



**Regular Session**

**RS**

**Milwaukie City Council**



**MINUTES**  
MILWAUKIE CITY COUNCIL  
www.milwaukieoregon.gov

**REGULAR SESSION**  
DECEMBER 1, 2015  
City Hall Council Chambers

**Mayor Gamba called the 2,211<sup>th</sup> meeting of the City Council to order at 6:00 p.m.**

**Council Present:** Council President Lisa Batey and Councilors Wilda Parks and Karin Power

**Council Excused:** Councilor Scott Churchill

**Staff Present:** City Manager Bill Monahan, City Attorney Dan Olsen, City Recorder Pat DuVal, Community Development Directory Alma Flores, Finance Director Casey Camors, Planning Director Denny Egner, Associate Planner Vera Kolias, and Associate Planner Brett Kelver

**CALL TO ORDER**

Pledge of Allegiance.

**Mr. Monahan and Ms. DuVal** attempted to contact Councilor Churchill via phone but were unable to do so.

**Oath of Office for Councilor Wilda Parks administered by Municipal Court Judge Kimberly Graves**

**Mayor Gamba** asked the City Recorder to report the certified vote counts that appeared on the Consent Agenda.

**Ms. DuVal** reported certified vote counts from Milwaukie precincts in Clackamas County. Clackamas County reported that 1,602 Election Day Ballots were cast. Wilda Parks received 1,473 votes with 106 write in votes.

**Municipal Court Judge Kimberly Graves** administered the Oath of Office to Milwaukie Councilor Position 3 Wilda Parks.

**Mayor Gamba** recessed the meeting at 6:07 p.m. and invited those present to join him and the other Council members in a reception in Councilor Parks' honor. Mayor Gamba reconvened the Regular Session at 6:29 p.m.

**PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS**

**A. Christmas Ships Proclamation**

**Mayor Gamba** read the proclamation naming December 4 through December 28, 2015, as Christmas Ships Parade Days in the City of Milwaukie.

**CONSENT AGENDA**

**It was moved by Councilor Power and seconded by Council President Batey to approve the consent agenda as presented.**

- A. City Council Meeting Minutes of the October 29, 2015, Study Session;**
- B. Resolution 106-2015: A Resolution of the City Council of the City of Milwaukie, Oregon, certifying the election results of the November 3, 2015, Special Election.**
- C. Approve an Oregon Liquor License Control (OLCC) Application for Milwaukie Spirits, Inc., 10804 SE Oak Street, New Outlet.**

**Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting “aye.” [4:0]**

## **AUDIENCE PARTICIPATION**

**Mayor Gamba** provided information on the Audience Participation process.

**Mr. Monahan** said at the previous meeting Rika Warner had requested that the City Council consider adopting code language regulating domestic cats similar to the regulations for dogs. The Code Enforcement Coordinator emailed the question to other cities in Oregon, and of the 10 jurisdictions that responded, none of them had restrictions on domestic cats. He had found information on feral cats with practices recommended by the Humane Society. He recommended taking no action.

## **OTHER BUSINESS [Moved Up on the Agenda]**

### **A. CenturyLink Franchise Agreement – Ordinance**

**Ms. Camors** said the proposed Ordinance would grant a nonexclusive franchise to CenturyLink that would allow the company to operate and maintain a telecommunications network in the City of Milwaukie. The previous agreement expired in 2012, and the agreement was drafted to comply with Oregon Revised Statutes (ORS). The proposed agreement had a 10 year term and identified a 7% franchise fee. The insurance requirements were increased to the TORT limit and language was added that the City Engineer must approve abandonment of any facility. Overall this was a good agreement, and the City and CenturyLink had a track record of working well together. Staff recommended that the City Council adopt the Ordinance.

**It was moved by Councilor Parks and seconded by Council President Batey to approve the first and second readings by title only and adoption of the Ordinance granting to Qwest Corporation dba CenturyLink on behalf of itself and its operating affiliates (“CenturyLink”) a franchise to operate and maintain a telecommunications system (“the system”) in the City of Milwaukie, Oregon (“the City”). Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting “aye.” [4:0]**

**Mr. Monahan** read the Ordinance two times by title only.

**Ms. DuVal** polled the Council. Councilors Parks, Power, and Batey and Mayor Gamba voting “aye.” [4:0]

#### **ORDINANCE No. 2109:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, GRANTING TO QWEST CORPORATION DBA CENTURYLINK ON BEHALF OF ITSELF AND ITS OPERATING AFFILIATES (“CENTURYLINK”) A FRANCHISE TO OPERATE AND MAINTAIN A TELECOMMUNICATIONS SYSTEM (“THE SYSTEM”) IN THE CITY OF MILWAUKIE, OREGON (“THE CITY”).**

## **PUBLIC HEARING**

### **B. Monroe Street Neighborhood Greenway Concept Plan – Resolution [Moved Up on the Agenda]**

**Mayor Gamba** said the public hearing on this draft Concept Plan was continued at the November 3, 2015, City Council meeting to a date certain of December 1, 2015.

**Mr. Kelper** provided a brief summary of the previous hearing. Many people testified at the November 3 hearing, and the main concerns were diversion and the Washington

Street bikeway route. There was a suggestion to install the other treatments to determine their impacts before installing diverters. Staff proposed to use the Resolution as a directing framework document and acknowledging more detail would be needed for all features in the Plan after City Council acceptance. Adoption of the Concept Plan in this manner would allow staff to seek funding. The proposed Resolution would provide direction to staff and the community with a sense of commitment to the general greenway design.

**Mr. Kelver** read the key points of the Resolution: the City Council adopts the Concept Plan as a framework for implementing the neighborhood greenway concept outlined in the Transportation System Plan (TSP); the Council directs staff to take steps to implement the Plan including pursuing grants to fund further design and construction; the Council directs staff to seek Council authorization prior to entering any construction phase or engineering design project related to the Monroe Street Neighborhood Greenway including approvals and permits; and the Council directs staff to conduct additional modelling of traffic data and coordinate with other agencies as needed and test the diverters at 37<sup>th</sup> Avenue, Linwood Avenue, and Hwy 224 with a report to Council and make adjustments as needed. The proposed Resolution did not mention a diverter at 42<sup>nd</sup> Avenue. There were two options for the central portion of the route. The primary suggested alternative was to install a diverter at 42<sup>nd</sup> Avenue and relied on putting a multiuse path across the McFarland property. The other alternative suggestion was to install a diverter at 37<sup>th</sup> Avenue to keep most of the Greenway route on Monroe Street. Mr. Kelver discussed timelines for testing in order to gather sufficient data and to have a sense of whether or not people's driving habits were changing.

**Council President Batey** noted written comments having to do with access to Northwest Primary Care that stated Campbell Street was one way.

**Mr. Kelver** said Campbell Street was two way, and he discussed the traffic pattern in the area.

**It was moved by Council President Batey and seconded by Councilor Power to re-open the public hearing on the Concept Plan for the Monroe Street Neighborhood Greenway. Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting "aye." [4:0]**

**Subra** said he was a practitioner at Northwest Primary Care (NWPC) and commented it would be difficult to commute to the facility via Harrison Street if one cannot use Monroe Street. Northwest Primary Care provided services to many geriatric patients, and Subra was concerned about putting up hurdles for elderly patients and parents with children. The business was expanding, and the proposal would make it difficult for patients to access the facility. There were eight practitioners at that location as well as nurses, radiologists, and laboratory personnel. This year it was estimated that 25,000 patients would visit the facility.

**Cliff Hockley**, Bluestone & Hockley Property Manager for this clinic, said if one looked at an aerial view of the property that it was a trapped location and was comparatively cut off and difficult to access. NWPC indicated it would not renew its lease if the owner could not get some kind of help with access. He noted that Campbell Street was challenging and very narrow. He was concerned about the left turn lanes at Hwy 224 that would make access difficult. Mr. Kelver had indicated there was no history of traffic accidents, and Mr. Hockley requested that this section be exempted from the Plan.

**Mayor Gamba** appreciated the testimony which was new for the City Council. As the process moved forward the next step would be actual engineering of the project with traffic studies for all the changed intersections. This was a broad stroke concept plan, and the details were not baked in.

**Mr. Hockley** discussed the terms of the current lease and the difficulty of leasing the building if these changes were made.

**Bernie Stoutt**, Ada Lane resident, thought the process was getting muddled and was frustrated because he could not get answers to his questions. He read his comments to the City Council. The last communication he received on the proposed Washington Street route was that it was the City Council's decision as to whether the Monroe Street alternative continues as part of the Plan. The Plan before Council simply called for sharrows and signs for Washington Street. He felt strongly about the issues because he had personally witnessed bike riders and walkers hit by motorized vehicles and suffering varying degrees of injuries. He discussed human behavior and provided accident statistics. Further, he urged that City Council consider the numerous residents who wanted sidewalks. Chris Ortolano, who proposed the Washington Street route, reported to the Hector Campbell Neighborhood District Association (NDA) that at least two pedestrian activated beacon crosswalks would be needed on Washington Street at 37<sup>th</sup> and 42<sup>nd</sup> Avenues. People felt the pathway should be installed on Monroe Street first. Sharrows should only be used after the basic standards requested of all involved were met. Seemingly everyone involved was listening, but all they said was that it would be built safely.

**It was moved by Councilor Parks and seconded by Council President Batey to close the Public Hearing. Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting "aye." [4:0]**

**Mayor Gamba** closed the public hearing at 7:50 p.m.

**Mr. Kelper** said the principle stated in the Concept Plan was the recommended vision of improvements that would make the Greenway functionally safe and guide design. He discussed the Hwy 224 diverter and more specific data that related to the YMCA Day Care facility and Northwest Primary Care. That diverter was suggested to make bike and pedestrian crossing safer by shortening distances. He understood from the data collected that the Oregon Department of Transportation (ODOT) did not see enough peak hour trips to warrant keeping the intersection open to left turns. He thought the diverters should generally be discussed more.

**Councilor Power** had looked at both intersections and the average number of vehicle trips. She asked if there was a diverter further in from the intersection that effectively created a dead end and would be less impactful to the day care and clinic facilities.

**Mr. Kelper** replied he did not have knowledge of all the types of diverters, but he could see there might be some pros and cons. He thought that kind of inset diverter might cause some confusions and that ODOT might have some input.

**Council President Batey** had assumed ODOT would not be amenable to testing diverters on Hwy 224.

**Mr. Kelper** replied logistically ODOT was not into testing diverters. According to Gail Curtis' commitments at the previous hearing, ODOT was comfortable with the data. He felt there would be some contingency for taking it out if it simply did not work.

**Councilor Parks** asked if there were diverters on other roads like Hwy 224.

**Council President Batey** said there were diverters on Martin Luther King (MLK) Boulevard in North Portland, but the speed limits were lower than Hwy 224.

**Mr. Kelper** recalled the evolution of the idea to install a diverter at Hwy 224 was to reduce conflicts and minimize crossing distances. There had also been complaints from the Historic Milwaukie Neighborhood that trucks were turning left from Hwy 224 onto Monroe Street.

**Councilor Parks** recalled there was a discussion at the early Project Advisory Committee (PAC) meetings that ODOT was interested in eliminating that intersection and signal altogether. She thought diverters would be better than total elimination.

**Mr. Kelper** said from ODOT's perspective there were three closely spaced intersections, so closing Monroe Street would create some benefits to the other two

intersections. There was the micro perspective of the property owners at the Monroe Street and Hwy 224 intersection and access to their businesses.

**Councilor Parks** agreed it was difficult to navigate the warren of streets on the north side. Once it got into engineering, some of those issues would be fleshed out about how to maintain the viability of those businesses. It was important to keep in mind that the Monroe Street Neighborhood Greenway was a concept plan that put the fundamental groundwork in place.

**Mr. Kelper** discussed Mr. Stoutt's comments. The focus of the Washington Street alternative was to find a safer and less complicated way to direct bikes between Oak Street and 42<sup>nd</sup> Avenue. Washington Street was a local street with fairly low volume that would not need much improvement other than pavement markings and signage. The intention was not to shift the entire route to Washington Street since there was sidewalk between Oak Street and 42<sup>nd</sup> Avenue for pedestrian.

**Council President Batey** said adopting a Resolution was not something she had dealt with before. It would be adopted as a framework, so what did it mean when the next steps came along? Would improvements be built as they were in the Plan? Would there be a detailed discussion with each segment? What was the tipping point for the diverter trial?

**Mr. Kelper** noted the current conversation about 19<sup>th</sup> Avenue and Sparrow Street which had certain greenway aspects. This was a groundbreaking process for the City about how it thinks about and plans for these types of routes and positions itself to get money to make the improvements. He said there was some room for flexibility after getting into the design details. Hwy 224 would involve coordination with ODOT, and the intersection of Linwood Avenue and Monroe Street would be a shared jurisdictional improvement with Clackamas County. For Milwaukie, it would be a reduction in vehicular volumes, and for all parties the goal was to make Monroe Street safer.

**Mr. Egner** said the Resolution was outlined so that at each step staff would come to the City Council with any new information learned through the engineering design phase. He added that the Monroe Street Neighborhood Greenway was not being adopted as part of the TSP or Comprehensive Plan because of the potential for amendments.

**Mayor Gamba** closed the public testimony portion of the hearing at 7:15 p.m.

**Mayor Gamba** said he had been working on this project for some time, and the idea was to create a project to support seeking grants to help fill the voids in the TSP. This was the first foray into the City's bike and pedestrian infrastructure. He considered this engineering-lite with neighborhood traffic studies to come in the future. Adoption of the Resolution would establish direction to seek funding that would include traffic studies of all the affected parts of the City. Milwaukie did not have a solid grid system, so he thought the planning process would have to be very precise. He suggested that the Council create a list of questions and criteria it wanted explored by the engineering firm to provide information prior to making a decision.

**Council President Batey** preferred engineering segments starting on the east end and moving west to see what the impacts might be. She thought there needed to be more data on impacts to other streets in the area.

**Councilor Parks** said it seemed to her that engineering the entire project would inform the Council about what was likely to happen. She supported engineering as the first action.

**Mayor Gamba** asked for one slight change to the fourth point by inserting the words "if necessary test the diverters proposed in the Concept Plan."

**Council President Batey** thought that would be a major concern for Hector Campbell NDA residents.

**Councilor Power** heard people say they were interested in testing and getting more data on diverters.

**Mayor Gamba** said traffic engineers were accurate in their modelling. He did not want to put up a diverter for six months to find that they worked and then wait for eight years until the City found funding. He felt the Council should listen to the engineers about what might be the issues and evaluate the impacts.

**Councilor Power** said models were only as good as their inputs and assumptions. She did not believe this was a Council that ignored experts, so she was not concerned about second guessing traffic engineers and what might be unintended consequences. She felt the Council was trying to manage the first greenway project in the City's history in the most collaborative way possible. It did help to test things in the real world. Computer modelling can be something quite different from implementing something on the ground. Diverters can be done in a way that was attractive and durable. The testing would be a good foundation for other greenway projects and show the community that the City Council was being responsive to concerns. The Monroe Street Project was important to everybody because it would demonstrate how greenways impacted the entire city. She identified this as an iterative process and proposed language changes to the Resolution. It was important for people to understand the City Council would work with the community as this cross town connection moved forward. Upon moving to Milwaukie the most immediate challenges she saw were the Hwy 224 bike and pedestrian crossings. The City Council will need to do more work on the Hwy 224 diverters because it was important to connect the downtown core with Milwaukie's other commercial centers.

**Mayor Gamba** suggested scheduling a work session in the next six months to identify questions and concerns for engineering responses and then seeking funding sources.

**It was moved by Councilor Power and seconded by Councilor Parks to adopt the resolution adopting a Concept Plan for the Monroe Street Neighborhood Greenway as amended with the words "where possible." Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting "aye." [4:0]**

**RESOLUTION No. 107-2015:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING A CONCEPT PLAN FOR THE MONROE STREET NEIGHBORHOOD GREENWAY.**

**Mayor Gamba recessed the Regular Session at 7:47 p.m. and reconvened the Regular Session at 8:05 p.m.**

**A. Moving Forward Milwaukie (MFM): Central Milwaukie Plan and Code Amendments File #s CPA-2015-001, ZA-2015-001 [Moved Down on the Agenda]**

**Mayor Gamba** said the hearing on these code amendments was continued at the November 3, 2015, Council meeting to a date certain of December 1, 2015.

**Mr. Egner** reported at the last meeting the direction was to amend the Flex Space (FS) Overlay to address rooftop structures, buffers to other properties, and how bike and pedestrian facilities were separated from traffic lanes. There was also discussion about looking at potential odor control problems. After researching what other communities had done, staff came back to Milwaukie's own nuisance provisions which provided the necessary flexibility. Mr. Egner addressed the point Mayor Gamba brought up to the Planning Commission, and he provided a handout that related to FS Overlay and the availability of building height bonuses in 19.404.6(c).

**Council President Batey** said she would not vote in favor of the amendments because she believed it was not necessary to introduce additional retail based on the current amount of underutilized space. Other than that, she thought it was a great package of amendments.

It was moved by Councilor Parks and seconded by Councilor Power to approve the first and second readings by title only and adoption of the Ordinance amending the Comprehensive Plan text, maps, and ancillary documents (a new Central Milwaukie Land Use and Transportation Plan and the Transportation System Plan); Title 14 Sign Ordinance; Title 19 Zoning Ordinance; and amending the Zoning Map (File #s CPA-2015-001, ZA-2015-001) as amended in Section 19.404.6(c). Motion passed with the following vote: Councilors Parks and Power, and Mayor Gamba voting “aye”, and Council President Batey voting “no.” [3:1]

Mr. Monahan read the Ordinance one time by title only and as amended in 19.404.6(c).

**Mayor Gamba** announced since the vote was not unanimous among the members present that the second reading and adoption would be scheduled for a date certain of December 15, 2015.

**Councilor Parks** respected Council President Batey’s comments and the efforts of local businesses to improve their viability. Her vision was that with the City Council considering urban renewal options that the community would enjoy a business resurgence in the community.

## OTHER BUSINESS CONTINUED

### B. Council Reports

**Council President Batey** announced the Celebrate Milwaukie, Inc. downtown business decorating competition being held in conjunction with the Umbrella Parade and Holiday Tree Lighting on December 5. She recognized Tonia Burns, North Clackamas Parks and Recreation District (NCPRD) Naturalist for her work on Spring Park Phase 2.

**Councilor Power** announced upcoming leaf drop events and encouraged residents to dispose of their leaves properly to help prevent localized flooding.

**Mayor Gamba** urged residents to take advantage of the free leaf drop and not to rake their leaves into the street because the street sweeper cannot pick them up. He attended the #UNselfie Giving Tuesday event and encouraged resident to give to local charitable organizations.

## ADJOURNMENT

It was moved by Council President Batey and seconded by Councilor Parks to adjourn the Regular Session. Motion passed with the following vote: Councilors Parks, Power, and Batey and Mayor Gamba voting “aye.” [4:0]

**Mayor Gamba** adjourned the regular session at 8:25 p.m.

Respectfully submitted,

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Pat DuVal, Recorder

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MILWAUKIE CITY COUNCIL  
*Office of the City Recorder*

10722 SE Main Street  
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F) 503-653-2444  
ocr@milwaukieoregon.gov

## Speaker Registration

The City of Milwaukie encourages all citizens to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the City Council, fill out this card and hand it to the City Recorder. Note that this Speakers Registration card, once submitted to the City Recorder, becomes part of the public record.

Name: BERNIE STOUT  
Organization:

Address:  
Phone:  
Email:

⊗ Meeting Date: 12/1/15

### Topic to Discuss:

Agenda Item You Wish to Speak to:

- #4 Audience Participation
- #5 Public Hearing
- #6 Other Business

You are Speaking...

- in Support
- in Opposition
- from a Neutral Position
- to ask a Question

Comments:

12/1/15



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Name: *Ben Boggs*  
Organization:

Address:  
Phone:  
Email:

## Meeting Date:

### Topic to Discuss:

Agenda Item You Wish to Speak to:

- #4 Audience Participation
- #5 Public Hearing
- #6 Other Business

You are Speaking...

- in Support
- in Opposition
- from a Neutral Position
- to ask a Question

Comments:



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CLIFF

Name:

Cliff Hackley

Organization:

Bloestru 3 Hackley

Address:

Phone:

Email:



**Meeting Date:**

12/1/2015

### Topic to Discuss:

Agenda Item You Wish to Speak to:

#4 Audience Participation

#5 Public Hearing

5 B

#6 Other Business

You are Speaking...

in Support

in Opposition

from a Neutral Position

to ask a Question

Comments:

12/1/15



# MILWAUKIE CITY COUNCIL

Office of the City Recorder

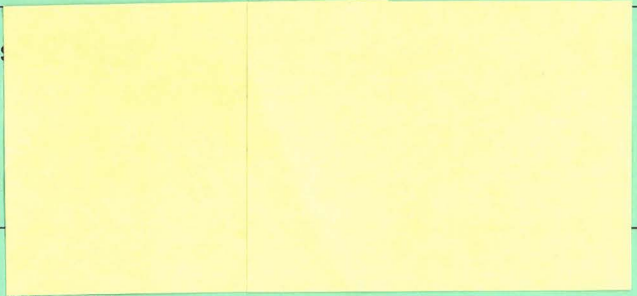
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Name: *SUBRA*  
Organization: *NORTHWEST  
PRIMARY CARE*

Address:  
Phone:  
Email:



*cm*

Meeting Date:

### Topic to Discuss:

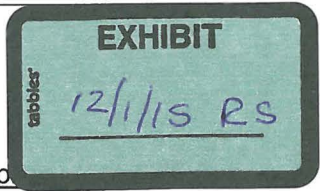
Agenda Item You Wish to Speak to:

- #4 Audience Participation
- #5 Public Hearing - *MONROE ST*
- #6 Other Business

You are Speaking...

- in Support
- in Opposition
- from a Neutral Position
- to ask a Question - *TO PROVIDE INFORMATION*

Comments:



- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is available.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies to properties that are adjacent to a public street.
- E. The maximum front yard setback is 50 ft. The setback area must be landscaped, except where used for parking as allowed in 19.404.6.F.
- F. Parking may be located within the front yard setback, except when adjacent to 32<sup>nd</sup> Ave.
- G. All new buildings shall have at least 1 primary entrance facing the front of the property or, where a property does not front on a public street, the entrance shall face the primary access drive that serves the building.
- H. Flex Space Overlay Zone properties that abut a residential zone shall provide an 8-ft-wide landscaped buffer along the residential property line.
- I. Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping, and/or planters, and/or similar physical separation.

**19.404.7 Design Standards**

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

**19.404.8 Additional Provisions for Off-Site Impacts**

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

A. Applicability

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

B. Noise

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

C. Vibration

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

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

D. Odor

- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is available.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies along 32<sup>nd</sup> Ave.
- E. The maximum front yard setback is 50 ft. The setback area must be landscaped, except where used for parking as allowed in 19.404.6.F.
- F. Parking may be located within the front yard setback, except when adjacent to 32<sup>nd</sup> Ave.
- G. All new buildings shall have at least 1 primary entrance facing the front of the property or, where a property does not front on a public street, the entrance shall face the primary access drive that serves the building.
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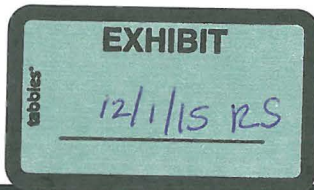
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  - 2. Vibrations lasting less than 5 minutes per day are exempt.
  - 3. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.
- D. Odor



**RS Correspondence  
Received before  
Nov. 30, 2015**

**Kelver, Brett**

**From:** Chris Carter <christopher.carter1985@gmail.com>  
**Sent:** Wednesday, November 04, 2015 10:44 AM  
**To:** Kelver, Brett  
**Subject:** Monroe Greenway

Milwaukie City Council Members,

I am a strong supporter of the Monroe Greenway Plan as a whole. This plan would bring a great deal of safety to the community and is a draw to further development of the Hector-Cambell & Linwood Neighborhoods.

I lived in Milwaukie for 6 years on the corner of Hwy 224 & Harrison Street, then moved up to Portland for 2 years and came back to Milwaukie because it is a quiet neighborhood and fits my lifestyle much better. 3 Years ago I was hit while riding my bike on the corner of Hwy 224 and Monroe returning home from the Milwaukie Marketplace by a driver that was not paying attention and made a right hand turn into me. Fortunately I received relatively minor injuries, but it did teach me that the current system in Milwaukie is not safe for anyone not in a car. I also had a resident at the apartment complex I managed that due to poor infrastructure and high car speeds in these neighborhoods was hit twice in his powered wheelchair. Slower streets and better infrastructure could have prevented these accidents from occurring. If we continue to see further growth without addressing this issue it will get worse.

I am currently renting off Lake Road and am looking to buying a home here in Milwaukie. The outcome of this decision is a deciding factor in where I am willing to buy. Having access to a quiet east west connection for alternate modes of transportation, having sidewalks and a slow neighborhood streets all are a draw for me and my family. This project would drastically improve that.

One major point of contention for the project are the traffic diversion methods. The fact of the matter is that they work. They do slow down all traffic and prevent a lot of cars from using the neighborhood streets as a cut through. When I lived in Portland I was on Salmon Street and 16th Ave., this is a great example of what not to do. They did not install traffic diverters on Salmon Street, only speed bumps. This did very little to reduce the speed and number of trips in the neighborhood. Hawthorne traffic would push a lot of them onto this greenway and frequently speeding including through school zones. Very similar things happened on SE Clinton as well.

We have the opportunity to drastically improve the safety of our neighborhoods, and to draw further development of Milwaukie with this plan. I strongly encourage you to vote for this plan.

Sincerely,

Chris Carter

## Kelver, Brett

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**From:** Pam Husband <pam@mrbilltaxman.com>  
**Sent:** Thursday, November 05, 2015 2:04 PM  
**To:** Gamba, Mark  
**Cc:** Kelver, Brett  
**Subject:** Monroe Greenway

Mayor Gamba --

I was at the hearing on Tuesday and had an opportunity to speak against the diverters at Linwood and Monroe. I have had a few more thoughts since then and wish to share them with you.

Many comments were made about "Cut-through" trips and you clarified that term referred to drivers from outside the neighborhood using Monroe almost as a short-cut. In thinking about this more, I don't believe there is data to indicate how many trips on Monroe are residents in the neighborhoods off Monroe and how many are residents from outside the neighborhood. Certainly I think it is reasonable to expect people who live on some of the streets just east of Linwood do travel on Monroe to access downtown Milwaukie, Hwy 224, SE McLoughlin, etc. However, I doubt many of the "cut through" trips are from people living in Happy Valley. It just is not convenient to get to Monroe if you are coming from or going east of 82nd. It seems most of those residents would be using 224, Railroad or King as those are the easier access points.

Diverters, therefore, would seem to "punish" neighborhood residents just trying to go about their regular business of going to work, school, church and life. Those of us living near Linwood are limited in our options for getting to and from our homes. As Brett pointed out, Monroe is the only access street between King and Railroad.

One point I forgot to mention in my 3 minutes was the proposed pedestrian path. In the nearly 28 years we have lived in our home, we were told that any "sidewalks" that would be put in were to go on the south side of Monroe. We were very surprised to learn the path is proposed for the north side. I cannot speak for the whole distance between 42nd and Linwood, but between 60th and Linwood the street edge is raised to deal with water drainage issues. There are slopes and dips in all the yards fronting this part of Monroe. We all have mail boxes and water meters near the street. Also, this space is where we all put our garbage and recycling cans on a weekly basis. I would hope that before the pedestrian path plans are finalized, communications will go out to the homeowners on the affected properties diagramming the land needed for the path and explaining what will happen to meter boxes that need to be moved, compensation for fences and plants that are in the way of the path, if the path is to be paved, would a curb separate the path from the roadway, etc.

Thank you,  
Pam Husband  
6023 SE Monroe  
Milwaukie

## Kelver, Brett

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**From:** Katie Leonard <kerinleon@aol.com>  
**Sent:** Saturday, November 07, 2015 9:39 AM  
**To:** Kelver, Brett  
**Subject:** Comments on Monroe Street Greenway Concept

Mr. Kelver,

I was unable to attend the hearing this past Tuesday on the Monroe Street Greenway Concept, and I'd like to share my opinion on one aspect of it, if it's not too late to submit comments.

