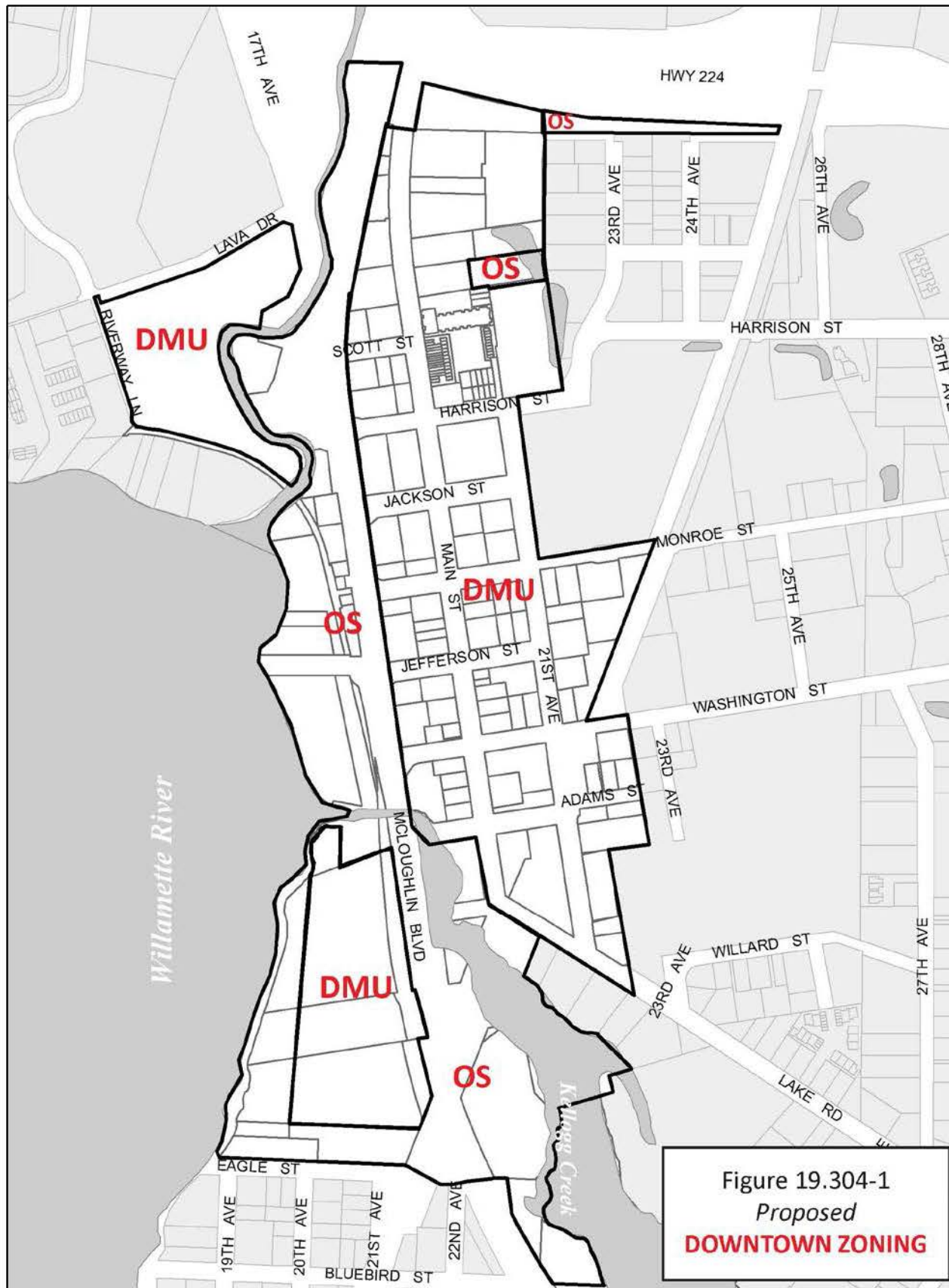
A. Downtown Mixed Use (DMU)

The Downtown Mixed Use Zone provides for a wide range of uses, including retail, office, commercial and residential, that will bring visitors to the downtown to live, work, shop, dine and recreate. The desired character for this zone is a pedestrian-friendly and vibrant urban center with a prominent main street and connections to the riverfront, and includes buildings that are built to the right-of-way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots.

B. Open Space (OS)

The Open Space Zone provides a specific zone to accommodate open space, park, and riverfront uses. The Open Space Zone is generally applied to lands that are in public ownership along the Willamette River, Kellogg Creek, Spring Creek, and Johnson Creek in the downtown area. The desired character for the Open Space Zone includes parkland, open space, and riverfront amenities.

Proposed Code Amendment



Proposed Code Amendment**19.304.2 Uses****A. Permitted Uses**

Uses allowed in the downtown zones are listed in Table 19.304.2 with a "P." These uses are allowed if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.304.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905. Type III review is required to establish a new CU or for major modification of an existing CU. Type I review is required for a minor modification of an existing CU.

C. Nonconforming Uses, Structures and Development

Existing structures and uses that do not meet the standards for the downtown zones 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 a Type II Downtown Design Review pursuant to Section 19.907. 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 listed in Table 19.304.2 with an "N," or uses not listed below, are prohibited as new uses. In addition, drive-through facilities are prohibited in the downtown zones.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. Accessory uses include but are not limited to restrooms in City parks and refreshment stands at the library.

F. Similar Uses

Similar uses not listed in Table 19.304.2 may be allowed through a Director's Determination pursuant to Section 19.903.

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

Proposed Code Amendment

			Downtown residential use limitations Subsection 19.505.3 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
Commercial			
Office—Traditional. Traditional Office uses are characterized by activities that generally focus on business, government, professional, medical, or financial services. These office uses generally involve a high level of face-to-face customer contact and typically expected to generate foot traffic. 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/CU	N	Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses
Office—Production-Related. Production-Related Office uses are characterized by activities that, while conducted in an office-like setting, involve less face-to-face customer contact and do not tend to generate foot traffic. Their operations are less service-oriented than Traditional Office uses and focus on the development, testing, production, processing, packaging, or assembly of goods and products. Examples include: software and internet content development and publishing; telecommunication service providers; data processing; television, video, radio,	P/CU	N	Subsection 19.304.3.A.2 Main St limitations Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses

Proposed Code Amendment

and internet studios and broadcasting; scientific and technical services; call centers, and medical and dental labs.			
Eating and drinking establishment. Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away. Examples include restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, wine bars, and espresso bars.	P/CU	CU	Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses
Indoor recreation. Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature. Examples include gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters.	P/CU	N	Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses
Retail-oriented sales. Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public. 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.	P/CU	N	Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses
Personal-service-oriented. Personal-service-oriented firms are involved in providing consumer services. Examples include hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.	P/CU	N	Subsection 19.304.3.A.3 Commercial use limitations Section 19.905 Conditional Uses
Repair-oriented. Repair-oriented uses are establishments providing product repair of consumer and business goods. 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 service and repair.	P/CU	N	Subsection 19.304.3.A.3 Commercial use limitations Subsection 19.304.3.A.4 DMU Zone limitations Section 19.905 Conditional Uses
Day care. Day Care is the provision of regular child care, with or without compensation, to four or more children	P	N	Subsection 19.304.3.A.5 Day care limitation

Proposed Code Amendment

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. Examples include nursery schools, before-and-after school care facilities, and child development centers.			
Commercial lodging. Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month. Examples include hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.	P	N	
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. They normally provide "bed and board", that is, at least some meals as well as accommodation.	CU	N	Section 19.905 Conditional Uses
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 Parking facility. Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.	CU	P	Subsection 19.304.3.A.6 OS Zone parking limitations Section 19.905 Conditional Uses Chapter 19.600 Off-Street Parking and Loading
Manufacturing			
Manufacturing and production. 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	P	N	Subsection 19.304.3.A.7 Manufacturing and production limitations

Proposed Code Amendment

instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.			
Institutional			
Parks and open space. Parks and open space uses are lands focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few buildings. Examples include parks, public squares, plazas, recreational trails, botanical gardens, farmers markets, boat launching areas, nature preserves and community gardens.	P	P	
Community service uses	CSU	CSU	Section 19.904 Community Service Uses
Accessory and Other			
Accessory use	P	P	Subsection 19.304.2.E Accessory Uses Section 19.503 Accessory Uses
Home occupation	P	P	Section 19.507 Home Occupation Standards

19.304.3 Use Limitations, Restrictions, and Provisions**A. Use Limitations and Restrictions**

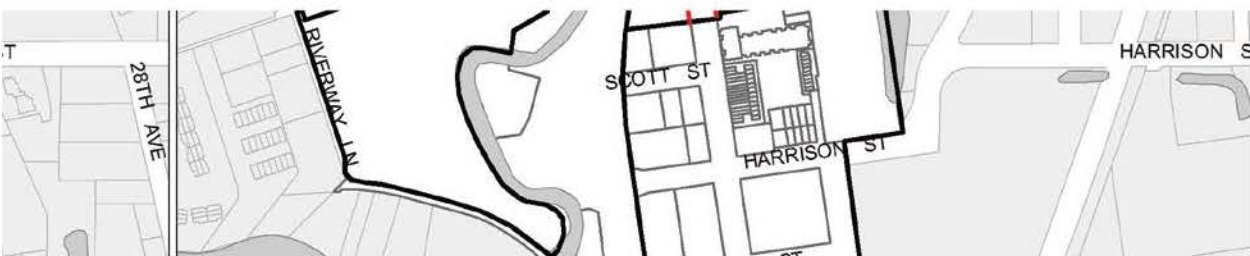
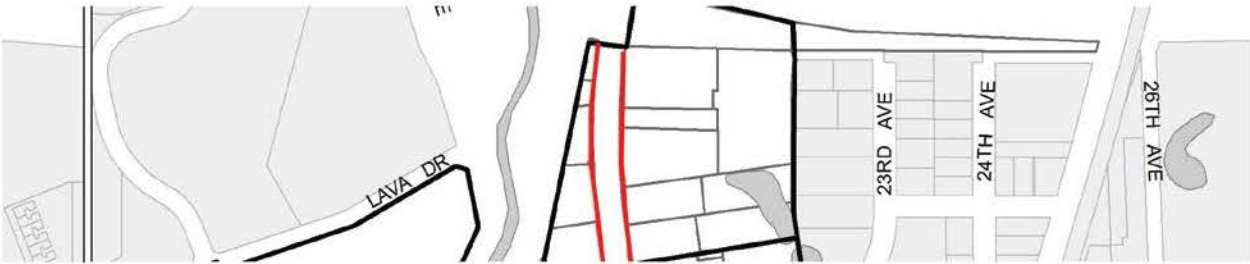
The following provisions describe the limitations for uses listed in Table 19.304.2.

1. Residential uses are permitted throughout downtown Milwaukie, subject to the following limitations:
 - a. Along Main Street south of Scott Street, as shown in Figure 19.304-2, residential dwellings are only allowed on the second floor or above; they are not permitted on the ground floor.
 - b. Lobbies for upper-level dwellings are allowed on the ground floor only if a commercial use is located along a majority of the property's street frontage. North of Scott Street, residential dwellings and/or lobbies are permitted anywhere on the ground floor along Main Street.
 - c. Live/Work units and rowhouses are not permitted on Main Street.
2. Production-related office uses are not permitted on the ground floor along Main Street.
3. Commercial uses are permitted throughout downtown, subject to the following limitations:
 - a. In the Downtown Mixed Use Zone, the following uses are limited to 20,000 sq ft in floor area per use on the ground floor.
 - (1) Office – Traditional

Proposed Code Amendment

- (2) Office – Production-related
 - (3) Eating/drinking establishments
 - (4) Indoor recreation
 - (5) Retail-oriented sales
 - (6) Personal-service oriented
 - (7) Repair-oriented
- b. Above-listed uses larger than 20,000 sq ft in floor area on the ground floor may be approved through a conditional use review pursuant to Section 19.905.
- 4. Automobile/motor vehicle repair (excluding body and fender repair and painting) is permitted in the Downtown Mixed Use Zone only when conducted within a completely enclosed building.
 - 5. Day care and childcare uses are limited to 5,000 sq ft.
 - 6. Parking facilities in the Open Space Zone are limited to surface lots that are intended primarily for the users of the related park or open space.
 - 7. 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.
- B. Use Provisions
- 1. The limit of 4 consecutive row houses established in Subsection 19.505.5.D does not apply in the DMU zone. In the DMU zone, there is no limit on the number of consecutive row houses.

Proposed Code Amendment



Proposed Code Amendment

19.304.4 Development Standards

In the downtown zones, the development standards in Table 19.304.4.A apply. Notes and/or cross references to other applicable code sections are listed in the “Standards/Additional Provisions” column. Additional standards are provided in Subsection 19.304.5.

See Sections 19.201 Definitions and 19.202 Measurements for specific descriptions of standards and measurements listed in the table.

A. Purpose

The development standards address several issues of particular importance to maintaining the appropriate character for the downtown. Table 19.304.4.A summarizes some of the development standards that apply downtown. Development standards are presented in full in Subsection 19.304.5.

Table 19.304.4.A Downtown Zones—Summary of Development Standards			
Standard	DMU	OS	Standards/ Additional Provisions
1. Lot Standards			
a. Minimum lot size (sq ft)	750	None	
b. Minimum street frontage (ft)	15	None	Section 19.201 Definitions
2. Development Standards			
a. Floor area ratio (1) Minimum (2) Maximum	0.5:1-1:1 4:1	None None	Section 19.201 Definitions Subsection 19.304.5.A Floor Area Ratios Figure 19.304-3 Minimum Floor Area Ratios
b. Building height (ft) (1) Minimum (2) Maximum	25 35-65 (height bonus available)	None 15	Subsection 19.304.5.B Building Height Figure 19.304-4 Base Maximum Building Heights Subsection 19.304.5.I Transition Measures Subsection 19.304.5.B.3 Height Bonuses
c. Flexible ground-floor space	Yes, where applicable	None	Subsection 19.304.5.C Flexible Ground-Floor Space
d. Street Setbacks/Build-to Lines (ft) (1) Minimum street setback (2) Maximum street setback	0 10-20	0 None	Figure 19.304-5 First-Floor Build-To Lines Subsection 19.304.5.D Street Setbacks/Build-To Lines

Proposed Code Amendment

(3) Side and rear setbacks	None	None	Subsection 19.304.5.I Transition Measures Subsection 19.501.2 Yard Exceptions
e. Frontage occupancy requirements	50-90%	None	Subsection 19.304.5.E Frontage Occupancy Requirements Figure 19.304-6 Minimum Frontage Occupancy
f. Primary entrances	Yes	No	Subsection 19.304.5.F Primary Entrances
g. Off-street parking required	Yes, where applicable	Yes	Subsection 19.304.5.G Off-Street Parking Chapter 19.600 Off-Street Parking and Loading
h. Open Space	Yes, where applicable	None	Subsection 19.304.5.H Open Space Subsection 19.508.4.G Open Space/Plazas
i. Transition Measures	Yes, where applicable	No	Subsection 19.304.5.I Transition Measures Subsection 19.504.6 Transition Area Measures
3. Other Standards			
a. Residential density requirements (dwelling units per acre)			Subsection 19.202.4 Density Calculations Subsection 19.304.5.J Residential Density Subsection 19.501.4 Density Exceptions
(1) Rowhouses and live/work units			
(a) Minimum	10	None	
(b) Maximum	None	None	
(2) Stand-alone multifamily			
(a) Minimum	30	None	
(b) Maximum	None	None	
(3) Mixed use buildings			
(a) Minimum	None	None	
(b) Maximum	None	None	
b. Signs	Yes	Yes	Section 14.16.060 Downtown Zones

B. Explanation of Development Standards

Table 19.304.4.A is supplemented by the explanation of the development standards provided in Subsection 19.304.5 below, and the following figures:

Figure 19.304-3—Minimum Floor Area Ratios

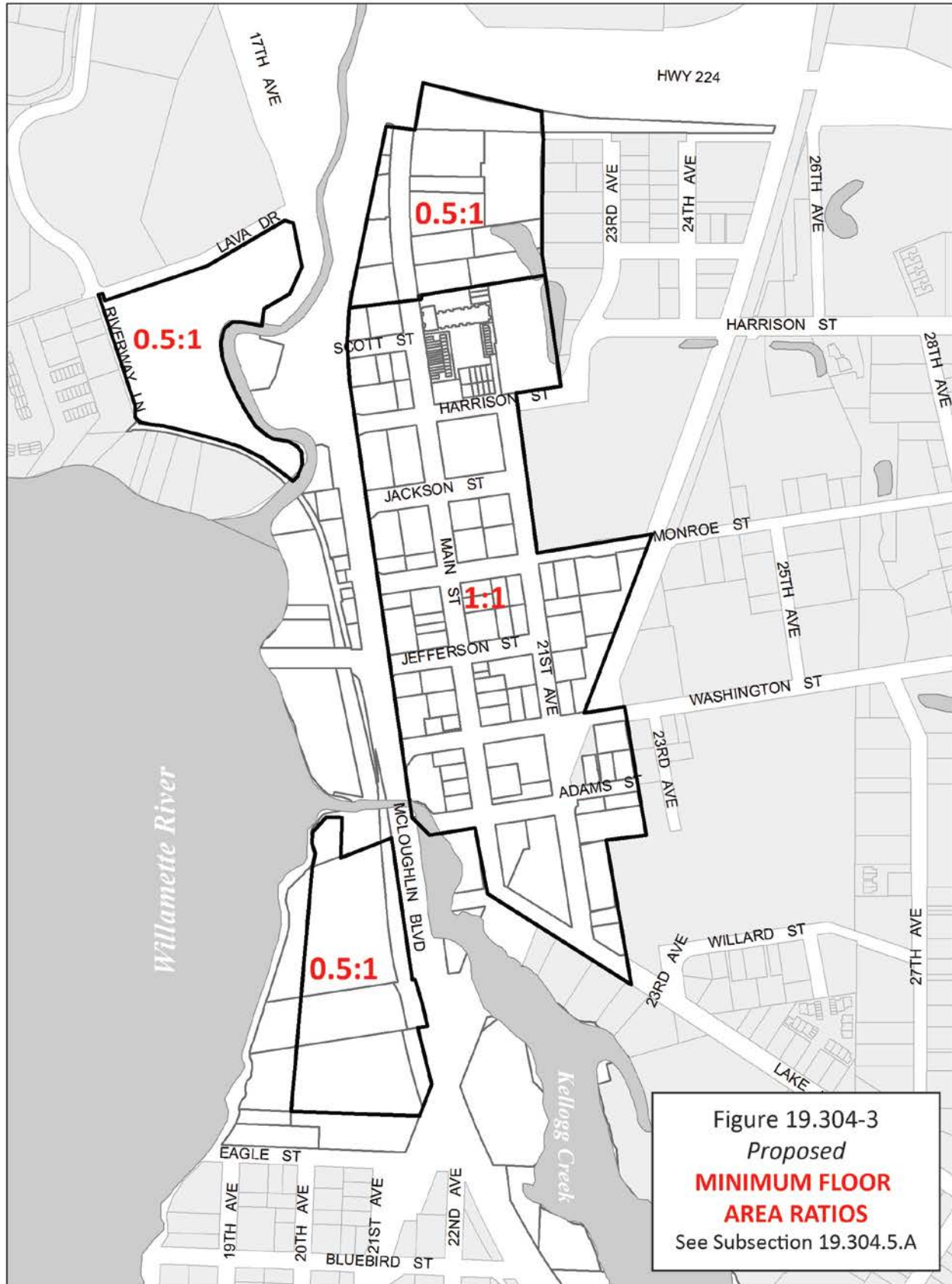
Figure 19.304-4—Base Maximum Building Heights