Generally I'm all for the concept of calming traffic to benefit pedestrians and bicyclists -- as someone who often bicycles ~7 miles to and from work in lieu of driving, I really appreciate the opportunity to use the designated bike boulevards in Portland, and the efforts that go into restricting/slowing car traffic. However, based on my understanding of what the city intends to do with the intersection of SE Monroe Street and the Milwaukie Expressway/Hwy 224, I don't think this particular aspect of the project is a good idea.

Both of my children have attended the Monroe Street YMCA Child Development Center at SE Monroe St. and Hwy. 224 for the past four years. Typically we drive, coming from the Ardenwald area: heading west through the intersection of SE Harrison St. and Hwy 224, turning left (south onto 224), turning right (west) onto SE Monroe Street, and then left into the YMCA parking lot. When we leave, we usually turn right (east) out of their parking lot onto SE Monroe Street, then left (north) at the intersection onto Hwy. 224, and then right (east) on to SE Harrison St. We have done this on average twice per day, 5 days/week, for the past four years.

I understand that the city wants to limit traffic headed east on SE Monroe St. at Hwy. 224 to a right turn only, this is the part I object to. I don't think this will have an appreciable impact on safety for pedestrians and bicyclists any more than the existing designated crosswalks at this intersection, and I believe that this will increase the tendency for drivers to perform illegal left turns onto Hwy 224 and increase traffic substantially on SE 29th Ave. Having driven extensively in this area for years, given the choice between legal driving options (if the intersection was designated right turn only onto Hwy. 224), it would be much quicker to go west on SE Monroe St., north on SE 29th Ave., and then east on SE Harrison St.; than to turn right onto Hwy. 224 and then wait for the (long!) left-turn light at SE Oak Street. Has the city considered the impact of this increased traffic on SE 29th St.?

I'm curious why there's consideration of doing anything to restrict the car traffic at the intersection of SE Monroe Street and Hwy. 224. The area east of that intersection (SE Monroe Street between Hwy. 224 and SE Campbell St.) doesn't seem like a particularly high-traffic route to begin with. If the intent is to make that intersection safer for bicyclists and pedestrians, I would think any (or all!) of the following things would be better solutions than restricting the direction of turns:

- better crosswalk lighting,
- a bicycle-height crosswalk signal, or crosswalk/light sensors in the bike lanes,
- a longer duration crosswalk signal,
- restricting car traffic from going \*straight\* through the intersection of SE Monroe St. & Hwy. 224, but not limiting the turn direction

Thank you for your time, I look forward to following the progress of the Monroe Street project.

Katie Leonard  
(503) 341-5320  
3308 SE Roswell St., Milwaukie OR 97222

**Kelver, Brett**

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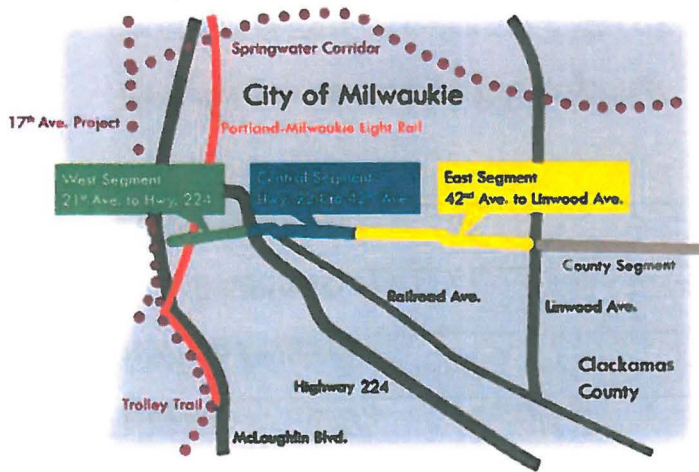
**From:** mary logalbo <marylogalbo@gmail.com>  
**Sent:** Friday, November 13, 2015 12:36 PM  
**To:** Kelver, Brett  
**Subject:** Fwd: Monroe Greenway  
**Attachments:** DOC.PDF

Brett,

I'm enthusiastically submitting my comments on the greenway (attached) – I'm a supporter of all projects that make bike and pedestrian access safer and more comfortable!

Thanks,

Mary Logalbo  
11753 SE Beckman Ave  
Milwaukie, OR 97222

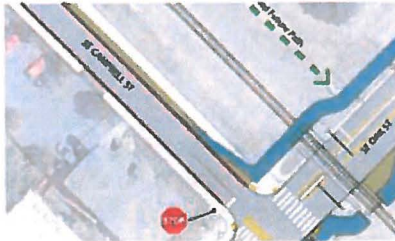
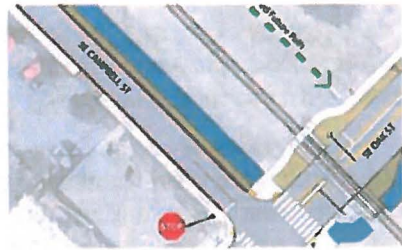


# Monroe Street Neighborhood Greenway Concept Design Project

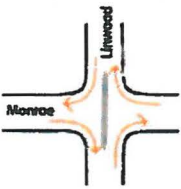
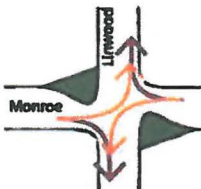
In association with Public Workshop #2 (March 18, 2015)

## Survey Form

*The Monroe Street corridor has several key areas where opportunities exist to improve safety for all users. There are choices involving trade-offs, and the City invites community members to share your opinions about these choices. For each of the key areas listed below, indicate your preference for one of the options as described.*

Key Area	Option A	Option B
<p><b>OR 224 CROSSING</b> Narrowing the crossing of OR 224 will improve safety for pedestrians and bicyclists by providing larger ped/bike refuges and reducing the crossing distance.</p> <p><b>Question:</b> Should the southbound right-turn pocket on OR 224 be removed and replaced with a curb extension, to eliminate right turns onto Monroe St westbound?</p>	<p><b>Remove</b> the southbound right-turn pocket on OR 224 and extend the curb to prohibit right turns onto Monroe St westbound.</p> <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>	<p><b>Preserve</b> the southbound right-turn pocket to allow right turns from OR 224 onto Monroe St westbound.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>
<p><b>CAMPBELL ST CONNECTION</b> The route detours onto Campbell St for a short distance near Oak St. This is a low-volume section involving a complicated crossing of the railroad tracks at Oak St.</p> <p><b>Question:</b> On Campbell St, where should bicycles be?</p>	<p>Bicycles share the travel lanes with vehicles in each direction; pedestrians are on sidewalks on either side of Campbell St.</p>  <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Bicycles and pedestrians share a multiuse path along the north side of Campbell St.</p>  <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>

(See reverse for more Key Areas)

Key Area	Option A	Option B
<p><b>37TH AVE INTERSECTION</b>                      In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor, vehicle volumes must be reduced at 37<sup>th</sup> Ave or 42<sup>nd</sup> Ave.</p> <p><b>Question:</b> Should vehicle through-traffic be diverted at 37<sup>th</sup> Ave, or should Washington St be used as the primary bike route between 37<sup>th</sup> Ave and Home Ave?</p>	<p>Divert through-traffic at 37<sup>th</sup> Ave, allowing only right-turn vehicle movements on and off of Monroe St, and no left-turn movements from 37<sup>th</sup> Ave onto Monroe St. Pedestrians and bicycles can go straight across 37<sup>th</sup> Ave.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Establish a multiuse path across the triangular McFarland site (parallel to the UPRR tracks) between Oak St and 37<sup>th</sup> Ave, then route bikes on Washington St back to Monroe St by way of either Garrett Dr or Ada Ln/Home Ave.</p> <p><i>Note: This option depends on a path across the McFarland site and would most likely require a diverter at 42<sup>nd</sup> Ave instead of 37<sup>th</sup> Ave.</i></p> <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>
<p><b>LINWOOD AVE INTERSECTION</b>                      In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor on both sides of Linwood Ave, vehicle volumes must be reduced at Linwood Ave.</p> <p><b>Question:</b> At Linwood Ave, should vehicle turns be right-in and right-out only on Monroe St; or should there be no entry into Monroe St from any direction, with vehicles allowed to make left and right turns onto Linwood Ave from Monroe St?</p>	<p>Divert through-traffic at Linwood Ave so that vehicle turning movements on Monroe St are right-in and right-out only. No left turns by vehicles on Linwood Ave or Monroe St. Bikes and peds can go straight across Linwood Ave.</p>  <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>	<p>Divert through-traffic at Linwood Ave so that vehicles on Monroe St can turn either left or right onto Linwood Ave, but no vehicles can enter Monroe St from any direction. Bikes and peds can go straight across Linwood Ave.</p>  <p><input type="checkbox"/> Check here if you prefer this option.</p>

**Contact Information (optional)**

Name: Mary Logaibo  
 Mailing Address: 11753 SE Beckman Ave, Milwaukie  
 E-mail Address: marylogaibo@yahoo.com  
 Phone Number: \_\_\_\_\_

**Which segment of Monroe Street do you live along?**

West Segment (21<sup>st</sup> Ave to Hwy 224)  
 Central Segment (Hwy 224 to 42<sup>nd</sup> Ave)  
 East Segment (42<sup>nd</sup> Ave to Linwood Ave)  
 I don't live in the Monroe Street corridor.

**Does your property have frontage on Monroe Street?**  
 Yes  No

**How did you hear about this meeting?** Linwood Neighborhood Assn



## Kelver, Brett

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**From:** JRSAW <jrsaw@comcast.net>  
**Sent:** Friday, November 13, 2015 3:36 PM  
**To:** Kelver, Brett  
**Cc:** Russ E Stoll  
**Subject:** Re: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Brett - I came to the hearing, but elected not to speak, given how many others were there. Here is what I would say to Council members:

I served on the Greenway project as a representative of the Ardenwald neighborhood. While I am supportive of the project overall, I would make the following comments:

1. We were not tasked with considering costs during the conceptual planning, which I think is somewhat naïve.
2. The prospects of reducing traffic counts along certain parts of the route to below some "Greenway" threshold of 1500-2000 cars per day, is likely unrealistic.
3. The primary concerns I had with the project plan had to do with safety. I did not view changes to the 224 crossing as necessary - there is already sufficient time to cross - if anything, add 10 seconds to the crossing time. The safety concerns I had were the Oak St crossing by the RR crossing, the lack of sidewalks or other pedestrian path from 42nd to Linwood, and the Linwood crossing.
4. The alternate route on SE Washington came in late, and was not thought through at all - the crossing of 42nd and SE Washington is problematic. The hill from 37th to 42nd on Monroe, is a barrier to many cyclists, but they can certainly dismount and walk their bikes up the hill. This would be preferable to routing people through the neighborhood.
5. Finally, I have NO support for diverters. Without accurate traffic counts, how would we know that they would have worked. The stretch from 42nd to Oak on Monroe is heavily traveled by many to get to the Milwaukie Marketplace. Diverters would be a major inconvenience anywhere around here, and one at Linwood and Monroe is also problematic. I just don't think the perceived benefit of diverters is worth the cost to drivers in the area. We have the premise that Monroe is one of the few East-West routes through town. Well that holds for people in cars. If we integrate over all of social welfare space, I feel diverters reduce overall societal benefits.

Thank you for the opportunity to comment.

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**From:** "Brett Kelver" <KelverB@milwaukieoregon.gov>  
**To:** "Brett Kelver" <KelverB@milwaukieoregon.gov>  
**Cc:** "Dennis Egner" <EgnerD@milwaukieoregon.gov>, "Bill Monahan" <MonahanB@milwaukieoregon.gov>, "Mark Gamba" <GambaM@milwaukieoregon.gov>, "Lisa Batey" <BateyL@milwaukieoregon.gov>, "Karin Power" <power.karin@gmail.com>, "Wilda Parks" <ParksW@milwaukieoregon.gov>, "Scott Churchill" <ChurchillS@milwaukieoregon.gov>, "Pat DuVal" <duvalp@milwaukieoregon.gov>  
**Sent:** Friday, November 13, 2015 3:13:18 PM  
**Subject:** Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

## Kelver, Brett

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**From:** moon flower <annelieseh99@yahoo.com>  
**Sent:** Monday, November 16, 2015 1:55 PM  
**To:** Kelver, Brett  
**Subject:** Re: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Hello Bret,

Thank you very much for the Monroe street update. I surely appreciate getting your information.

However, as you know, i have given my proposal to you and at the different meetings, and it seems that there is no progress at all of making Monroe str. one way East to West to downtown Milwaukie and design a bicycle path West to East, that is uphill.

Going East from hwy. 224 to downtown a driver can "see" downhill coming towards 28th; drivers cannot see over the hill coming from West (downtown) towards the top at 28th; therefore it is common sense to make that route bicycle and more pedestrian friendly.

This solution will also result in less car traffic, and eliminate parking on the South side of Monroe str. All but one residence have drive ways,(the one house lost it's parking to the light rail project, and now park in the parking lot across the street)

Most drive ways on Monroe str. can accommodate more than one car. Most have room for 3 or 4 vehicles. (a member of staff said that some residents on Monroe had expressed their objection to "no parking", since they "needed" the street to park on.

The majority of people who park on Monroe str. after the railroad track and up to 27th. during the day, do not live there; they seem to work downtown or take public transportation elsewhere.

Right now the flow of traffic, including heavy trucks, is on the increase, and i shudder to imagine what our neighborhood will turn into after Milwaukie Lumber moves out and an apartment complex takes it's place.( with limited parking)?

Monroe street will turn into an even worse parking lot than it is.

I feel very strongly that the city needs to do much more protect our Old Historic Neighborhood, and direct traffic from downtown onto McLoughlin Blvd. and even from 224 to the overpass and into downtown Milwaukie.

Thank you, and enjoy the Holidays. Anneliese Hummel.

On Friday, November 13, 2015 3:14 PM, "Kelver, Brett" <[KelverB@milwaukieoregon.gov](mailto:KelverB@milwaukieoregon.gov)> wrote:

**December 1, 2015**

**Stauffer, Scott**

**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 7:52 AM  
**To:** \_City Council  
**Cc:** Stauffer, Scott  
**Subject:** FW: Comment on Monroe Greenway Project

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**From:** David Aschenbrenner [<mailto:dlasch@comcast.net>]  
**Sent:** Monday, November 30, 2015 7:28 PM  
**To:** Kelter, Brett; Egner, Dennis; Monahan, Bill  
**Cc:** DuVal, Pat; Bernie Stout; Hedges, Linda; Lars Campbell; 'Smith, Sarah'  
**Subject:** RE: Comment on Monroe Greenway Project

Sorry One additional question,  
How will the Monroe Greenway Project affect the development of the McFarlane site? As of now there is no traffic being generated from the site. Where is the future of this site's traffic going to be directed to and from?

Thank You,  
David Aschenbrenner  
11505 SE Home Ave  
Milwaukie, OR 97222  
[dlasch@comcast.net](mailto:dlasch@comcast.net)  
[linkedin.com/in/davidaschenbrenner/](https://www.linkedin.com/in/davidaschenbrenner/)  
503-804-3837

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**From:** David Aschenbrenner [<mailto:dlasch@comcast.net>]  
**Sent:** Monday, November 30, 2015 7:11 PM  
**To:** Brett Kelter ([KelterB@ci.milwaukie.or.us](mailto:KelterB@ci.milwaukie.or.us)); Egner, Dennis; Bill Monahan ([MonahanB@ci.milwaukie.or.us](mailto:MonahanB@ci.milwaukie.or.us))  
**Cc:** Pat DuVal ([duvalp@ci.milwaukie.or.us](mailto:duvalp@ci.milwaukie.or.us)); Bernie Stout; Hedges, Linda; Lars Campbell; 'Smith, Sarah'  
**Subject:** Comment on Monroe Greenway Project

Please include these comments to the Milwaukie City Council.

My question is how will the traffic between Oak St / Campbell St. and Monroe at the diverter location be reduced to meet the Greenway threshold?

I have not seen any plans to reduce traffic levels from Oak St. / Campbell St. /Railroad track crossing and 37<sup>th</sup> or 42<sup>nd</sup> / Monroe. If this section is not included than there would not be a continuous Greenway from Downtown to Linwood Ave. The suggested benchmark for a functional greenway is an average daily trip volume of 1,500 to 2,000 vehicles. Am I correct?

Thank You,  
David Aschenbrenner  
11505 SE Home Ave  
Milwaukie, OR 97222

[dlasch@comcast.net](mailto:dlasch@comcast.net)

[linkedin.com/in/davidaschenbrenner/](https://www.linkedin.com/in/davidaschenbrenner/)

503-804-3837

**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 9:43 AM  
**To:** Stauffer, Scott  
**Subject:** FW: ORE 224 / Harrison to Oak

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**From:** Kelter, Brett  
**Sent:** Tuesday, December 01, 2015 9:12 AM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: ORE 224 / Harrison to Oak

A comment received from one of the practitioners at the NW Primary Care clinic, located at the NE corner of the Monroe/Hwy 224 intersection. I talked with one of their administrators yesterday and let them know that I wasn't sure whether or not the Council would be taking additional public testimony tonight.

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

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**From:** Subramaniam Seetharaman, MD [<mailto:Subramaniam.SeetharamanMD@nwpc.com>]  
**Sent:** Tuesday, December 01, 2015 7:36 AM  
**To:** Kelter, Brett  
**Cc:** Michael Whitbeck  
**Subject:** Re: ORE 224 / Harrison to Oak

Hi Brett,

My name is Subra, and I am one of the owners of the Northwest Primary Care Clinic. I work at the Milwaukie office off of Monroe. We have eight practitioners in the building, and see about 20 patients per day on average. We also have a nurse's clinic, X-Ray, and labs, which are usually busy as well. As you can see, we have busy traffic into our building, and we serve a large community with the majority being geriatric patients. Our elderly patients (and moms with kids) have a difficult time with any change in their lives. The traffic change policy which is being adopted is going to cause a significant disruption in our day to day affairs, especially with our demographic. The road off of Harrison and Campbell is always busy with train schedules and heavy work on the side of the tracks on Campbell street. Also, getting back to Harrison from Campbell is a one-way street to the right only. Getting on or off of Oak street to Campbell is also extremely difficult with heavy oncoming traffic. I'm not sure how this is going to decrease accidents, in fact, with more than 100+ patients coming to the clinic per day, this could only increase accidents due to the diversion. I really appreciate the opportunity the council has given me to be able to speak regarding this issue, and I look forward to meeting you all this evening.

Thank you so much,  
Subra Seetharaman, MD, Northwest Primary Care

On Nov 30, 2015, at 11:44 AM, Michael Whitbeck <[michael.whitbeck@nwpc.com](mailto:michael.whitbeck@nwpc.com)> wrote:

FYI

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**From:** Kelter, Brett [<mailto:KelterB@milwaukieoregon.gov>]  
**Sent:** Monday, November 30, 2015 11:29 AM

**To:** Michael Whitbeck

**Subject:** RE: ORE 224 / Harrison to Oak

Michael,

Thanks for taking time to talk with me this morning about the Concept Plan for the Monroe Street Neighborhood Greenway. If you'll send any comments on the project to me I will forward them on to the City Council before tomorrow night's meeting.

You can find the agenda and the E-packet materials (including a staff report for this item) at the following link: <http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>. The Regular Session part of the meeting starts at 6:00pm at Milwaukie City Hall (10722 SE Main St) and it looks like there are a few other items on the agenda ahead of this one, though things sometimes get shifted around at least within the Public Hearing category. Hard to say exactly what time this item's public hearing will start.

I'll keep an eye out for something from your end and hope that someone from NW Primary Care will decide to attend tomorrow night. Thanks again.

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:10 PM  
**To:** Stauffer, Scott  
**Subject:** FW: ORE 224 / Harrison to Oak

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**From:** Kelper, Brett  
**Sent:** Tuesday, December 01, 2015 9:53 AM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: ORE 224 / Harrison to Oak

Additional note from an administrator at NW Primary Care (see below).

Brett Kelper, AICP  
Associate Planner  
City of Milwaukie

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**From:** Michael Whitbeck [<mailto:michael.whitbeck@nwpc.com>]  
**Sent:** Tuesday, December 01, 2015 9:36 AM  
**To:** Kelper, Brett  
**Cc:** Subramaniam Seetharaman, MD  
**Subject:** ORE 224 / Harrison to Oak

Brett:

Some additional information. Our Family Practice clinic at Monroe St had 24,900 patient visits last year, and will end up over 25,000 this year. Virtually all of these visits are by automobile or bus (i.e. tri-met, nursing home or assisted living buses.) All of these vehicles will be affected by the proposed Hwy 224/Monroe St project, whether these patients currently cross Hwy 224 at Monroe, come from the west and are not able to turn left onto Monroe, or come from the east and not able to turn left on Hwy 224 when leaving. This traffic will all be directed to Campbell St and then to either Harrison or Oak Streets, which already have a heavy traffic load at Hwy 224. Per our conversation, I believe this increases the traffic safety risk at those interchanges which is not preferable. I hope this information is considered by the City of Milwaukie in their project review and deliberations.

Michael Whitbeck  
Administrator  
NW Primary Care Group PC

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**From:** Subramaniam Seetharaman, MD  
**Sent:** Tuesday, December 01, 2015 7:36 AM  
**To:** [kelperb@milwaukieoregon.gov](mailto:kelperb@milwaukieoregon.gov)  
**Cc:** Michael Whitbeck  
**Subject:** Re: ORE 224 / Harrison to Oak

Hi Brett,

My name is Subra, and I am one of the owners of the Northwest Primary Care Clinic. I work at the Milwaukie office off of Monroe. We have eight practitioners in the building, and see about 20 patients per day on average. We also have a

nurse's clinic, X-Ray, and labs, which are usually busy as well. As you can see, we have busy traffic into our building, and we serve a large community with the majority being geriatric patients. Our elderly patients (and moms with kids) have a difficult time with any change in their lives. The traffic change policy which is being adopted is going to cause a significant disruption in our day to day affairs, especially with our demographic. The road off of Harrison and Campbell is always busy with train schedules and heavy work on the side of the tracks on Campbell street. Also, getting back to Harrison from Campbell is a one-way street to the right only. Getting on or off of Oak street to Campbell is also extremely difficult with heavy oncoming traffic. I'm not sure how this is going to decrease accidents, in fact, with more than 100+ patients coming to the clinic per day, this could only increase accidents due to the diversion. I really appreciate the opportunity the council has given me to be able to speak regarding this issue, and I look forward to meeting you all this evening.

Thank you so much,

Subra Seetharaman, MD, Northwest Primary Care

On Nov 30, 2015, at 11:44 AM, Michael Whitbeck <[michael.whitbeck@nwpc.com](mailto:michael.whitbeck@nwpc.com)> wrote:

FYI

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**From:** Kelter, Brett [<mailto:KelterB@milwaukieoregon.gov>]

**Sent:** Monday, November 30, 2015 11:29 AM

**To:** Michael Whitbeck

**Subject:** RE: ORE 224 / Harrison to Oak

Michael,

Thanks for taking time to talk with me this morning about the Concept Plan for the Monroe Street Neighborhood Greenway. If you'll send any comments on the project to me I will forward them on to the City Council before tomorrow night's meeting.

You can find the agenda and the E-packet materials (including a staff report for this item) at the following link: <http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>. The Regular Session part of the meeting starts at 6:00pm at Milwaukie City Hall (10722 SE Main St) and it looks like there are a few other items on the agenda ahead of this one, though things sometimes get shifted around at least within the Public Hearing category. Hard to say exactly what time this item's public hearing will start.

I'll keep an eye out for something from your end and hope that someone from NW Primary Care will decide to attend tomorrow night. Thanks again.

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

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**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:16 PM  
**To:** Stauffer, Scott  
**Subject:** FW: Monroe St Neighborhood Concept

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**From:** Kelter, Brett  
**Sent:** Tuesday, December 01, 2015 1:15 PM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: Monroe St Neighborhood Concept

Another comment related to the proposed diverter at Hwy 224.

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

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**From:** Cliff Hockley [<mailto:chockley@bluestonehockley.com>]  
**Sent:** Tuesday, December 01, 2015 12:28 PM  
**To:** Kelter, Brett  
**Cc:** 'Hank Langfuss ([hanksmog@gmail.com](mailto:hanksmog@gmail.com))'; Cliff Hockley  
**Subject:** Monroe St Neighborhood Concept

Brett Kelter, Project Manager  
City of Milwaukie

Dear Brett and members of the Milwaukie City Council,

We are emailing you regarding the Monroe St. Neighborhood Concept and the closure of lanes on Highway 224. I represent the owner of a building located at 3033 SE Monroe which houses the NW Primary Care Clinic. This plan visualizes the closure of the southbound Highway 224 left hand lane as it approaches Monroe St thereby blocking off access to the clinic on Monroe St. The alternate solution of taking a left on Harrison and a right on Campbell is not practical because Campbell is a one way street and has a very steep downgrade which is difficult for elderly patients to access. (This would be called the Harrison-Campbell-Monroe connection.) We urge you to reconsider this decision given that you already have a stoplight and left turn in place and it would cost you nothing to keep the status quo. We believe that should you pass this section of the plan and move forward with the plan improvements we will lose NW Primary Care as a tenant thereby making our property worthless. We understand how important it is to have a beautiful city and that this is an important part of the greenway plan but we are already an island that is difficult to reach and it creates a severe hardship for us and for the clinic.

The reason why we are responding so late in the process is because the property sold last year and the new owners who we represent never received notification of these access changes. We hope to be able to negotiate with you on the left turn access and our ability to keep Monroe accessible to Highway 224 going in both north and southbound directions.

Warmest regards,

# Cliff Hockley CPM, CCIM

## Bluestone & Hockley Real Estate Services

President

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For the Washington Real Estate Agency Pamphlet click [here](#).



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**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:49 PM  
**To:** Stauffer, Scott  
**Subject:** FW: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

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**From:** Kelper, Brett  
**Sent:** Tuesday, December 01, 2015 1:38 PM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

For your reference, I am forwarding comments that were also sent directly to Councilor Churchill.

Brett Kelper, AICP  
Associate Planner  
City of Milwaukie

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**From:** Donald Courson [<mailto:doncourson@hotmail.com>]  
**Sent:** Tuesday, December 01, 2015 12:50 PM  
**To:** Kelper, Brett  
**Subject:** RE: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Brett,

Thank you again for keeping me in the loop. I am late in getting this information to you. I only had time to write something to Council member Churchill, so below is what I wrote, but it had the notes I wanted to provide you in it. Overall, I am excited about the improvements, and would prefer to not have the 42 ave diverter if possible, or in place of the sidewalks on Monroe between 42nd and Linwood. If I can make it tonight, I will try to explain further, but wanted to provide you with this information:

From my email to Mr Churchill.

Dear Mr Churchill

My name is Donald Courson, I live at 11101 SE Home Ave in Milwaukie and had the pleasure of meeting you on November 3, 2015 at the Council Meeting. My primary interest was the Monroe Street Greenway Project. It was my first town meeting and I had been unsure how the speaker process worked, so I did not speak during the meeting. However, I was able to listen to the discussions, including the Council's open discussion after the open public input. I would like to provide both my opinion as well as some insight having digested some of the information presented.

As someone who utilizes Monroe on a regular basis, I am very excited about the potential pedestrian improvements to the street. The section of Monroe between 42 Ave and Linwood is

presently not adequate for a safe walk for my wife and I with our infant. We generally take side streets due to the condition of Monroe.

As a Mechanical Engineer, I greatly appreciated your statements about allowing data to steer the approach. There were some questions on the differences between computer models and actual conditions. A computer model is only as accurate as the assumptions and data it is programmed with, as well as the limitations of model's analysis capacity. I would reference the previous Washington Street modeling that had significant shortfalls. Physical testing of any traffic modifications would be the best way to fully assess the impact of a change, especially in a situation where there are multiple street options for people to take if an alteration was made. In addition, better physical testing will provide data for better computer modeling. There was some discussion on a full year of physical testing versus 3 months. The Council could consider testing some of the diversions for a shorter period, such as 3 months, and use the data to update the computer model to better approximate the other time periods. Overall, to reduce the risk of adverse impact I would encourage the physical testing approach for the diverters.

Council Member Lisa Bately made a statement when considering the Hector Campbell Neighborhood's request to install the sidewalks and other traffic flow modifications to the section between 42 Ave and Linwood to examine the traffic affects before installing the diverters. She stated that one should test the diverters first in order to not alter the data. I would have her reconsider this approach. If it is a firm plan to add the sidewalks, the round-about and other traffic modifications, then one should only test the diverters after these changes are made. This approach would allow the traffic engineers to know exactly what the diverters provide in altering the traffic flow. Otherwise, installing them first would reduce the traffic, but it would be unclear if that traffic could have been reduced without the diverters.

Mayor Gamba and others on the board asked questions concerning what an engineer may need to know to progress the project. I would highly recommend to the council that they clearly detail any emphasis on any aspect of the proposed plan. It is true that whoever is going to take the information provided in the concept plan and develop it as much as possible, with guidance from the Council. However, when developing the new designs they will be making trade-offs with cost and schedule. If you do not provide any emphasis on any key features, the designers will have to make assumptions on what aspects are priorities. Example, if the Council's priority is the pedestrian improvement, then your recommendation should include an emphasis on sidewalks. Another example, if the Council would like to limit the diverters to only where they are needed to reduce the traffic flow to a specific level, then that should be stated in the Council's recommendation. The recommendations do not exclude or limit the designer, but instead guide them to a better understanding of your expectations. These recommendations should also include any recommended phasing of activities since funding for the entire project as a whole is highly unlikely. Again, this would not limit the designers and project manager, but would help them better understand what you would prefer to occur. One could place in the recommendation a statement such as "If possible, item X and Y should be addressed before item Z." Overall, those with institutional knowledge of what is currently desired can be involved with only a finite number of activities, but the Council's recommendation document can be available for many to utilize at any given time. It is very important to guide those moving forward on this project.

My final item concerns the streets that will be impacted by installation of diverters. I would recommend that the Council consider including in their recommendation document that there should be an assessment of the streets affected, and the designation for maintenance of each street be changed in order to increase their prioritization with future maintenance an improvement. In other words, if traffic is increased on a specific street due to this change, then it should be designated in some way as having a high priority for maintenance or improvement over other standard neighborhood side streets.

I again would like to express my great appreciation for the City examining such improvements to our area. My wife and I look forward to raising our children in an area that continuously looks to develop community focused elements.

Thank You

Donald R. Courson PE

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From: [KelverB@milwaukieoregon.gov](mailto:KelverB@milwaukieoregon.gov)

To: [KelverB@milwaukieoregon.gov](mailto:KelverB@milwaukieoregon.gov)

CC: [EgnerD@milwaukieoregon.gov](mailto:EgnerD@milwaukieoregon.gov); [MonahanB@milwaukieoregon.gov](mailto:MonahanB@milwaukieoregon.gov); [GambaM@milwaukieoregon.gov](mailto:GambaM@milwaukieoregon.gov);  
[BateyL@milwaukieoregon.gov](mailto:BateyL@milwaukieoregon.gov); [power.karin@gmail.com](mailto:power.karin@gmail.com); [ParksW@milwaukieoregon.gov](mailto:ParksW@milwaukieoregon.gov);  
[Churchills@milwaukieoregon.gov](mailto:Churchills@milwaukieoregon.gov); [duvalp@milwaukieoregon.gov](mailto:duvalp@milwaukieoregon.gov)

Subject: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Date: Fri, 13 Nov 2015 23:13:18 +0000

Hello to members of the PAC (Project Advisory Committee) and other persons interested in the Monroe Street project—

For those who did not stay until the very end of the November 3 public hearing on the Monroe Street Neighborhood Greenway project, this is to let you know that City Council decided to continue the public hearing until their meeting on **Tuesday, December 1, 2015** (6:00pm at City Hall).

The Council asked staff to bring back information about the logistics, costs, and methodology of an effort to test the proposed diverters, along with a proposed resolution for Council to either adopt the Concept Plan (with any specific changes they may suggest) or to adopt the principles of the plan and outline the next steps toward adoption. In either case, the Council indicated interest in further discussing the issue of diversion and the timing/phasing of implementation, along with the possibility of re-opening the public testimony portion of the hearing if they feel there is enough new information or other cause to hear again directly from members the public. In the meantime, I will continue to forward along to Council any other public comments I receive.

Meeting materials for that Dec 1 regular session will be made available on the City website here (<http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>) by the end of the day on November 24. I hope you'll plan to attend or watch live via the City website.

Brett Kelter, AICP  
Associate Planner

City of Milwaukie  
6101 SE Johnson Creek Blvd | Milwaukie, OR 97206  
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## RS Correspondence December 1, 2015

Dear Mayor Gamba and the City Council,

I am writing in support of the Monroe Greenway Project as proposed in the concept draft plan.

What attracted my family and I to Milwaukie 4 years ago was it's proximity and affordability. My family likes to walk and ride bicycles. Sometimes we use the Springwater or Trolley trails but more often we walk/bike to a destination like school, store, friend's house, library, park, or restaurant. Unfortunately, the infrastructure isn't always in place for us to have that choice. We end up driving because it's our only option.

There are a handful of designated bike routes around town but many are both unsafe and unpleasant. Many streets lack suitable sidewalks, wheelchair ramps, pedestrian crossings, etc. It's often possible to navigate these routes without a car, but it's rarely a pleasant experience for those brave enough to give it a go, and conditions are not inviting for folks who would otherwise be interested to get out of their cars.

The Monroe Greenway is the first step towards a more complete transportation network that will give families and individuals in Milwaukie the option to choose how they will get from one place to another.

The point of this project is to make it appealing to walk or bike along Monroe Street. That's why sidewalks aren't enough. Diverters will reduce unnecessary automobile traffic (ie non-locals) on Monroe Street and will create a more safe and quiet place for people.

The diverters will come with some growing pains. People using Monroe as a cut through will end up on parallel streets more suited to higher traffic volumes (King Rd, Harrison). Folks who must drive on Monroe will find routes that avoid the diverters. These changes will soon become the new normal.

The point of the Monroe Greenway Project is to create an environment that gives people transportation options. People will still be able to drive to their houses along Monroe St. With less car traffic and better sidewalks people will also have the real world choice to walk, bike, skate, etc. along Monroe St. as well.

This project needs to be done right. Please adopt the Monroe Greenway Project as proposed in the concept draft plan.

Thank You,

Carl "Andy" Schmidt  
4413 SE Mason Hill Dr  
Milwaukie, OR 97222

**Kelver, Brett**

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**From:** Chris Carter <christopher.carter1985@gmail.com>  
**Sent:** Wednesday, November 04, 2015 10:44 AM  
**To:** Kelver, Brett  
**Subject:** Monroe Greenway

Milwaukie City Council Members,

I am a strong supporter of the Monroe Greenway Plan as a whole. This plan would bring a great deal of safety to the community and is a draw to further development of the Hector-Cambell & Linwood Neighborhoods.

I lived in Milwaukie for 6 years on the corner of Hwy 224 & Harrison Street, then moved up to Portland for 2 years and came back to Milwaukie because it is a quiet neighborhood and fits my lifestyle much better. 3 Years ago I was hit while riding my bike on the corner of Hwy 224 and Monroe returning home from the Milwaukie Marketplace by a driver that was not paying attention and made a right hand turn into me. Fortunately I received relatively minor injuries, but it did teach me that the current system in Milwaukie is not safe for anyone not in a car. I also had a resident at the apartment complex I managed that due to poor infrastructure and high car speeds in these neighborhoods was hit twice in his powered wheelchair. Slower streets and better infrastructure could have prevented these accidents from occurring. If we continue to see further growth without addressing this issue it will get worse.

I am currently renting off Lake Road and am looking to buying a home here in Milwaukie. The outcome of this decision is a deciding factor in where I am willing to buy. Having access to a quiet east west connection for alternate modes of transportation, having sidewalks and a slow neighborhood streets all are a draw for me and my family. This project would drastically improve that.

One major point of contention for the project are the traffic diversion methods. The fact of the matter is that they work. They do slow down all traffic and prevent a lot of cars from using the neighborhood streets as a cut through. When I lived in Portland I was on Salmon Street and 16th Ave., this is a great example of what not to do. They did not install traffic diverters on Salmon Street, only speed bumps. This did very little to reduce the speed and number of trips in the neighborhood. Hawthorne traffic would push a lot of them onto this greenway and frequently speeding including through school zones. Very similar things happened on SE Clinton as well.

We have the opportunity to drastically improve the safety of our neighborhoods, and to draw further development of Milwaukie with this plan. I strongly encourage you to vote for this plan.

Sincerely,

Chris Carter

## Kelver, Brett

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**From:** Pam Husband <pam@mrbilltaxman.com>  
**Sent:** Thursday, November 05, 2015 2:04 PM  
**To:** Gamba, Mark  
**Cc:** Kelver, Brett  
**Subject:** Monroe Greenway

Mayor Gamba --

I was at the hearing on Tuesday and had an opportunity to speak against the diverters at Linwood and Monroe. I have had a few more thoughts since then and wish to share them with you.

Many comments were made about "Cut-through" trips and you clarified that term referred to drivers from outside the neighborhood using Monroe almost as a short-cut. In thinking about this more, I don't believe there is data to indicate how many trips on Monroe are residents in the neighborhoods off Monroe and how many are residents from outside the neighborhood. Certainly I think it is reasonable to expect people who live on some of the streets just east of Linwood do travel on Monroe to access downtown Milwaukie, Hwy 224, SE McLoughlin, etc. However, I doubt many of the "cut through" trips are from people living in Happy Valley. It just is not convenient to get to Monroe if you are coming from or going east of 82nd. It seems most of those residents would be using 224, Railroad or King as those are the easier access points.

Diverters, therefore, would seem to "punish" neighborhood residents just trying to go about their regular business of going to work, school, church and life. Those of us living near Linwood are limited in our options for getting to and from our homes. As Brett pointed out, Monroe is the only access street between King and Railroad.

One point I forgot to mention in my 3 minutes was the proposed pedestrian path. In the nearly 28 years we have lived in our home, we were told that any "sidewalks" that would be put in were to go on the south side of Monroe. We were very surprised to learn the path is proposed for the north side. I cannot speak for the whole distance between 42nd and Linwood, but between 60th and Linwood the street edge is raised to deal with water drainage issues. There are slopes and dips in all the yards fronting this part of Monroe. We all have mail boxes and water meters near the street. Also, this space is where we all put our garbage and recycling cans on a weekly basis. I would hope that before the pedestrian path plans are finalized, communications will go out to the homeowners on the affected properties diagramming the land needed for the path and explaining what will happen to meter boxes that need to be moved, compensation for fences and plants that are in the way of the path, if the path is to be paved, would a curb separate the path from the roadway, etc.

Thank you,  
Pam Husband  
6023 SE Monroe  
Milwaukie

## Kelver, Brett

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**From:** Katie Leonard <kerinleon@aol.com>  
**Sent:** Saturday, November 07, 2015 9:39 AM  
**To:** Kelver, Brett  
**Subject:** Comments on Monroe Street Greenway Concept

Mr. Kelver,

I was unable to attend the hearing this past Tuesday on the Monroe Street Greenway Concept, and I'd like to share my opinion on one aspect of it, if it's not too late to submit comments.

Generally I'm all for the concept of calming traffic to benefit pedestrians and bicyclists -- as someone who often bicycles ~7 miles to and from work in lieu of driving, I really appreciate the opportunity to use the designated bike boulevards in Portland, and the efforts that go into restricting/slowing car traffic. However, based on my understanding of what the city intends to do with the intersection of SE Monroe Street and the Milwaukie Expressway/Hwy 224, I don't think this particular aspect of the project is a good idea.

Both of my children have attended the Monroe Street YMCA Child Development Center at SE Monroe St. and Hwy. 224 for the past four years. Typically we drive, coming from the Ardenwald area: heading west through the intersection of SE Harrison St. and Hwy 224, turning left (south onto 224), turning right (west) onto SE Monroe Street, and then left into the YMCA parking lot. When we leave, we usually turn right (east) out of their parking lot onto SE Monroe Street, then left (north) at the intersection onto Hwy. 224, and then right (east) on to SE Harrison St. We have done this on average twice per day, 5 days/week, for the past four years.

I understand that the city wants to limit traffic headed east on SE Monroe St. at Hwy. 224 to a right turn only, this is the part I object to. I don't think this will have an appreciable impact on safety for pedestrians and bicyclists any more than the existing designated crosswalks at this intersection, and I believe that this will increase the tendency for drivers to perform illegal left turns onto Hwy 224 and increase traffic substantially on SE 29th Ave. Having driven extensively in this area for years, given the choice between legal driving options (if the intersection was designated right turn only onto Hwy. 224), it would be much quicker to go west on SE Monroe St., north on SE 29th Ave., and then east on SE Harrison St.; than to turn right onto Hwy. 224 and then wait for the (long!) left-turn light at SE Oak Street. Has the city considered the impact of this increased traffic on SE 29th St.?

I'm curious why there's consideration of doing anything to restrict the car traffic at the intersection of SE Monroe Street and Hwy. 224. The area east of that intersection (SE Monroe Street between Hwy. 224 and SE Campbell St.) doesn't seem like a particularly high-traffic route to begin with. If the intent is to make that intersection safer for bicyclists and pedestrians, I would think any (or all!) of the following things would be better solutions than restricting the direction of turns:

- better crosswalk lighting,
- a bicycle-height crosswalk signal, or crosswalk/light sensors in the bike lanes,
- a longer duration crosswalk signal,
- restricting car traffic from going \*straight\* through the intersection of SE Monroe St. & Hwy. 224, but not limiting the turn direction

Thank you for your time, I look forward to following the progress of the Monroe Street project.

Katie Leonard  
(503) 341-5320  
3308 SE Roswell St., Milwaukie OR 97222

**Kelver, Brett**

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**From:** mary logalbo <marylogalbo@gmail.com>  
**Sent:** Friday, November 13, 2015 12:36 PM  
**To:** Kelver, Brett  
**Subject:** Fwd: Monroe Greenway  
**Attachments:** DOC.PDF

Brett,

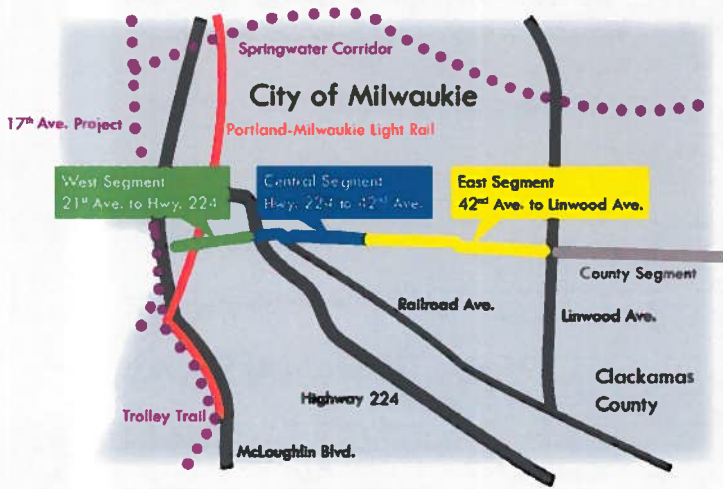
I'm enthusiastically submitting my comments on the greenway (attached) – I'm a supporter of all projects that make bike and pedestrian access safer and more comfortable!

Thanks,

Mary Logalbo

11753 SE Beckman Ave

Milwaukie, OR 97222





# Monroe Street Neighborhood Greenway Concept Design Project

In association with Public Workshop #2 (March 18, 2015)

## Survey Form

*The Monroe Street corridor has several key areas where opportunities exist to improve safety for all users. There are choices involving trade-offs, and the City invites community members to share your opinions about these choices. For each of the key areas listed below, indicate your preference for one of the options as described.*

Key Area	Option A	Option B
<p><b>OR 224 CROSSING</b> Narrowing the crossing of OR 224 will improve safety for pedestrians and bicyclists by providing larger ped/bike refuges and reducing the crossing distance.</p> <p><b>Question:</b> Should the southbound right-turn pocket on OR 224 be removed and replaced with a curb extension, to eliminate right turns onto Monroe St westbound?</p>	<p><b>Remove</b> the southbound right-turn pocket on OR 224 and extend the curb to prohibit right turns onto Monroe St westbound.</p> <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>	<p><b>Preserve</b> the southbound right-turn pocket to allow right turns from OR 224 onto Monroe St westbound.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>
<p><b>CAMPBELL ST CONNECTION</b> The route detours onto Campbell St for a short distance near Oak St. This is a low-volume section involving a complicated crossing of the railroad tracks at Oak St.</p> <p><b>Question:</b> On Campbell St, where should bicycles be?</p>	<p>Bicycles share the travel lanes with vehicles in each direction; pedestrians are on sidewalks on either side of Campbell St.</p>  <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Bicycles and pedestrians share a multiuse path along the north side of Campbell St.</p>  <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>

(See reverse for more Key Areas)

Key Area	Option A	Option B
<p><b>37TH AVE INTERSECTION</b>                      In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor, vehicle volumes must be reduced at 37<sup>th</sup> Ave or 42<sup>nd</sup> Ave.</p> <p><b>Question:</b> Should vehicle through-traffic be diverted at 37<sup>th</sup> Ave, or should Washington St be used as the primary bike route between 37<sup>th</sup> Ave and Home Ave?</p>	<p>Divert through-traffic at 37<sup>th</sup> Ave, allowing only right-turn vehicle movements on and off of Monroe St, and no left-turn movements from 37<sup>th</sup> Ave onto Monroe St. Pedestrians and bicycles can go straight across 37<sup>th</sup> Ave.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Establish a multiuse path across the triangular McFarland site (parallel to the UPRR tracks) between Oak St and 37<sup>th</sup> Ave, then route bikes on Washington St back to Monroe St by way of either Garrett Dr or Ada Ln/Home Ave.</p> <p><i>Note: This option depends on a path across the McFarland site and would most likely require a diverter at 42<sup>nd</sup> Ave instead of 37<sup>th</sup> Ave.</i></p> <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>
<p><b>LINWOOD AVE INTERSECTION</b>                      In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor on both sides of Linwood Ave, vehicle volumes must be reduced at Linwood Ave.</p> <p><b>Question:</b> At Linwood Ave, should vehicle turns be right-in and right-out only on Monroe St; or should there be no entry into Monroe St from any direction, with vehicles allowed to make left and right turns onto Linwood Ave from Monroe St?</p>	<p>Divert through-traffic at Linwood Ave so that vehicle turning movements on Monroe St are right-in and right-out only. No left turns by vehicles on Linwood Ave or Monroe St. Bikes and peds can go straight across Linwood Ave.</p> <div data-bbox="997 760 1180 950" data-label="Diagram"> <p>The diagram shows a four-way intersection of Monroe St and Linwood Ave. Orange arrows indicate traffic on Monroe St: right-in from the north and right-out to the south. Purple arrows indicate traffic on Linwood Ave: straight through from north to south and straight through from south to north. Green shaded areas are shown on the east side of the intersection.</p> </div> <p><input checked="" type="checkbox"/> Check here if you prefer this option.</p>	<p>Divert through-traffic at Linwood Ave so that vehicles on Monroe St can turn either left or right onto Linwood Ave, but no vehicles can enter Monroe St from any direction. Bikes and peds can go straight across Linwood Ave.</p> <div data-bbox="1564 760 1774 950" data-label="Diagram"> <p>The diagram shows a four-way intersection of Monroe St and Linwood Ave. Orange arrows indicate traffic on Monroe St: left and right turns onto Linwood Ave from both north and south. Purple arrows indicate traffic on Linwood Ave: straight through from north to south and straight through from south to north. Green shaded areas are shown on the east side of the intersection.</p> </div> <p><input type="checkbox"/> Check here if you prefer this option.</p>

**Contact Information (optional)**

Name: Mary Logalbo  
 Mailing Address: 11753 SE Beckman Ave, Milwaukie  
 E-mail Address: mary.logalbo@yahoo.com  
 Phone Number: \_\_\_\_\_

**Which segment of Monroe Street do you live along?**

West Segment (21<sup>st</sup> Ave to Hwy 224)  
 Central Segment (Hwy 224 to 42<sup>nd</sup> Ave)  
 East Segment (42<sup>nd</sup> Ave to Linwood Ave)  
 I don't live in the Monroe Street corridor.

**Does your property have frontage on Monroe Street?**

Yes  No

How did you hear about this meeting? Linwood Neighborhood Assn



## Kelver, Brett

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**From:** JRSAW <jrsaw@comcast.net>  
**Sent:** Friday, November 13, 2015 3:36 PM  
**To:** Kelver, Brett  
**Cc:** Russ E Stoll  
**Subject:** Re: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Brett - I came to the hearing, but elected not to speak, given how many others were there. Here is what I would say to Council members:

I served on the Greenway project as a representative of the Ardenwald neighborhood. While I am supportive of the project overall, I would make the following comments:

1. We were not tasked with considering costs during the conceptual planning, which I think is somewhat naïve.
2. The prospects of reducing traffic counts along certain parts of the route to below some "Greenway" threshold of 1500-2000 cars per day, is likely unrealistic.
3. The primary concerns I had with the project plan had to do with safety. I did not view changes to the 224 crossing as necessary - there is already sufficient time to cross - if anything, add 10 seconds to the crossing time. The safety concerns I had were the Oak St crossing by the RR crossing, the lack of sidewalks or other pedestrian path from 42nd to Linwood, and the Linwood crossing.
4. The alternate route on SE Washington came in late, and was not thought through at all - the crossing of 42nd and SE Washington is problematic. The hill from 37th to 42nd on Monroe, is a barrier to many cyclists, but they can certainly dismount and walk their bikes up the hill. This would be preferable to routing people through the neighborhood.
5. Finally, I have NO support for diverters. Without accurate traffic counts, how would we know that they would have worked. The stretch from 42nd to Oak on Monroe is heavily traveled by many to get to the Milwaukie Marketplace. Diverters would be a major inconvenience anywhere around here, and one at Linwood and Monroe is also problematic. I just don't think the perceived benefit of diverters is worth the cost to drivers in the area. We have the premise that Monroe is one of the few East-West routes through town. Well that holds for people in cars. If we integrate over all of social welfare space, I feel diverters reduce overall societal benefits.

Thank you for the opportunity to comment.

---

**From:** "Brett Kelver" <KelverB@milwaukieoregon.gov>  
**To:** "Brett Kelver" <KelverB@milwaukieoregon.gov>  
**Cc:** "Dennis Egner" <EgnerD@milwaukieoregon.gov>, "Bill Monahan" <MonahanB@milwaukieoregon.gov>, "Mark Gamba" <GambaM@milwaukieoregon.gov>, "Lisa Batey" <BateyL@milwaukieoregon.gov>, "Karin Power" <power.karin@gmail.com>, "Wilda Parks" <ParksW@milwaukieoregon.gov>, "Scott Churchill" <ChurchillS@milwaukieoregon.gov>, "Pat DuVal" <duvalp@milwaukieoregon.gov>  
**Sent:** Friday, November 13, 2015 3:13:18 PM  
**Subject:** Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

## Kelver, Brett

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**From:** moon flower <anneliese99@yahoo.com>  
**Sent:** Monday, November 16, 2015 1:55 PM  
**To:** Kelver, Brett  
**Subject:** Re: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Hello Bret,

Thank you very much for the Monroe street update. I surely appreciate getting your information.

However, as you know, i have given my proposal to you and at the different meetings, and it seems that there is no progress at all of making Monroe str. one way East to West to downtown Milwaukie and design a bicycle path West to East, that is uphill.

Going East from hwy. 224 to downtown a driver can "see" downhill coming towards 28th; drivers cannot see over the hill coming from West (downtown) towards the top at 28th; therefore it is common sense to make that route bicycle and more pedestrian friendly.

This solution will also result in less car traffic, and eliminate parking on the South side of Monroe str. All but one residence have drive ways,(the one house lost it's parking to the light rail project, and now park in the parking lot across the street)

Most drive ways on Monroe str. can accommodate more than one car. Most have room for 3 or 4 vehicles. (a member of staff said that some residents on Monroe had expressed their objection to "no parking", since they "needed" the street to park on.

The majority of people who park on Monroe str. after the railroad track and up to 27th. during the day, do not live there; they seem to work downtown or take public transportation elsewhere.

Right now the flow of traffic, including heavy trucks, is on the increase, and i shudder to imagine what our neighborhood will turn into after Milwaukie Lumber moves out and an apartment complex takes it's place.( with limited parking)?

Monroe street will turn into an even worse parking lot than it is.

I feel very strongly that the city needs to do much more protect our Old Historic Neighborhood, and direct traffic from downtown onto McLoughlin Blvd. and even from 224 to the overpass and into downtown Milwaukie.

Thank you, and enjoy the Holidays. Anneliese Hummel.

On Friday, November 13, 2015 3:14 PM, "Kelver, Brett" <[KelverB@milwaukieoregon.gov](mailto:KelverB@milwaukieoregon.gov)> wrote:

**Stauffer, Scott**

**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 7:52 AM  
**To:** \_City Council  
**Cc:** Stauffer, Scott  
**Subject:** FW: Comment on Monroe Greenway Project

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**From:** David Aschenbrenner [<mailto:dlasch@comcast.net>]  
**Sent:** Monday, November 30, 2015 7:28 PM  
**To:** Kolver, Brett; Egnor, Dennis; Monahan, Bill  
**Cc:** DuVal, Pat; Bernie Stout; Hedges, Linda; Lars Campbell; 'Smith, Sarah'  
**Subject:** RE: Comment on Monroe Greenway Project

Sorry One additional question,  
How will the Monroe Greenway Project affect the development of the McFarlane site? As of now there is no traffic being generated from the site. Where is the future of this site's traffic going to be directed to and from?

Thank You,  
David Aschenbrenner  
11505 SE Home Ave  
Milwaukie, OR 97222  
[dlasch@comcast.net](mailto:dlasch@comcast.net)  
[linkedin.com/in/davidaschenbrenner/](https://www.linkedin.com/in/davidaschenbrenner/)  
503-804-3837

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**From:** David Aschenbrenner [<mailto:dlasch@comcast.net>]  
**Sent:** Monday, November 30, 2015 7:11 PM  
**To:** Brett Kolver ([KolverB@ci.milwaukie.or.us](mailto:KolverB@ci.milwaukie.or.us)); Egnor, Dennis; Bill Monahan ([MonahanB@ci.milwaukie.or.us](mailto:MonahanB@ci.milwaukie.or.us))  
**Cc:** Pat DuVal ([duvalp@ci.milwaukie.or.us](mailto:duvalp@ci.milwaukie.or.us)); Bernie Stout; Hedges, Linda; Lars Campbell; 'Smith, Sarah'  
**Subject:** Comment on Monroe Greenway Project

Please include these comments to the Milwaukie City Council.

My question is how will the traffic between Oak St / Campbell St. and Monroe at the diverter location be reduced to meet the Greenway threshold?

I have not seen any plans to reduce traffic levels from Oak St. / Campbell St. /Railroad track crossing and 37<sup>th</sup> or 42<sup>nd</sup> / Monroe. If this section is not included than there would not be a continuous Greenway from Downtown to Linwood Ave. The suggested benchmark for a functional greenway is an average daily trip volume of 1,500 to 2,000 vehicles. Am I correct?

Thank You,

David Aschenbrenner  
11505 SE Home Ave  
Milwaukie, OR 97222

[dlasch@comcast.net](mailto:dlasch@comcast.net)

[linkedin.com/in/davidaschenbrenner/](https://www.linkedin.com/in/davidaschenbrenner/)

503-804-3837

**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 9:43 AM  
**To:** Stauffer, Scott  
**Subject:** FW: ORE 224 / Harrison to Oak

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**From:** Kelper, Brett  
**Sent:** Tuesday, December 01, 2015 9:12 AM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: ORE 224 / Harrison to Oak

A comment received from one of the practitioners at the NW Primary Care clinic, located at the NE corner of the Monroe/Hwy 224 intersection. I talked with one of their administrators yesterday and let them know that I wasn't sure whether or not the Council would be taking additional public testimony tonight.

Brett Kelper, AICP  
Associate Planner  
City of Milwaukie

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**From:** Subramaniam Seetharaman, MD [<mailto:Subramaniam.SeetharamanMD@nwpc.com>]  
**Sent:** Tuesday, December 01, 2015 7:36 AM  
**To:** Kelper, Brett  
**Cc:** Michael Whitbeck  
**Subject:** Re: ORE 224 / Harrison to Oak

Hi Brett,

My name is Subra, and I am one of the owners of the Northwest Primary Care Clinic. I work at the Milwaukie office off of Monroe. We have eight practitioners in the building, and see about 20 patients per day on average. We also have a nurse's clinic, X-Ray, and labs, which are usually busy as well. As you can see, we have busy traffic into our building, and we serve a large community with the majority being geriatric patients. Our elderly patients (and moms with kids) have a difficult time with any change in their lives. The traffic change policy which is being adopted is going to cause a significant disruption in our day to day affairs, especially with our demographic. The road off of Harrison and Campbell is always busy with train schedules and heavy work on the side of the tracks on Campbell street. Also, getting back to Harrison from Campbell is a one-way street to the right only. Getting on or off of Oak street to Campbell is also extremely difficult with heavy oncoming traffic. I'm not sure how this is going to decrease accidents, in fact, with more than 100+ patients coming to the clinic per day, this could only increase accidents due to the diversion. I really appreciate the opportunity the council has given me to be able to speak regarding this issue, and I look forward to meeting you all this evening.