Proposed Code Amendment

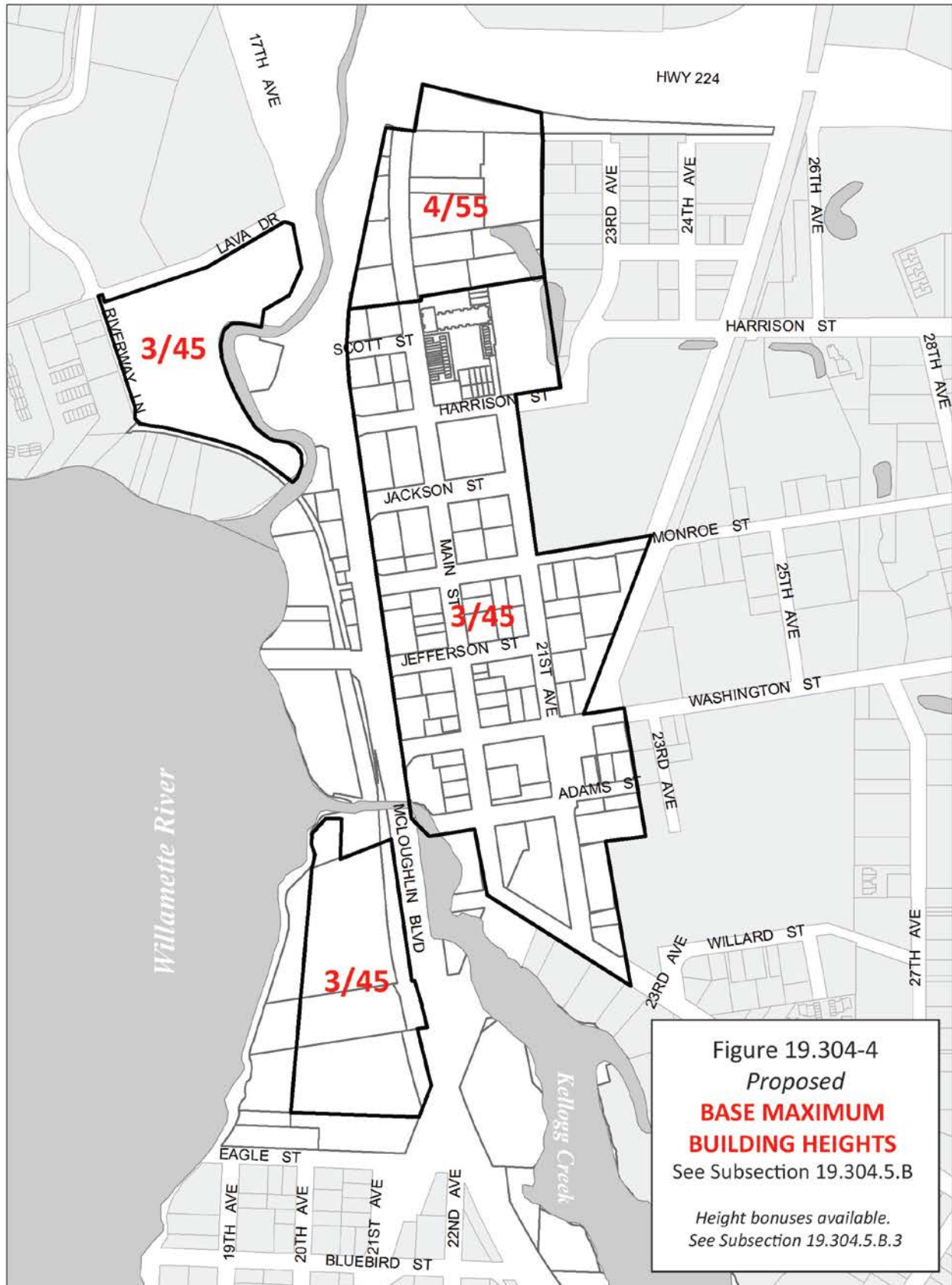
Figure 19.304-5—First-Floor Build-to Lines

Figure 19.304-6—Minimum Frontage Occupancy

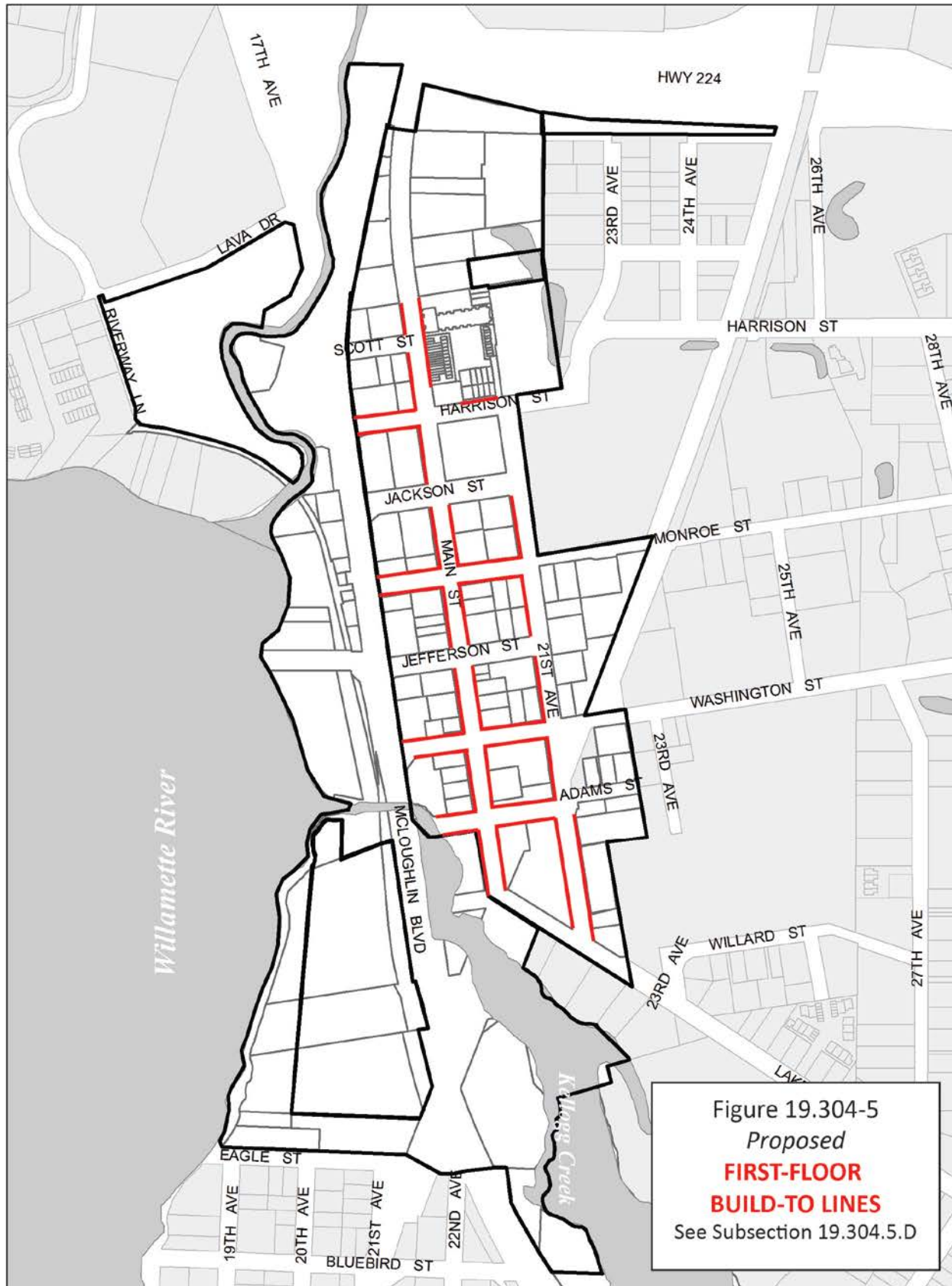
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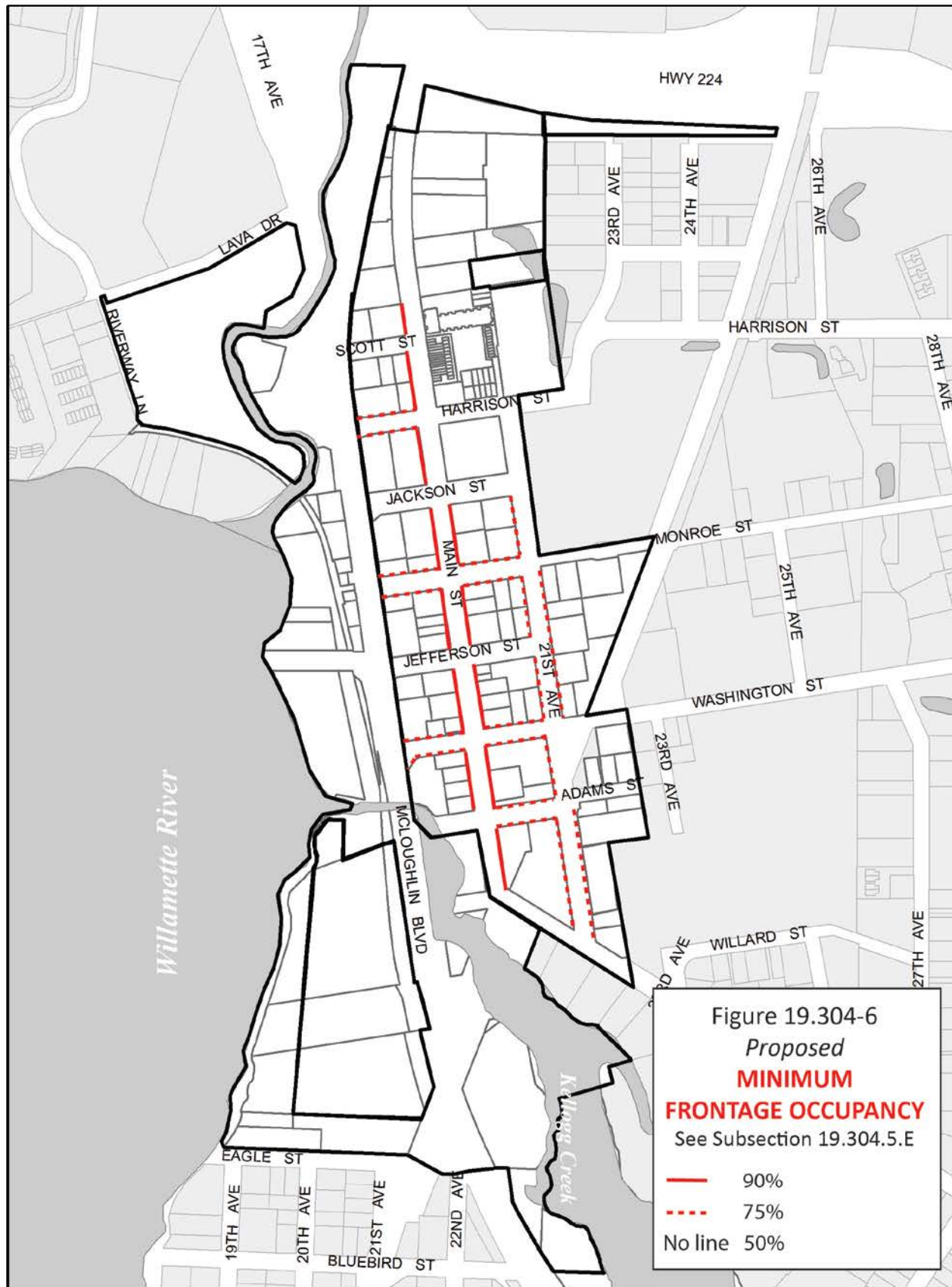
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Proposed Code Amendment



Proposed Code Amendment



19.304.5 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.304.4.A.

A. Floor Area Ratios

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 and that more intense forms are confined to appropriate areas of the downtown. 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 ratios in Table 19.304.4.A.2.a apply to all nonresidential building development. Standalone residential densities are controlled by minimum density requirements.
- b. Required minimum floor area ratios 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 FARs.
- 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

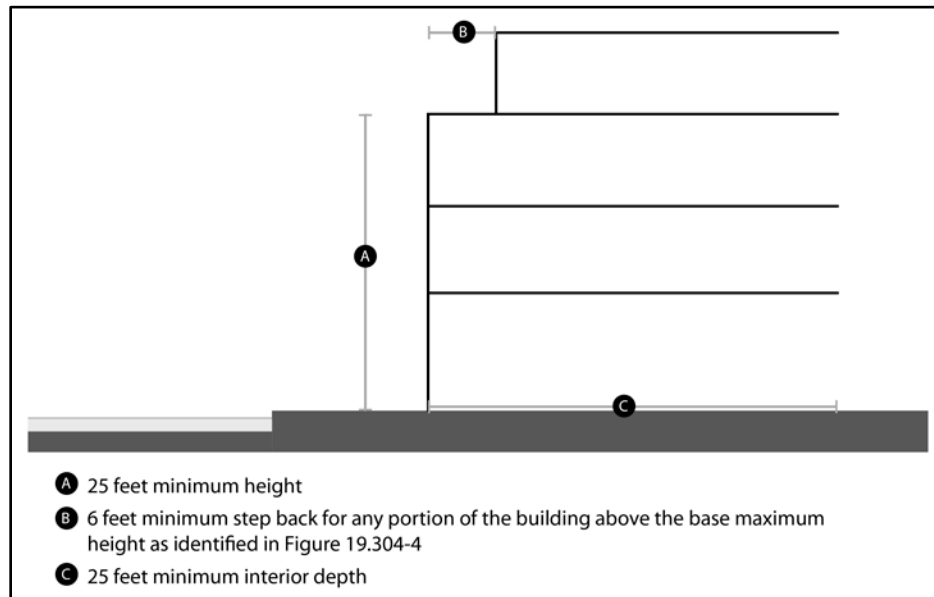
Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. A minimum building height is established to ensure that the traditional building scale for the downtown area is maintained.

2. Standards

- a. The minimum building height standards apply to new commercial, office, residential, and mixed use buildings.
- b. Minimum building heights are specified in Table 19.304.4.A. The minimum building height of 25 feet shall be met along all street frontages for a depth of at least 25 feet from the front of the building.
- c. Base maximum building heights are specified in Figure 19.304-4. Height bonuses are available for buildings that meet the standards of Subsection 19.304.5.B.3.
- d. Buildings shall provide a step back of at least 6 feet for any portion of the building above the base maximum height as identified in Figure 19.304-4.

Proposed Code Amendment

**Figure 19.304.5.B.2
Building Height Standards**



3. Height Bonuses

To incentivize the provision of additional public amenities or benefits beyond those required by the baseline standards, height bonuses are available for buildings that include desired public amenities or components; increase downtown vibrancy; and/or help meet sustainability goals.

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

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

New buildings that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED or Earth Advantage certified) are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

Height bonus eligibility shall be verified at the time of building permit submittal and shall be contingent upon submittal of green building certification. The height bonus may be binding under a development agreement and height bonus awards may be revoked, and/or other permits or approvals may be withheld, if the project fails to achieve certification.

4. Exemptions

The following are exempt from the minimum building height standards.

- a. Additions to existing buildings.
- b. Accessory structures.

- c. Buildings with less than 1,000 sq ft of floor area.

C. Flexible Ground-Floor Space

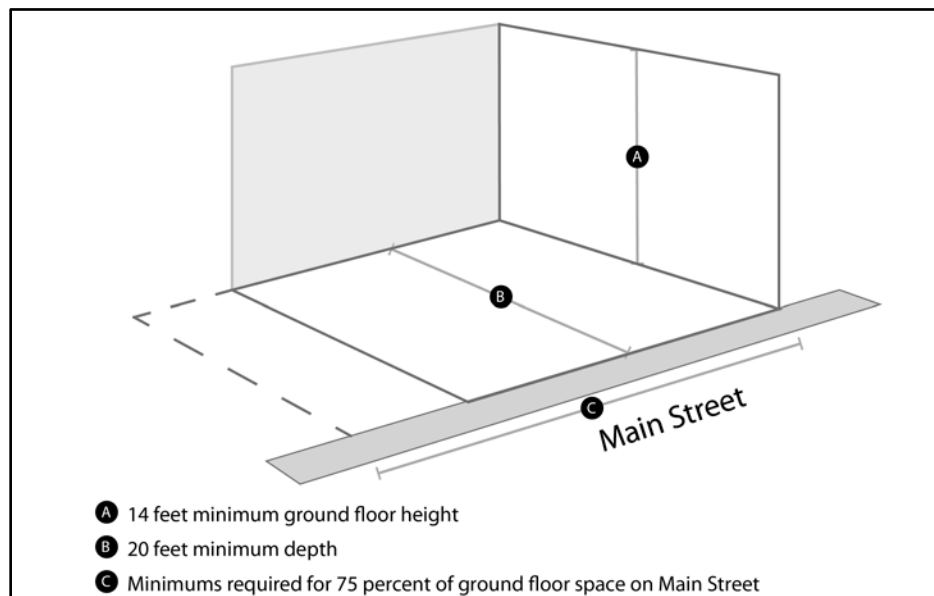
1. Intent

To ensure that new buildings in the downtown are designed and constructed to accommodate active uses such as retail and eating/drinking establishments.

2. Standards

- a. This standard applies to new buildings fronting Main Street.
- b. This standard is met when at least 75% of the ground-floor space in a new building meets the following requirements.
 - (1) The ground-floor height must be at least 14 feet, as measured from the finished floor to the ceiling, or from the finished floor to the bottom of the structure above (as in a multistory building). The bottom of the structure above is the lowest portion of the structure and includes supporting beams, and any heating, ventilation and/or fire suppression sprinkler systems.
 - (2) The interior floor area adjacent to Main Street must be at least 20 feet deep, as measured from the inside building wall or windows facing Main Street.

Figure 19.304.5.C.2
Flexible Ground-Floor Space Standards



3. Exemptions

Standalone residential buildings on Main Street as specified in Figure 19.304-2 are exempt from this requirement.

D. Street Setbacks/Build-to Lines

1. Intent

Buildings are allowed and encouraged to build up to the street right-of-way in the DMU zone. Required build-to lines are used in combination with the frontage occupancy

Proposed Code Amendment

requirements of Subsection 19.304.5.E and are established in specific areas of the downtown to ensure that the ground floors of buildings engage the street right-of-way (see Figure 19.304-5). The build-to line ensures compatibility and harmony between buildings, enabling a series of different buildings to maintain or establish a continuous vertical street wall.