Thank you so much,  
Subra Seetharaman, MD, Northwest Primary Care

On Nov 30, 2015, at 11:44 AM, Michael Whitbeck <[michael.whitbeck@nwpc.com](mailto:michael.whitbeck@nwpc.com)> wrote:

FYI

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**From:** Kelper, Brett [<mailto:KelperB@milwaukieoregon.gov>]  
**Sent:** Monday, November 30, 2015 11:29 AM

**To:** Michael Whitbeck

**Subject:** RE: ORE 224 / Harrison to Oak

Michael,

Thanks for taking time to talk with me this morning about the Concept Plan for the Monroe Street Neighborhood Greenway. If you'll send any comments on the project to me I will forward them on to the City Council before tomorrow night's meeting.

You can find the agenda and the E-packet materials (including a staff report for this item) at the following link: <http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>. The Regular Session part of the meeting starts at 6:00pm at Milwaukie City Hall (10722 SE Main St) and it looks like there are a few other items on the agenda ahead of this one, though things sometimes get shifted around at least within the Public Hearing category. Hard to say exactly what time this item's public hearing will start.

I'll keep an eye out for something from your end and hope that someone from NW Primary Care will decide to attend tomorrow night. Thanks again.

**Brett Kolver, AICP**

Associate Planner

City of Milwaukie

**December 1, 2015****Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:10 PM  
**To:** Stauffer, Scott  
**Subject:** FW: ORE 224 / Harrison to Oak

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**From:** Kelter, Brett  
**Sent:** Tuesday, December 01, 2015 9:53 AM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: ORE 224 / Harrison to Oak

Additional note from an administrator at NW Primary Care (see below).

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

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**From:** Michael Whitbeck [<mailto:michael.whitbeck@nwpc.com>]  
**Sent:** Tuesday, December 01, 2015 9:36 AM  
**To:** Kelter, Brett  
**Cc:** Subramaniam Seetharaman, MD  
**Subject:** ORE 224 / Harrison to Oak

Brett:

Some additional information. Our Family Practice clinic at Monroe St had 24,900 patient visits last year, and will end up over 25,000 this year. Virtually all of these visits are by automobile or bus (i.e. tri-met, nursing home or assisted living buses.) All of these vehicles will be affected by the proposed Hwy 224/Monroe St project, whether these patients currently cross Hwy 224 at Monroe, come from the west and are not able to turn left onto Monroe, or come from the east and not able to turn left on Hwy 224 when leaving. This traffic will all be directed to Campbell St and then to either Harrison or Oak Streets, which already have a heavy traffic load at Hwy 224. Per our conversation, I believe this increases the traffic safety risk at those interchanges which is not preferable. I hope this information is considered by the City of Milwaukie in their project review and deliberations.

Michael Whitbeck  
Administrator  
NW Primary Care Group PC

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**From:** Subramaniam Seetharaman, MD  
**Sent:** Tuesday, December 01, 2015 7:36 AM  
**To:** [kerverb@milwaukieoregon.gov](mailto:kerverb@milwaukieoregon.gov)  
**Cc:** Michael Whitbeck  
**Subject:** Re: ORE 224 / Harrison to Oak

Hi Brett,

My name is Subra, and I am one of the owners of the Northwest Primary Care Clinic. I work at the Milwaukie office off of Monroe. We have eight practitioners in the building, and see about 20 patients per day on average. We also have a

nurse's clinic, X-Ray, and labs, which are usually busy as well. As you can see, we have busy traffic into our building, and we serve a large community with the majority being geriatric patients. Our elderly patients (and moms with kids) have a difficult time with any change in their lives. The traffic change policy which is being adopted is going to cause a significant disruption in our day to day affairs, especially with our demographic. The road off of Harrison and Campbell is always busy with train schedules and heavy work on the side of the tracks on Campbell street. Also, getting back to Harrison from Campbell is a one-way street to the right only. Getting on or off of Oak street to Campbell is also extremely difficult with heavy oncoming traffic. I'm not sure how this is going to decrease accidents, in fact, with more than 100+ patients coming to the clinic per day, this could only increase accidents due to the diversion. I really appreciate the opportunity the council has given me to be able to speak regarding this issue, and I look forward to meeting you all this evening.

Thank you so much,  
Subra Seetharaman, MD, Northwest Primary Care

On Nov 30, 2015, at 11:44 AM, Michael Whitbeck <[michael.whitbeck@nwpc.com](mailto:michael.whitbeck@nwpc.com)> wrote:

FYI

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**From:** Kelder, Brett [<mailto:KelderB@milwaukieoregon.gov>]

**Sent:** Monday, November 30, 2015 11:29 AM

**To:** Michael Whitbeck

**Subject:** RE: ORE 224 / Harrison to Oak

Michael,

Thanks for taking time to talk with me this morning about the Concept Plan for the Monroe Street Neighborhood Greenway. If you'll send any comments on the project to me I will forward them on to the City Council before tomorrow night's meeting.

You can find the agenda and the E-packet materials (including a staff report for this item) at the following link: <http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>. The Regular Session part of the meeting starts at 6:00pm at Milwaukie City Hall (10722 SE Main St) and it looks like there are a few other items on the agenda ahead of this one, though things sometimes get shifted around at least within the Public Hearing category. Hard to say exactly what time this item's public hearing will start.

I'll keep an eye out for something from your end and hope that someone from NW Primary Care will decide to attend tomorrow night. Thanks again.

**Brett Kelder, AICP**  
Associate Planner  
City of Milwaukie

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**December 1, 2015****Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:16 PM  
**To:** Stauffer, Scott  
**Subject:** FW: Monroe St Neighborhood Concept

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**From:** Kelter, Brett  
**Sent:** Tuesday, December 01, 2015 1:15 PM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: Monroe St Neighborhood Concept

[Another comment related to the proposed diverter at Hwy 224.](#)

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

---

**From:** Cliff Hockley [<mailto:chockley@bluestonehockley.com>]  
**Sent:** Tuesday, December 01, 2015 12:28 PM  
**To:** Kelter, Brett  
**Cc:** 'Hank Langfuss ([hanksmog@gmail.com](mailto:hanksmog@gmail.com))'; Cliff Hockley  
**Subject:** Monroe St Neighborhood Concept

Brett Kelter, Project Manager  
City of Milwaukie

Dear Brett and members of the Milwaukie City Council,

We are emailing you regarding the Monroe St. Neighborhood Concept and the closure of lanes on Highway 224. I represent the owner of a building located at 3033 SE Monroe which houses the NW Primary Care Clinic. This plan visualizes the closure of the southbound Highway 224 left hand lane as it approaches Monroe St thereby blocking off access to the clinic on Monroe St. The alternate solution of taking a left on Harrison and a right on Campbell is not practical because Campbell is a one way street and has a very steep downgrade which is difficult for elderly patients to access. (This would be called the Harrison-Campbell-Monroe connection.) We urge you to reconsider this decision given that you already have a stoplight and left turn in place and it would cost you nothing to keep the status quo. We believe that should you pass this section of the plan and move forward with the plan improvements we will lose NW Primary Care as a tenant thereby making our property worthless. We understand how important it is to have a beautiful city and that this is an important part of the greenway plan but we are already an island that is difficult to reach and it creates a severe hardship for us and for the clinic.

The reason why we are responding so late in the process is because the property sold last year and the new owners who we represent never received notification of these access changes. We hope to be able to negotiate with you on the left turn access and our ability to keep Monroe accessible to Highway 224 going in both north and southbound directions.

Warmest regards,

# Cliff Hockley CPM, CCIM

## Bluestone & Hockley Real Estate Services

### President

### Sperry Van Ness | Bluestone & Hockley

### Executive Director

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[hockley@bluestonehockley.com](mailto:hockley@bluestonehockley.com) | [www.bluestonehockley.com](http://www.bluestonehockley.com)

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For the Washington Real Estate Agency Pamphlet click [here](#).

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**December 1, 2015**

**Stauffer, Scott**

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**From:** DuVal, Pat  
**Sent:** Tuesday, December 01, 2015 1:49 PM  
**To:** Stauffer, Scott  
**Subject:** FW: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

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**From:** Kelter, Brett  
**Sent:** Tuesday, December 01, 2015 1:38 PM  
**To:** Gamba, Mark; Batey, Lisa; Churchill, Scott; Parks, Wilda; Power, Karin  
**Cc:** Monahan, Bill; Egner, Dennis; DuVal, Pat  
**Subject:** FW: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

For your reference, I am forwarding comments that were also sent directly to Councilor Churchill.

Brett Kelter, AICP  
Associate Planner  
City of Milwaukie

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**From:** Donald Courson [<mailto:doncourson@hotmail.com>]  
**Sent:** Tuesday, December 01, 2015 12:50 PM  
**To:** Kelter, Brett  
**Subject:** RE: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Brett,

Thank you again for keeping me in the loop. I am late in getting this information to you. I only had time to write something to Council member Churchill, so below is what I wrote, but it had the notes I wanted to provide you in it. Overall, I am excited about the improvements, and would prefer to not have the 42 ave diverter if possible, or in place of the sidewalks on Monroe between 42nd and Linwood. If I can make it tonight, I will try to explain further, but wanted to provide you with this information:

From my email to Mr Churchill.

Dear Mr Churchill

My name is Donald Courson, I live at 11101 SE Home Ave in Milwaukie and had the pleasure of meeting you on November 3, 2015 at the Council Meeting. My primary interest was the Monroe Street Greenway Project. It was my first town meeting and I had been unsure how the speaker process worked, so I did not speak during the meeting. However, I was able to listen to the discussions, including the Council's open discussion after the open public input. I would like to provide both my opinion as well as some insight having digested some of the information presented.

As someone who utilizes Monroe on a regular basis, I am very excited about the potential pedestrian improvements to the street. The section of Monroe between 42 Ave and Linwood is

presently not adequate for a safe walk for my wife and I with our infant. We generally take side streets due to the condition of Monroe.

As a Mechanical Engineer, I greatly appreciated your statements about allowing data to steer the approach. There were some questions on the differences between computer models and actual conditions. A computer model is only as accurate as the assumptions and data it is programmed with, as well as the limitations of model's analysis capacity. I would reference the previous Washington Street modeling that had significant shortfalls. Physical testing of any traffic modifications would be the best way to fully assess the impact of a change, especially in a situation where there are multiple street options for people to take if an alteration was made. In addition, better physical testing will provide data for better computer modeling. There was some discussion on a full year of physical testing versus 3 months. The Council could consider testing some of the diversions for a shorter period, such as 3 months, and use the data to update the computer model to better approximate the other time periods. Overall, to reduce the risk of adverse impact I would encourage the physical testing approach for the diverters.

Council Member Lisa Bately made a statement when considering the Hector Campbell Neighborhood's request to install the sidewalks and other traffic flow modifications to the section between 42 Ave and Linwood to examine the traffic affects before installing the diverters. She stated that one should test the diverters first in order to not alter the data. I would have her reconsider this approach. If it is a firm plan to add the sidewalks, the round-about and other traffic modifications, then one should only test the diverters after these changes are made. This approach would allow the traffic engineers to know exactly what the diverters provide in altering the traffic flow. Otherwise, installing them first would reduce the traffic, but it would be unclear if that traffic could have been reduced without the diverters.

Mayor Gamba and others on the board asked questions concerning what an engineer may need to know to progress the project. I would highly recommend to the council that they clearly detail any emphasis on any aspect of the proposed plan. It is true that whoever is going to take the information provided in the concept plan and develop it as much as possible, with guidance from the Council. However, when developing the new designs they will be making trade-offs with cost and schedule. If you do not provide any emphasis on any key features, the designers will have to make assumptions on what aspects are priorities. Example, if the Council's priority is the pedestrian improvement, then your recommendation should include an emphasis on sidewalks. Another example, if the Council would like to limit the diverters to only where they are needed to reduce the traffic flow to a specific level, then that should be stated in the Council's recommendation. The recommendations do not exclude or limit the designer, but instead guide them to a better understanding of your expectations. These recommendations should also include any recommended phasing of activities since funding for the entire project as a whole is highly unlikely. Again, this would not limit the designers and project manager, but would help them better understand what you would prefer to occur. One could place in the recommendation a statement such as "If possible, item X and Y should be addressed before item Z." Overall, those with institutional knowledge of what is currently desired can be involved with only a finite number of activities, but the Council's recommendation document can be available for many to utilize at any given time. It is very important to guide those moving forward on this project.

My final item concerns the streets that will be impacted by installation of diverters. I would recommend that the Council consider including in their recommendation document that there should be an assessment of the streets affected, and the designation for maintenance of each street be changed in order to increase their prioritization with future maintenance an improvement. In other words, if traffic is increased on a specific street due to this change, then it should be designated in some way as having a high priority for maintenance or improvement over other standard neighborhood side streets.

I again would like to express my great appreciation for the City examining such improvements to our area. My wife and I look forward to raising our children in an area that continuously looks to develop community focused elements.

Thank You

Donald R. Courson PE

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From: [KelderB@milwaukieoregon.gov](mailto:KelderB@milwaukieoregon.gov)

To: [KelderB@milwaukieoregon.gov](mailto:KelderB@milwaukieoregon.gov)

CC: [EgnerD@milwaukieoregon.gov](mailto:EgnerD@milwaukieoregon.gov); [MonahanB@milwaukieoregon.gov](mailto:MonahanB@milwaukieoregon.gov); [GambaM@milwaukieoregon.gov](mailto:GambaM@milwaukieoregon.gov); [BateyL@milwaukieoregon.gov](mailto:BateyL@milwaukieoregon.gov); [power.karin@gmail.com](mailto:power.karin@gmail.com); [ParksW@milwaukieoregon.gov](mailto:ParksW@milwaukieoregon.gov); [ChurchillS@milwaukieoregon.gov](mailto:ChurchillS@milwaukieoregon.gov); [duvalp@milwaukieoregon.gov](mailto:duvalp@milwaukieoregon.gov)

Subject: Monroe Street Neighborhood Greenway update -- Council hearing to continue on Dec 1

Date: Fri, 13 Nov 2015 23:13:18 +0000

Hello to members of the PAC (Project Advisory Committee) and other persons interested in the Monroe Street project—

For those who did not stay until the very end of the November 3 public hearing on the Monroe Street Neighborhood Greenway project, this is to let you know that City Council decided to continue the public hearing until their meeting on **Tuesday, December 1, 2015** (6:00pm at City Hall).

The Council asked staff to bring back information about the logistics, costs, and methodology of an effort to test the proposed diverters, along with a proposed resolution for Council to either adopt the Concept Plan (with any specific changes they may suggest) or to adopt the principles of the plan and outline the next steps toward adoption. In either case, the Council indicated interest in further discussing the issue of diversion and the timing/phasing of implementation, along with the possibility of re-opening the public testimony portion of the hearing if they feel there is enough new information or other cause to hear again directly from members of the public. In the meantime, I will continue to forward along to Council any other public comments I receive.

Meeting materials for that Dec 1 regular session will be made available on the City website here (<http://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-170>) by the end of the day on November 24. I hope you'll plan to attend or watch live via the City website.

Brett Kelder, AICP  
Associate Planner

City of Milwaukie  
6101 SE Johnson Creek Blvd | Milwaukie, OR 97206  
T 503.786.7657 | F 503.774.8236  
Community Development 503.786.7600

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## **RS Correspondence**

### **December 1, 2015**

Dear Mayor Gamba and the City Council,

I am writing in support of the Monroe Greenway Project as proposed in the concept draft plan.

What attracted my family and I to Milwaukie 4 years ago was it's proximity and affordability. My family likes to walk and ride bicycles. Sometimes we use the Springwater or Trolley trails but more often we walk/bike to a destination like school, store, friend's house, library, park, or restaurant. Unfortunately, the infrastructure isn't always in place for us to have that choice. We end up driving because it's our only option.

There are a handful of designated bike routes around town but many are both unsafe and unpleasant. Many streets lack suitable sidewalks, wheelchair ramps, pedestrian crossings, etc. It's often possible to navigate these routes without a car, but it's rarely a pleasant experience for those brave enough to give it a go, and conditions are not inviting for folks who would otherwise be interested to get out of their cars.

The Monroe Greenway is the first step towards a more complete transportation network that will give families and individuals in Milwaukie the option to choose how they will get from one place to another.

The point of this project is to make it appealing to walk or bike along Monroe Street. That's why sidewalks aren't enough. Diverters will reduce unnecessary automobile traffic (ie non-locals) on Monroe Street and will create a more safe and quiet place for people.

The diverters will come with some growing pains. People using Monroe as a cut through will end up on parallel streets more suited to higher traffic volumes (King Rd, Harrison). Folks who must drive on Monroe will find routes that avoid the diverters. These changes will soon become the new normal.

The point of the Monroe Greenway Project is to create an environment that gives people transportation options. People will still be able to drive to their houses along Monroe St. With less car traffic and better sidewalks people will also have the real world choice to walk, bike, skate, etc. along Monroe St. as well.

This project needs to be done right. Please adopt the Monroe Greenway Project as proposed in the concept draft plan.

Thank You,

Carl "Andy" Schmidt  
4413 SE Mason Hill Dr  
Milwaukie, OR 97222



**MILWAUKIE CITY COUNCIL  
REGULAR SESSION**

City Hall Council Chambers  
10722 SE Main Street  
www.milwaukieoregon.gov

**AGENDA  
DECEMBER 1, 2015**

2,211<sup>th</sup> Meeting

- 1. CALL TO ORDER – 6:00 p.m.** **Page #**  
Pledge of Allegiance  
  
**Oath of Office for Councilor Wilda Parks Administered by Municipal Court Judge Kimberly Graves**
- 2. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
  - A. Christmas Ships Proclamation 2015** **2**
- 3. CONSENT AGENDA**

These items are considered routine, and therefore, will not be allotted discussion time on the agenda; these items may be passed by the Council in one blanket motion; any Councilor may remove an item from the "Consent" agenda for discussion by requesting such action prior to consideration of that part of the agenda.

  - A. City Council Meeting Minutes:** **4**
    - 1. October 29, 2015, Study Session.**
  - B. Certify the November 3, 2015, Special Election Results – Resolution** **8**
  - C. Approve an Oregon Liquor Control Commission (OLCC) Application for Milwaukie Spirits Inc., 10804 SE Oak Street, New Outlet** **12**
- 4. AUDIENCE PARTICIPATION**

The presiding officer will call for citizen statements regarding City business. Pursuant to Milwaukie Municipal Code (MMC) Section 2.04.140, only issues that are "not on the agenda" may be raised. In addition, issues that await a Council decision and for which the record is closed may not be discussed. Persons wishing to address the Council shall first complete a comment card and submit it to the City Recorder. Pursuant to MMC Section 2.04.360, "all remarks shall be directed to the whole Council, and the presiding officer may limit comments or refuse recognition if the remarks become irrelevant, repetitious, personal, impertinent, or slanderous." The presiding officer may limit the time permitted for presentations and may request that a spokesperson be selected for a group of persons wishing to speak.
- 5. PUBLIC HEARING**

Unless the public testimony portion of the hearing was closed earlier, Public Comment will be allowed on items under this part of the agenda following a brief staff report presenting the item and action requested. The presiding officer may limit testimony.

  - A. Moving Forward Milwaukie (MFM) Central Milwaukie Plan and Code Amendment Neighborhood Main Streets Code Amendments, File #s CPA-2015-001 and ZA-2015-001, continued from November 3, 2015 – Ordinance** **14**  
Staff: Vera Kalias, Associate Planner

- B. Monroe Street Neighborhood Greenway Concept Plan, hearing** 245  
**continue from November 3, 2015 – Resolution**  
Staff: Brett Kelter, Associate Planner

**6. OTHER BUSINESS**

These items will be presented individually by staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.

- A. CenturyLink Franchise Agreement – Ordinance** 253  
Staff: Casey Camors, Finance Director

**B. Council Reports**

**7. INFORMATION**

**8. ADJOURNMENT**

**Public Notice**

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

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

The City of Milwaukie is committed to providing equal access to information and public meetings per the Americans with Disabilities Act. For special accommodations, please call 503-786-7502 or email [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov) at least 48 hours prior to the meeting.



**Regular Session  
Agenda Item No.**

**2**

**Proclamations,  
Commendations,  
Special Reports,  
& Awards**



CITY OF MILWAUKIE  
*"Dogwood City of the West"*

**PROCLAMATION**

**RS 2. A.**  
**Dec. 1, 2015**

**WHEREAS**, the Christmas Ships Parade is a 61 year-old tradition; and

**WHEREAS**, the Christmas Ships will sail to destinations on the Columbia and Willamette Rivers between December 4<sup>th</sup> and December 20<sup>th</sup>, 2015; and

**WHEREAS**, the Christmas Ships will sail to Milwaukie Bay on December 7<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup>, 16<sup>th</sup>, and 18<sup>th</sup>, 2015; and

**WHEREAS**, the City of Milwaukie's Winter Solstice and Christmas Ships Viewing event at Milwaukie Riverfront Park will be held on Saturday December 19<sup>th</sup>, 2015.

**NOW, THEREFORE**, I, Mark Gamba, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, do hereby proclaim December 4<sup>th</sup> through December 20<sup>th</sup>, 2015, as **Christmas Ships Parade Days** in the *Dogwood City of the West*.

**IN WITNESS WHEREOF**, and with the consent of the City Council of the City of Milwaukie, I have hereunto set my hand on this 1<sup>st</sup> day of December, 2015.

\_\_\_\_\_  
Mark Gamba, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder





**Regular Session  
Agenda Item No.**

**3**

# **Consent Agenda**



**MINUTES**  
MILWAUKIE CITY COUNCIL  
www.milwaukieoregon.gov

**STUDY SESSION**  
OCTOBER 29, 2015  
City Hall Conference Room

**Mayor Gamba called the Study Session to order at 6:06 p.m.**

Council Present: Council President Lisa Batey and Councilors Wilda Parks and Karin Power

Council Excused: Councilor Scott Churchill

Staff Present: City Manager Bill Monahan, City Recorder Pat DuVal, Assistant to the City Manager Mitch Nieman, Police Chief Steve Bartol, Planning Directory Denny Egner, Public Works Director Gary Parkin, Facilities Maintenance Coordinator Willie Miller, Human Resources Director Gary Rebello, and Code Enforcement Coordinator Tim Salyers

**Reroofing the Old Fire Station Building**

**Mr. Parkin** reported that the project would be done before winter started, and **Mr. Miller** provided background information on the Old Fire Station building at 40<sup>th</sup> Avenue and Harvey Street. He explained the current use of the building and also suggested several potential uses, including a City workshop. A new roof covering would extend the life of the structure and reduce the potential for water damage. He reported that the cost estimate for the new roof cover was \$9,100. The building was an asset to the City, providing much needed space and had an estimated value of over half a million dollars.

**Mr. Monahan** added that even though the City had no current specific plan for the building, the City could look at community use options in the future.

**Mr. Miller** said the current contingency would cover the cost, and no additional expenses were foreseen at this point.

**Mr. Parkin** said there was a lot of activity at the site, with the Facilities and Water Departments visiting the property regularly. **Mr. Miller** said the possibility of moving the Facilities Department offices to this location would not only provide a workshop but also free up needed office space at Public Works Johnson Creek Campus. Mr. Miller and Mr. Parkin discussed the possibility of some additional costs to create a workshop.

The Council agreed it was an appropriate use of funds to sign the roof repair contract.

**Wildlife Management at Riverfront Park**

**Mr. Nieman** provided the staff report, which gave an idea of what North Clackamas Parks and Recreation District (NCPRD) was willing to commit funding to, and what was still on the table for the City. Staff and the Park and Recreation Board (PARB) would like to issue a contract with Geese Guys for short term hazing services, and would work with NCPRD to get a plan together for interim landscape changes. PARB was in agreement that this was a short term strategy and ultimately recommended that grass should be removed. Mr. Nieman also discussed how Geese Guys would be able to apply the Flight Control Plus product when available. The plan moving forward was for NCPRD to not mow the grass and decide the planting plan.

**Mayor Gamba** suggested having the landscaper on PARB develop a plan instead of hiring out a landscaper. The volunteers were more than capable to design and execute a plan. **Mr. Nieman** confirmed the volunteers involved were knowledgeable, and added that the hope was to get plants in the ground by December or January.

**Council President Batey** liked the idea of planting a strip along the path to act as a barrier to keep the geese from coming up from the water. She wished to keep the open space as open as possible, though realized it likely needed to be broken up some.

The group discussed the feasibility of installing Frisbee golf, also known as disc golf.

**Councilor Power** commented that something to activate the space was important.

**Councilor Parks** explained the conversation at the PARB meeting about the solution of staggered plantings in breaking up the line of sight for the geese, but allowing a walkway for people. Tonia Burns from NCPRD was putting together a planting plan.

**Mr. Nieman** explained the importance of clarifying that this was a short term strategy, on a trial basis, and PARB may recommend getting rid of the grass and replacing it with similar material that the geese did not like.

The group discussed the costs, approaches, references, and recommendations in the three service proposals.

It was group consensus to have Mr. Monahan and PARB sign the contract with Geese Guys.

**Councilor Power** talked about the possibility of an interim use of rentable shelters the public could use at the park, drawing from Hood River's example with its Waterfront Park.

### **Holiday Lighting Plan**

**Mr. Nieman** recounted some of the past experiences in the tree lighting, and using City funds for the replacement. Mr. Nieman discussed new lights and a new topper for the tree at City Hall with lights along the roofline of City Hall and lights on the small hemlocks in the sculpture garden. He discussed the range of bids, which included maintenance. The current lights had exceeded their useful lives. The mini lights in the sculpture garden would be removed, while the lights on the big spruce and on the roofline of City Hall would stay up all year.

The group discussed lighting trees on Main Street, and the involvement of the downtown businesses. **Mr. Nieman** and **Mr. Monahan** discussed savings in the City Manager budget.

The group agreed to have the lights for the holiday tree, roofline, and trees in the sculpture garden installed. **Mr. Nieman** discussed dates for the Umbrella Parade and the Solstice. He also discussed Santa coming into Milwaukie on the Orange line from Portland.

### **No Smoking at Parks and City-Owned Property 48:48**

**Mr. Nieman** provided background, explaining how he and Mayor Gamba were contacted by Clackamas County Public Health. Currently smoking was allowed in Milwaukie parks. Mr. Nieman issued surveys regarding tobacco free parks. He provided an overview of which cities had no smoking policies for their parks. Clackamas County cities included Lake Oswego, Estacada, Wilsonville, and Happy Valley. In addition, Portland and a number of other cities had no smoking in parks policies. Some jurisdictions also had tobacco free policies on all city-owned property, in addition to parks. Happy Valley and Multnomah County, along with other cities, prohibited tobacco in all city- or county-owned properties. Mr. Nieman briefly reviewed elements included in the staff report.

**Mr. Nieman** explained that the draft Ordinance trumped employee personnel policy, and he discussed options for implementation. Hybrid policies could be created if desired.

The group discussed enforcement. **Mr. Nieman** and **Mayor Gamba** talked about public health.

**Mayor Gamba** wanted to get feedback from employees that asked how many smoked and how many would be okay with a new policy.

**Council President Batey** wanted to know the experience of NCPRD in Happy Valley and the cost of signage.

**Mr. Nieman** discussed the timeline to explore more options, conduct an employee survey, and prepare a draft Ordinance, and identify cost factors as well as enforcement. Mr. Nieman suggested an option of adopting a Resolution.

**Councilor Power** thought parks sounded good and liked the adoption of a Resolution.

The group discussed the idea of adding more ashtrays. **Councilor Parks** explained how adding more ashtrays would not change people's habits who did not use them now.

**Mayor Gamba** wanted to look at inherent differences between a Resolution and an Ordinance.

**Mr. Monahan** discussed need to consider alterations to the code enforcement positions and duties in the future.

### **2016 Sunday Parkways**

**Mr. Nieman** gave a brief overview of the project and explained it could be a signature event for Milwaukie in September from 11am to 4pm on a Sunday. Streets were closed to non-motorized traffic and people could celebrate their neighborhood in a variety of ways with music, food, arts, etc. City staff met with the Portland Bureau of Transportation (PBOT) about co-producing a similar event in Milwaukie, and PBOT was very interested in the idea. The Sellwood event next year could tie into Milwaukie via the Springwater Corridor and loop back to Sellwood. Mr. Nieman discussed costs including those for trained flaggers. He summarized what the event involved, and the City's cost share would be about \$30,000. PBOT had been doing these events since 2008 and was very experienced running the parkways. If Milwaukie wanted to participate next year, it needed to let PBOT know soon.