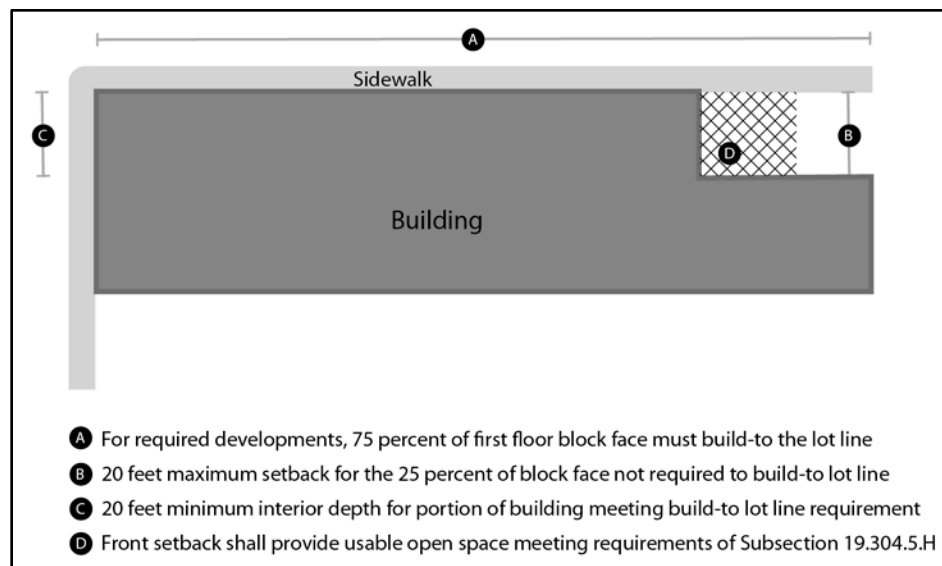
2. Standards

Figure 19.304.5.D.2 Street Setback and Build-To Lines

[GRAPHIC PLACEHOLDER]

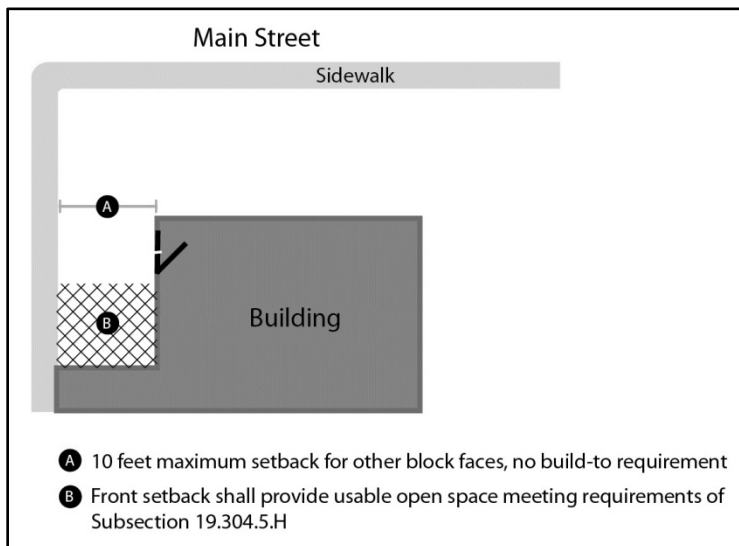
- a. No minimum street setbacks are required.
- b. First-floor build-to lines (required zero setbacks) are established for block faces identified on Figure 19.304-5. The build-to line applies to the portion of the building that is subject to the frontage occupancy requirements of Subsection 19.304.5.E as follows:
 - (1) For those block faces identified on Figure 19.304-5, 75% of the first floor shall be built to the front lot line (zero setback). The remaining 25% may be set back from the front lot line a maximum of 20 feet. The front setback shall provide usable open space, such as a public plaza or pedestrian amenities.

Figure 19.304.5.D.2.b(1&3) First-Floor Build-To Lines for Block Faces Identified on Figure 19.304-5



- (2) For other block faces, there is no build-to line requirement and the maximum setback shall be 10 feet. The front setback shall provide usable open space that meets the requirements of Subsection 19.304.5.H.

**Figure 19.304.5.D.2.b(2)
First-Floor Build-To Lines
for Other Block Faces**



- (3) The portions of the building used to meet the build-to line requirement in (1) above shall have a depth of at least 20 feet.

3. Exemption

The DMU zone is exempt from the clear vision area requirements of Chapter 12.24 of the Milwaukie Municipal Code, with the exception of driveway and street intersections with McLoughlin Boulevard.

E. Frontage Occupancy

1. Intent

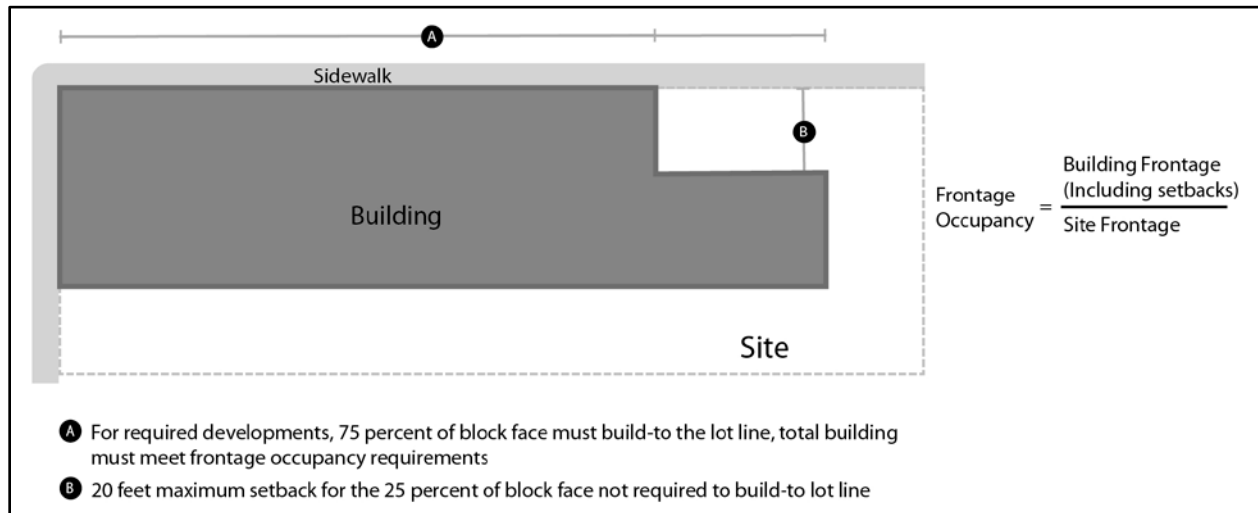
To ensure that buildings are used to create a "street wall" that contributes to a walkable and pedestrian-friendly environment.

2. Standards

Minimum frontage occupancy requirements are established for block faces identified on Figure 19.304-6. Frontage occupancy requirements are used in combination with the required build-to line of Subsection 19.304.5.D. The frontage occupancy requirements apply as follows:

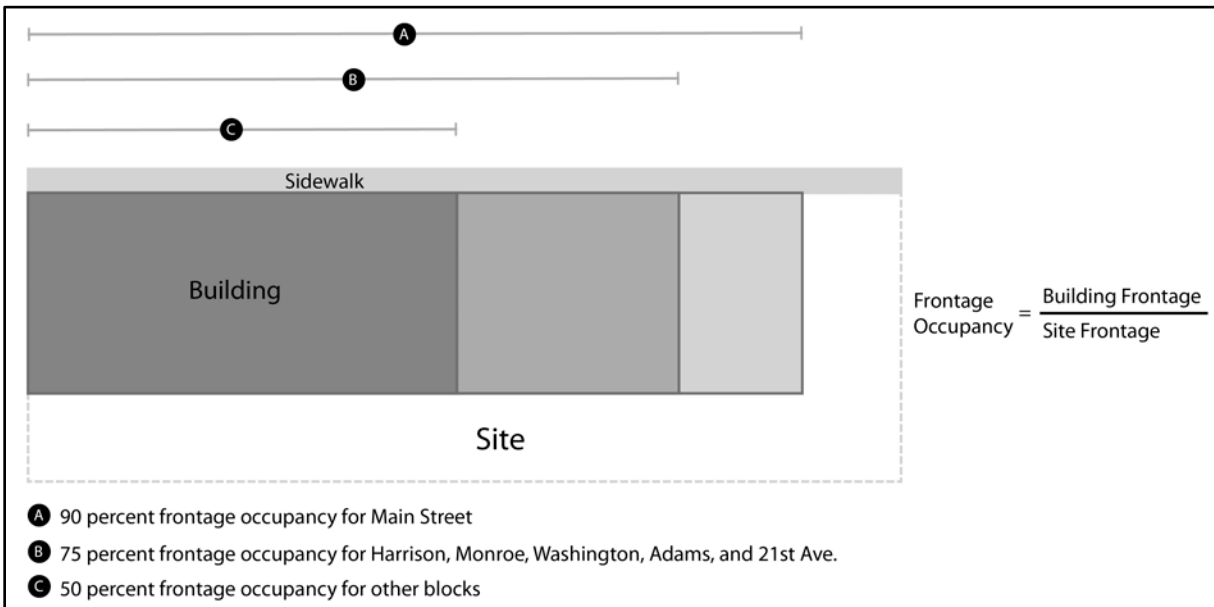
Proposed Code Amendment

Figure 19.304.5.E.2
Frontage Occupancy Requirements and Build-To Line



- a. For block faces that front on Main Street, 90% of the site frontage must be occupied by a building or buildings. If the development site has frontage on Main Street and another street, the frontage occupancy requirement must be met on Main Street only.
- b. For block faces that front on Harrison, Monroe, Washington, and Adams Streets and 21st Avenue, 75% of the site frontage must be occupied by a building or buildings. Except for (i) above, if the development site has frontage on one of the streets listed here and another street, the frontage occupancy requirement must be met on the streets listed here only.
- c. For other block faces, 50% of the site frontage must be occupied by a building or buildings. Except for (i-ii) above, if the development nsite has frontage on more than one street, the frontage occupancy requirement must be met on one street only.

**Figure 19.304.5.E.2.a-c
Frontage Occupancy Requirements**



- d. Building facades with recesses incorporated to comply with façade articulation requirements are considered to be occupying the site frontage if the recesses do not exceed 24 inches.

F. Primary Entrances

1. Intent

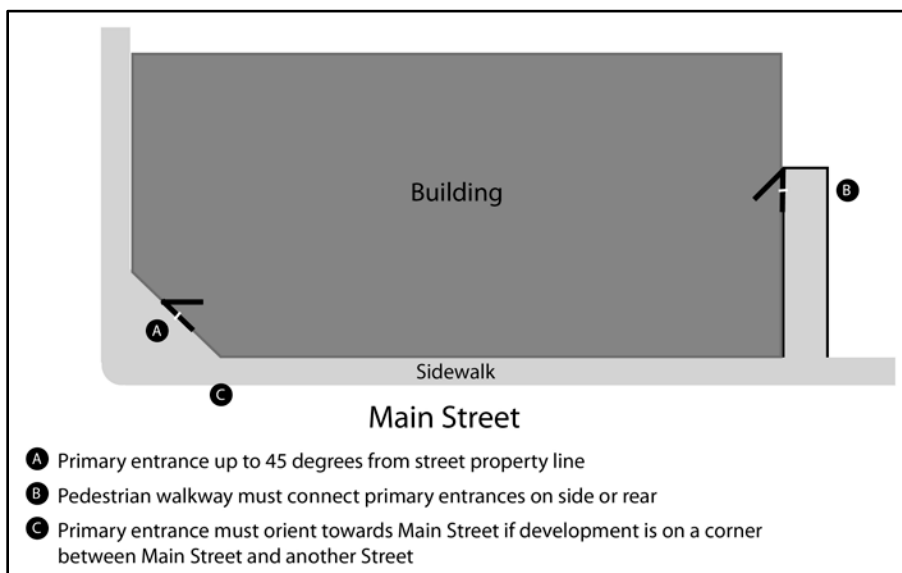
To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting 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 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 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 the corner of Main Street and another street, the primary entrance shall be oriented toward Main Street. If the development is on the corner of McLoughlin Boulevard and another street, the primary entrance may be oriented toward either street.

Proposed Code Amendment

**Figure 19.304.5.F.2
Primary Entrance Standards**



G. Off-Street Parking

1. Intent

The desired character for the DMU Zone, particularly along Main Street, is defined by a continuous façade of buildings close to the street, with adjacent on-street parking.

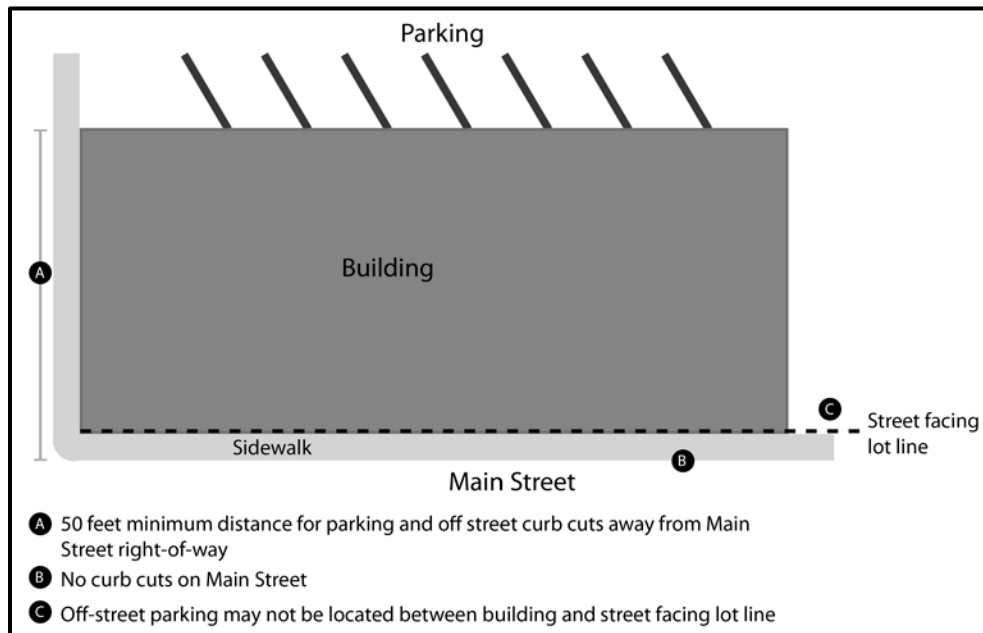
2. Standards

- Off-street parking for residential uses is required at the ratios established in Table 19.605.1. All other applicable standards of Chapter 19.600 apply.
- If off-street parking is provided for non-residential uses, the parking maximums in Table 19.605.1 shall apply. All other applicable standards of Chapter 19.600 shall also apply.
- Off-street surface parking lots (including curb cuts) shall not be located within 50 ft of the Main Street right-of-way.

The Planning Commission may permit off-street parking lots and curb cuts within 50 ft of the Main Street right-of-way only upon finding through Type III Variance Review pursuant to Section 19.911 that:

- The overall project meets the intent of providing a continuous façade of buildings close to Main Street;
 - The off-street parking area or curb cut is visually screened from view from Main Street; and
 - The community need for the off-street parking area or curb cut within 50 ft of Main Street outweighs the need to provide a continuous façade of buildings in that area.
- Off-street parking shall not be located between a building and the street-facing lot line.

**Figure 19.304.5.G.2
Off-Street Parking Standards**



3. Exemptions

All non-residential uses are exempt from the off-street parking requirements.

H. Open Space

1. Intent

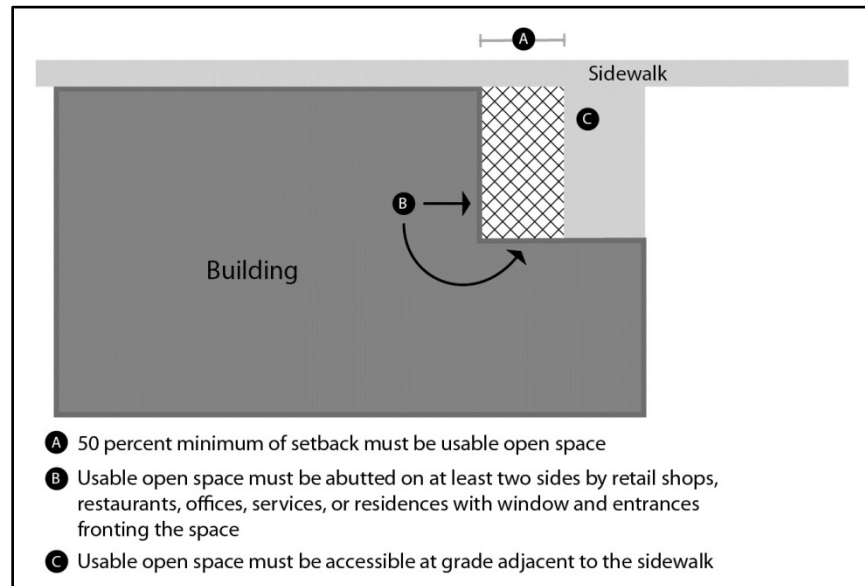
To provide amenities for downtown visitors and residents, promote livability, and help soften the effects of built and paved areas.

2. Standards

- a. When a building is set back from the sidewalk, at least 50% of the setback area shall be usable open space. Building setbacks cannot exceed the maximum setbacks established by Subsection 19.304.5.D and the frontage occupancy requirements of Subsection 19.304.5.E.
- b. Usable open space shall be abutted on at least two sides by retail shops, restaurants, offices, services, or residences with windows and entrances fronting on the space.
- c. Usable open space must be accessible at grade adjacent to the sidewalk.
- d. Open space may be hardscaped or landscaped, including plazas, courtyards, gardens, terraces, outdoor seating, and small parks.

Proposed Code Amendment

**Figure 19.304.5.H.2
Open Space Standards**



I. Transition Measures

1. Intent

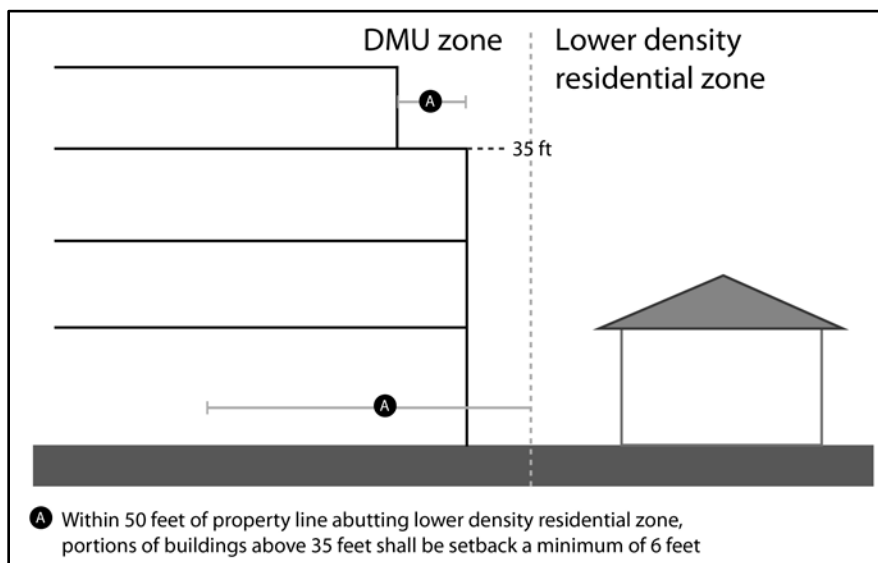
To minimize impacts of commercial or mixed use development on lower-density residential uses.

2. Standards

For properties north of Harrison Street and located within 50 feet of a lower-density residential zone (R-10, R-7, or R-5), the Transition Area Measures in Subsection 19.504.6 apply. In addition:

- a. Within 50 feet of the property line abutting lower density residential zones, buildings shall provide a step back of at least 6 feet for any portion of the building above 35 feet.
- b. The height bonuses in Subsection 19.304.5.B.3 cannot be applied within 50 feet of a lower-density residential zone.

**Figure 19.304.5.I.2
Transition Measure Standards**



J. Residential Density

1. Intent

There is a minimal amount of land available for new housing development within the downtown zones. Minimum densities are applied to residential development in the DMU zone to assure efficient use of land at densities that support transit use and nearby downtown businesses.

2. Standards

- a. Minimum densities for rowhouses and live/work units shall be 10 units per acre.
- b. Minimum densities for stand-alone multifamily dwellings and senior/retirement housing in the DMU Zone shall be 30 units per acre. Maximum residential densities are controlled by height limits.