**Councilor Power** was concerned about costs involved. She spoke with Ms. Camors who said the current budget could absorb the cost and was comfortable with it. **Council President Batey** said the City might qualify for grants, and suggested talking with County transportation or health for funds. **Councilor Parks** discussed the opportunity for a tourism grant.

**Mr. Monahan** said it was important to think about what community events the City Council wanted to plan during preparation of the biennial budget.

**Councilor Parks** said it was important to consider if there should be some kind of board or committee to plan events, since it took so much staff time. **Councilor Power** agreed, adding that it was important to be proactive not reactive.

The group discussed the City's limitations for event planning, and the importance of creating partnerships, leveraging other organizations' events, and utilizing volunteers.

It was group consensus for Staff to proceed with the parkway partnership with PBOT for next year, in the context of a larger discussion of events and the possibility of creating an events committee.

### **Downtown Code Enforcement**

**Mr. Egner** reported that the City currently prohibited skateboards, roller skates, etc. in the downtown zone and business districts. He asked if the City Council wanted to

continue to prohibit skateboards downtown, and if there were other types of regulations to be put in place for the potential damage to public property.

**Chief Bartol** discussed criminal mischief in the third degree, clarifying it was a crime, not a violation. In relation to skateboard damage, an officer would have to observe the person doing that particular crime. **Mr. Egner** said that one solution might be a more specific type of regulation for how people were riding.

The group discussed the issue of riding bikes and skateboards on sidewalks. **Councilor Power** said education about the restrictions of bike riding on sidewalks would be a good idea. **Chief Bartol** clarified the current code, prohibiting the riding of bikes on sidewalks in downtown Milwaukie and commercial zones, unless it was a multi-use path.

**Chief Bartol** provided a background of the ordinance regarding riding bikes and skateboards on sidewalks. Few citations had been issued over the years, however warnings were administered. He did not think there were statistics on skateboard / bike and pedestrian accidents.

**Mr. Salyers** believed it was a safety issue rather than one of property, particularly if City Council wanted to vitalize the downtown. **Mr. Monahan** added it was important to take the liability question into consideration and provide protection for property owners. Some enhanced signage and messaging would be a good idea to educate the public.

**Mayor Gamba** wanted to differentiate between skateboards for transportation and recreation. The group discussed the differences of responsible vs dangerous riding.

**Mr. Salyers** discussed the current fine amount and the process of reducing the fine in the fee schedule if the Council desired. The group discussed the possibility of reducing the fine, and how to justify enforcement and using compliance as a tool. The City could examine what other cities were doing, as well as look at a survey of what injury accidents occurred. The Council thought this was a nonstarter for staff and could be something for the future.

**Mr. Egner** discussed the current downtown regulation for 50% window coverage. He showed a map and explained the City only had a few windows it could enforce, while most others were grandfathered in. He discussed options for enforcement, including an option to send a letter and see what kind of compliance occurred. He suggested a soft enforcement to begin with. There was the option for an amortization program with a deadline for window coverage to be removed. About 30 businesses would be involved.

**Mr. Monahan** suggested the business could also be amortized with a change of use.

**Mr. Egner** added that Staff could also explore some kind façade improvement program.

The group directed the Planning Department to send letters to businesses about compliance.

The group discussed the grandfathering in process. The group also discussed the issue of storage space versus business space in downtown.

**Mayor Gamba** adjourned the Study Session at 9 p.m.

Respectfully submitted,

---

Amy Aschenbrenner, Administrative Specialist II



MILWAUKIE CITY COUNCIL  
**AGENDA ITEM SUMMARY**

Agenda Item: **RS 3. B.**

Meeting Date: **Dec. 1, 2015**

Title: **Certification of the November 2015 Special Election Results**

Prepared By: Pat DuVal, City Recorder

City Manager Approval: Bill Monahan, City Manager

Approval Date: November 18, 2015

**ISSUES BEFORE COUNCIL**

To acknowledge and certify the election results of the Special Election held on Tuesday November 3, 2015, as reported by the Office of the Clackamas County Clerk.

**STAFF RECOMMENDATION**

To accept the official results of the Special Election by Resolution.

**KEY FACTS & INFORMATION SUMMARY**

Please refer to the Canvass Report attached to this Agenda Summary.

**OTHER ALTERNATIVES CONSIDERED**

None.

**CITY COUNCIL GOALS**

Not applicable.

**FISCAL NOTES**

None.

**ATTACHMENTS**

1. Proposed Resolution
2. Election Canvass Reports



**CITY OF MILWAUKIE**

*"Dogwood City of the West"*

**Resolution No.**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, CERTIFYING THE ELECTION RESULTS OF THE NOVEMBER 3, 2015, SPECIAL ELECTION.**

**WHEREAS**, Section 13 of the Milwaukie City Charter requires the certified elections results be made a part of the record of proceedings of the City Council; and

**WHEREAS**, the election results from the November 3, 2015, Special Election have been certified by the Office of the Clackamas County Clerk.

**Now, Therefore, be it Resolved by the City Council of the City of Milwaukie that:**

Section 1: The certified election results, attached hereto as "Exhibit A" and incorporated herein, are hereby made a part of the record of proceedings of the City Council.

Section 2: This Council Resolution is effective immediately upon adoption.

Introduced and adopted by the City Council on **December 1, 2015**.

This resolution is effective immediately.

---

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:  
Jordan Ramis PC

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Pat DuVal, City Recorder

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City Attorney



**CLACKAMAS  
COUNTY**

Office of County Clerk

SHERRY HALL  
CLERK

1710 Red Soils Ct. Ste 100  
OREGON CITY, OR 97045  
503.722.6086

November 18, 2015

Pat DuVal – City of Milwaukie  
10722 SE Main Street  
Milwaukie, OR 97222

Dear Pat:

Please find attached the certified results of the November, 2015 Special Election.

Let us know if any additional information is needed.

A handwritten signature in blue ink, appearing to read "SK", is positioned above the typed name.

Steve Kindred  
Deputy Clerk, Elections Manager

Board of Property Tax Appeals  
1710 Red Soils Court, Ste 100  
Oregon City, OR 97045  
503.655.8662  
FAX 503.650.5687

Elections Division  
1710 Red Soils Court, Ste 100  
Oregon City, OR 97045  
503.655.8510  
FAX 503.655.8461

Recording Division  
1710 Red Soils Court Ste 110  
Oregon City, OR 97045  
503.655.8551  
FAX 503.650.5688

Records Management Division  
1810 Red Soils Court, Ste 120  
Oregon City, OR 97045  
503.655.8323  
FAX 503.655.8195

**Canvass Report**

November 3, 2015 Special Election

Run Time 8:49 AM

Run Date 11/18/2015

**Clackamas County, Oregon**

Special Election

11/3/2015

Page 1 of 7

**Official results**

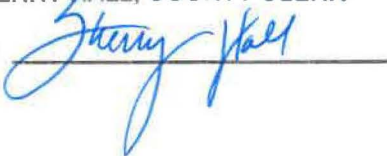
Registered Voters  
18537 of 65640 = 28.24 %

Precincts Reporting  
33 of 33 = 100.00 %

**City of Milwaukie: City Councilor Position 3 - Vote for One**


Precinct	Wilda A Parks	Cast Votes	Overvotes	Undervotes	Write-in	Election Day Voting Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
051	350	350	1	8	28	387	387	2607	14.84 %
052	308	308	0	8	25	341	341	2778	12.28 %
053	246	246	0	3	13	262	262	2341	11.19 %
054	287	287	0	2	26	315	315	2257	13.96 %
055	282	282	0	1	14	297	297	2461	12.07 %
<b>Totals</b>	<b>1473</b>	<b>1473</b>	<b>1</b>	<b>22</b>	<b>106</b>	<b>1602</b>	<b>1602</b>	<b>12444</b>	<b>12.87 %</b>

CERTIFIED COPY OF THE ORIGINAL  
SHERRY HALL, COUNTY CLERK

BY: 

**RS 3. C.**  
**Dec. 1, 2015**



**To:** Mayor Gamba and Milwaukie City Council  
**Through:** Bill Monahan, City Manager  
**From:** Steve Bartol, Chief of Police   
**Date:** November 19, 2015  
**Subject:** O.L.C.C. Application – Milwaukie Spirits Inc., - 10804 SE Oak Street

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**Action Requested:**

It is respectfully requested the Council approve the O.L.C.C. Application To Obtain A Liquor License from Milwaukie Spirits Inc. – 10804 SE Oak Street.

**Background:**

We have conducted a background investigation and find no reason to deny the request for liquor license.



**Regular Session  
Agenda Item No.**

**5**

# **Public Hearing**



MILWAUKIE CITY COUNCIL  
**STAFF REPORT**

Agenda Item: **RS 5. A.**  
Meeting Date: December 1, 2015

To: Mayor and City Council

Through: Bill Monahan, City Manager  
Alma Flores, Community Development Director  
Dennis Egner, Planning Director

Subject: **Moving Forward Milwaukie: Central Milwaukie Plan and Code Amendments (CPA-2015-001, ZA-2015-001) Hearing #4**

From: Vera Kolas, Associate Planner

Date: November 23, 2015

### **ACTION REQUESTED**

Two separate actions are requested.

#### **Central Milwaukie Plan and Code**

Approve application CPA-2015-001, ZA-2015-001 adopt the Ordinance and Exhibits of Attachment 1. This action would adopt amendments to the Milwaukie Comprehensive Plan, Milwaukie Zoning Ordinance, Milwaukie Zoning Map, and adopt the Central Milwaukie Land Use and Transportation Plan.

#### **Public Art Ordinance**

Adopt the Ordinance and Exhibits of Attachment 2. This action would adopt amendments to the Public Art Ordinance to reflect revisions to the central Milwaukie zones.

### **HISTORY OF RECENT PRIOR ACTIONS AND DISCUSSIONS**

**November 3, 2015:** At the public hearing, Council discussed additional amendments to the proposed code (which are discussed in the Proposed Amendments section of the staff report):

- Minor edits to Flex Space Overlay development standards
- A minor edit to MMC 19.504.6 Transition Area Measures
- Language to activate roof-tops

### **BACKGROUND**

Including the December 1 hearing, City Council will have held 4 public hearings on the proposed amendment package. Previous staff reports provide a detailed background on the central Milwaukie phase of the Moving Forward Milwaukie project.

#### **A. Proposed Amendments**

The proposed amendments cover various aspects of development in central Milwaukie. The complete amendments are in Attachment 1; Exhibits B - I, which shows changes to the Comprehensive Plan, the new *Central Milwaukie Land Use and Transportation Plan*, and code in both an underline/strikeout format and a clean copy. Attachment 2 shows changes to Title 20 to reflect the revisions to the central Milwaukie code.

The focus of this staff report are the amendments discussed at the November 3 public hearing. Please refer to the [November 3 staff report](#) for a detailed description of the overall amendment package. Please refer to Attachment 3 for a guide to the various changes reflecting Council direction since the public hearings began.

## 1. Development Standards

These standards shape the location, size, and massing of new development. The following language has been added based on Council discussion at the November 3 public hearing:

- Additional language to provide flexibility for how an applicant may provide a physical separation between bicycles and pedestrians and vehicular traffic.

*Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping and/or planters, or similar physical separation.*

- At the November 3 public hearing, Council also discussed adding language to incentivize "active" roofs. Staff has included language from the Downtown Mixed Use zone to allow additional use of rooftops in order to address this:

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

Please note that there are also existing incentives for the development of green roofs through reduced stormwater systems development charges where applicable.

- Language that adds clarification to the transition area measures to allow landscape buffers of at least 6 ft, including a cross-reference to avoid conflicts with other sections of the code.

*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 at least the 6-ft level to screen lower-density residential uses from direct view across the open space, subject to the provisions of 19.502.2.B. (Accessory structures – fences)*

At the November 3 public hearing, Council also discussed adding a clarification to the off-site impact of odor within the Flex Space Overlay, using the example of a bakery or other permitted use that is generally considered to produce a "non-offensive" odor. Staff has researched the issue. In most cases, enforcement of such impacts is complaint-driven rather than proactive. Using the example of a bakery in the Flex Space Overlay, as a permitted use a nuisance or performance standard would not prevent the bakery from being approved and constructed. If later a complaint was lodged against the bakery due to its odor, it would then be up to the city or courts to decide whether the issue represented a public nuisance to be enjoined or not. Staff recommends keeping the language as originally proposed and does not recommend exempting bakeries and other food preparation odors from these restrictions; even generally pleasant odors can become nuisances in certain circumstances.

*For the changes made based on Council direction on November 3, see Attachment 1 Exhibit G, pages 29, 31 and 37 (underline/strikeout) and Exhibit H, pages 19, 21, and 27 (clean).*

2. Minor Housekeeping Edits

The code amendments have been revised from the November 3 version to include minor grammatical and housekeeping changes. No content or meaning was altered due to these changes.

**CONCURRENCE**

The Planning Commission unanimously recommended approval of the amendments on July 14, 2015.

**FISCAL IMPACTS**

These amendments are part of the Moving Forward Milwaukie project scope. An outcome of adoption of these amendments is increased flexibility for new development, which may make new development more likely.

**WORK LOAD IMPACTS**

It is anticipated that the streamlined code and land use review procedures, coupled with increased interest in central Milwaukie, will result in increased development activity in the General Mixed Use Zone and Flex Space Overlay. This may result in an increased workload for Planning, Engineering, and Building Department staff.

**ALTERNATIVES**

None. Council may direct staff to consider alternate approaches to proposed regulations.

**ATTACHMENTS**

1. Ordinance amending the Comprehensive Plan and Milwaukie Municipal Code (Titles 14 and 19)
  - Exhibit A. Findings in Support of Approval
  - Exhibit B. Proposed Comprehensive Plan Amendments – Underline/Strikeout Version
  - Exhibit C. Proposed Comprehensive Plan Amendments – Clean Version
  - Exhibit D. Central Milwaukie Land Use and Transportation Plan
  - Exhibit E. Transportation Systems Plan Amendments – Underline/Strikeout Version
  - Exhibit F. Transportation Systems Plan Amendments – Clean Version
  - Exhibit G. Proposed Central Milwaukie Code Amendments – Underline/Strikeout Version
  - Exhibit H. Proposed Central Milwaukie Code Amendments – Clean Version
  - Exhibit I. Proposed Zoning Map Amendments
2. Ordinance amending the Milwaukie Municipal Code (Title 20)
  - Exhibit A. Proposed Central Milwaukie Code Amendments – Underline/Strikeout Version
  - Exhibit B. Proposed Central Milwaukie Code Amendments – Clean Version
3. Guide to Changes in the July 1, 2015, draft of the Central Milwaukie Plan and Code Amendments



**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 text, maps, and ancillary documents (a new Central Milwaukie Land Use and Transportation Plan and the Transportation System Plan); Title 14 Sign Ordinance; Title 19 Zoning Ordinance; and amending the Zoning Map (File #CPA-2015-001, ZA-2015-001).**

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

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

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

**WHEREAS**, all central Milwaukie 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 Comprehensive Plan text, maps, and ancillary documents (a new Central Milwaukie Land Use and Transportation Plan and the Transportation System Plan); the Municipal Code; and the Zoning Map 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 central Milwaukie; 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 and which are the basis in support of this Ordinance are hereby adopted by the City Council and are attached as Exhibit A.

Section 2. Amendments. The Comprehensive Plan and Milwaukie Municipal Code are amended as described in Exhibit B (Comprehensive Plan underline/strikeout version), Exhibit C (Comprehensive Plan clean version), Exhibit D (Central Milwaukie

Land Use and Transportation Plan clean version only), Exhibit E (Transportation System Plan underline/strikeout version), Exhibit F (Transportation System Plan clean version), Exhibit G (Titles 14 Signs and 19 Zoning underline/strikeout version), Exhibit H (Titles 14 Signs and 19 Zoning clean version), and Exhibit I (Zoning Map).

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 \_\_\_\_\_.

\_\_\_\_\_  
Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:  
Jordan Ramis PC

\_\_\_\_\_  
Pat DuVal, City Recorder

\_\_\_\_\_  
City Attorney

**Recommended Findings in Support of Approval**  
**File #CPA-2015-001/ZA-2015-001, Central Milwaukie Plan and Code Amendments**

Sections of the Milwaukie Municipal Code or Milwaukie Comprehensive Plan 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 central Milwaukie 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 adopt a new Central Milwaukie Land Use & Transportation Plan (CM LU&T), an ancillary document of the MCP. The land use application file numbers are CPA-2015-001 and ZA-2015-001.
2. The purpose of the proposed code amendments is to remove barriers, create incentives, and encourage the type of development projects that implement the community's vision for central 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 19.303 General Mixed Use Zone GMU - new
  - Chapter 19.303 Residential-Office-Commercial ROC - deleting
  - Chapter 19.307 General Commercial Zone CG - revising
  - Chapter 19.404 Flex Space Overlay Zone – new
  - Chapter 19.404 Mixed Use Overlay Zone – deleting
  - Chapter 19.500 Supplementary Development Regulations – revising

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. The application has been processed and public notice provided in accordance with MMC Section 19.1008 Type V Review. Public hearings were held on April 28, 2015, May 12, 2015, May 26, 2015, June 9, 2015, and July 14, 2015 as required by law.
5. 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 March 13, 2015.*
  - 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 February 4, 2015, 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 February 17, 2015. The current version of the draft amendments have been posted on the project web site since April 21, 2015. On April 21, 2015 staff e-mailed NDA leaders and interested persons with information about the hearing and a link to the draft proposed amendments.*

- (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 April 28, 2015, hearing was posted as required on March 27, 2015 at City Hall, Ledding Library, Public Safety Building, and Johnson Creek Facility. A notice of the City Council’s September 1, 2015 hearing was posted as required on July 31, 2015 at the same locations.*

- (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 properties in the CG and R-O-C zones in central Milwaukie, as well as owners of commercial and industrial properties of 3 acres or more in area. 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.

*The first evidentiary hearing was held on April 28, 2015. Notice of the proposed amendments was sent to DLCD on March 19, 2015.*

- (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.

*The first evidentiary hearing was held on April 28, 2015. Notice of the proposed amendments was sent to Metro on March 13, 2015.*

- (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 CG and R-O-C zones in central Milwaukie, as well as commercial and industrial properties that exceed 3 acres in area. The City sent a Measure 56 Notice summarizing the proposal and announcing the date of the first public hearing all property owners in the CG and R-O-C zones in central Milwaukie and owners of commercial and industrial properties of 3 acres or more in area.*

- (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 April 28, May 12, May 26, June 9, and July 14, 2015, and passed a motion recommending that the City Council approve the proposed amendments. Duly advertised public hearings before City Council were held on September 1, October 6, October 20, November 3, and December 1, 2015.*

6. 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 duly advertised public hearings on April 28, May 12, May 26, June 9, and July 14, 2015. Duly advertised public hearings before City Council were held on September 1, October 6, October 20, November 3, and December 1, 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 central Milwaukie as a pedestrian-oriented, vibrant, mixed-use district:*

- a) The Goal Statement of the Economic Base and Industrial/Commercial Land Use Element reads as follows:

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.

- b) Objective #6 – Commercial Land Use states:

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.

*The proposed amendments adopt the Central Milwaukie Land Use and Transportation Plan, an ancillary document of the Comprehensive Plan, to identify projects that will implement the vision for central Milwaukie.*

- (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 and regulations that encourage high-quality, attractive development while respecting the surrounding residential neighborhoods in central 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 central Milwaukie and include a new Objective specific to central Milwaukie to create a more meaningful document. A need exists for the proposed amendment given that two identified opportunity sites are in central Milwaukie and remain undeveloped. Based on a 2013 market study by ECONorthwest, the*

*opportunity sites have the potential for job creation on the Murphy site and the potential to knit the surrounding community together via development on the McFarland site. The proposed amendments include language to encourage redevelopment of those opportunity sites that will provide housing, services, and employment to residents of the city.*

- (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 code amendments reflect the proposed amendments to the MCP. The Urban Growth Management Functional Plan is Section 3.07 of the Metro Code. The plan provides tools to meet goals of the 2040 Growth Concept, Metro's long-range growth management plan for the Portland metropolitan area. The proposed amendments are consistent with Functional Plan and relevant regional policies, which are contained in Title 1, Title 6, and Title 8.*

- *Title 1: Requirements for Housing and Employment Accommodation*

*The proposed Comprehensive Plan and code amendments are specific to commercial land use descriptions as well as mixed-use development and could increase the City's housing capacity and the region's employment capacity. The changes allow mixed-use and stand-alone multi-family residential development as well as employment uses in the former General Commercial zone.*

- *Title 6: Central City, Regional Centers, Town Centers, and Station Communities*

*The proposed Comprehensive Plan amendments do not reduce density or intensity of development in central Milwaukie which is part of a Town Center.*

- *Title 8: Compliance Procedures*

*The City's land use regulations and Comprehensive Plan are in compliance with the Functional Plan. The proposed amendments shall be deemed to comply with the Functional Plan if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9). As required by MMC Subsection 19.1008.3.C, the City provided notice of the proposed amendments to Metro's Chief Operating Officer at least 45 days prior to the initial evidentiary hearing on the proposed amendments. Metro did not identify any inconsistencies with the Metro Urban Growth Management Functional Plan or relevant regional policies.*

*In processing the proposed amendments, the City followed its own requirements for citizen involvement as described in Finding 6.*

- (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.*

*The proposed amendments to the MCP are minimal; no changes are proposed to land use designations, residential densities, or the types of uses permitted. The proposed amendments to the zoning code include allowing additional residential uses and employment uses in the proposed General Mixed Use zone.*

*Relevant Statewide Planning Goals include Goal 1 Citizen Involvement. As described in Finding 6, ample opportunity for public involvement and comment was provided in the crafting and adoption of these amendments.*

*The proposed amendments are consistent with the Milwaukie Transportation System Plan (TSP), which is consistent with the Regional Transportation Plan (RTP) and the Transportation Planning Rule (TPR). The existing land use designation in central Milwaukie is Town Center, which permits a range of commercial, retail, and residential uses. As compared to the current zoning of the opportunity sites (ROC/MU, which allows high density development), by allowing more mixed-use development that will provide opportunities for both commercial and residential development within the same area, the proposed amendments do not introduce additional traffic generation. Newly identified TSP projects within the area will improve pedestrian and bicycle connectivity in central Milwaukie, which provide potential for the area to be highly connected to the local multi-nodal transportation system. This provides opportunities for decreasing vehicle trips on the area's streets.*

- 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 duly advertised public hearings on April 28, May 12, May 26, June 9, and July 14, 2015. Duly advertised public hearings before City Council were held on September 1, October 6, October 20, November 3, and December 1, 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 have been coordinated with 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 code is intended to encourage that form of development.*

The Goal Statement of the Economic Base and Industrial/Commercial Land Use Element reads as follows:

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 states:

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.

*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 and development standards.*
- *Add live/work units and standalone multifamily to the housing types permitted in central Milwaukie.*
- *Add a Flex Space Overlay zone to allow more employment-related uses with associated design and development standards.*

- (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.

*See Finding 7.b (d) above.*

- (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.

*See Finding 7.b (e) above.*

- (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 127 properties and 345.5 acres. The amendments are legislative in nature and subject to Type V review.*

*The Planning Commission held duly advertised public hearings on April 28, May 12, May 26, June 9, and July 14, 2015. Duly advertised public hearings before*

*City Council were held on September 1, October 6, October 20, November 3, and December 1, 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 amendments are compatible with the surrounding area based on the following factors:
- a. Site location and character of the area.
- The central Milwaukie zones are commercial in nature and include commercial development, vacant developable properties, and some multi-family residential development. The proposed amendments would retain and enhance the commercial character of the area and add mixed-use and employment uses.*
- b. Predominant land use pattern and density of the area.
- With the exception of the 2 opportunity sites (Murphy and McFarland), the predominant land use pattern of central Milwaukie is small parcels developed with small- and medium-scale buildings. Central Milwaukie is intended to be a commercial activity hub for the City. The proposed amendments would continue the predominant land use pattern and density of the area.*
- c. Expected changes in the development pattern for the area.
- Given its relatively close proximity, the development pattern for the area is expected to intensify with the completion of the downtown and Tacoma light rail stations. The overall lack of developable land in the city and infill pattern of development and redevelopment city-wide suggest that development in the area will intensify. The proposed amendments align with the expected development pattern for the area.*
- (b) The need is demonstrated for uses allowed by the proposed amendment.
- The proposed amendments retain the existing central Milwaukie uses and add additional uses that are desired by the community, such as employment uses and mixed-use development. There are few vacant development parcels in the city and a need exists for the proposed amendment given that two identified opportunity sites are in central Milwaukie and remain undeveloped due, in part, to the existing zoning. Based on a 2013 market study by ECONorthwest, the opportunity sites have the potential for job creation on the Murphy site and the potential to knit the surrounding community together via development on the McFarland site. The proposed amendments include language to encourage redevelopment of those opportunity sites that will provide housing, services, and employment to residents of the city.*
- (c) The availability is shown of suitable alternative areas with the same or similar zoning designation.
- Central Milwaukie was one of the subject areas of the Moving Forward Milwaukie project. The purpose was to increase development opportunity*

*in this area. There were no alternative areas that were considered or are appropriate for this type of zoning. The most suitable area in Milwaukie for the application of the proposed General Mixed Use zone and Flex Space Overlay is central Milwaukie.*

- (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 central Milwaukie are adequate to support the proposed amendments. The subject properties are already being used for, or are zoned for, commercial and residential purposes. Changing the designation to allow mixed-use and multi-family development should lessen demand on the transportation system and provide opportunities for multi-modal connectivity. The proposed amendments would not increase the demand on the facilities, utilities, or services in the area. The vision for the area is more pedestrian- and bicycle-oriented, and improved multi-modal connectivity, which would reduce the use of vehicles for transportation. The application was referred to the City Engineering and Building departments for review and no service-related issues were identified.*

- (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 central Milwaukie area, and the existing level of development intensity has been evaluated by the Transportation System Plan. The existing land use designation in central Milwaukie is Town Center, which permits a range of commercial, retail, and residential uses. As compared to the current zoning of the opportunity sites (ROC/MU, which allows high density development), by allowing more mixed-use development that will provide opportunities for both commercial and residential development within the same area, the proposed amendments do not introduce additional traffic generation. Newly identified TSP projects within the area will improve pedestrian and bicycle connectivity in central Milwaukie, which provide potential for the area to be highly connected to the local multi-nodal transportation system. This provides opportunities for decreasing vehicle trips on the area's streets. The proposed amendment may have the effect of reducing vehicle usage in the area 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.

*See Finding 7.b (d) above.*

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

*See Finding 7.b (e) above.*

## 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 78, shows how residential areas of differing density will be distributed throughout the City.

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

## Proposed Comp Plan Amendment

Zone Abbr.	Gross Unconstrained Vacant Land (Gross Vacant Buildable Land—Outside TownCenter)	Gross Unconstrained Vacant Land Minus Needed Schools, Park, Church, and Street (Net Vacant Buildable Land—Outside Town Centers)	Min. Lot Area Per Unit	Max. Res. DU Per Net Acre	With Underbuild (DU Per Net Acre 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	4	0	
R-2.5	0.00	0.00	2,000	21.78	21.13	0	0	
R-2	0.00	0.00	2,000	21.78	21.13	0	0	
R-1	0.00	0.00	2,000	21.78	21.13	0	0	
R-1-B	0.00	0.00	2,000	21.78	21.13	0	0	
<b>Totals</b>	<b>34.33</b>	<b>31.03</b>				<b>200</b>	<b>854</b>	<b>1,773</b>

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

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

### Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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OBJECTIVE #5 — HOUSING CHOICE

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

Planning Concept

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

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

Policies

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

## ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

### OBJECTIVE #1 — ECONOMIC DEVELOPMENT

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

#### Planning Concepts

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

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#### Policies

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

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### OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

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

#### Policies

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

---

### OBJECTIVE #4 — INDUSTRIAL LAND USE

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

#### Policies

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

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

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### OBJECTIVE #6 — COMMERCIAL LAND USE

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

#### Planning Concepts

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

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

Policies

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

OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

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

Policies

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

OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

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

Planning Concepts

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

Policies

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

OBJECTIVE #12 — TOWN CENTER

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

Planning Concepts

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

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

## Proposed Comp Plan Amendment

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

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

### Policies

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

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### OBJECTIVE #15 TACOMA STATION AREA

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

### Policies

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

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### OBJECTIVE #16 – CENTRAL MILWAUKIE

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

### Planning Concepts

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

### Policies

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

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

## Updates for Section References and Housekeeping Only

### **CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES**

#### **OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT**

##### **OBJECTIVE #1 — OPEN SPACE, second paragraph**

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

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##### **OBJECTIVE #1 — OPEN SPACE, Policy 11**

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

### **CHAPTER 4 — LAND USE**

#### **ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT**

##### **Background and Planning Concepts, last paragraph**

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

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**RECREATIONAL NEEDS ELEMENT**

**Background and Planning Concepts, second paragraph**

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

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**OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts**

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

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**OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3**

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

**WILLAMETTE GREENWAY ELEMENT**

**OBJECTIVE #3 — LAND USE, Policy 1**

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

**NEIGHBORHOOD ELEMENT**

**OBJECTIVE #3 — KING ROAD NEIGHBORHOOD CENTER, Policy 1**

1. The area shown on the King Road Neighborhood Center Map (Map 89) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text

## Proposed Comp Plan Amendment

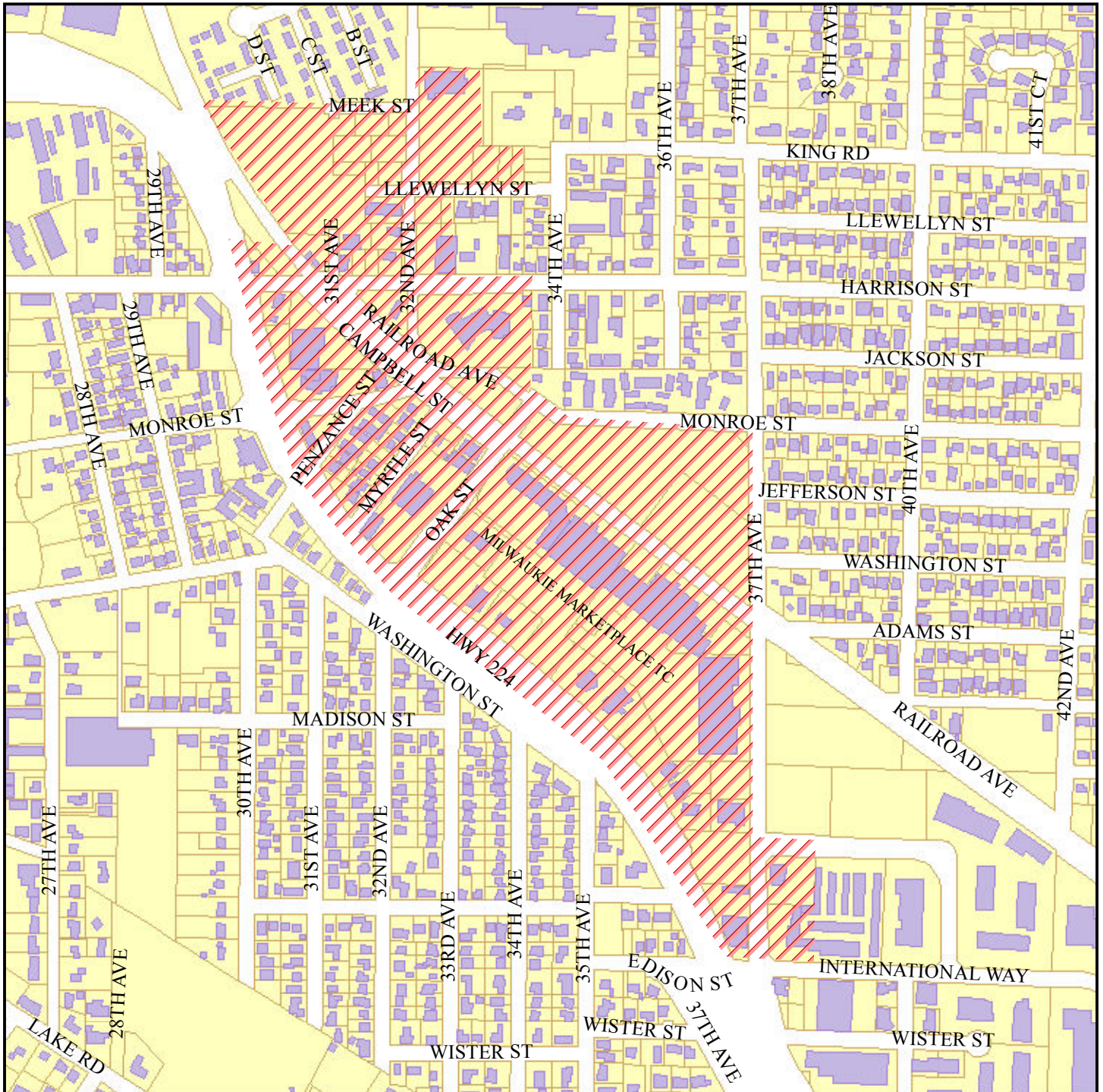
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amendments or future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

# CENTRAL MILWAUKIE PROJECT AREA

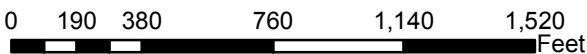
## Milwaukie Comprehensive Plan

### Map 7



Adopted Ord. # \_\_\_\_\_, effective DATE

 Central Milwaukie Project Area



Path: M:\all\_projects\comp\_plan\Map 7 proposed.mxd

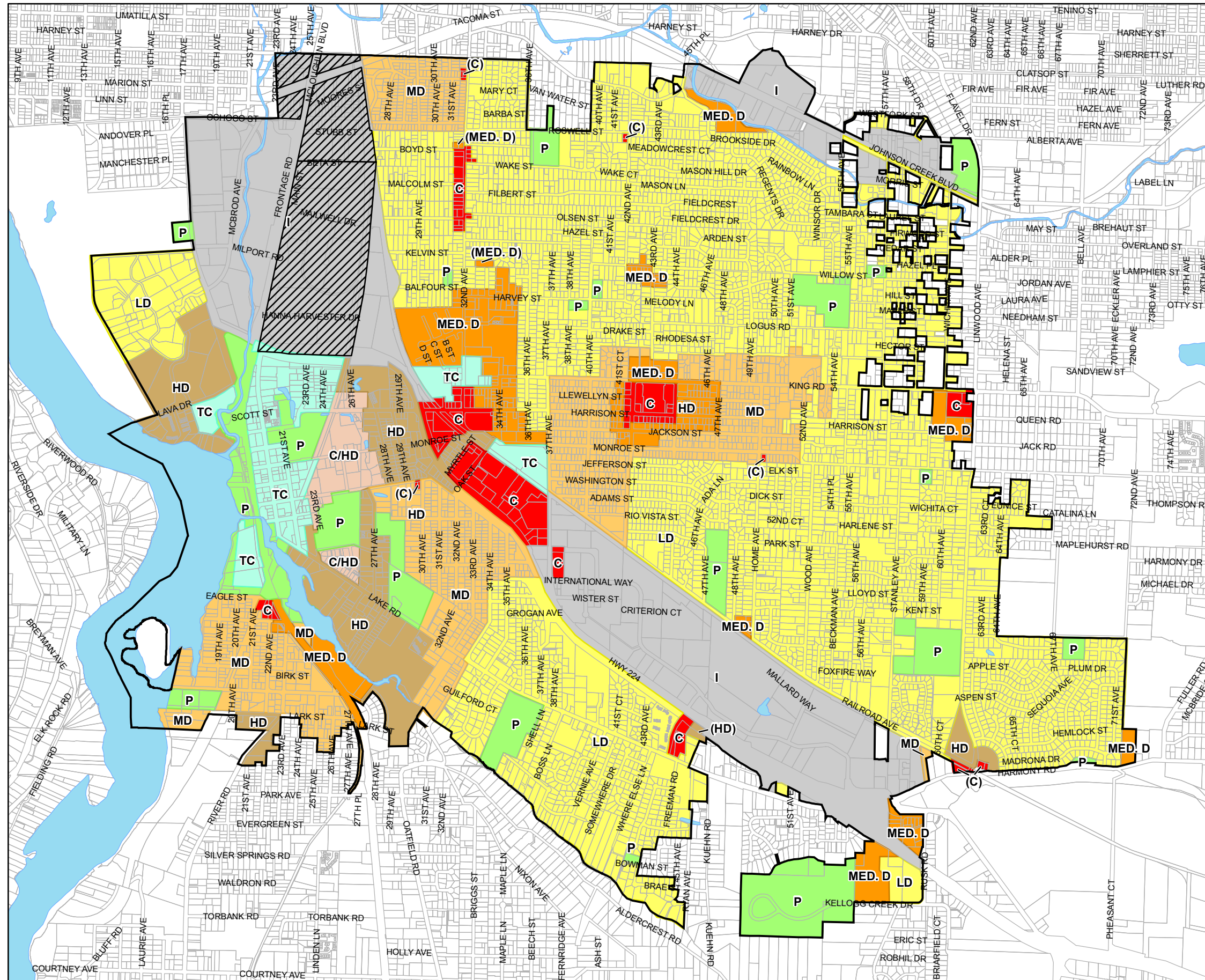
Data Sources: City of Milwaukie GIS  
Clackamas County GIS  
Metro Data Resource Center

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










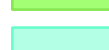




**RS40**



# LAND USE

## Milwaukie Comprehensive Plan Map 8-7

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



Revised Ord. # \_\_\_\_, effective DATE

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

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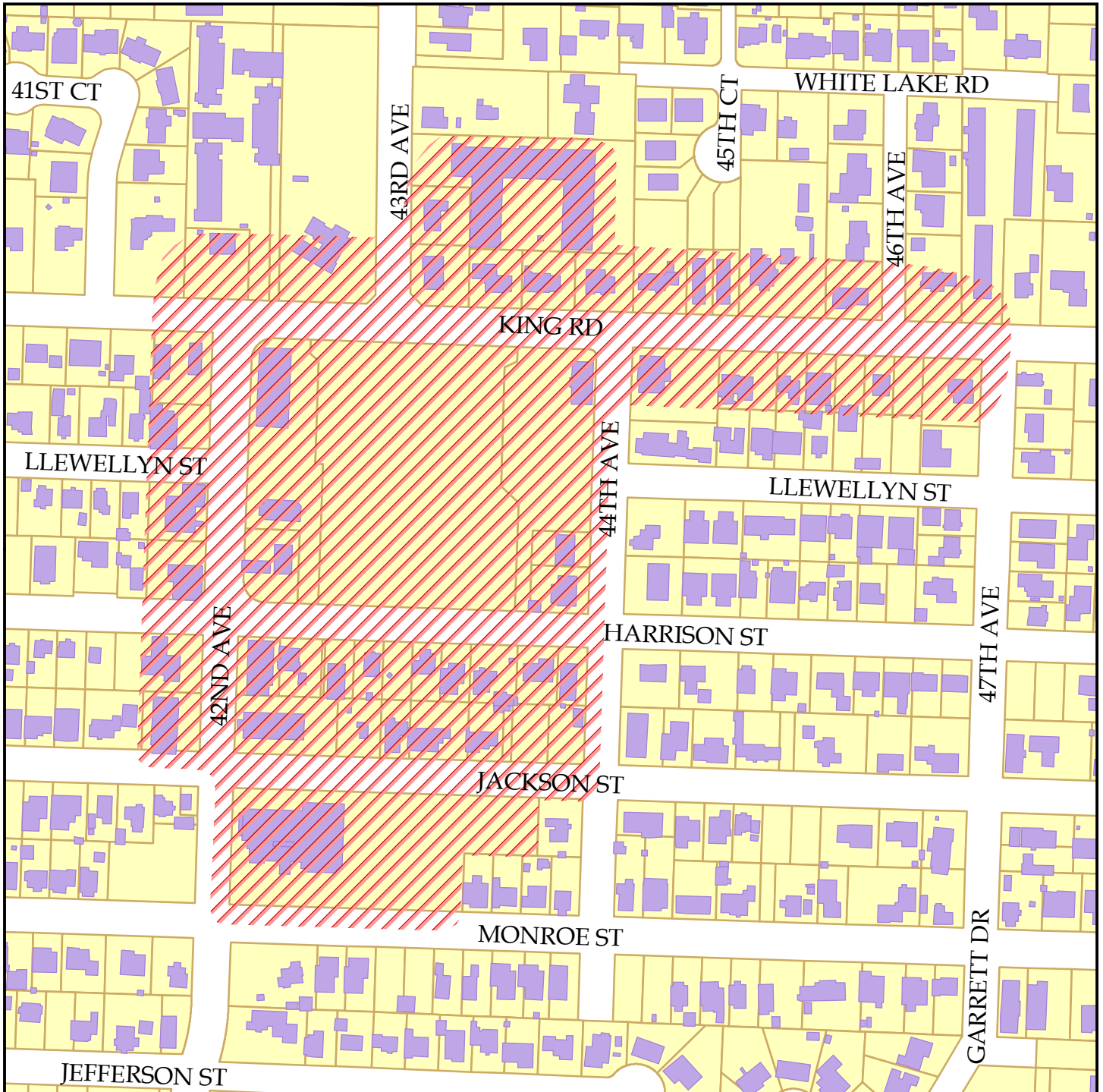


0 0.25 0.5 Miles

# KING ROAD NEIGHBORHOOD CENTER

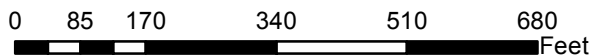
Milwaukie Comprehensive Plan

Map 9-8



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

 Area of Neighborhood Center Plan



Path: M:\all\_projects\comp\_plan\map9 Proposed.mxd

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

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**RS42**

**Clean 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 8, shows how residential areas of differing density will be distributed throughout the City.

**Policies**

1. Residential densities will be based on the following net\* density ranges:
  - Low Density (Zones R-10, R-7) - up to 6.2 units per net acre
  - Moderate Density (Zone R-5) - 6.3 to 8.7 units per net acre
  - Medium Density (Zones R-3, R-2.5, R-2) - 8.8 to 21.1 units per net acre
  - High Density (Zones R-1, R-1-B) - 21.2 to 24.0 units per net acre
  - Town Center: Downtown Mixed Use Zone (Zone DMU) - 10 to 40+ units per net acre
  - Town Center: Outside of Downtown (Zone GMU) - 25 to 50 units per net acre
  - Commercial (Zone GMU) – 25 to 50 units per net acre

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

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

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

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

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### OBJECTIVE #5 — HOUSING CHOICE

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

#### Planning Concept

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

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

Policies

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

## ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

### OBJECTIVE #1 — ECONOMIC DEVELOPMENT

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

#### Planning Concepts

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

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#### Policies

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

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### OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

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

#### Policies

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

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### OBJECTIVE #4 — INDUSTRIAL LAND USE

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#### OBJECTIVE #6 — COMMERCIAL LAND USE

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### Policies

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

### OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

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

### Policies

[Policy 6 gone]

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### OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

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

### Planning Concepts

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

### Policies

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

### OBJECTIVE #12 — TOWN CENTER

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

### Planning Concepts

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

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

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

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

Policies

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

OBJECTIVE #15 TACOMA STATION AREA

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

Policies

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

OBJECTIVE #16 – CENTRAL MILWAUKIE

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

Planning Concepts

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

Policies

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

## Proposed Comp Plan Amendment

---

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

## Updates for Section References and Housekeeping Only

### **CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES**

#### **OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT**

##### **OBJECTIVE #1 — OPEN SPACE, second paragraph**

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

---

##### **OBJECTIVE #1 — OPEN SPACE, Policy 11**

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

### **CHAPTER 4 — LAND USE**

#### **ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT**

##### **Background and Planning Concepts, last paragraph**

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

---

**RECREATIONAL NEEDS ELEMENT**

***Background and Planning Concepts, second paragraph***

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

---

***OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts***

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

---

***OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3***

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

**WILLAMETTE GREENWAY ELEMENT**

***OBJECTIVE #3 — LAND USE, Policy 1***

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

**NEIGHBORHOOD ELEMENT**

***OBJECTIVE #3 — KING ROAD NEIGHBORHOOD CENTER, Policy 1***

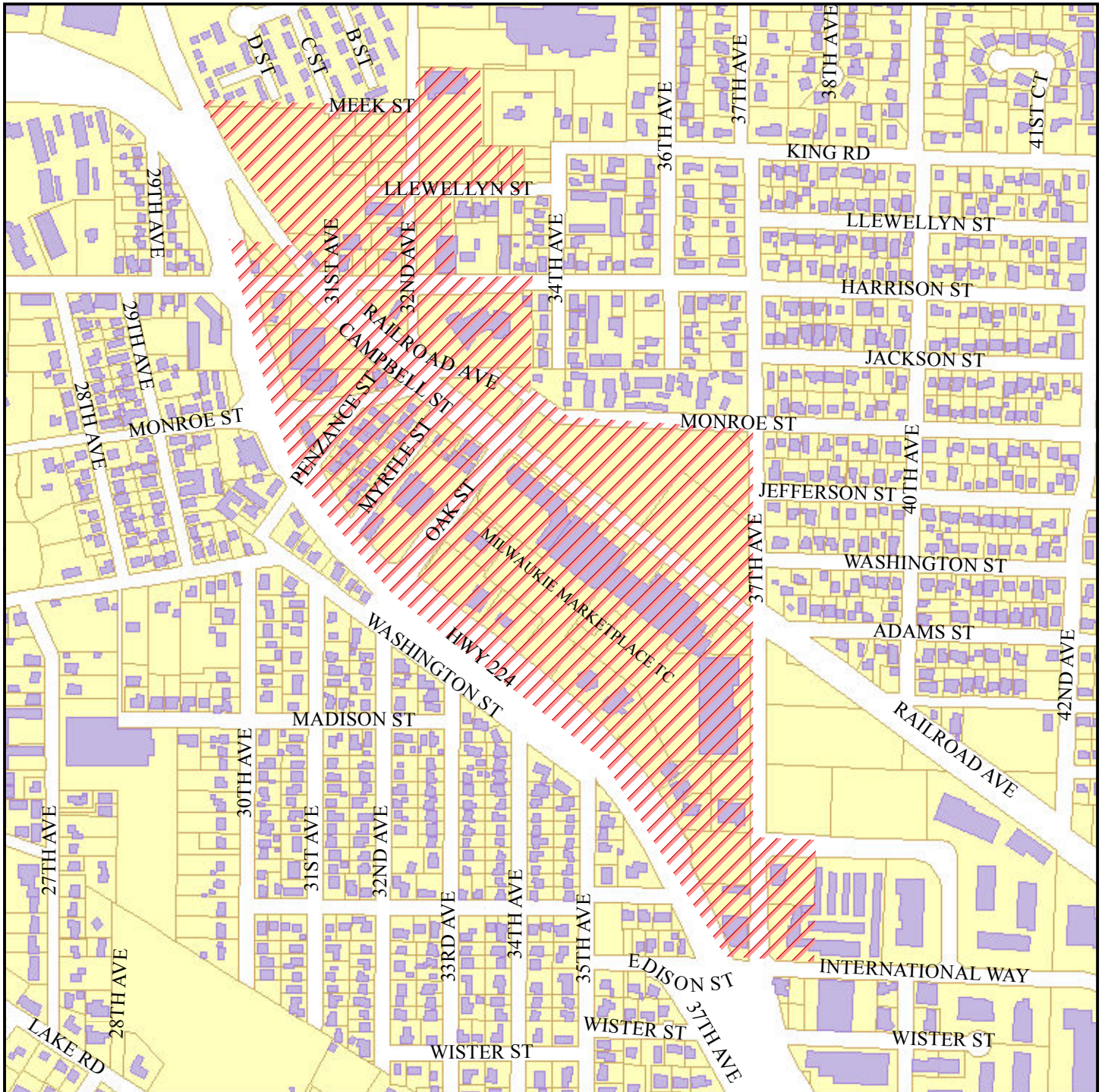
1. The area shown on the King Road Neighborhood Center Map (Map 9) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text amendments or

future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

# CENTRAL MILWAUKIE PROJECT AREA

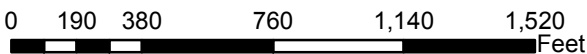
## Milwaukie Comprehensive Plan

### Map 7



Adopted Ord. # \_\_\_\_\_, effective DATE

 Central Milwaukie Project Area



Path: M:\all\_projects\comp\_plan\Map 7 proposed.mxd

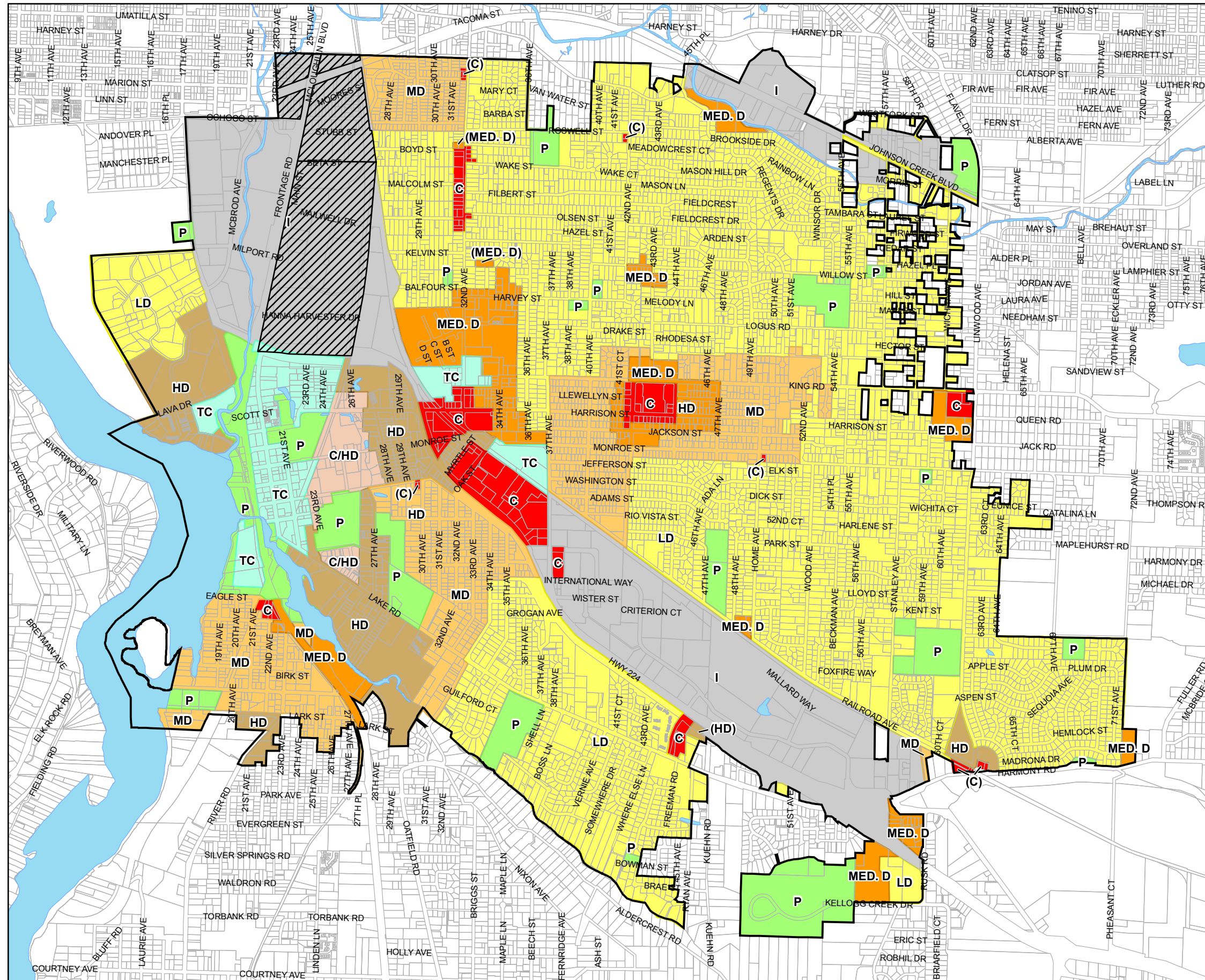
Data Sources: City of Milwaukie GIS  
Clackamas County GIS  
Metro Data Resource Center

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


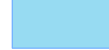








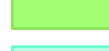



**RS54**



# LAND USE

## Milwaukie Comprehensive Plan Map 8

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



Revised Ord. # \_\_\_\_, effective DATE

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

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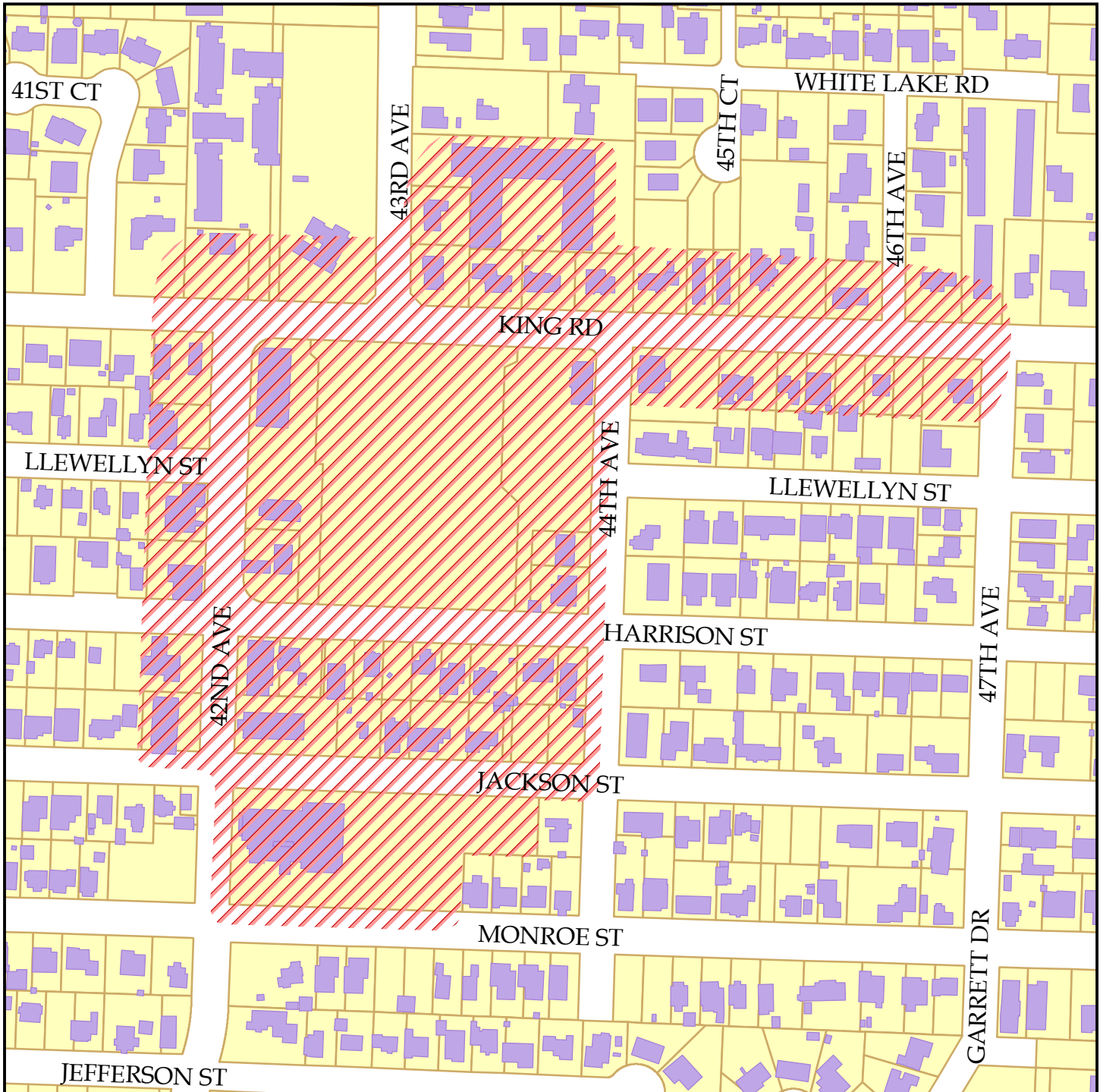
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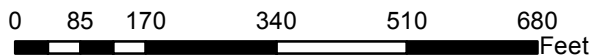
# KING ROAD NEIGHBORHOOD CENTER

## Milwaukie Comprehensive Plan Map 9



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

 Area of Neighborhood Center Plan



Path: M:\all\_projects\comp\_plan\map9 Proposed.mxd

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

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**RS56**

# Central Milwaukie Land Use and Transportation Plan

City of Milwaukie  
November 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.