3. Exemption

There are no minimum density requirements when residential units are developed as part of a mixed use building.

19.304.6 Public Area Requirements

A. Purpose

The Public Area Requirements (PAR) implement the Downtown and Riverfront Land Use Framework Plan. The purpose of the PAR is to ensure that, as revitalization occurs in downtown, there will be a consistent and high-quality public right-of-way that establishes a safe, comfortable, contiguous pedestrian-oriented environment. Public area requirements are defined as improvements within the public right-of-way and include, but are not limited to, sidewalks, bicycle lanes, on-street parking, curb extensions, lighting, street furniture, and landscaping. The PAR is implemented through Chapter 19.700 and the Milwaukie Public Works Standards.

B. Applicability, Review Process, and Standards

Proposed Code Amendment

Development in downtown zones is subject to the review process and standards of Chapter 19.700 as specified in the chapter's applicability provisions. Required public improvements along rights-of-way included in the PAR shall be consistent with the PAR as implemented in the Milwaukie Public Works Standards.

19.304.7 Additional Standards

Depending upon the type of use and development proposed, the following sections of Chapter 19.500 Supplementary Development Regulations 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 19.504 Site Design Standards
- B. Section 19.505 Building Design Standards
- C. Section 19.508 Downtown Site and Building Design Standards

19.304.8 Variances

The Planning Director or Planning Commission may authorize variances to the development standards under Subsection 19.304.4 in accordance with procedures of Section 19.911.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.401 WILLAMETTE GREENWAY ZONE WG

19.401.3 Limitations on Use

All land use actions and any change or intensification of use, or development permitted in the underlying zone, are conditional uses, subject to the provisions of Section 19.905.

Prohibited uses:

- A. Commercial, industrial and residential structures and residential accessory structures exceeding 35 ft in height west of McLoughlin Blvd;
 - B. Residential floating structures;
 - C. New private noncommercial boathouses or storage structures, including temporary structures;
 - D. New private noncommercial docks exceeding 400 sq ft;
 - E. Grading and tree cutting is prohibited in the buffer, except as allowed in Subsections 19.401.8.B.1 through 6.
-

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS**19.504 SITE DESIGN STANDARDS****19.504.6 Transition Area Measures**

Where commercial, mixed-use, or industrial development is proposed 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.
-

19.505 BUILDING DESIGN STANDARDS**19.505.3 Standards for Multifamily Housing****B. Applicability**

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

- 1. All new multifamily or congregate housing development is subject to the design elements in this subsection.
- 2. The following design elements are applicable for work that would construct a new building or increase the floor area on the site by more than 1,000 sq ft. Elements that are applicable only to additions do not apply to the site's existing development.
 - a. Subsection 19.505.3.D.1 Private Open Space, for the entire site.
 - b. Subsection 19.505.3.D.2 Public Open Space, for the entire site.
 - c. Subsection 19.505.3.D.5 Building Orientation and Entrances, only for additions or new buildings.
 - d. Subsection 19.505.3.D.6 Building Façade Design, only for additions or new buildings.
 - e. Subsection 19.505.3.D.7 Building Materials, only for additions or new buildings.
 - f. Subsection 19.505.3.D.8 Landscaping, for the entire site.
 - g. Subsection 19.505.3.D.9 Screening, only for additions or new buildings.
 - h. Subsection 19.505.3.D.11 Sustainability, only for new buildings.

Proposed Code Amendment

- i. Subsection 19.505.3.D.12 Privacy Considerations, only for additions or new buildings.
 - j. Subsection 19.505.3.D.13 Safety, only for additions or new buildings.
 - 3. Subsection 19.505.3.D.7 Building Materials is applicable for work that would replace more than 50% of the façade materials on a building within a 12-month period. The element applies only to the building on which the new façade materials are installed.
 - 4. Any activity not described in Subsections 19.505.3.D.2.a-c is exempt from the design elements in this subsection.
-

19.505.6 Standards for Live/Work Units
A. Purpose

This Section establishes regulations and standards for creating and operating live/work units as a primary use. The purposes of these provisions are to:

- 1. Allow for the creation of cost-efficient alternative work space that will provide an incentive for entrepreneurs, business owners, artists, artisans, and other individuals to work in Milwaukie and contribute to the City's economy;
- 2. Foster and encourage the development of small businesses;
- 3. Enliven the vitality of commercial corridors by encouraging on-site residential uses
- 4. Ensure the use and design of live/work units is compatible with the use and design of surrounding structures and development.

B. Applicability

These standards apply to live/work units, as defined in Section 19.201, wherever this use is allowed by the base zones in Chapter 19.300 or the overlay zones in Chapter 19.400.

- 1. Live/work units may be established through the conversion of existing buildings or through new construction.
- 2. The construction or creation of live/work units in the Downtown Mixed Use Zone is subject to the design standards and applicability of Subsection 19.508.
- 3. Development standards for live/work units are those of the base zone and 19.505.6.D.

C. Use Standards

- 1. Any nonresidential use allowed in the base zone within which a live/work unit is legally located may be conducted on the premises of that live/work unit.
- 2. At least one of the employees of the commercial portion of the live/work unit must reside in the unit. The residential portion shall not be rented or sold separately from the commercial space.
- 3. The ground floor of a live/work unit can be used for either commercial or residential purposes. When the ground floor is being used as part of the dwelling, the provisions of Subsection 19.508.4.E.5.e are not applicable.
- 3. A live/work unit is allowed instead of, or in addition to, a home occupation as defined by Section 19.201.

D. Development Standards

Proposed Code Amendment

In addition to the standards of the base zone, live/work units shall comply with all of the following standards.

1. The nonresidential portion of the unit shall occupy at least 25 percent of the gross floor area.
2. The nonresidential portion of the building shall be located on the ground floor and the residential unit on the upper floors or to the rear of the nonresidential portion.
4. Employees shall be limited to occupants of the residential portion of the building plus up to three persons not residing in the residential portion.

D. Design Standards

1. Live/work units are subject to the design standards of Subsection 19.508.
2. The transitional entry standards of Subsection 19.505.5.C.2 do not apply to live/work units.

19.505.7 Building Orientation to Transit

19.508 DOWNTOWN SITE AND BUILDING DESIGN STANDARDS

This section contains building design standards to be used with the Type I and II Downtown Design Reviews as established in Section 19.907 and to provide additional direction when the Downtown Design Guidelines are applied through a Type III Downtown Design Review process.

19.508.1 Purpose

The design standards contained in this section are intended to encourage building design and construction with durable, high-quality materials. The design standards will support the development of a cohesive, attractive, and safe downtown area and encourage private investment. The design standards do not prescribe a particular building or architectural style. Compliance with the standards is reviewed as part of a Type I or II Downtown Design Review.

19.508.2 Applicability

The design standards in this section generally apply to the street-abutting facades of nonresidential, mixed use and residential-only multifamily buildings within the downtown zones. More detailed applicability language is provided at the beginning of each specific standard. Development is subject to the standards of this section as described below.

A. New development

1. All new development is subject to the standards of this section.
2. New development that does not meet one or more standards of this section is subject to Type III Downtown Design Review per Section 19.907 and review against the purpose statement and Downtown Design Guideline(s) related to that standard.

B. Expansions, additions, and/or changes to existing buildings or structures

The following elements are applicable to the expansions of and/or additions to existing buildings or structures. Elements that are applicable to expansions or additions do not apply to existing buildings unless stated below. Expansions or additions that bring the building or structure out of conformance, or further out of conformance if already nonconforming, with

Proposed Code Amendment

the applicable design standard or standards are subject to Chapter 19.800 Nonconforming Uses and Development or Section 19.907 Downtown Design Review.

1. Expansions or additions that add 250 sq ft or less, and are not visible from the pedestrian level of adjacent streets, sidewalks, courtyards, and/or public parks or pedestrian walkways are exempt from the design standards of Section 19.508.
2. Expansions or additions to the street-abutting façade are subject to the following standards:
 - a. Subsection 19.508.4.A.2. Building Façade Details for the area of expansion or addition only.
 - b. Subsection 19.508.4.B Corners if applicable.
 - c. Subsection 19.508.4.C Weather Protection if the addition or expansion includes a building entry.
 - d. Subsection 19.508.4.D.3 For existing development, only for the area of the expansion.
 - e. Subsection 19.508.4.E Windows and Doors, only for the area of expansion or addition.
 - f. Subsection 19.508.4.F Roofs and Rooftop Equipment for expansions that include an additional floor, a new roof, and/or new rooftop equipment.
 - g. Subsection 19.508.4.G Open Space/Plazas.

C. Replacement of materials

The following elements are applicable for work that would replace any of the façade materials on a building or change elements of the façade such as windows, doors, awnings, canopies, and other structural elements. The element applies only to the portion of the facade on which the new materials are installed or the structural element being replaced.

1. Subsection 19.508.4.A.2.a(1)(b) for replacement of more than 25% of the building façade materials.
2. Subsection 19.508.4.A.2.a(2)(b) for replacement of more than 25% of the building façade materials..
3. Subsection 19.508.4.A.2.b Horizontal building façade for replacement of more than 25% of the building façade materials.
4. Subsection 19.508.4.D.3 For existing development.

- D. Any activity not described in Subsections 19.508.2.A-C is exempt from the design standards of this section.

19.508.3 Review Process

Design standards for development in downtown Milwaukie are applied through Downtown Design Review as established in Section 19.907. Projects subject to Downtown Design Review are described in the applicability language in Subsection 19.907.2.

For those projects that are subject to Downtown Design Review, there are three possible review paths. Regardless of the review process, the applicant must demonstrate how the applicable standards or guidelines are being met.

A. Type I

Proposed Code Amendment

This provides for a Type I review process using clear and quantifiable design standards. It is intended to apply limited design standards to smaller building and site renovation projects.

B. Type II

This provides for a Type II process that requires staff review utilizing clear and quantifiable design standards. It generally applies to new development and renovation/remodeling projects.

C. Type III

This provides for a discretionary Type III review process through which the Design and Landmarks Committee and Planning Commission determine substantial consistency with the *Milwaukee Downtown Design Guidelines* document. The discretionary process uses design guidelines that are more discretionary in nature and are intended to provide the applicant with more design flexibility.

Designing a project to meet the quantifiable design and development standards would result in an administrative (Type I or Type II) review process. However, applicants, at their discretion, may choose to use the Type III process with the Design and Landmarks Committee and Planning Commission.

19.508.4 Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.508.2 shall meet the following design standards. An architectural feature may be used to comply with more than one standard.

A. Building Façade Details

1. Purpose

To provide cohesive and visually interesting building facades in the downtown, particularly along the ground floor.

2. Nonresidential and mixed use buildings

The following standards apply only to nonresidential and mixed use buildings.

a. Vertical building façade

Nonresidential and mixed use buildings two stories and above shall provide a defined base, middle, and top.

(1) Base

The base extends from the sidewalk to the bottom of the second story or the belt course/string course that separates the ground floor from the middle of the building. The building base shall be defined by providing all of these elements:

- (a) The street-facing ground floor shall be divided into distinct architectural bays that are no more than 30 feet on center. For the purpose of this standard, an architectural bay is defined as the zone between the outside edges of an engaged column, pilaster, post, or vertical wall area.
- (b) The building base shall be constructed of brick, stone, or concrete to create a "heavier" visual appearance.
- (c) Weather protection that complies with the standards of MMC 19.508.3.

Proposed Code Amendment

(d) Windows that comply with the standards of MMC 19.508.5.

(2) Middle

The middle of a building extends from the top of the building base to the ceiling of the highest building story. The middle is distinguished from the top and base of the building by use of building elements. The middle of the building shall be defined by providing all of the following elements:

(a) Windows that comply with the standards of MMC 19.508.5.

(b) One of the following elements:

(i) A change in exterior cladding, and detailing and material color between the ground floor and upper floors. Differences in color must be clearly visible.

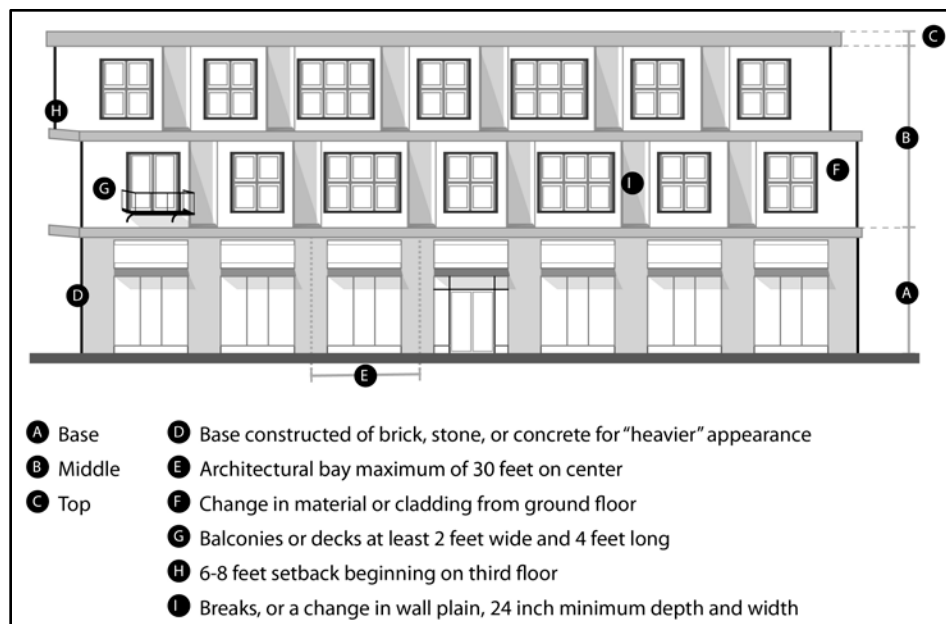
(ii) Either street-facing balconies or decks of at least 2 feet in depth and 4 feet in width, or a 6-foot minimum building step-back on the third floor or higher, for at least 25% of the length of the building.

(c) A change in wall plane of not less than 24 inches in depth and 24 inches in width. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, pediment, coursing, column, marquee, or similar architectural feature.

(3) Top

The top of the building extends from the ceiling of the uppermost floor to the highest vertical point on the roof of the building, and is the roof form/element at the uppermost portion of the façade that visually terminates the façade. The top of the building shall provide roofs that comply with the standards of MMC 19.508.5.

Figure 19.508.4.A.2.a
Vertical Building Façade Details

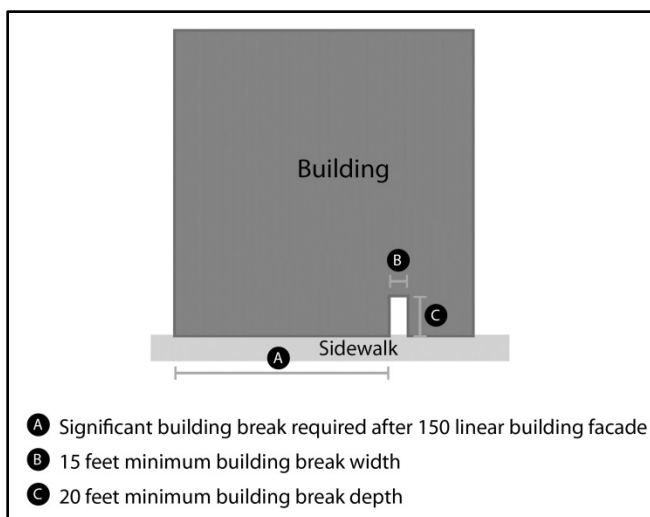


Proposed Code Amendment

b. Horizontal building façade

- (1) Horizontal datum lines, such as belt lines, cornices, or upper floor windows, shall line up with adjacent façades if applicable.
- (2) Significant breaks shall be created along building façades at least every 150 linear feet by either setting the façade back at least 20 feet or breaking the building into separate structures. Breaks shall be at least 15 feet wide and shall be continuous along the full height of the building. The area or areas created by this break shall meet the standards of Subsection 19.304.5.H.

Figure 19.508.4.A.2.b
Horizontal Building Façade Details



3. Residential buildings

- a. Standalone multifamily residential buildings are subject to the objective standards of Subsection 19.505.3.D.6 Building Façade Design, with the exception of the private and public open space requirements of Table 19.505.3.D.1 and 2. The open space requirements of Subsection 19.508.5 apply to standalone multifamily residential buildings in downtown.
- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 Standards for Rowhouses, as revised by Subsection 19.304.3.B.
- c. Live/work units are subject to the objective standards in Subsection 19.505.6 Standards for Live/Work Units.

B. Corners

1. Purpose

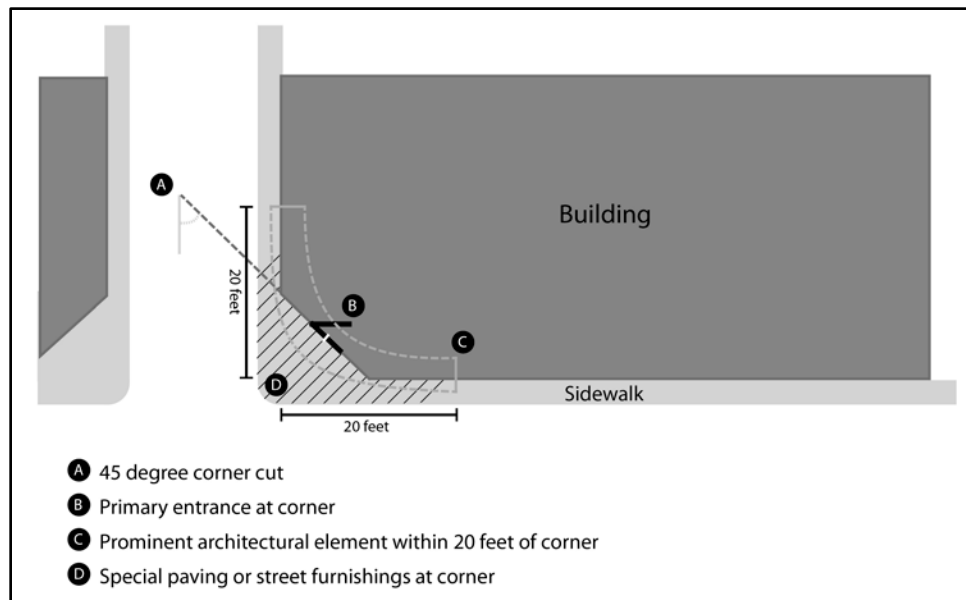
To create a strong architectural statement at street corners and establish visual landmarks and enhance visual variety.

2. Nonresidential or mixed use buildings

Nonresidential or mixed-use buildings at the corner of two public streets or a street and public area, park or plaza (for the purposes of this standard an alley is not considered a public street) shall incorporate two 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, or a similar dimension "rounded" corner;
- d. A combination of special paving materials, street furnishings and, where appropriate, plantings, in addition to the front door.

**Figure 19.508.4.B.2
Corner Standards**



C. Weather Protection

1. Purpose

Create an all-season pedestrian environment.

2. Weather protection required

All buildings shall provide weather protection for pedestrians as follows:

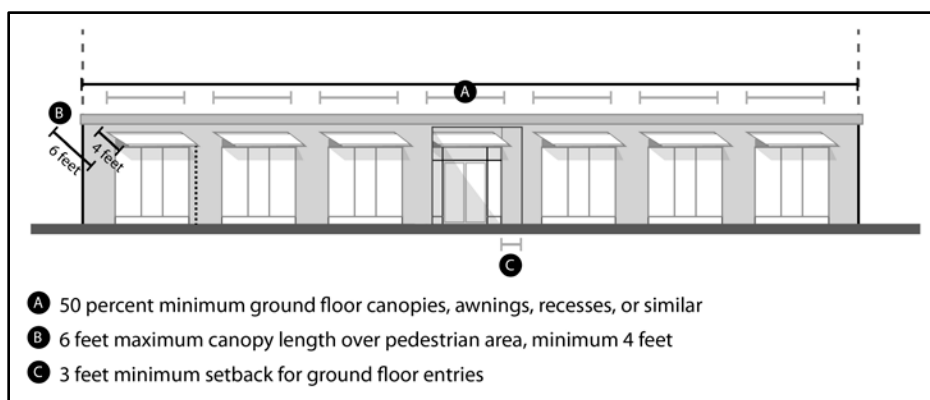
a. Minimum weather protection coverage.

- (1) All ground-floor building entries shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.
- (2) Permanent awnings, canopies, recesses or similar weather protection shall be provided along at least 50 percent of the ground-floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way.
- (3) Weather protection used to meet the above standard shall extend at least 4 feet and no more than 6 feet over the pedestrian area, and a maximum of 4 feet into the public right-of-way. Balconies meeting these dimensional requirements can be counted toward this requirement.

Proposed Code Amendment

- (4) In addition, the above standards do not apply where a building has a ground-floor dwelling, as in a mixed-use development or live-work building, and the dwelling entrance has a covered entrance.
- 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.

**Figure 19.508.4.C.2
Weather Protection Requirements**



D. Exterior Building Materials

1. Purpose

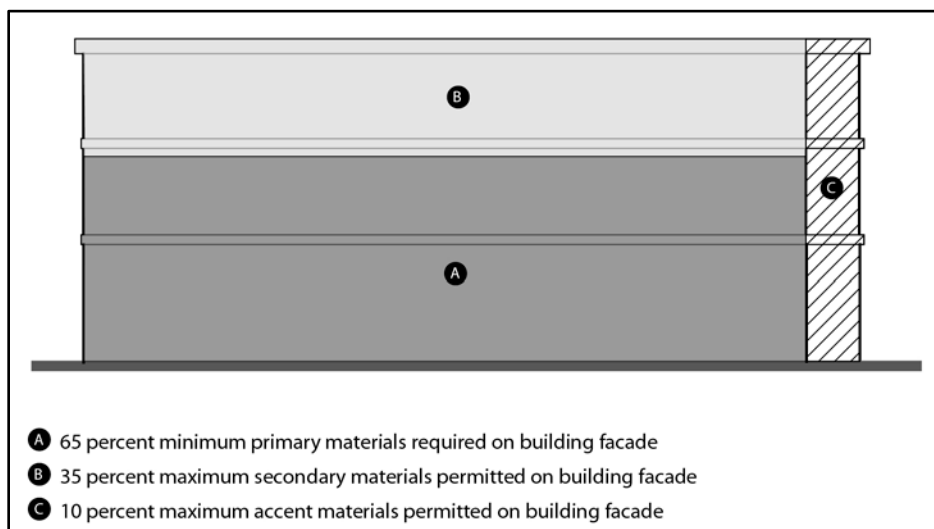
To encourage the construction of attractive buildings with materials that evoke a sense of permanence and are compatible with downtown Milwaukie and the surrounding built and natural environment.

2. Exterior wall standards

The following standards are applicable to the street-facing facades of all new buildings. For the purposes of this standard, street-facing facades are those abutting streets, courtyards, and/or public squares in all of the downtown. Table 19.508.4.D specifies the primary, secondary and prohibited material types referenced in this standard.

- a. Buildings shall utilize primary materials for at least 65% of each building facade.
- b. Secondary materials are permitted on no greater than 35% of each building facade.
- c. Accent materials are permitted on no greater than 10% of each building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- d. Buildings shall not use prohibited materials on any exterior wall, whether or not it is a street-facing facade.

Figure 19.508.4.D.2
Exterior Wall Standards



3. For existing development

Façade modifications that affect more than 50% 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 19.508.4.D
Downtown Exterior Building Materials

Material Type	Nonresidential and Mixed Use	Residential
Brick	P	P
Stone/masonry	P	P
Genuine stucco	P	P
Glass (transparent, spandrel)	P	P
Finished wood, wood veneers and wood siding	P	P
Finished metal panels, such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish	S	S
Concrete blocks with integral color (ground, polished or glazed finishes)	S	S
Concrete (poured in place or precast)	S	S
Fiber reinforced cement siding and panels	S	S
Ceramic tile	S	S
Concrete blocks with integral color (split face finish)	A	A
Standing seam and corrugated metal	A	A
Glass block	A	A
Vegetated wall panels or trellises	A	A
Vinyl siding	N	N
Plywood paneling	N	N

Proposed Code Amendment

Exterior insulation finishing system (EIFS) or other synthetic stucco panels	N	N
Plastic or vinyl fencing	N	N
Chain link fencing	N	N

P = Primary Material

S = Secondary Material

A = Accent Material

N = Prohibited Material

E. Windows and Doors

1. Purpose

To enhance street safety and provide a comfortable pedestrian environment by adding interest to exterior facades, allowing for day lighting of interior space and creating a visual connection between interior and exterior spaces.

2. Main Street

For block faces along Main Street, 50% 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.

3. Other streets

For all other block faces, the exterior wall(s) of the building facing the street/sidewalk must meet the following standards:

- a. 40% of the ground-floor street wall area must consist of openings; i.e. windows or glazed doors.
- b. Along McLoughlin Blvd the required coverage is 30%. The provisions of B(2) through B(6) also apply.

4. Upper level

Along all block faces, the following standards are applicable on the upper level building facades facing a street or public space.

- a. Upper building stories shall provide a minimum of 30% glazing. For the purposes of this standard, minimum glazing includes windows and any glazed portions of doors.
- b. The required upper floor window/door percentage does not apply to floors where sloped roofs and dormer windows are used.
- c. A minimum of 60% of all upper floor windows shall be vertically oriented. This vertical orientation applies to grouped window arrays as opposed to individual windows.

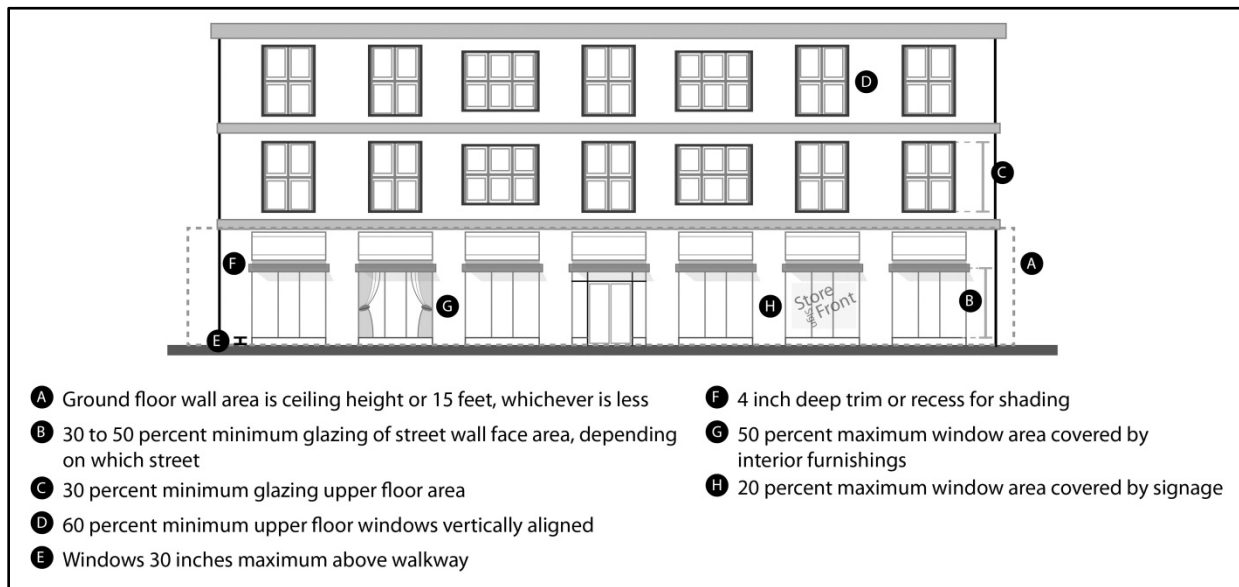
5. General standards

- a. 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.
- b. All buildings with nonresidential ground-floor windows must have a visible transmittance (VT) of 0.6 or higher.

Proposed Code Amendment

- c. 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.
 - d. The bottom edge of windows along pedestrian ways shall be constructed no more than 30 inches above the abutting walkway surface.
 - e. Ground-floor windows for nonresidential buildings shall allow views into storefronts, working areas, or lobbies. No more than 50 percent of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves.
 - f. Signs are limited to a maximum coverage of 20 percent of the required window area.
6. Prohibited window elements
- For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:
- a. Reflective, tinted, or opaque glazing
 - b. Simulated divisions (internal or applied synthetic materials)
 - c. Exposed, unpainted metal frame windows

Figure 19.508.4.E
Windows and Doors



F. Roofs and Rooftop Equipment

1. Purpose

To create a visually interesting condition at the top of the building that enhances the quality and character of the building.

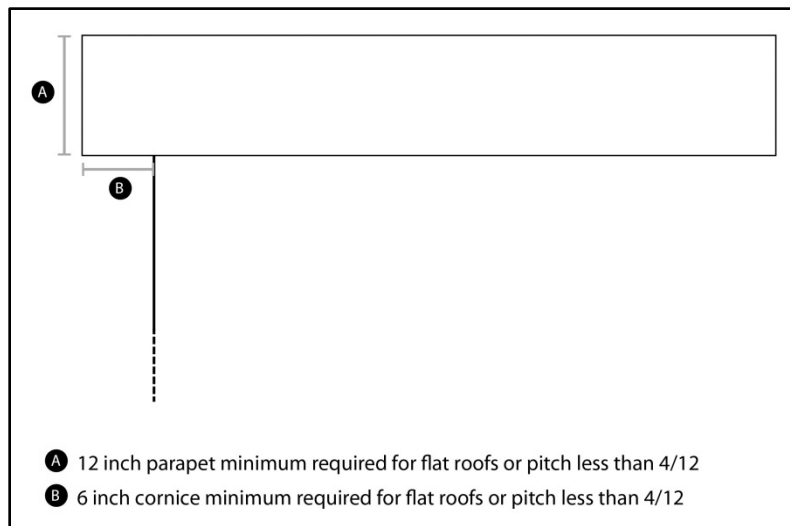
2. Roof forms

- a. The roof form of a building shall follow one (or a combination) of the following forms:

Proposed Code Amendment

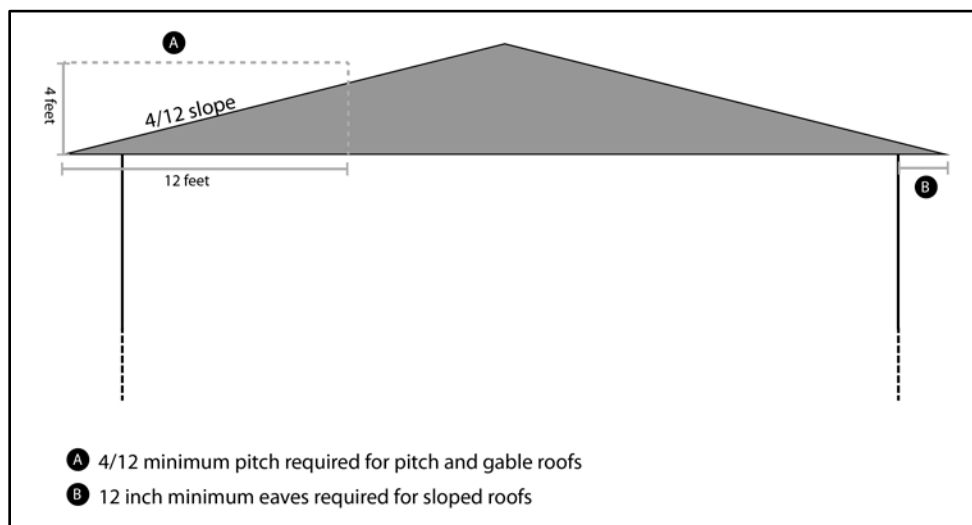
- (1) Flat roof with parapet or cornice
 - (2) Hip roof
 - (3) Gabled roof
 - (4) Dormers
 - (5) Shed roof.
- b. All flat roofs or those with a pitch of less than 4/12 shall be architecturally treated or articulated with a parapet wall that projects vertically above the roof line at least 12 inches and/or a cornice that projects from the building face at least 6 inches.

Figure 19.508.4.F.2.b
Flat Roof with Parapet or Cornice



- c. All hip or gables roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.
- d. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.

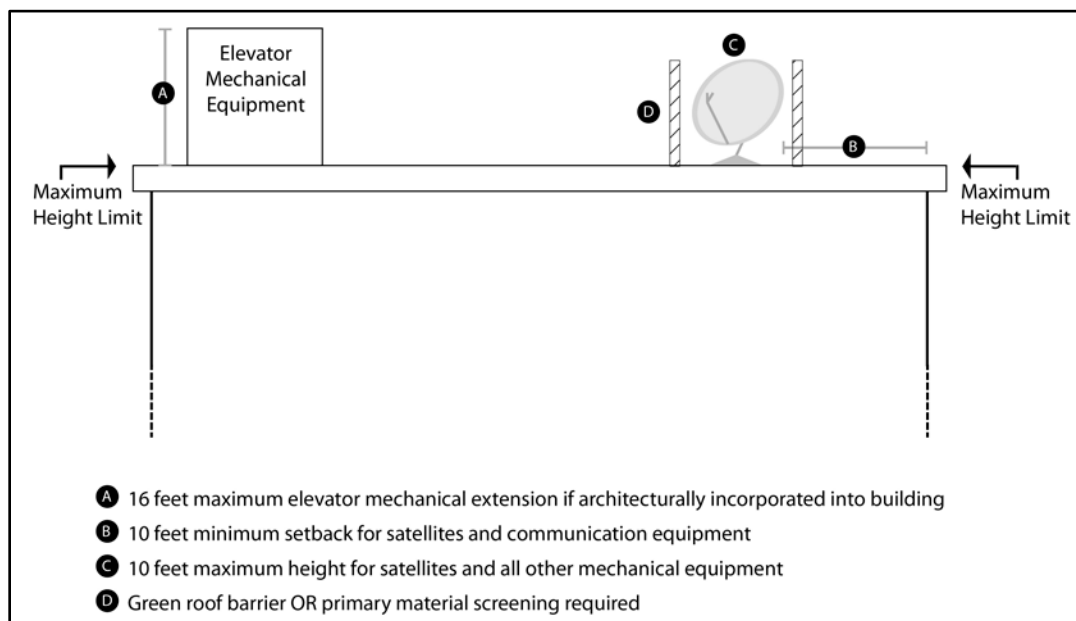
Figure 19.508.4.F.2.c&d
Pitch and Gable Roofs



- 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.
3. Rooftop equipment and screening
 - 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, if set back a minimum of 5 ft from the outer edge of the roof.
 - 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 10 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.

Proposed Code Amendment

**Figure 19.508.4.F.3
Rooftop Equipment and Screening**



4. Rooftop structures

Rooftop structures related to shared outdoor space, such as arbors, trellises, or porticos related to roof decks or gardens, shall not be included in the building's maximum height calculation, as long as they do not exceed 10 feet in height.

G. Open Space/Plazas

1. Intent

To assure adequate public and private open space in the downtown.

2. Mixed use and residential development

The following standards apply to mixed use buildings with more than 4 residential units and residential-only multifamily developments.

a. Outdoor space required

50 square feet of private or common open space is required for each dwelling unit. The open space may be allocated exclusively for private or common use or may be a combination of the two uses.

b. Common Open Space

- (1) Common open space may be provided in the form of decks, shared patios, roof gardens, recreation rooms, lobbies or other gathering spaces created strictly for the tenants and not associated with storage or circulation. Landscape buffer areas may not be used as common open space unless active and passive uses are integrated into the space and its use will not adversely affect abutting properties.
- (2) With the exception of roof decks or gardens, outdoor common open space shall be abutted on at least two sides by residential units or by nonresidential uses with windows and entrances fronting on the space.

c. Private Open Space

- (1) Private open space may be provided in the forms of a porch, a deck, a balcony, a patio, a terrace, or other private outdoor area.
- (2) The private open space provided shall be contiguous with the unit.
- (3) Balconies used for entrances or exits shall not be considered as private open space except where such exits or entrances are for the sole use of the unit.
- (4) Balconies may project up to a maximum of 4 feet into the public right-of-way.

d. Credit for open space

An open space credit of 50% may be granted when a development is directly adjacent to or across a public right-of-way from an improved public park.

19.508.5 Variances

Variances cannot be granted for the design standards of Section 19.508. Projects that cannot meet the design standards in this section must be reviewed through a Type III Downtown Design Review and demonstrate compliance with the Milwaukie Downtown Design Guidelines, pursuant to Section 19.907.

CHAPTER 19.600 OFF-STREET PARKING AND LOADING

19.601 PURPOSE

Chapter 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of Chapter 19.600 is to: provide adequate, but not excessive, space for off-street parking; avoid parking-related congestion on the streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; improve the appearance of parking areas; and minimize environmental impacts of parking areas.

Regulations governing the provision of on-street parking within the right-of-way are contained in Chapter 19.700. The management of on-street parking is governed by Chapter 10.20. Chapter 19.600 does not enforce compliance with the Americans with Disabilities Act (ADA). ADA compliance on private property is reviewed and enforced by the Building Official.

19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

The purpose of Section 19.605 is to ensure that development provides adequate, but not excessive, vehicle parking based on their estimated parking demand. Subsection 19.605.1 establishes parking ratios for common land uses, and Subsection 19.605.3 allows certain exemptions and reductions to these ratios based on location or on-site amenities. Modifications to the established parking ratios and determinations of parking requirements for unique land uses are allowed with discretionary review per Subsection 19.605.2.

Nonresidential development in the Downtown Mixed Use (DMU) and Open Space (OS) Zones are exempt from the requirements of Section 19.605.

19.606 PARKING AREA DESIGN AND LANDSCAPING

19.606.2 Landscaping

B. General Provisions

1. Parking area landscaping shall be required for the surface parking areas of all uses, except for cottage clusters, rowhouses, duplexes, and single-family detached dwellings. Landscaping shall be based on the standards in Subsections 19.606.2.C-E.
 2. Landscaped areas required by Subsection 19.606.2 shall count toward the minimum amount of landscaped area required in other portions of Title 19.
 3. Parking areas with 10 or fewer spaces in the Downtown Mixed Use Zone are exempt from the requirements of Subsection 19.606.2.
-

19.608 LOADING

19.608.1 General Provisions

- A. The purpose of off-street loading areas is to contain loading activity of goods on-site and avoid conflicts with travel in the public right-of-way; provide for safe and efficient traffic circulation on the site; and minimize the impacts of loading areas to surrounding properties.

- B. Off-street loading areas may be required for commercial, industrial, public, and semipublic uses for the receipt or distribution of merchandise, goods, or materials by vehicles. Off-street loading is not required in the Downtown Mixed Use Zone.
-

19.609 BICYCLE PARKING

19.609.1 Applicability

Bicycle parking shall be provided for all new commercial, industrial, community service use, and multifamily residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from Section 19.609. Bicycle parking shall be provided in the Downtown Mixed Use Zone and at transit centers.