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	Central Milwaukie Planning Area	7
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# 1. INTRODUCTION

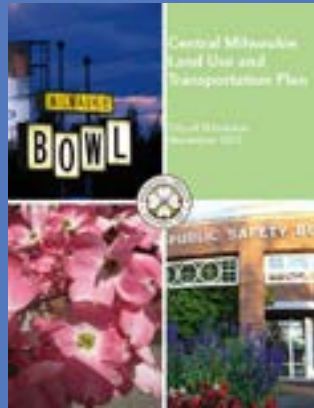
## WHAT THE FRAMEWORK DOES

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**





# 2. LAND USE & TRANSPORTATION

## 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 and light manufacturing). 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
  -  No change to existing zoning
  -  Flex Space Overlay
  -  Parks/Open Space/Schools
  -  New Parks/Open Space
- Unifying Treatments:
-  Commercial Edge Treatment
  -  Residential Edge Treatment



RS73

## TRANSPORTATION CIRCULATION AND INFRASTRUCTURE

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

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

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

### Walking

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

#### **Walking Plan**

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

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

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

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

## Biking

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

### **Biking Plan**

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

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

The MAX light rail station is about a mile from

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

## Transit

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

### **Transit Plan**

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

## Motor Vehicles

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

drive through the area every day.

**Motor Vehicle Plan**

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

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

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

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

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

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





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



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



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

## TRANSPORTATION/ CIRCULATION DIAGRAM

### Key

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

\*To be determined at time of development, according to the type of development.



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# 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.
- Provide a height bonus for projects that include residential and/or are certified as a green building.

***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
<b>#1 Facilitate development of the Murphy and McFarland sites</b>	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
<b>#2 Promote high quality urban design complementary to surrounding area</b>	Land Use	2.1 Residential Edge Treatment Use residential edge treatment design standards such as consistent building setbacks and appropriate frontage orientation to ensure streetscape compatibility and a smooth aesthetic transition between McFarland development and nearby residential properties
	Land Use	2.2 Commercial Edge Treatment Use commercial edge treatment design standards such as ground floor transparency to ensure a pedestrian-friendly and visually engaging streetscape
	Land Use	2.3 Pedestrian-Friendly Development and Design Standards Use development and design standards such as provision of ground-floor open space and access to light and air to ensure development is attractive and pedestrian-friendly.
	Transportation	2.4 Parking Management Employ parking management measures as needed to limit potential negative impacts of new development on residential parking needs
	Finance/Economic Development	2.5 Open Space Explore public-private partnerships to provide additional public space in Central Milwaukie.

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

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

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

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

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

# A. BUILDING THE PLAN & LESSONS LEARNED

## HOW WE GOT HERE

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



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## BUILDING THE PLAN

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

### Developer Interviews

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

### Market Analysis

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

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

### Opportunity Sites

Opportunity sites are key properties in a larger

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

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

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

### Strength-Weakness-Opportunity-Threat (SWOT) Analysis

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

#### **Murphy Site Findings**

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

#### **McFarland Site Findings**

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



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

## Building Prototypes

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



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

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

## Development Concepts

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

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

## Lessons Learned

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

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

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

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

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

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

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

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



# B. EXISTING CONDITIONS

## WHAT IS ON THE GROUND NOW

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



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# 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.

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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 Preserve. Minthorn Springs Preserve 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.

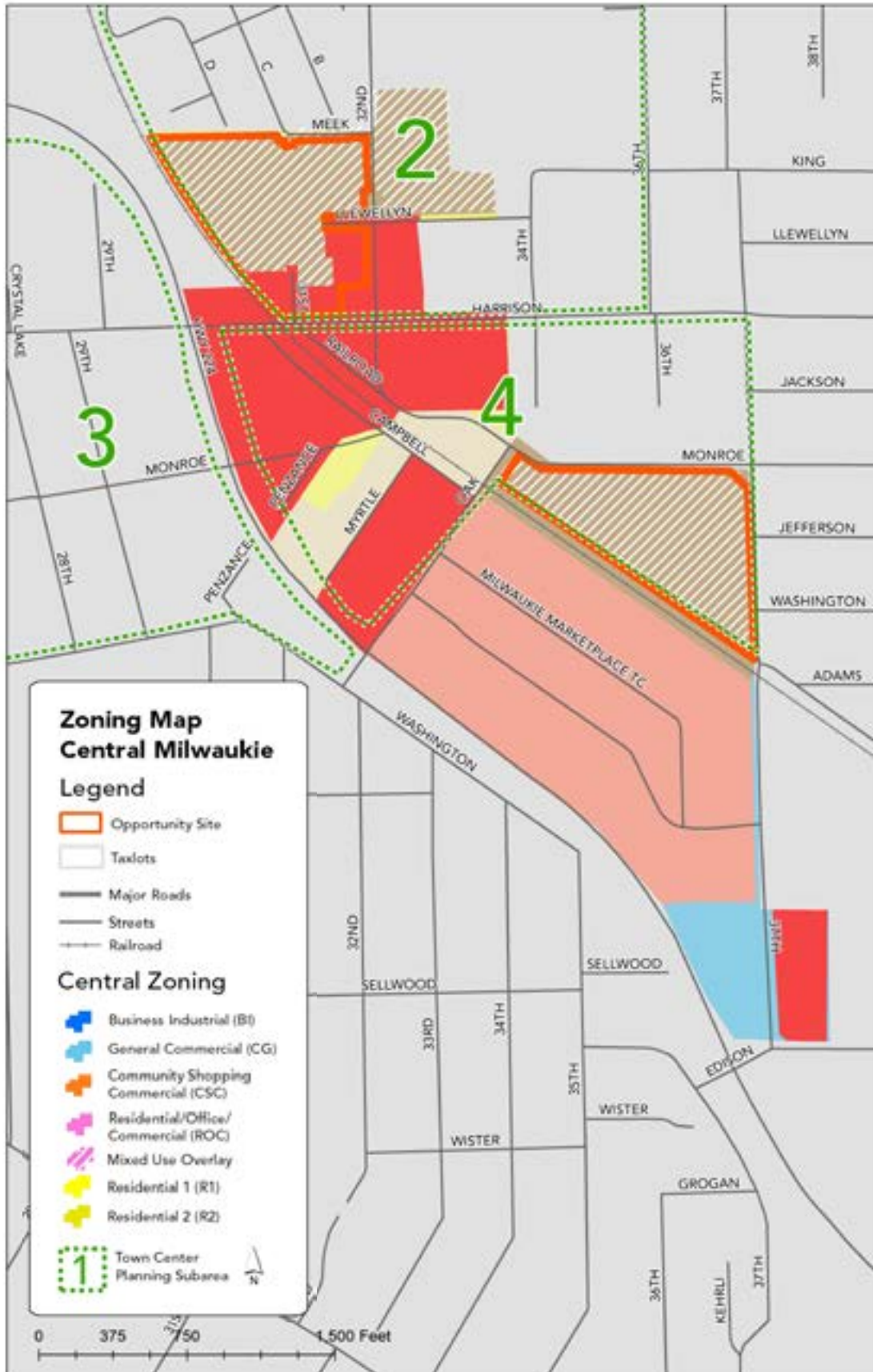
### Cultural features

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 Preserve offers a unique restored habitat just steps away from Central Milwaukie

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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.



# 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 a collection of 14 parcels under a single ownership. On the site 6.2 acres of the site are undeveloped and the remaining sites include a multi-family building and a few commercial buildings. General boundaries of the site include the railroad tracks to the west, SE Meek St to the north, SE 32nd Ave to the east, and SE Harrison St to the south. Currently a convenience store, the parcel on the northwest corner of SE 32nd Ave and SE Harrison St is not owned by the Murphy family and is not included as part of this Opportunity Site.

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

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

## McFarland Opportunity Site

### **Site History and Description**

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

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

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



# C. DEVELOPMENT CONCEPTS

## WHAT SHOULD GET BUILT

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



RS109

## MURPHY SITE

Acres: 6.6

**Opportunity:**

New Construction/  
redevelopment

**Current Zoning:**

R-O-C with MU  
overlay

**Proposed Zoning:**

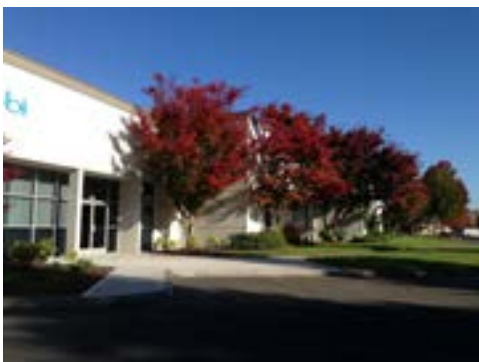
Mixed Use with Flex Space  
overlay



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.



## RS110

## 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.



**RS111**

**D.** COMMUNITY  
• INPUT  
WHAT THE COMMUNITY SAID



RS113

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

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

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

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

### Input from the Community Workshop

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**What is the most important goal for the Murphy site?**

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

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

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

**What is the most important goal for the McFarland site?**

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

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

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

**My vision for Central Milwaukie is closest to:**

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

**General Comments from the Community Workshop about Central Milwaukie:**

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

**General Comments from the Community Workshop about the Murphy Site:**

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

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

**General Comments from the Community Workshop about the McFarland Site:**

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

**Input from PAC Meeting #7:**

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

standards

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

## Key Questions Exercise During PAC Meeting #7:

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

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

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

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

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

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

Identity:

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

What could help create more identity:

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

### Input from PAC Meeting #8:

Discussing the guiding principles and the fundamental concepts.

Live polling, 12 respondents

#### Guiding Principles

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

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

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

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

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

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

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

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

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

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

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

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

#### Fundamental Concepts

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

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

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

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

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

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

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

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

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

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

## 6. Improve external connections to the district.

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

### Map Exercise

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

#### Transportation/Circulation Diagram

##### Comments:

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

#### Transportation Projects Comments:

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

## Land Use and Urban Design Diagram

### Comments:

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

## Land Use and Urban Design Concepts

### Comments:

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

## Stakeholder Input

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





# Central Milwaukie Land Use & Transportation Plan

City of Milwaukie  
November 2015

## Underline/Strikeout Amendments Transportation System Plan (TSP)

**Table 5-1 Pedestrian Master Plan Projects**

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
<b>High Priority Projects</b>							
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 <sup>th</sup> 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 <sup>th</sup> 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

<sup>1</sup> See Figure 5-1.

<sup>2</sup> 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.

<sup>3</sup> 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 <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
L	High	C	17 <sup>th</sup> 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 <sup>th</sup> Ave	Harmony Rd	\$1,800
P	High	C	Monroe St Neighborhood Greenway	Fill in sidewalk gaps on both sides of street.	42 <sup>nd</sup> Ave	City limit	\$1,800
U	High	C	43 <sup>rd</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Howe St/42 <sup>nd</sup> Ave	King Rd/43 <sup>rd</sup> 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 <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
AW	High	C	Intersection Improvements at McLoughlin Blvd and 22 <sup>nd</sup> Ave	Improve safety of Trolley Trail crossing at 22 <sup>nd</sup> Ave.	Location-specific	Location-specific	\$200
AX	High	C	Improved Connection to Springwater Trail at 29 <sup>th</sup> Ave and Sherrett St	Pave the connection to Springwater Trail at 29 <sup>th</sup> 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 <sup>st</sup> Ave and Main St	21 <sup>st</sup> 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
<b>Medium Priority Projects</b>							
F	Med	C	King Rd Blvd Treatments	Install street boulevard treatments: widen sidewalks and improve multiple crossings.	43 <sup>rd</sup> 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 <sup>rd</sup> Ave	49 <sup>th</sup> Ave	\$850
T	Med	C	37 <sup>th</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	Harrison St	\$870
AE	Med	C	Brookside Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Regents Dr	\$20
AT	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 <sup>th</sup> Ave	19 <sup>th</sup> Ave	\$90

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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 <sup>rd</sup> 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 <sup>4</sup>
N/A	Med	O	Pedestrian Walkway Amenities	Install amenities, such as benches, along key walking routes.	Citywide	Citywide	\$60
<b>Low Priority Projects</b>							
G	Low	C	Intersection Improvements at Olsen St and 42 <sup>nd</sup> Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
H	Low	C	Intersection Improvements at Railroad and 37 <sup>th</sup> Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$10

<sup>4</sup> Estimated \$500,000 per block face.

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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 <sup>nd</sup> Ave	42 <sup>nd</sup> 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 <sup>th</sup> 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 <sup>nd</sup> Ave	42 <sup>nd</sup> Ave	\$590
AC	Low	C	Roswell St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 <sup>nd</sup> Ave	36 <sup>th</sup> Ave	\$210
AD	Low	C	Mason Lane Sidewalks	Fill in sidewalk gaps on both sides of street.	42 <sup>nd</sup> 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 <sup>nd</sup> Ave	35 <sup>th</sup> Ave	\$130
AJ	Low	C	22 <sup>nd</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	Sparrow St	\$360
AK	Low	C	19 <sup>th</sup> 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 <sup>th</sup> 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 <sup>nd</sup> Ave	45 <sup>th</sup> Ave	\$220
AP	Low	C	Ochoco St Sidewalks	Construct sidewalks on Ochoco St to connect bus stops to Goodwill.	19 <sup>th</sup> Ave	McLoughlin Blvd	\$1,300
AQ	Low	C	Edison St Sidewalks	Fill in sidewalk gaps on both sides of street.	35 <sup>th</sup> Ave	37 <sup>th</sup> Ave	\$130

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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
<b>Priority to be Determined</b>							
<u>BM</u>	-	<u>C</u>	<u>Harrison/32<sup>nd</sup> Ave Intersection</u>	<u>Open the currently closed pedestrian crosswalk on the west leg of the intersection</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BN</u>	-	<u>C</u>	<u>Oak St/34<sup>th</sup> Ave Connection</u>	<u>Provide pedestrian/bicycle connection between Monroe St and 34<sup>th</sup> Ave (nearby residential neighborhood)</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BO</u>	-	<u>C</u>	<u>Campbell St and Railroad Ave upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>BP</u>	-	<u>C</u>	<u>Connection through Union Pacific Railroad property</u>	<u>Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-

**Notes:**

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

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

TSAP = Tacoma Station Area Plan

**Table 6-2 Bicycle Master Plan Projects**

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
<b>High Priority Projects</b>							
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 <sup>th</sup> Ave	Linwood Ave	\$4,800
U1	High	C	Monroe St Neighborhood Greenway (downtown)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	21 <sup>st</sup> 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 <sup>nd</sup> Ave	\$80
U3	High	C	Monroe St Neighborhood Greenway (east)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	42 <sup>nd</sup> Ave	Linwood Ave	\$165
U4	High	C	29 <sup>th</sup> /Harvey/40 <sup>th</sup> Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	Monroe St	\$220
U5	High	C	Stanley Ave Neighborhood Greenway (north)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	King Rd	\$135
U6	High	C	Stanley Ave Neighborhood Greenway (south)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	King Rd	Railroad Ave	195
Z	High	C	17 <sup>th</sup> 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

<sup>5</sup> See Figure 6-3a.

<sup>6</sup> 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 <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
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 <sup>nd</sup> Ave	Improve safety of Trolley Trail crossing at 22 <sup>nd</sup> Ave.	Location-specific	Location-specific	\$200
AG	High	C	Improved Connection to Springwater Trail at 29 <sup>th</sup> Ave and Sherrett St	Pave the connection to Springwater Trail at 29 <sup>th</sup> 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
<b>Medium Priority Projects</b>							
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 <sup>st</sup> 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 <sup>th</sup> and Sparrow Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd.	Eagle St	River Rd	\$800
V	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
AB	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 <sup>th</sup> Ave	19 <sup>th</sup> Ave	\$90
AI	Med	C	International Way Bicycle Facilities	Construct bike lanes or other bike facilities.	37 <sup>th</sup> 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 <sup>rd</sup> Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
AN	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	O	Bicyclist Education	Promote bicycling through bike use and route selection education.	Citywide	Citywide	\$10
N/A	Med	O	Community Bicycle Rides	Support community bike rides to encourage bike use.	Citywide	Citywide	\$5
<b>Low Priority Projects</b>							
B	Low	C	Springwater Trail Intersection Improvements at 45 <sup>th</sup> Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
C	Low	C	Intersection Improvements at Johnson Creek Blvd and Linwood Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
D	Low	C	Intersection Improvements at Linwood Ave and King Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10

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

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
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
<b>Priority to be Determined</b>							
<u>AS</u>	-	<u>C</u>	<u>Oak St/34<sup>th</sup> Ave Connection</u>	<u>Provide pedestrian/bicycle connection between Monroe St and 34<sup>th</sup> Ave (nearby residential neighborhood)</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AT</u>	-	<u>C</u>	<u>Northern Bike Connection</u>	<u>Provide a bicycle connection through the Murphy site north to 29<sup>th</sup> Ave</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AU</u>	-	<u>C</u>	<u>Crossing at Harrison St/31<sup>st</sup> Ave</u>	<u>Provide bicycle crossing across Harrison St between Campbell St and 31<sup>st</sup> Ave</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AV</u>	-	<u>C</u>	<u>Campbell St and Railroad Ave upgrades</u>	<u>Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St</u>	<u>Location-specific</u>	<u>Location-specific</u>	-
<u>AW</u>	-	<u>C</u>	<u>Connection through Union Pacific Railroad property and McFarland site</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; continues through McFarland site</u>	<u>Location-specific</u>	<u>Location-specific</u>	-

**Notes:**

C = Capital Project

O = Operational Project

P = Policy Project

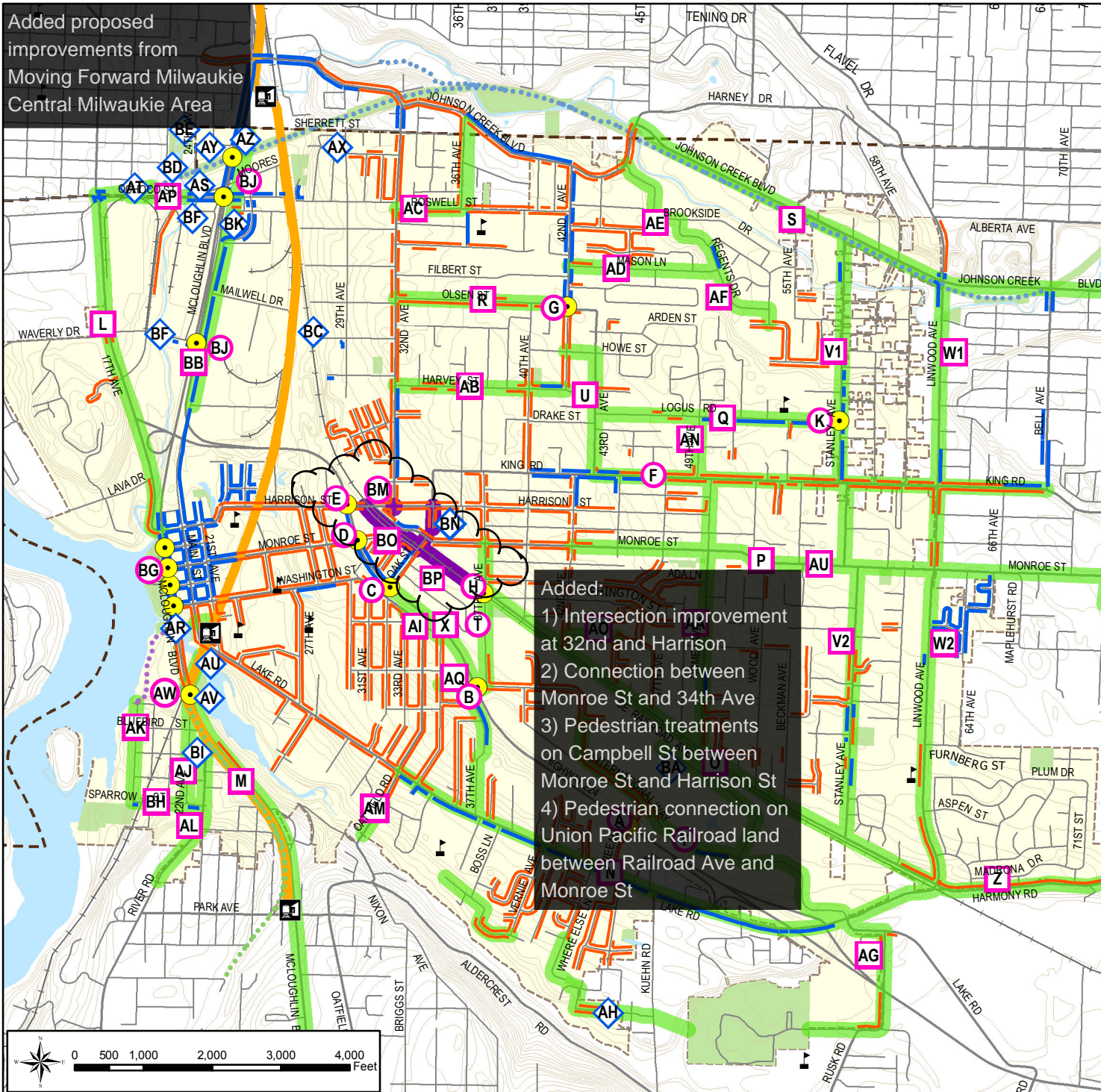
High = High priority

Med = Medium priority

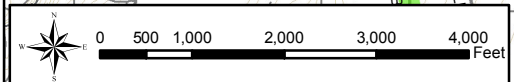
Low = Low priority

TSAP = Tacoma Station Area Plan

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



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



# Transportation System Plan

FIGURE 1-2

## PEDESTRIAN MASTER PLAN

April 2015

### LEGEND

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

### PROPOSED PROJECTS

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

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



# Transportation System Plan

FIGURE 1-3

## BICYCLE MASTER PLAN

April 2015

### LEGEND

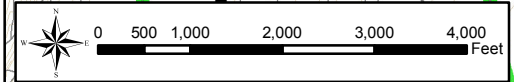
Existing Bicycle Facilities		Proposed Improvements	
	Shared Lane		Bicycle Intersection Safety Improvement
	Bicycle Lane		Bicycle Lanes
	Kellogg Creek Trail		Neighborhood Greenway
	Springwater Trail		Central Milwaukie 2015 TSP Amendments
	Trolley Trail		Schools
	Streets		Railroad
	Major Roads		Water
	Streets		Parks
	County Line		City Limits
	Light Rail Station		Light Rail Transit

### PROPOSED PROJECTS

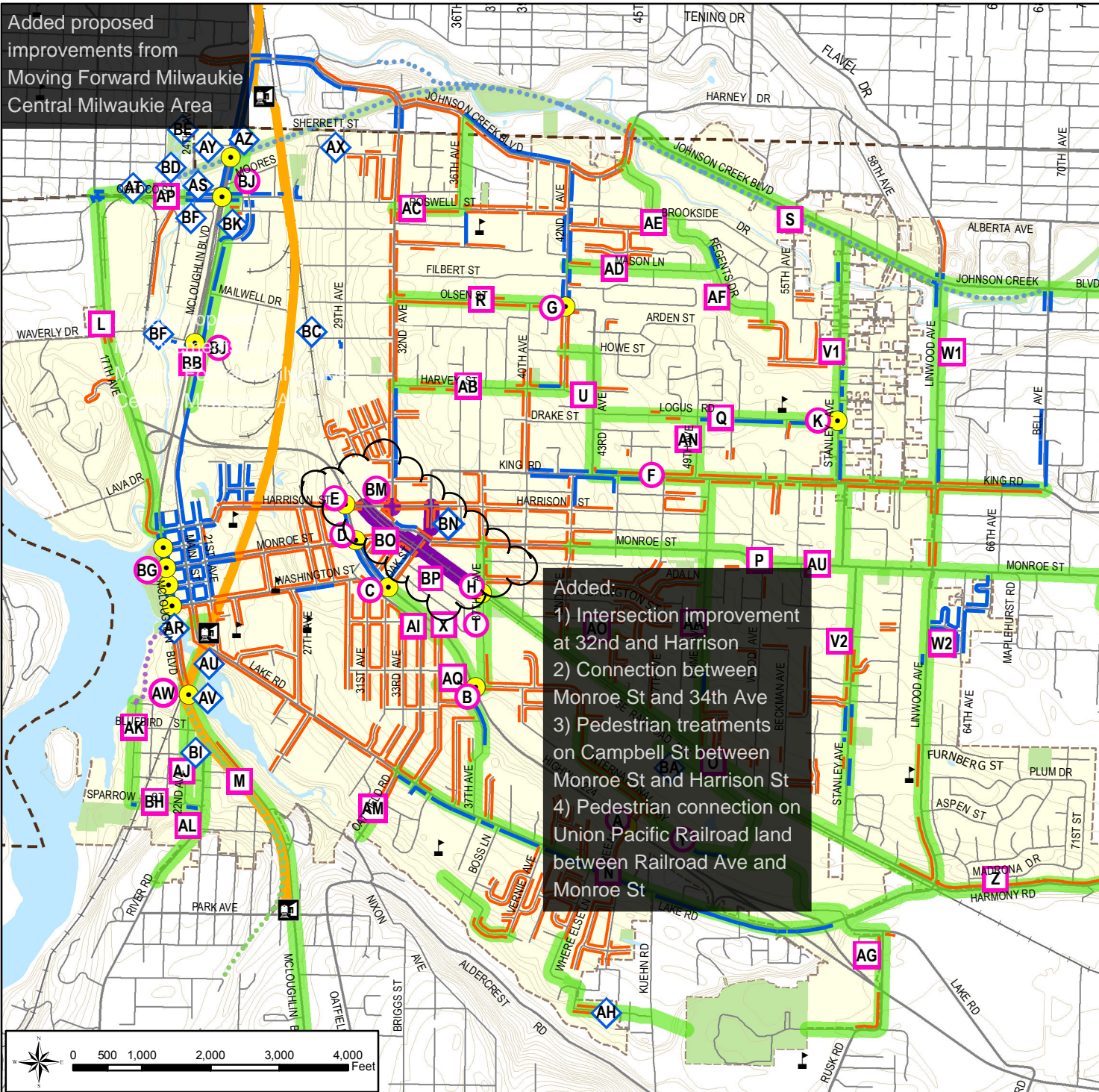
- Improve Intersection to Increase Bicycle Safety**
- A** Adams St/21st Ave/Railroad Crossing
  - B** Johnson Creek Blvd/Springwater Trail
  - C** Johnson Creek Blvd/Linwood Ave
  - D** Linwood Ave/King Rd
  - E** Linwood Ave/Monroe St
  - F** Linwood Ave/Harmony Rd
  - G** Washington St/Oak St/Hwy 224
  - H** International Way/Lake Rd
  - AF** McLoughlin and 22nd
  - AP** McLoughlin/Ochoco/Milport
- Provide Bicycle Lanes Where not Currently Present**  
See Table 6-2 for project descriptions B-R, AI, and AJ
- Enhance Existing Bicycle Connection**
- U1** Install Neighborhood Greenway treatments at various locations
  - V** Construct bicycle overpass from Railroad Ave to International Way
  - W** Improve Springwater Trail paving
  - X** Improve Kellogg Creek Trail
  - Y** Install Trolley Trail signage
  - Z** Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
  - AB** Complete Springwater Trail along Ochoco St
  - AC** Construct Kronberg Park Trail
  - AD** Construct bike-ped overpass over Kellogg Creek
  - AE** Construct pedestrian underpass under Hwy 99E at Kellogg Creek
  - AG** Pave connection to Springwater Trail at 29th Ave and Sherrett
  - AH** Improve connection from Springwater Corridor to Pendleton Site
  - AK** Establish bike-ped connection over railroad tracks and LRT
  - AL** Construct stairs to connect Springwater Corridor to McLoughlin Blvd
  - AM** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
  - AN** Improve bike-ped connection to neighborhoods west of station
  - AO** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
  - AP** Establish bike-ped connection over McLoughlin at River Rd
  - AR** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Bicycle Facilities in Central Milwaukie**  
See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

Added:

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



Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



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



# Transportation System Plan

FIGURE 5-1a

## PEDESTRIAN MASTER PLAN

April 2015

### LEGEND

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

### PROPOSED PROJECTS




















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

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area

**BICYCLE MASTER PLAN**

April 2015

**LEGEND**

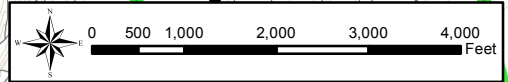
Existing Bicycle Facilities		Proposed Improvements	
	Shared Lane		Bicycle Intersection Safety Improvement
	Bicycle Lane		Bicycle Lanes
	Kellogg Creek Trail		Neighborhood Greenway
	Springwater Trail		Central Milwaukie 2015 TSP Amendments
	Trolley Trail		
	Schools		Railroad
	Major Roads		County Line
	Streets		Water
			Parks
			City Limits
			Light Rail Station
			Light Rail Transit

**PROPOSED PROJECTS**

- Improve Intersection to Increase Bicycle Safety**
- A** Adams St/21st Ave/Railroad Crossing
  - B** Johnson Creek Blvd/Springwater Trail
  - C** Johnson Creek Blvd/Linwood Ave
  - D** Linwood Ave/King Rd
  - E** Linwood Ave/Monroe St
  - F** Linwood Ave/Harmony Rd
  - G** Washington St/Oak St/Hwy 224
  - H** International Way/Lake Rd
  - AF** McLoughlin and 22nd
  - AP** McLoughlin/Ochoco/Milport
- Provide Bicycle Lanes Where not Currently Present**  
 See Table 6-2 for project descriptions B-R, AI, and AJ
- Enhance Existing Bicycle Connection**
- U1** Install Neighborhood Greenway treatments at various locations
  - V** Construct bicycle overpass from Railroad Ave to International Way
  - W** Improve Springwater Trail paving
  - X** Improve Kellogg Creek Trail
  - Y** Install Trolley Trail signage
  - Z** Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
  - AB** Complete Springwater Trail along Ochoco St
  - AC** Construct Kronberg Park Trail
  - AD** Construct bike-ped overpass over Kellogg Creek
  - AE** Construct pedestrian underpass under HWY 99E at Kellogg Creek
  - AG** Pave connection to Springwater Trail at 29th Ave and Sherrett
  - AH** Improve connection from Springwater Corridor to Pendleton Site
  - AK** Establish bike-ped connection over railroad tracks and LRT
  - AL** Construct stairs to connect Springwater Corridor to McLoughlin Blvd
  - AM** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
  - AN** Improve bike-ped connection to neighborhoods west of station
  - AO** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
  - AP** Establish bike-ped connection over McLoughlin at River Rd
  - AR** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Bicycle Facilities in Central Milwaukie**  
 See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

Added:

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



## Clean Amendments Transportation System Plan (TSP)

**Table 5-1 Pedestrian Master Plan Projects**

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
<b>High Priority Projects</b>							
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 <sup>th</sup> 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 <sup>th</sup> 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

<sup>1</sup> See Figure 5-1.