19.611 PARKING STRUCTURES

The purpose of Section 19.611 is to regulate the design and location of structured parking, and to provide appropriate incentives for the provision of structured parking. Structured parking is allowed to accommodate parking that is required for a specific use, or as a parking facility that is a use by itself.

19.611.1 Permitted Zones and Review Procedures

- A. Parking structures, including underground parking, are allowed in all zoning districts except the R-10, R-7, R-5, and Open Space Zones. A parking structure can be permitted through approval of a Community Service Use application in all zones except the Open Space Zone.
-

CHAPTER 19.900 LAND USE APPLICATIONS**19.907 DOWNTOWN DESIGN REVIEW****19.907.1 Purpose**

Downtown Design Review is intended to achieve the following purposes:

- A. Preserve and enhance the character of downtown Milwaukie;
- B. Ensure a degree of order, harmony, and quality in the downtown, providing buildings and projects that are attractive individually yet contribute to a downtown that is unified and distinctive as a whole;
- C. Ensure that new development and alterations or enlargement of existing development are consistent with the downtown site and building design standards of Section 19.508 or Downtown Design Guidelines;
- D. Implement the vision of the Downtown and Riverfront Land Use Framework Plan; and
- E. Provide a design review process that allows applicants to choose standards or more flexible discretionary guidelines.

19.907.2 Applicability

Applications for Downtown Design Review shall be processed through a Type I, II, or III procedure in accordance with Chapter 19.1000, as follows:

A. Exemptions

Downtown Design Review does not apply to the following projects:

- 1. Demolition, unless listed on the City of Milwaukie Historic Resource Inventory and subject to the standards of Section 19.403
- 2. Building additions of less than 250 square feet that are not visible from streets, sidewalks, courtyards, and/or public parks or pedestrian walkways
- 3. Maintenance, restoration and repair of a building in a manner that is consistent with previous approvals and/or necessary for safety. Examples include paint retouching and other routine upkeep of the building exterior, and in-kind restoration or replacement of damaged materials. Maintenance, restoration, and repair does not include replacement of materials due to obsolescence.
- 4. Minor building or site upgrades needed to bring an existing development into compliance with the Americans with Disabilities Act
- 5. Exterior painting and weatherproofing
- 6. Any exterior project that doesn't require a building permit
- 7. Interior remodeling

B. Type I

The following projects are subject to Type I Downtown Design Review:

- 1. Demolition or replacement of less than 25% of the surface area of any exterior wall or roof
- 2. Addition, elimination, or change in location of windows that does not decrease the overall percentage of window coverage

Proposed Code Amendment

3. Addition, elimination, or change in location of entry doors and loading doors.
4. Addition of new, or change to existing, awnings, canopies, and other mounted structures to an existing façade
5. For commercial and mixed use developments, modification of up to 15% of on-site landscaping with no reduction of the overall landscaping percentage. Modification refers to changing the hardscape elements and the location of required landscaped areas and/or trees
6. Modification of an off-street parking area with no reduction in parking spaces or increase in paved area, including restriping.
7. Addition of new fences and/or retaining walls of 4 ft in height or less
8. Change of existing grade
9. An increase in floor area proposed for a nonresidential use of less than 10% up to a maximum of 2,000 square feet.
10. A reduction in the area reserved for common open space and/or usable open space which does not reduce the open space area below the minimum required or reduces the open space area by less than 10 percent. Reduction of the open space area below the minimum required requires Variance Review per Chapter 19.911.
11. A new stand-alone multifamily residential building or addition that meets the objective design standards in Table 19.505.3.D. Applicants may elect to process a stand-alone residential building through Type II Downtown Design Review if the applicant prefers to meet the design standards of Section 19.508.

C. Type II

The following projects are subject to Type II Downtown Design Review:

1. New development that meets the design standards of Section 19.508.
2. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof
3. Addition, elimination, or change in location of windows that decreases the overall percentage of window coverage
4. For commercial and mixed use developments, modification of more than 15% of on-site landscaping or modification that results in a reduction of overall landscaping percentage. Modification refers to changing the hardscape elements and the location of required landscaped areas and/or trees
5. Modification of an off-street parking area that results in a reduction in parking spaces and/or an increase in paved area.
6. Addition of new fences and/or retaining walls of more than 4 ft in height
7. An increase in floor area proposed for a nonresidential use by more than 10% or 2,000 square feet, whichever is greater.
8. A reduction in the area reserved for common open space and/or usable open space which reduces the open space area by 10 percent or more
9. An increase in the height of an existing building up to the maximum height.

Proposed Code Amendment

10. A reduction in the area reserved for common open space and/or usable open space which reduces the open space area below the minimum required or reduces the open space area by more than 10%.
11. A new stand-alone multifamily residential building or addition that satisfies the design guidelines in Table 19.505.3.D. Applicants may elect to process a stand-alone residential building through Type II Downtown Design Review if the applicant prefers to meet the design standards of Section 19.508.

D. Type III

The following projects are subject to Type III Downtown Design Review:

1. Any project, at the applicant's option
2. A project, addition, or expansion that is unable to meet one or more of the design standards of Sections 19.508.
3. A project that does not fit the applicability for Type I or Type II review.
4. Applicants may elect to process a stand-alone multifamily residential building through Type III Downtown Design Review rather than Type I or Type II Development Review if additional design flexibility is desired.

19.907.3 Review Process

A. General Provisions

Downtown design review generally includes review of the proposed structure(s) and site improvements for compliance with applicable design standards. For expansions or modifications of existing development, the review is limited to the modified portions of the site or structure and any other site improvements that may be affected by the proposed modifications.

B. Review Types

To achieve the purpose of the downtown design standards, there are three Downtown Design Review processes through which to apply for approval:

1. Type I

The ministerial review track provides for a Type I review process pursuant to Section 19.1004 using the design standards in Section 19.508. It is generally intended for smaller building and site renovation projects listed in Subsection 19.907.2.B.

2. Type II

The administrative review track provides for a Type II process pursuant to Section 19.1005 that requires staff review utilizing the standards in Section 19.508. It generally applies to new development and renovation/remodeling projects listed in Subsection 19.907.2.C.

3. Type III

The discretionary review track provides for a Type III review process pursuant to Section 19.1006 through which the Design and Landmark Committee and Planning Commission determine substantial consistency with the purpose statement of the relevant standard or standards and the *Milwaukee Downtown Design Guidelines*. It generally applies to new development and renovation/remodeling projects listed in Subsection 19.907.2.D.

C. Review Options

Designing a project to the design standards would result in a Type I or II review process. However, applicants, at their option, may choose to use Type III discretionary review.

Through Type III review, applicants can address Downtown Design Review requirements through a combination of satisfying certain design standards, and in instances where they elect not to utilize design standards, satisfy the purpose statement of the applicable standard or standards and the applicable design guidelines instead. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable design guidelines only.

19.907.4 Application

Applications for Downtown Design Review shall be filed with the Planning Department on forms prescribed by the Planning Director. The applicant shall demonstrate compliance with applicable zoning criteria. In addition to all information specified on the "Submittal requirements" and "Site plan requirements" forms, each application for Downtown Design Review shall be accompanied by the following information:

- A. Completed Downtown Design Review checklist (for Type III only).
- B. Written statement that describes the following:
 - 1. For Type I and II Downtown Design Review, how the proposal is consistent with applicable downtown design standards in Section 19.508.
 - 2. For Type III Design Review, how the proposal meets applicable design guidelines in the *Milwaukie Downtown Design Guidelines* document.
- C. Show footprints of surrounding buildings, including driveways and pedestrian connections.
- D. Location, dimension, and setbacks of all proposed buildings, structures, walls, and fences.
- E. Dimensioned building elevations indicating height, exterior materials, colors, and details of exterior architectural features, such as cornices, windows, and trim.
- F. A streetscape drawing showing the relationship of the proposed project to adjacent buildings.
- G. Frontage improvements in the public right-of-way per the Public Works Standards.

19.907.5 Approval Criteria**A. Type I Downtown Design Review**

An application for Type I Downtown Design Review shall be approved when all of the following criteria have been met:

- 1. Compliance with Title 19
- 2. Compliance with applicable design standards in Section 19.508 and any prior land use approvals

B. Type II Downtown Design Review

An application for Type II Downtown Design Review shall be approved when all of the following criteria have been met:

- 1. Compliance with Title 19
- 2. Compliance with applicable design standards in Section 19.508

Proposed Code Amendment

C. Type III Downtown Design Review

An application for Type III Downtown Design Review shall be approved when all of the following criteria have been met:

1. Compliance with Title 19
2. Compliance with applicable design standards in Section 19.508.
3. Substantial consistency with the purpose statement of the applicable design standard and the applicable Downtown Design Guideline(s) being utilized in place of an applicable design standard(s)

19.907.6 Report and Recommendation by Design and Landmarks Committee

The Design and Landmarks Committee shall hold a public meeting and prepare a Downtown Design Review report for Type III applications pursuant to Section 19.1011. The Planning Commission shall consider the findings and recommendations contained in the Downtown Design Review report during a public hearing on the proposal.

19.907.7 Variances

- A. Variances cannot be granted for the downtown design standards of Section 19.508. Applications unable to meet one or more standards must use the Type III discretionary Downtown Design Review process.
- B. For applications using the Type III Downtown Design Review process, variances will only be allowed for the development standards and design standards that are not met. Variances to the design guidelines themselves will not be granted.

Updates for Section References Only

19.708.1.C

C. Development in Downtown Zones

Street design standards and right-of-way dedication for the downtown zones are subject to the requirements of the Milwaukie Public Works Standards, which implement the streetscape design of the Milwaukie Downtown and Riverfront Plan: Public Area Requirements (PAR). Unless specifically stated otherwise, the standards in Section 19.708 do not apply to development located in the downtown zones or on street sections shown in the PAR per Subsection 19.304.6.

19.1011.1.A.2:

2. If the applicant does not extend the 120-day decision requirement, the Planning Director shall prepare the design review recommendation in lieu of the Design and Landmarks Committee. The Planning Director's recommendation shall satisfy the requirement of Subsection 19.907.6.
-

19.1011.3.D

- D. An abstaining or disqualified member of the committee shall be counted for purposes of forming a quorum. If all members of the committee abstain or are disqualified, the Planning Director shall prepare the design review recommendation in lieu of the Design and Landmarks Committee. The Planning Director's recommendation shall satisfy the requirement of Subsection 19.907.6.



MILWAUKIE
Dogwood City of the West

To: Planning Commission

Through: Dennis Egner, Planning Director

From: Vera Kolias, Associate Planner

Date: March 2, 2015, for March 10, 2015, Worksession

Subject: Moving Forward Milwaukie Briefing #1: Phase 2, Central Milwaukie

ACTION REQUESTED

None. This is a briefing for discussion only. This is the 12th in a series of Moving Forward Milwaukie project briefings to the Planning Commission, and the first to focus on Central Milwaukie. Staff is seeking feedback about the following: Draft Central Milwaukie Land Use and Transportation Plan (new document); Draft Central Milwaukie Comprehensive Plan Amendments; and Draft Transportation System Plan Amendments. A March 24, 2015, briefing will address proposed zoning code amendments.

BACKGROUND INFORMATION

The *Moving Forward Milwaukie: Enhancing our Commercial Districts* (MFM) project began in July 2013 and will continue into mid-2015. The goal of the MFM project is to achieve appropriate development and redevelopment in the city's commercial areas by removing barriers and creating incentives.

The MFM project is focused on bringing new activity to Milwaukie's commercial districts. The project consists of 3 phases: Downtown; Central Milwaukie; and the "neighborhood main streets" of 32nd and 42nd avenues. Phase 1, the downtown plan and code amendments, are moving through the adoption process, and Phase 2, the Central Milwaukie plan and code amendments, are being prepared to begin the adoption process. The MFM 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

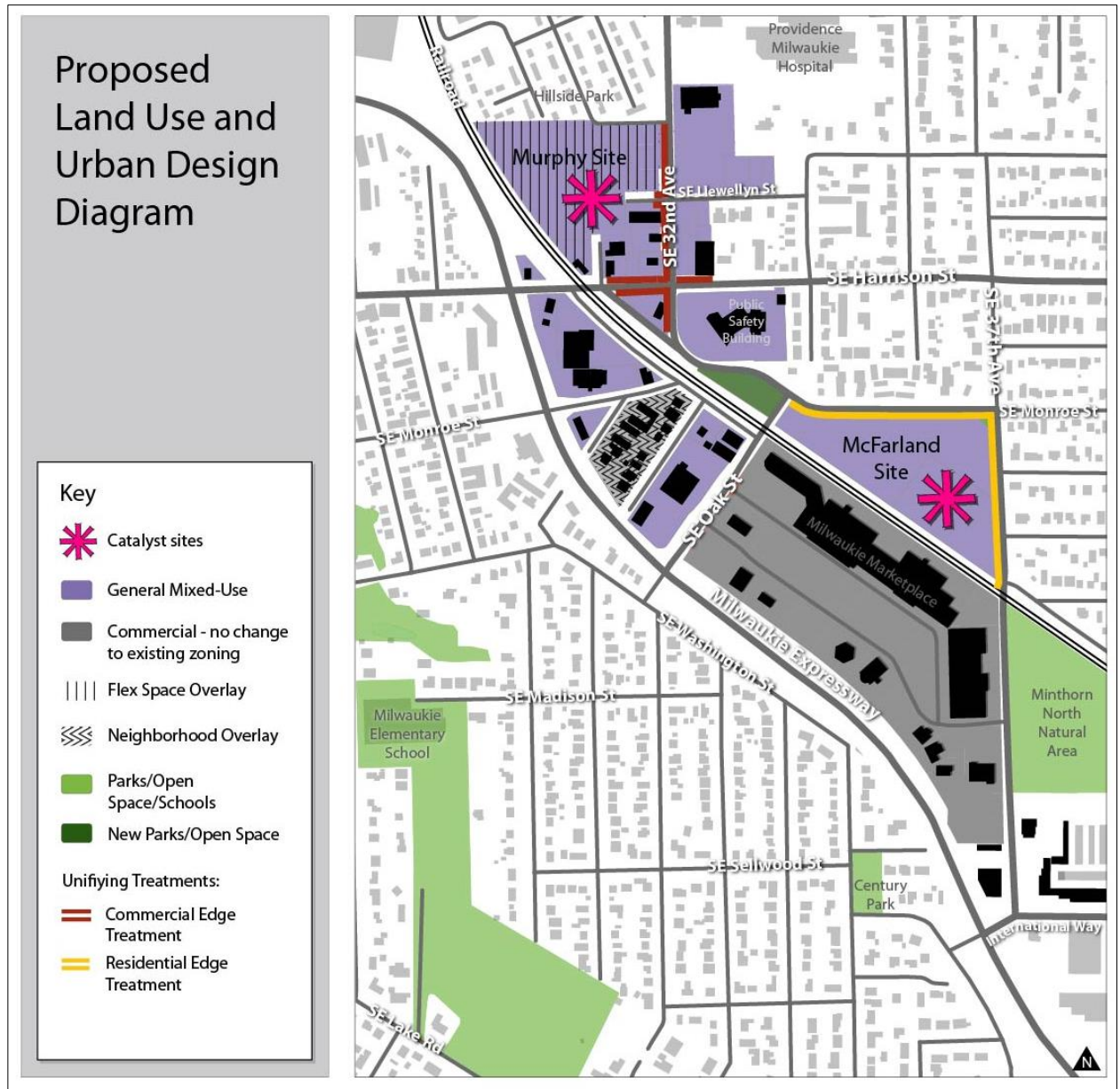
A. History

Central Milwaukie serves as both a commercial hub and a crossroads for several neighborhoods, and is a key commercial center in the city. Two opportunity sites – the Murphy site and the McFarland site – were selected as development opportunity sites; evaluation of those sites evaluated barriers to development in Central Milwaukie. The approximately 75-acre area is located at the junction of 4 neighborhoods and is a location where numerous commercial, housing, medical, civic activities and sizeable areas of vacant land coincide¹.

As with Phase 1 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 will 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 to the need to balance redevelopment and reinvestment with creating an accessible, multi-modal area that encourages pedestrians, bicycles and automobiles.

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.

Figure 2. Proposed Land Use and Urban Design Diagram²² Central Milwaukie Land Use and Transportation Plan

KEY DISCUSSION ITEMS

A. Project Goals

The goals of the Moving Forward Milwaukie project are to:

- *Remove barriers.* Provide flexibility to allow for market-driven development while ensuring that new development meets the community's expectation.
- *Create incentives.* Provide regulatory and/or financial incentives to encourage development that implements the community's vision for Central Milwaukie.
- *Allow good things to happen.* Support new life for existing buildings and new development that provides the amenities and activity the community desires in Central Milwaukie. We heard from project participants that they want Central Milwaukie to continue to be a primary commercial center, have a mix of uses that support a lively and active district, and have safe and comfortable access for pedestrians, vehicles, and bikes.

B. Central Milwaukie Land Use and Transportation Plan

The Draft Central Milwaukie Land Use and Transportation Plan (CM LU&T Plan) is the first proposed vision for Central Milwaukie. It informs the City's policies for the area, which in turn informs, and is implemented by, regulations. The document includes direction and feedback received at 3 Project Advisory Committee (PAC) meetings, a workshop, and a public event.

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 6 "Guiding Principles". These 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

Fundamental Concepts are a step between Guiding Principles and implementation. The 5 Fundamental 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

These fundamental concepts are implemented through a combination of use, development, and design standards. Staff will provide a briefing on proposed revisions to use standards, development standards, and design standards on March 24.

Key changes and proposals (see Attachment 1 for the draft CM LU&T Plan):

- Enhance Economic Opportunities
 - General Mixed-Use Zone
 - Apply a new General Mixed-Use Zone throughout the project area that will streamline and expand the range of allowed uses throughout Central Milwaukie.
 - Development Flexibility
 - Allow mixed-use buildings throughout Central Milwaukie
 - There is an opportunity for a height bonus if buildings devote at least one floor or 25% of the gross floor area to residential uses or if a certified green building
 - Streamlined permitting on Opportunity Sites
 - Remove existing regulatory barriers on Murphy and McFarland sites
 - Flex Space Overlay
 - Apply a Flex Space Overlay Zone to portions of the Murphy site to allow additional employment uses on the site, including light industrial and light manufacturing.
- Promote High Quality Urban Design
 - Design standards
 - Apply new design standards in Central Milwaukie to ensure development is attractive and pedestrian friendly.
 - Development standards
 - Establish development standards in Central Milwaukie to ensure new buildings provide a sense of enclosure
 - Off-street parking location (side or rear of buildings)
 - Maximum setbacks along key commercial streets (32nd /Harrison)
 - Edge Treatment
 - Use "residential edge treatment" standards on Monroe St and 37th Ave. These standards will ensure streetscape compatibility between any development on the McFarland site and the residential properties it faces.
 - Use "commercial edge treatment" standards on 32nd Ave. These standards will ensure the streetscape is pedestrian-friendly and attractive.

- Improve Multimodal Connectivity
 - Enhance Pedestrian and Bicycle Connections
 - Create new, and enhance existing, pedestrian and bicycle connections throughout Central Milwaukie
 - Street Connections
 - Facilitate the creation of a more connected and complete street network throughout Central Milwaukie, especially through the Murphy and McFarland sites.
 - Multimodal Pathway Development Standards
 - Use development standards along multimodal pathways to encourage "eyes on the street" and enhance pedestrian safety.

C. Comprehensive Plan Amendments

The Comprehensive Plan is the policy document which guides the physical development of the City. Several amendments to the Comprehensive Plan are necessary to: formalize the area identified as Central Milwaukie; adopt the CM LU&T Plan as an ancillary document to the plan; and incorporate recommendations of the CM LU& T Plan into the Transportation System Plan (TSP).

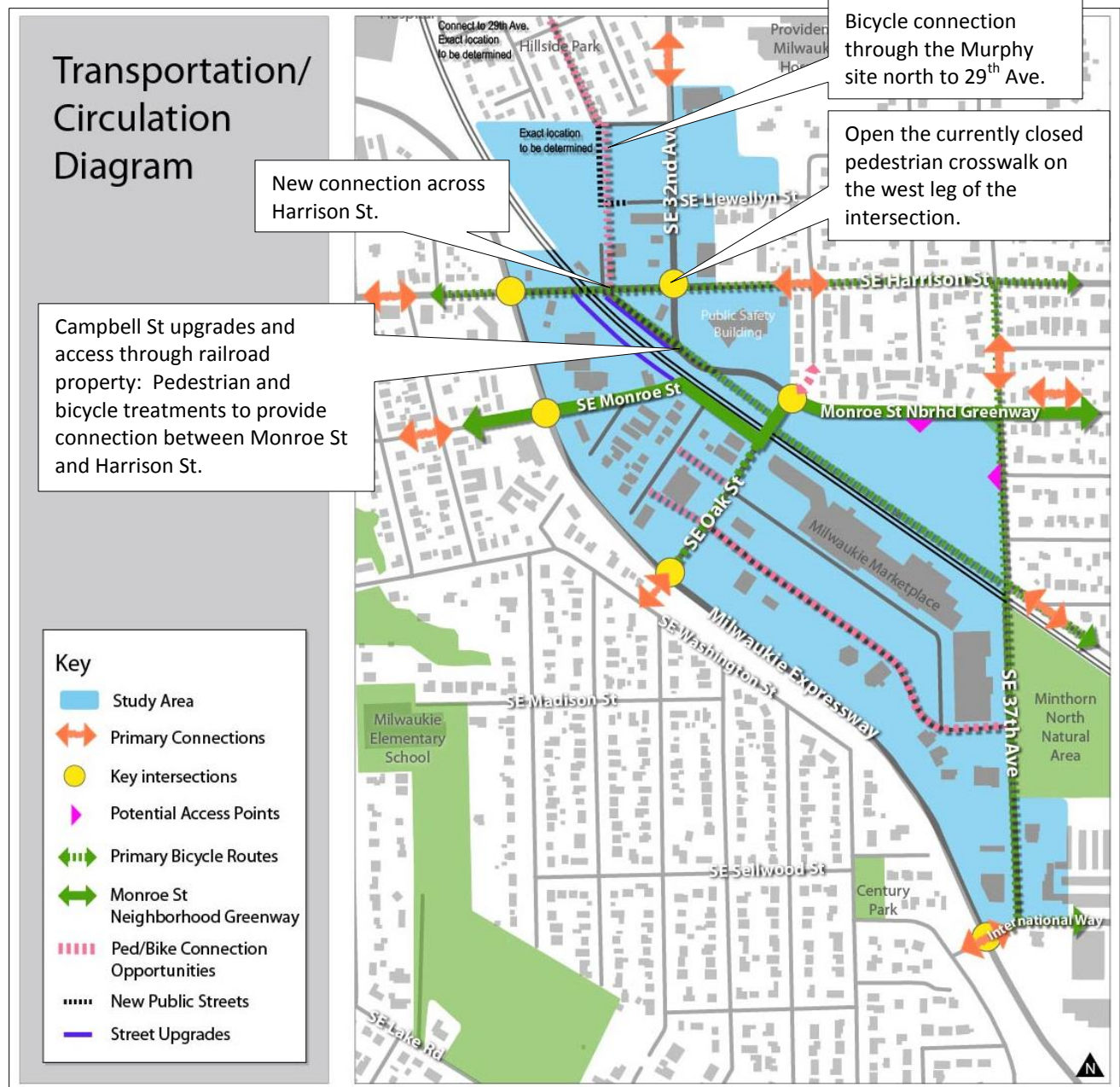
Comprehensive Plan

The proposed amendments do not change any existing policy. 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.] See Attachment 2 for the proposed amendments to the Comprehensive Plan in underline/strikeout format.

Transportation System Plan

The TSP is the City's long-term plan for transportation improvements and includes policies and project that could be 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 3 for an overview of proposed amendments.]See Attachment 3 for the proposed amendments to the TSP.

Figure 3. Transportation/Circulation Diagram

E. Discussion Questions

Staff is seeking Commission feedback about the following proposals.

1. Are there any questions or concerns about the proposed Central Milwaukie Land Use and Transportation Plan?
2. Are there any questions or concerns about the revisions to the Comprehensive Plan or Transportation System Plan?

Next Steps

A worksession focusing on proposed zoning code amendments is scheduled for Tuesday, March 24. The first hearing for the draft Central Milwaukie plan and code amendments is tentatively scheduled for Tuesday, April 14. Due to the complexity of the issues being considered, staff anticipates at least 2 Planning Commission hearings on the amendment package.

Staff requests Planning Commission feedback about whether an April 14 hearing is reasonable, or if additional worksessions on the draft amendments are desired.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	Public Copies	E- Packet
1. March 2015 Draft Central Milwaukie Land Use & Transportation Plan	☒	☒	☒
2. Draft Comprehensive Plan amendments	☒	☒	☒
3. Draft Transportation System Plan amendments	☒	☒	☒
4. History of Prior Actions and Discussions	☒	☒	☒

Key:

PC Packet = paper materials provided to Planning Commission 7 days prior to the meeting.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at <http://www.milwaukieoregon.gov/planning/planning-commission-114>.

Central Milwaukie Land Use and Transportation Plan

City of Milwaukie
March 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

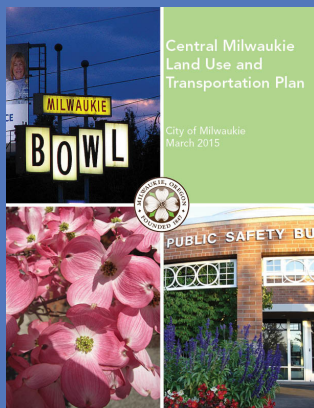
WHAT THE FRAMEWORK DOES

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.

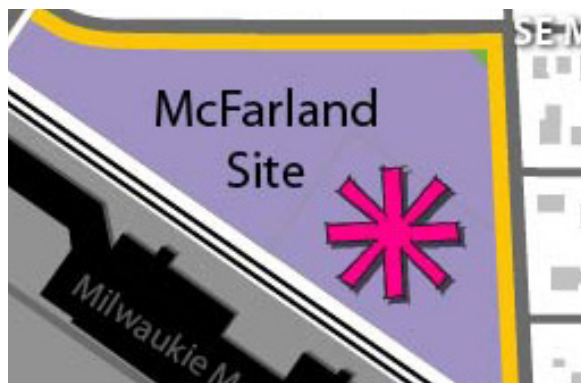
- **General Commercial (CG Zone):** The CG Zone allowed a range of commercial and office uses; residential uses were not allowed.

- **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):**

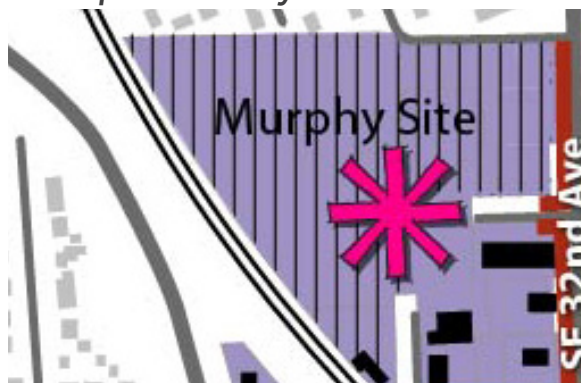
The MU Overlay allowed mixed-use development on specific properties: Murphy site, McFarland site, and specific parcels owned by Providence Hospital. A Type III review was required for development proposals within the MU Overlay.

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



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. 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

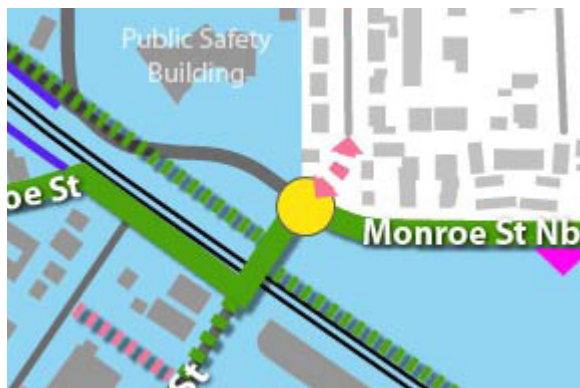
Both the Murphy site and the McFarland site require new street access locations and internal vehicle circulation upon development.

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.

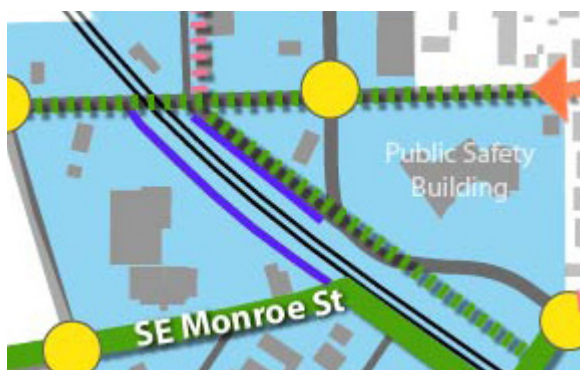
The McFarland site can support two new access points, one on 37th Ave at Jefferson St and one near the center of the site on Monroe Street. These access points will provide internal circulation while still leaving enough room for the Oak St/Monroe St intersection and railroad crossing to function optimally.

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 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



A yellow excavator is shown in the process of demolishing or clearing a large concrete wall. The excavator's arm is extended, and its bucket is positioned near the base of the wall. In the foreground, there are large, dark, cylindrical objects, possibly logs or pipes, lying on the ground. The ground is uneven and appears to be a construction site. The sky is overcast.

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
#3 Encourage range of housing types as part of new mixed use development	Land Use	3.2 Height Bonus Provide a height bonus for projects that include residential development or are certified green buildings.
	Transportation	3.3 Pedestrian Connections Add pedestrian connections through McFarland site to increase multimodal access within and through the area for existing and future residents
	Finance/Economic Development	3.4 Vertical Housing Development Zone Institute a vertical housing development zone to incentivize the addition of residential units to mixed use development
#4 Improve connectivity within District with easily-accessible multimodal pathways that are safe/ attractive	Land Use	4.1 Multimodal Pathway Development Standards Use development standards along multimodal pathways to encourage "eyes on the street" and enhance pedestrian safety
	Transportation	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
	Transportation	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.
	Transportation	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.

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	
• 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)
• 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
#5 Improve external connections to District	Transportation	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
	Transportation	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

Location	Implementation Mechanism
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 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	TSP update and implementation (see summary table of proposed improvements on pg. 20)
Milwaukie Marketplace (for rerouting Milwaukie Shuttle); Monroe St	Collaborate with TriMet

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.



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 opportunities 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 preceeding 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.



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

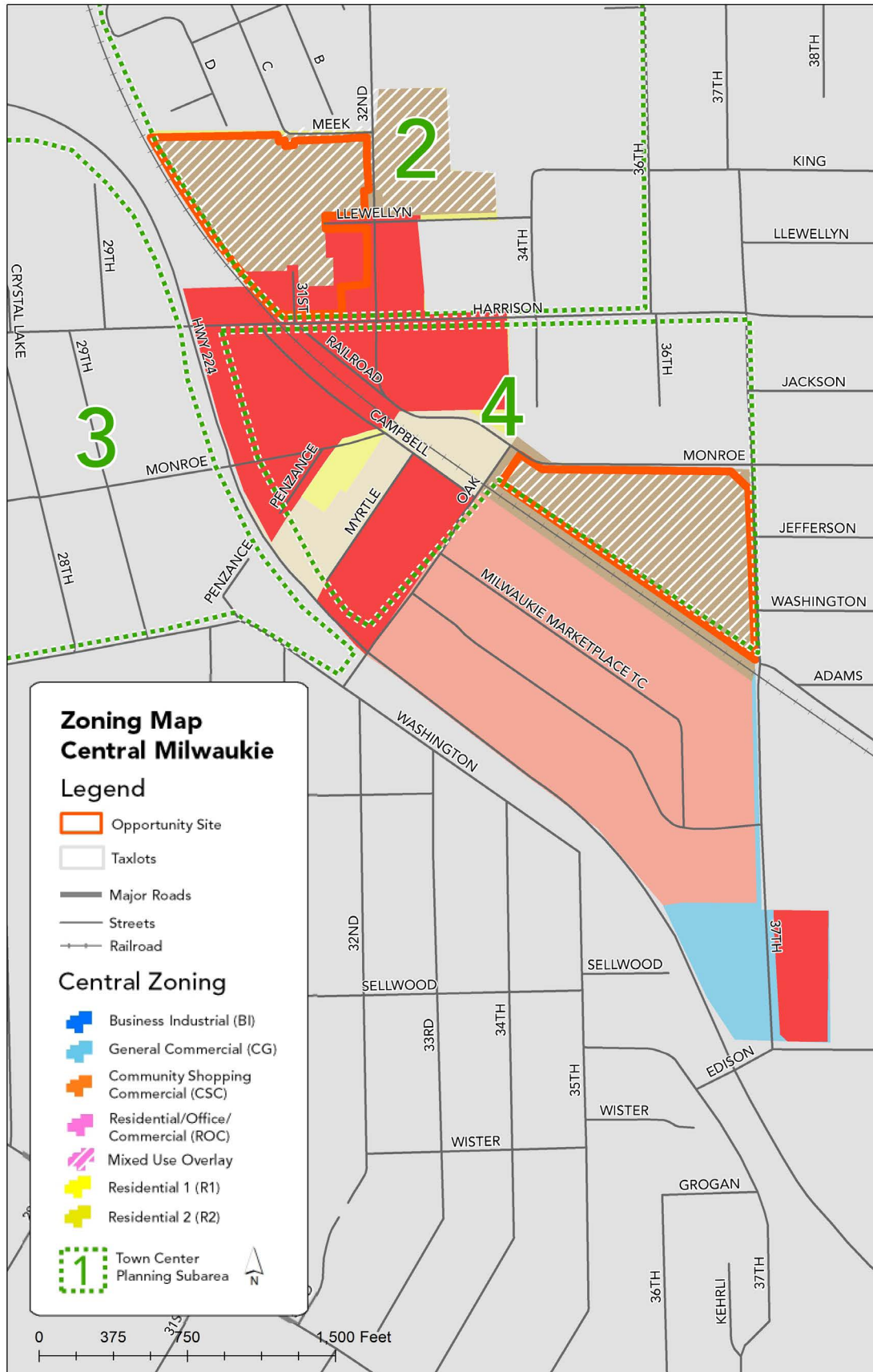
wetland has been restored from a degraded blackberry and reed canary grass-infested area to a thriving, healthy wetland, home to birds, mammals, snakes, salamanders, butterflies and dragonflies.

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.



Minthorn Springs offers a unique restored habitat just steps away from Central Milwaukie





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.

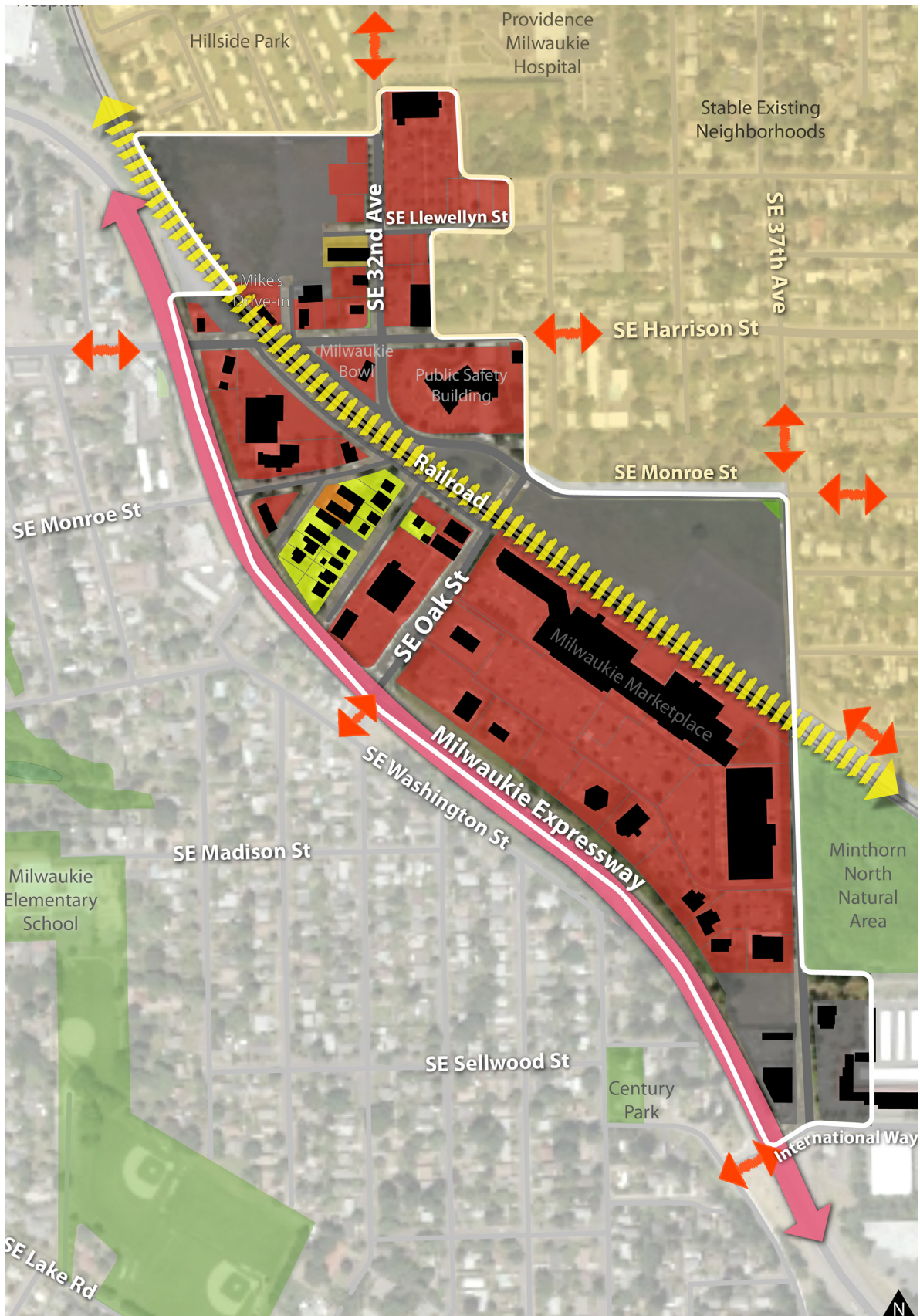
EXISTING CONDITIONS DIAGRAM

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.

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.

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.

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.

C. DEVELOPMENT CONCEPTS

WHAT SHOULD GET BUILT

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



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



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

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
March 2015

Underline/Strikeout Amendments

Comprehensive Plan

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 7, 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 Comprehensive Plan Amendment

Zone Abbr.	Gross Unconstrained Vacant Land (Gross Vacant Buildable Land—Outside Town Center)	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 x .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	1	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 Milwaukie Metro Functional Plan Compliance Report*:

- Dwelling unit capacity was estimated on a parcel by parcel basis.
- The *City of Milwaukie 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 Milwaukie (see *Technical Appendix B, City of Milwaukie 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 Milwaukie'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 Milwaukie Town Center Master Plan* for the methodology used to estimate new dwelling units in the Town Center.

Policies

- 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 (Zones R-1, R-1-B) - 21.2 to 24.0 units per net acre
 - Town Center (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

Proposed Comprehensive Plan Amendment

*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.

A general definition of housing types are:

Single family detached - a house normally occupied by one family with no structural connection to adjacent units. The unit may be situated at a specified distance from lot lines, or with one wall on a side property line. Typical density is 4 to 6.2 units per acre.

Cottage cluster - a grouping of individual, detached single-family dwelling units. The units are smaller than a typical single-family dwelling, and are located on their own lot with a limited amount of private yard surrounding the structure. The dwellings are arranged around a central, common open space.

Duplex - two units within one dwelling structure, each normally occupied by one family, sharing common structural walls. For purposes of buildable land inventories and needed housing types related to state statutes and statewide planning goals, duplexes are considered as a form of single-family attached housing.

Rowhouse - an attached residential structure which retains private ownership of a portion of the land around it, generally in the form of a small front and/or rear yard. Rowhouses on interior lots may have a zero side yard setback.

Multifamily - a single structure containing 3 or more dwelling units on a lot.

2. Areas may be designated Low Density residential if any of the following criteria are met:
 - a. The predominant housing type will be single family detached.
 - b. Low Density areas are residential areas which are developed at Low Density and little need for redevelopment exists.
 - c. Within Low Density areas, transportation routes are limited primarily to collectors and local streets.
 - d. Low Density areas may include sites where sensitivity to the natural environment or natural hazards necessitate a reduced density.
3. Areas may be designated Moderate Density Residential based on the following policies:
 - a. The predominant housing types will be single family detached on moderate to small lots, and duplex units.
 - b. Moderate Density areas are residential areas which are currently developed at Moderate Density and little need for redevelopment exists.
 - c. Within Moderate Density areas, convenient walking distance to a transit stop or close proximity to major trip generators shall be considered.
4. Areas may be designated Medium Density residential based on the following policies:
 - a. The predominant housing types will be duplexes.

Proposed Comprehensive Plan Amendment

- b. Medium Density areas are residential areas with access primarily to major or minor arterials. Siting should not result in increased traffic through Low Density Residential areas.
 - c. Medium Density areas are to be located near or adjacent to commercial areas, employment concentrations or transit stops.
 - d. Medium Density areas may include areas of deteriorating dwellings or structures in neighborhoods in order to stimulate private investment, infilling and redevelopment, provided one or more of the preceding policies apply.
5. Areas may be designated High Density Residential based on the following policies:
- a. The predominant housing types will be multifamily units.
 - b. High Density Residential areas shall be located either adjacent to or within close proximity to the downtown or district shopping centers, employment concentrations and/or major transit centers or transfer areas.
 - c. Access to High Density areas should be primarily by major or minor arterials.
6. High Density in Mixed Use Areas will be based on the following policies:
- a. Within the Mixed Use Area designated on Map 7, 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.
 - b. Commercial uses will be allowed at the ground floor level, and will be located relative to the downtown area so that pedestrian access between areas is convenient and continuous.
 - c. Office uses will be allowed at the ground and first floor levels.
 - 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 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 7, 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.
 - b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of Town Center Master Plan.

Proposed Comprehensive Plan Amendment

- ~~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 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. Off-street surface parking is to be discouraged.~~
- ~~e d. A variety of higher density housing is desired in a designated Town Center Areas, 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.
2. The City will encourage the development of larger subdivisions and PUDs that use innovative development techniques for the purpose of reducing housing costs as well as creating an attractive living environment. Such techniques to reduce costs may include providing a variety of housing size, type, and amenities. The City may provide density bonuses, additional building height allowances, or other such incentives for the provision of

Proposed Comprehensive Plan Amendment

affordable housing in residential development projects. Overall project density may not exceed the allowable density plus ten (10) percent, which may be added to the Planned Unit Development bonus.

3. Manufactured housing is encouraged and allowed wherever single-family housing is permitted in the city as long as density standards and other applicable policies are met. The City will encourage the provision of housing at types and densities indicated in the City's housing needs assessments summarized in Table 2.
4. Mobile home parks will be allowed in Low, Moderate, and Medium Density areas in zones allowing development at 6-12 units per acre, and will be subject to park design and appearance standards and review in a public hearing.
5. Although not all higher density and Town Center lands will immediately be zoned for maximum permissible densities, the rezoning of these lands will be approved when it can be demonstrated that adequate public facilities exist or can be provided in accordance with City plans and standards to support increased development.

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

1. The City will ensure that there is adequate land available with public services provided to meet the need for economic growth and development.
2. The City will review national, state and local trends for major categories of commercial and industrial uses that could be expected to locate in the City, identify local businesses which may expand and types of sites that are likely to be needed. This review will be conducted on the same schedule as the major plan review and interim plan review. (See Chapter 2, Plan Review and Amendment Process.)
3. The City will actively and aggressively encourage new industries identified through the process outlined in #2, which provide an increased tax base and local employment opportunities.
4. The City will investigate opportunities and mechanisms to preserve a mix of site sizes desirable for targeted growth industries which are expected to locate in the planning area, and will facilitate assemblage of sites for large scale project development. State redevelopment laws, non-profit corporations, tax increment financing and other techniques will be evaluated.
5. The City will explore opportunities for using local, regional, state, or federal funds to support or stimulate economic development programs, and will work with regional and state agencies and the business community to identify opportunities to locate new industries in the City.
6. The City will ensure that public services now serving industrial areas are adequately maintained to serve industrial needs. Public services and facilities will be upgraded as necessary.
7. The City will ensure, through the provision of public services and facilities, that existing businesses are retained and enhanced within the City. When the needs of businesses or industries cannot be met at their present location, the City may provide assistance in identifying alternative sites and relocating the enterprise elsewhere within the City.

Proposed Comprehensive Plan Amendment

8. The City will lobby strongly for roadway and other improvements outside of the City that bear heavily on the community's industrial complex, such as efforts to reduce congestion on McLoughlin Boulevard and Hwy. 224, improvement of public transit service, improved access for the Johnson Creek Industrial Area to I-205 and improved connections between Milwaukie and downtown Portland.
9. The City will coordinate its Urban Growth Management Plan for the unincorporated area with its economic development plans to ensure that City growth will retain an economically advantageous balance of land use.
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.
11. The City will implement the Tacoma Station Area Plan to promote economic development and employment opportunities.

OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

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

Policies

1. The City will give a high priority, first, to the retention of existing businesses and, second, to the recruitment of new businesses which provide long-term employment opportunities.
2. The City will encourage new professional and service-oriented employment opportunities to meet the diverse needs of City residents.
3. The City will encourage private or semi-public day care centers in various areas of Milwaukie.
4. The City will support home occupations (income-producing activities in the home) as long as these activities do not detract from the residential character of the area.
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 #3 — COORDINATION

To continue to participate in economic development and employment programs and develop a working partnership with the private sector and various agencies to meet the economic development needs of Milwaukie.

Policies

1. The City will participate in and coordinate with other governmental agencies including Clackamas County, Metro, Port of Portland, the Oregon Economic Development Department, and other state and federal agencies in planning and implementing economic development and employment programs.
2. The City will cooperate with the private sector to achieve economic development in the City by streamlining development processes, providing site service and facilities information, identifying vacant lands and providing market information.

Proposed Comprehensive Plan Amendment

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 7.
2. Properties adjacent to the three major industrial areas and those annexed properties not zoned industrial will be evaluated against the following criteria when considering an industrial designation: (a) those having an historical commitment to industrial use; (b) access to a regional transportation network which should include one or more of the following: freeway, major or minor arterial access, or rail service; (c) significant traffic increase shall not result on streets of collector or less status serving low density residential areas; (d) areas with sites large enough to accommodate expansion of individual establishments or serve several establishments within one district, and (e) compliance with all applicable Plan policies.
3. Lands designated for industrial use as shown on Map 7, 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.
4. Lands located in "Employment" and "Industrial" areas shown on the Milwaukie Comprehensive Plan Title 4 Lands Map are reserved for manufacturing, industrial, distribution, and supporting land uses, for the purpose of preserving land supply for industrial uses and ensuring adequate opportunity for uses with high employment density. Development of large-scale retail uses is inappropriate on these lands.

OBJECTIVE #5 — INDUSTRIAL IMPACTS

To minimize the adverse effects of industrial and employment center development and operation on surrounding areas.

Policies

1. Industrial development adjacent to existing or planned residential areas will be conditioned to ensure that:
 - The specific proposed use will be compatible with adjacent uses,
 - The design of the facility and its site will not place visual or physical burdens on the surrounding areas,
 - The operational characteristics of the facility will be compatible with surrounding uses and include consideration of: 1) hours of operation, 2) delivery and shipping characteristics, 3) noise, 4) lighting, and 5) other use characteristics.
2. Policies in the Air, Water and Land Resources Quality Element are particularly relevant to industrial facility operation, and will be considered when reviewing economic development proposals.

Proposed Comprehensive Plan Amendment

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 ~~Food Warehouse~~ 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.

Proposed Comprehensive Plan Amendment

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 #7 — COMMERCIAL LAND USE: REGIONAL SHOPPING CENTERS

To accommodate major comparison shopping needs within existing regional shopping centers.

Planning Concepts

Regional shopping centers serve a large area (about 250,000 people) and are normally located on sites with a high amount of visual exposure and major arterial and/or freeway access. Several regional shopping centers provide shopping opportunities in the metropolitan area surrounding Portland.

Policies

1. The City recognizes and supports the Clackamas Town Center as the primary regional commercial shopping center serving the Milwaukie area.

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

1. The City's Community Shopping Center will be located on Highway 224, between Oak and 37th Streets.
2. The Community Shopping Center will be designed to be an attractive community focal point.
3. The Center will be designed and constructed so that all portions of the overall development are consistent in style and function.
4. The Center will increase comparative and one-stop shopping services, thereby reducing vehicular trips outside the City, and providing better shopping services to the area.
5. The Zoning Ordinance will contain a Community Shopping Center district with specific standards for development. The provisions will implement these Plan 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.

Proposed Comprehensive Plan Amendment

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, will be the primary commercial areas providing for the day-to-day shopping needs of City residents.
2. The City will cooperate with interested property owners and business persons to ensure that streets and other facilities, conveniences, and amenities are adequate.
3. The City will ensure that future improvements and land use changes provide adequate visual buffers to adjacent residential areas, including such devices as landscaping and fencing.

OBJECTIVE #10 — COMMERCIAL LAND USE: CONVENIENCE CENTERS

To limit intrusion of commercial uses into neighborhood areas, while providing easy accessibility for residents.

Policies

1. New local convenience centers will be located only within or adjacent to district commercial centers.
2. Local convenience centers will be designed as complementary to district centers. Traffic movement to and from the site will be the primary consideration.
3. Local convenience centers will be designed to minimize the impacts on adjacent properties through visual screening, lighting controls, etc.
4. The expansion of commercial facilities not within or adjacent to district commercial centers will not be allowed.

OBJECTIVE #11 — COMMERCIAL LAND USE: HIGHWAY ORIENTED CENTER

To recognize commercial areas dependent upon street traffic for business and to provide locational standards for these centers.

Planning Concepts

Street and highway oriented commercial centers are important for providing goods or services to people generally traveling through the City or to nearby neighborhoods. These centers are normally oriented around the interchanges of freeways and expressways, the intersections of major and/or minor arterials, and in strip developments along major or minor arterials. These uses tend to bring outside dollars into the community. Buffering measures are necessary to protect adjacent residential areas.

Policies

1. Expansion of existing highway oriented centers must provide adequate buffers for adjacent residential areas.
2. Access to highway oriented centers may not be by way of collector or less status streets serving residential areas.

Proposed Comprehensive Plan Amendment

3. Development and signage orientation, design, and lighting shall not produce adverse impacts upon adjacent residential areas.
4. Highway oriented commercial centers should locate at freeway interchanges or major arterial intersections instead of in strip development patterns.
5. Strip development patterns may be continued in areas already developed as such if adequate site development design, access coordination, and buffering measures are provided.

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 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 7, 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.
3. The City will focus redevelopment efforts in the Town Center Area and on the waterfront. The City will develop improvement and management programs for the downtown and waterfront area. Various methods for local and outside funding, including grants and tax increment financing, will be explored for improvements deemed necessary such as parking, street lighting, landscaping, street furniture, paving and traffic management.
4. Downtown public improvements will be coordinated with private improvement efforts by local property owners, consistent with the Downtown and Riverfront Public Area Requirements. The aim of all public improvements will be to stimulate and support private investments in the area.
5. In its planning for downtown, the City will establish location(s) for major public transit stations or interchange facilities. The City will continue to work closely with Metro and Tri-Met in planning for transit improvements (see Transportation Element and Downtown and Riverfront Public Area Requirements).

Proposed Comprehensive Plan Amendment

OBJECTIVE #13 — MCLOUGHLIN BOULEVARD

To provide for limited highway service uses along McLoughlin Boulevard while improving the visual and pedestrian-oriented linkages between downtown and the Willamette River, and making McLoughlin Blvd. more attractive.

Planning Concepts

The highway service uses currently located along McLoughlin Boulevard through downtown are service oriented rather than retail shopping in that they are designed to serve the needs of people moving through the community rather than local residents. Numerous driveways and curb cuts allow traffic turning movements which contribute to congestion along the highway. Both sides of McLoughlin Boulevard lack aesthetic treatment and pedestrian facilities resulting in a visual, functional and psychological barrier between downtown and the Willamette River. Future transportation improvements along the McLoughlin corridor may provide an opportunity to reduce these barriers.

Policies

1. The City will work with the Oregon Department of Transportation (ODOT) and Metro during their transportation planning programs to identify appropriate land uses and access arrangements along McLoughlin Boulevard. The City will integrate its own downtown improvement plans and waterfront plans with these regional transportation planning programs (see Transportation Element).
2. The opportunity will be taken during any improvement or modification of the McLoughlin corridor to create new and more efficient vehicular access to the riverfront, as well as pedestrian access not in conflict with motorized transportation.
3. Improved pedestrian and bicycle connections will be provided between downtown and the riverfront through the provision of pedestrian paths, amenities, signals, separated crossings, etc. designed to ensure the safety of pedestrians and bicyclists.
4. The visual and land use relationship between the downtown area of Milwaukie and its waterfront will be improved.
5. Visual and pedestrian amenities will be required along the "downtown" portion of McLoughlin Blvd. These include street trees, landscaped medians, turn bays rather than continuous turn lanes and pedestrian supportive features on the right of way.
6. The City will work with ODOT to provide a long term solution to McLoughlin Blvd. problems in Milwaukie. Redesign shall incorporate recommendations from the Downtown and Riverfront Land Use Framework Plan and the Downtown and Riverfront Public Area Requirements.

OBJECTIVE #14 — MILWAUKIE EXPRESSWAY

To ensure that the Milwaukie Expressway continues to effectively serve adjacent employment centers.

Policies

1. The City will work with the Oregon Department of Transportation and Clackamas County to ensure that highway service uses are not allowed direct access to the Milwaukie Expressway.
2. The City will urge the Oregon Department of Transportation and Clackamas County to continue to provide adequate access points for industrial and commercial areas adjacent to

Proposed Comprehensive Plan Amendment

Hwy. 224 as well as improved direct access to Portland and the 212/224 industrial area in Clackamas County.

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 7.

Planning Concepts

The Tacoma Station Area Plan establishes a future land use framework for the Tacoma station area that promotes the following:

- An active station area employment district
- Multimodal access to the Tacoma light rail station and enhanced connections within the station area
- Increased employment intensity and number of high-paying jobs in the area
- Support for existing businesses
- Complementing development goals in the nearby downtown area
- A more transit-supportive mix of employment uses in the long term
- A balanced approach to parking demand management

Policies

1. The Tacoma Station Area Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated Tacoma Station Area Overlay Zone in the Zoning Ordinance.
2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 7.
3. The City will strive to increase employment densities in the Tacoma station area by attracting high-employment businesses and supporting existing businesses.
4. The City will work to increase bicycling and walking trips between the Tacoma light rail station, the Springwater Corridor, and downtown Milwaukie.
5. The City will strive to improve Main St through the Tacoma station area to better serve all transportation modes by the year 2035.
6. The City will encourage and support formation of a transportation management association (TMA) among businesses within the Tacoma station area to increase transit use and multiple occupant trips and to manage parking supply/demand. At the time the TMA is established, the City may wish to include the downtown area businesses as well. Additionally, the City will work to bring on-street parking into conformance with City standards to increase driver, pedestrian, and cyclist safety.
7. The City will actively foster and support redevelopment of Opportunity Site B and the existing TriMet park-and-ride located in Subarea 4 consistent with the Tacoma Station Area Plan.
8. The City supports the recommended improvements to the intersection of Highway 99E and Ochoco St as proposed by ODOT, as described in Appendix G of the Tacoma Station Area Plan.

Proposed Comprehensive Plan Amendment

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 9.

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 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 will be guided by the Flex Space Overlay, 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.

Proposed Comprehensive Plan Amendment

CENTRAL MILWAUKIE

Milwaukie Comprehensive Plan
Map 9



 Central Milwaukie

0 150 300 600 900 1,200 Feet



The information depicted on this map is for general reference only. The City of Milwaukie does not accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.



ATTACHMENT 3

Proposed Amendments to the Transportation System Plan (TSP)
Amendments are shown in underline format.

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

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
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
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

⁴ Estimated \$500,000 per block face.

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
H	Low	C	Intersection Improvements at Railroad and 37 th Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$10
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

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
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
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
-	-	-	<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>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>Campbell St upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost (\$1,000s ³)
-	-	-	<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

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)
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
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

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
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
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

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
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
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

Map ID ⁵	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s ⁶)
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
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
-	-	-	<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>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>Campbell St upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</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>	-
-	-	-	<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>	-

Notes:

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

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

TSAP = Tacoma Station Area Plan

Moving Forward Milwaukie: Central Milwaukie

History of Prior Actions and Discussions

- **December 9, 2014:** Staff provided an overview of the proposed revisions to the *Downtown and Riverfront Land Use Framework Plan*. The Commission determined that green buildings should receive a height bonus, in addition to the height bonus provided for buildings that incorporate residential uses.
- **November 13, 2014:** Staff provided an overview of the proposed revisions to the downtown design review procedures for development in downtown Milwaukie to the Commission and the Design and Landmarks Committee at a joint worksession. The Commission determined that any height or FAR bonuses would be cumulative; directed staff to incorporate development incentives for the provision of additional open space; requested additional information regarding potential incentives for green building; and agreed with the proposed streamlined approach to downtown design review.
- **October 28, 2014:** Staff provided an overview of the proposed revisions to the design standards in downtown Milwaukie. The Commission requested additional information regarding potential incentives for green building and/or additional open space.
- **October 14, 2014:** Staff provided an overview of proposed revisions to the development standards in downtown Milwaukie. The Commission discussed building height, off-street parking requirements, build-to lines, and ground floor window requirements.
- **September 23, 2014:** At a joint worksession with City Council, Matt Arnold of SERA Architects provided a presentation and led a discussion about downtown development and design standards and consideration for downtown Milwaukie.
- **September 9, 2014:** Staff provided an overview of potential draft code amendments for downtown Milwaukie, specifically related to downtown use standards, and led a walking tour of the North Main Village development.
- **August 26, 2014:** Staff provided an overview of key proposed downtown code amendments and draft Central Milwaukie concepts. The Commission discussed the proposed code amendments and provided suggestions for Central Milwaukie.