<sup>2</sup> 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.

<sup>3</sup> 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 <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
L	High	C	17 <sup>th</sup> 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 <sup>th</sup> Ave	Harmony Rd	\$1,800
P	High	C	Monroe St Neighborhood Greenway	Fill in sidewalk gaps on both sides of street.	42 <sup>nd</sup> Ave	City limit	\$1,800
U	High	C	43 <sup>rd</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Howe St/42 <sup>nd</sup> Ave	King Rd/43 <sup>rd</sup> 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 <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
AW	High	C	Intersection Improvements at McLoughlin Blvd and 22 <sup>nd</sup> Ave	Improve safety of Trolley Trail crossing at 22 <sup>nd</sup> Ave.	Location-specific	Location-specific	\$200
AX	High	C	Improved Connection to Springwater Trail at 29 <sup>th</sup> Ave and Sherrett St	Pave the connection to Springwater Trail at 29 <sup>th</sup> 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 <sup>st</sup> Ave and Main St	21 <sup>st</sup> 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
<b>Medium Priority Projects</b>							
F	Med	C	King Rd Blvd Treatments	Install street boulevard treatments: widen sidewalks and improve multiple crossings.	43 <sup>rd</sup> 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 <sup>rd</sup> Ave	49 <sup>th</sup> Ave	\$850
T	Med	C	37 <sup>th</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	Harrison St	\$870
AE	Med	C	Brookside Dr Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Regents Dr	\$20
AT	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 <sup>th</sup> Ave	19 <sup>th</sup> Ave	\$90

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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 <sup>rd</sup> 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 <sup>4</sup>
N/A	Med	O	Pedestrian Walkway Amenities	Install amenities, such as benches, along key walking routes.	Citywide	Citywide	\$60
<b>Low Priority Projects</b>							
G	Low	C	Intersection Improvements at Olsen St and 42 <sup>nd</sup> Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$20
H	Low	C	Intersection Improvements at Railroad and 37 <sup>th</sup> Ave	Improve pedestrian crossing.	Location-specific	Location-specific	\$10

<sup>4</sup> Estimated \$500,000 per block face.

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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 <sup>nd</sup> Ave	42 <sup>nd</sup> 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 <sup>th</sup> 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 <sup>nd</sup> Ave	42 <sup>nd</sup> Ave	\$590
AC	Low	C	Roswell St Sidewalks	Fill in sidewalk gaps on both sides of street.	32 <sup>nd</sup> Ave	36 <sup>th</sup> Ave	\$210
AD	Low	C	Mason Lane Sidewalks	Fill in sidewalk gaps on both sides of street.	42 <sup>nd</sup> 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 <sup>nd</sup> Ave	35 <sup>th</sup> Ave	\$130
AJ	Low	C	22 <sup>nd</sup> Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	Sparrow St	\$360
AK	Low	C	19 <sup>th</sup> 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 <sup>th</sup> 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 <sup>nd</sup> Ave	45 <sup>th</sup> Ave	\$220
AP	Low	C	Ochoco St Sidewalks	Construct sidewalks on Ochoco St to connect bus stops to Goodwill.	19 <sup>th</sup> Ave	McLoughlin Blvd	\$1,300
AQ	Low	C	Edison St Sidewalks	Fill in sidewalk gaps on both sides of street.	35 <sup>th</sup> Ave	37 <sup>th</sup> Ave	\$130

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description <sup>2</sup>	From	To	Cost (\$1,000s <sup>3</sup> )
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
<b>Priority to be Determined</b>							
BM	-	C	Harrison/32 <sup>nd</sup> Ave Intersection	Open the currently closed pedestrian crosswalk on the west leg of the intersection	Location-specific	Location-specific	-
BN	-	C	Oak St/34 <sup>th</sup> Ave Connection	Provide pedestrian/bicycle connection between Monroe St and 34 <sup>th</sup> Ave (nearby residential neighborhood)	Location-specific	Location-specific	-
BO	-	C	Campbell St and Railroad Ave upgrades	Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St	Location-specific	Location-specific	-
BP	-	C	Connection through Union Pacific Railroad property	Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St	Location-specific	Location-specific	-

**Notes:**

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

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

TSAP = Tacoma Station Area Plan

**Table 6-2 Bicycle Master Plan Projects**

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
<b>High Priority Projects</b>							
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 <sup>th</sup> Ave	Linwood Ave	\$4,800
U1	High	C	Monroe St Neighborhood Greenway (downtown)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	21 <sup>st</sup> 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 <sup>nd</sup> Ave	\$80
U3	High	C	Monroe St Neighborhood Greenway (east)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	42 <sup>nd</sup> Ave	Linwood Ave	\$165
U4	High	C	29 <sup>th</sup> /Harvey/40 <sup>th</sup> Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	Monroe St	\$220
U5	High	C	Stanley Ave Neighborhood Greenway (north)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	Springwater Trail	King Rd	\$135
U6	High	C	Stanley Ave Neighborhood Greenway (south)	Designate as a "neighborhood greenway" and install traffic-calming improvements.	King Rd	Railroad Ave	195
Z	High	C	17 <sup>th</sup> 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

<sup>5</sup> See Figure 6-3a.

<sup>6</sup> 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 <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
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 <sup>nd</sup> Ave	Improve safety of Trolley Trail crossing at 22 <sup>nd</sup> Ave.	Location-specific	Location-specific	\$200
AG	High	C	Improved Connection to Springwater Trail at 29 <sup>th</sup> Ave and Sherrett St	Pave the connection to Springwater Trail at 29 <sup>th</sup> 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
<b>Medium Priority Projects</b>							
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 <sup>st</sup> 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 <sup>th</sup> and Sparrow Neighborhood Greenway	Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd.	Eagle St	River Rd	\$800
V	Med	C	Bicycle and Pedestrian Overpass over Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	Railroad Ave	International Way	\$2,200

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
AB	Med	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 <sup>th</sup> Ave	19 <sup>th</sup> Ave	\$90
AI	Med	C	International Way Bicycle Facilities	Construct bike lanes or other bike facilities.	37 <sup>th</sup> 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 <sup>rd</sup> Ave to connect Tacoma station area with adjacent neighborhood. (TSAP)	Location-specific	Location-specific	\$400
AN	Med	C	Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area	Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP)	Location-specific	Location-specific	\$500
N/A	Med	O	Bicyclist Education	Promote bicycling through bike use and route selection education.	Citywide	Citywide	\$10
N/A	Med	O	Community Bicycle Rides	Support community bike rides to encourage bike use.	Citywide	Citywide	\$5
<b>Low Priority Projects</b>							
B	Low	C	Springwater Trail Intersection Improvements at 45 <sup>th</sup> Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
C	Low	C	Intersection Improvements at Johnson Creek Blvd and Linwood Ave	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10
D	Low	C	Intersection Improvements at Linwood Ave and King Rd	Improve safety of crossing at intersection.	Location-specific	Location-specific	\$10

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

Map ID <sup>5</sup>	Priority	Type	Project Name	Project Description	From	To	Cost (\$1,000s <sup>6</sup> )
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
<b>Priority to be Determined</b>							
AS	-	C	Oak St/34 <sup>th</sup> Ave Connection	Provide pedestrian/bicycle connection between Monroe St and 34 <sup>th</sup> Ave (nearby residential neighborhood)	Location-specific	Location-specific	-
AT	-	C	Northern Bike Connection	Provide a bicycle connection through the Murphy site north to 29 <sup>th</sup> Ave	Location-specific	Location-specific	-
AU	-	C	Crossing at Harrison St/31 <sup>st</sup> Ave	Provide bicycle crossing across Harrison St between Campbell St and 31 <sup>st</sup> Ave	Location-specific	Location-specific	-
AV	-	C	Campbell St and Railroad Ave upgrades	Provide pedestrian/bicycle treatments on Campbell St and Railroad Ave between Monroe St and Harrison St	Location-specific	Location-specific	-
AW	-	C	Connection through Union Pacific Railroad property and McFarland site	Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St; continues through McFarland site	Location-specific	Location-specific	-

**Notes:**

C = Capital Project

O = Operational Project

P = Policy Project

High = High priority

Med = Medium priority

Low = Low priority

TSAP = Tacoma Station Area Plan



# Transportation System Plan

## FIGURE 1-2

# PEDESTRIAN MASTER PLAN

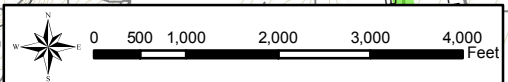
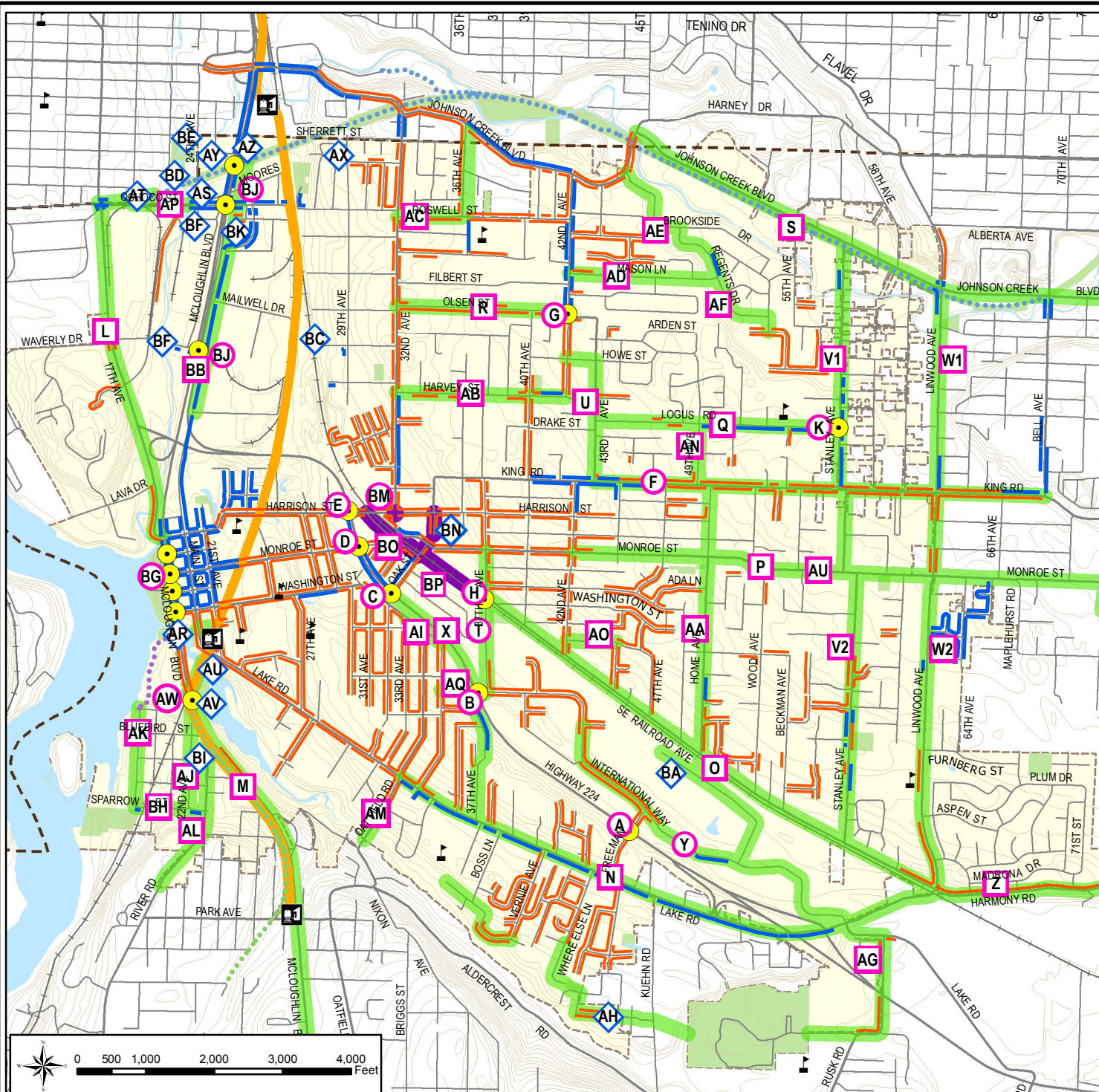
April 2015

### LEGEND

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

### PROPOSED PROJECTS

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



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

# RS151



# Transportation System Plan

## FIGURE 1-3

### BICYCLE MASTER PLAN

April 2015

#### LEGEND

##### Existing Bicycle Facilities

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

##### Proposed Improvements

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

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

#### PROPOSED PROJECTS

##### Improve Intersection to Increase Bicycle Safety

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

##### Provide Bicycle Lanes Where Not Currently Present

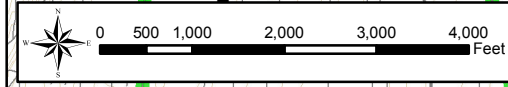
See Table 6-2 for project descriptions B-R, AI, and AJ

##### Enhance Existing Bicycle Connection

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

##### Provide Improved Bicycle Facilities in Central Milwaukee

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





# Transportation System Plan

## FIGURE 5-1a

# PEDESTRIAN MASTER PLAN

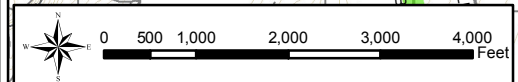
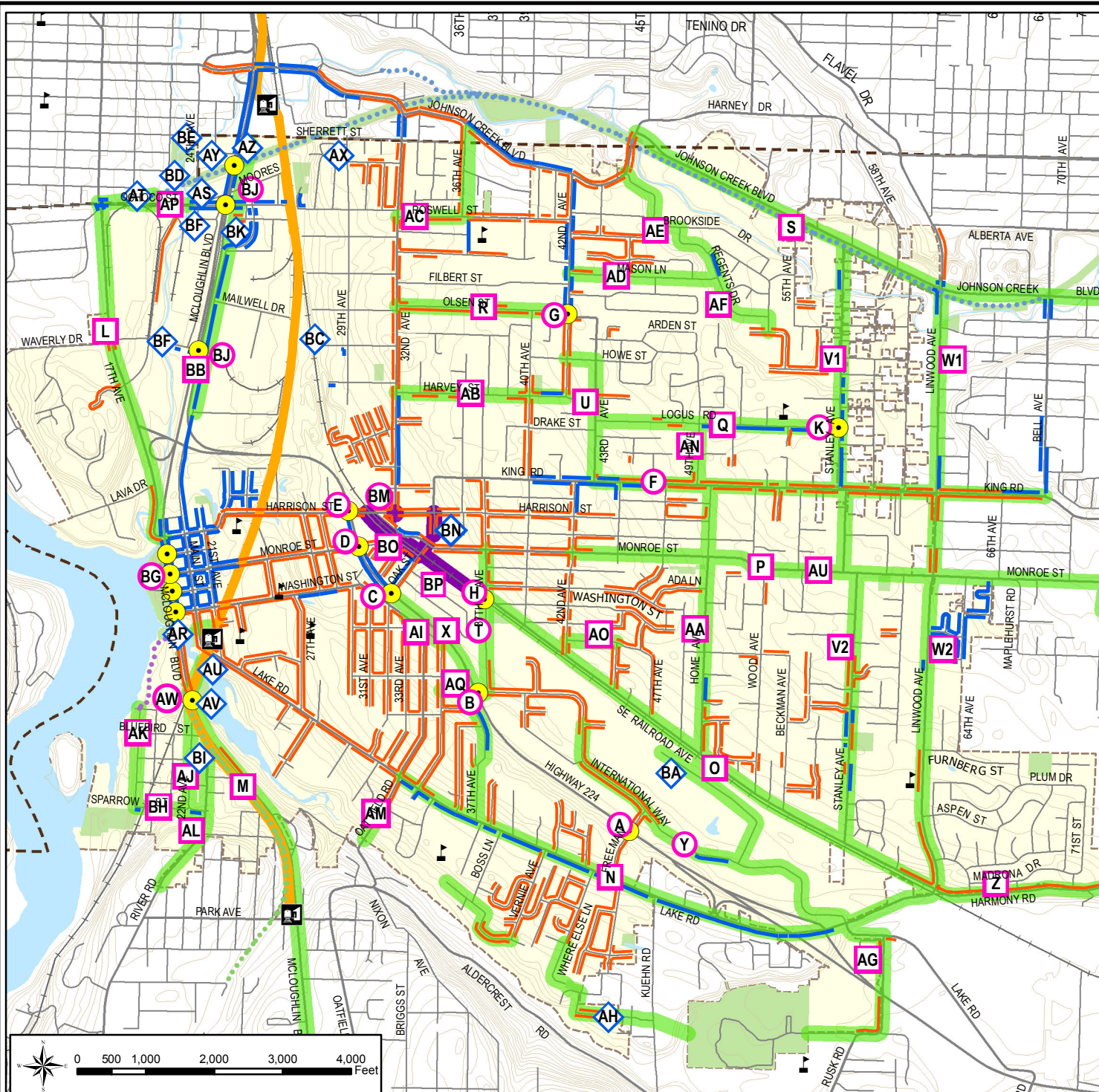
April 2015

### LEGEND

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

### PROPOSED PROJECTS

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



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

# RS153



# Transportation System Plan

FIGURE 6-8a

## BICYCLE MASTER PLAN

April 2015

### LEGEND

#### Existing Bicycle Facilities

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

#### Proposed Improvements

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

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

### PROPOSED PROJECTS

#### Improve Intersection to Increase Bicycle Safety

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

#### Provide Bicycle Lanes Where Not Currently Present

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

#### Enhance Existing Bicycle Connection

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

#### Provide Improved Bicycle Facilities in Central Milwaukee

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



## Underline/Strikeout Amendments

### Title 14 Signs

#### CHAPTER 14.04 GENERAL PROVISIONS

##### 14.04.030 DEFINITIONS

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

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

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

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

---

#### CHAPTER 14.16 SIGN DISTRICTS

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

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

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

##### 14.16.040 COMMERCIAL ZONES

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

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

## Zoning Ordinance

### 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
<b>Base Zones</b>	
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
<del>Residential-Office-Commercial</del>	<del>R-O-C</del>
Downtown Mixed Use	DMU
Open Space	OS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
Planned Development	PD
Tacoma Station Area Manufacturing	M-TSA
General Mixed Use	<u>GMU</u>
<b>Overlay Zones</b>	
Willamette Greenway	WG
Historic Preservation	HP
<del>Mixed Use</del>	<del>MU</del>
<u>Flex Space</u>	<u>FS</u>
Aircraft Landing Facility	L-F
Tacoma Station Area	TSA

## CHAPTER 19.300 BASE ZONES

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

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

#### ~~19.303.1 Uses Permitted Outright~~

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

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

#### ~~19.303.2 Conditional Uses Permitted~~

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

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

#### ~~19.303.3 Standards~~

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

## Proposed Code Amendment

---

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

### **19.303.4 Prohibited Uses**

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

**19.303 GENERAL MIXED USE ZONE GMU**

**19.303.1 Purpose**

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

**19.303.2 Uses**

**A. Permitted Uses**

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

**B. Conditional Uses**

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

**C. Nonconforming Uses, Structures, and Development**

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

**D. Prohibited Uses**

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

**E. Accessory Uses**

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

**F. Similar Uses**

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

<b>Table 19.303.2 General Mixed Use Zone Uses</b>		
<u>Uses and Use Categories</u>	<u>GMU</u>	<u>Standards/Additional Provisions</u>
<b><u>Residential</u></b>		
<u>Rowhouse</u> <sup>1</sup>	<u>P</u>	<b><u>Subsection 19.505.5 Rowhouses</u></b>
<u>Multifamily</u>	<u>P</u>	<b><u>Subsection 19.505.3 Multifamily Housing</u></b>
<u>Cottage cluster housing</u>	<u>P</u>	<b><u>Subsection 19.505.4 Cottage Cluster Housing</u></b>
<u>Mixed use</u>	<u>P</u>	
<u>Live/work units</u>	<u>P</u>	<b><u>Subsection 19.505.6 Live/Work Units</u></b>
<u>Senior and retirement housing</u>	<u>P</u>	<b><u>Subsection 19.505.3 Multifamily Housing</u></b>
<b><u>Commercial</u></b>		
<u>General office</u> General office means professional, executive, management, or administrative offices of firms or organizations. Examples include professional services such as lawyers, architects, or accountants; financial businesses such as lenders or real estate agents; sales offices; and medical and dental clinics.	<u>P</u>	
<u>Eating and drinking establishments</u> Eating and drinking establishments primarily involve the sale of prepared food and beverages for on-site consumption or takeout. Examples include restaurants, delicatessens, retail bakeries, taverns, brewpubs, coffee shops, concession stands, and espresso bars.	<u>P</u>	
<u>Indoor recreation</u> Indoor recreation consists of 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</u>	

<p><u>Retail-oriented sales</u></p> <p><u>Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</u></p> <p><u>Examples include stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include vehicle sales and other auto-oriented retail uses, including boats, RVs, and motorcycles.<sup>2</sup></u></p>	<p><u>P</u></p>	
<p><u>Personal-service-oriented</u></p> <p><u>Personal-service-oriented firms are involved in providing consumer services.</u></p> <p><u>Examples include hair, tanning, and spa services; pet grooming; photo and laundry drop-off; dry cleaners; and quick printing.</u></p>	<p><u>P</u></p>	
<p><u>Repair-oriented.<sup>3</sup></u></p> <p><u>Repair-oriented uses are establishments providing product repair of consumer and business goods.</u></p> <p><u>Examples include repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, and office equipment; tailors and seamstresses; shoe repair; locksmiths; upholsterers; and some automobile and boat service and repair.</u></p>	<p><u>P</u></p>	
<p><u>Day care.<sup>4</sup></u></p> <p><u>Day care is the provision of regular childcare, with or without compensation, to 4 or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all State requirements.</u></p> <p><u>Examples include nursery schools, before- and after-school care facilities, and child development centers.</u></p>	<p><u>P</u></p>	
<p><u>Commercial lodging.</u></p> <p><u>Commercial lodging includes for-profit residential facilities where tenancy is typically less than one month.</u></p> <p><u>Examples include hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</u></p>	<p><u>P</u></p>	

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<p><u>Boarding, lodging, or rooming house</u>  <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.</u>  <u>Examples include boarding house and cooperative housing.</u></p>	<p><u>CU</u></p>	<p><b><u>Section 19.905</u> Conditional Uses</b></p>
<p><u>Medical marijuana facility</u>  <u>Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</u></p>	<p><u>P</u></p>	<p><b><u>Subsection 19.303.6</u> Standards for <u>Medical Marijuana Facilities</u></b></p>
<p><b><u>Manufacturing and Production</u></b></p>		
<p><u>Manufacturing and production.</u><sup>5</sup>  <u>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.</u>  <u>Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.</u></p>	<p><u>P</u></p>	
<p><b><u>Institutional</u></b></p>		
<p><u>Community service uses</u></p>	<p><u>CSU</u></p>	<p><b><u>Section 19.904</u> Community Service Uses</b></p>

P = Permitted.

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

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

1. The limit of 4 consecutive rowhouses established in 19.505.5 does not apply in the GMU Zone. In the GMU Zone, there is no limit on the number of consecutive rowhouses.

2. Vehicle retail sales are permitted in the GMU Zone only when conducted within a completely enclosed building (including inventory display and storage).
3. Repair-oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
4. Day care and childcare uses are limited to 5,000 sq ft.
5. 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 the site would not be considered manufacturing or production.

**19.303.3 Development Standards**

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

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

<b>Table 19.303.3 General Mixed Use Zone—Summary of Development Standards</b>		
<b>Standard</b>	<b>GMU</b>	<b>Standards/ Additional Provisions</b>
<b>A. Lot Standards</b>		
1. <u>Minimum lot size (sq ft)</u>	<u>1,500</u>	
2. <u>Minimum street frontage (ft)</u>	<u>25</u>	
<b>B. Development Standards</b>		
1. <u>Minimum floor area ratio</u>	<u>0.5:1</u>	<b>Subsection 19.303.4.A</b> <u>Floor Area Ratio</u>
2. <u>Building height (ft)</u>		<b>Subsection 19.303.4.B</b> <u>Building Height</u> <b>Subsection 19.911.7</b> <u>Building Height Variance in the General Mixed Use Zone</u>
a. <u>Base maximum</u>	<u>45</u>	
b. <u>Maximum with height bonus</u>	<u>57–69</u>	
3. <u>Street setbacks (ft)</u>		<b>Subsection 19.303.4.C</b> <u>Street Setbacks</u>
a. <u>Minimum street setback</u>	<u>0–15<sup>1</sup></u>	
b. <u>Maximum street setback</u>	<u>10–20<sup>2</sup></u>	
c. <u>Side and rear setbacks</u>	<u>None</u>	
4. <u>Frontage occupancy</u>	<u>50%</u>	<b>Subsection 19.303.4.D</b> <u>Frontage Occupancy Requirements</u> <b>Figure 19.303.4.D</b> <u>Frontage Occupancy Requirements</u>
5. <u>Maximum lot coverage</u>	<u>85%</u>	
6. <u>Minimum vegetation</u>	<u>15%</u>	<b>Subsection 19.504.7</b> <u>Minimum Vegetation</u>
7. <u>Primary entrances</u>	<u>Yes</u>	<b>Subsection 19.303.4.E</b> <u>Primary Entrances</u>
8. <u>Off-street parking required</u>	<u>Yes</u>	<b>Chapter 19.600</b> <u>Off-Street Parking and Loading</u>

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9. <u>Transit street</u>	<u>Yes</u>	<b><u>Subsection 19.505.8 Building Orientation to Transit</u></b>
10. <u>Transition measures</u>	<u>Yes</u>	<b><u>Subsection 19.504.6 Transition Area Measures</u></b>
<b><u>C. Other Standards</u></b>		
1. <u>Residential density requirements (dwelling units per acre)</u> a. <u>Stand-alone residential</u> (1) <u>Minimum</u> (2) <u>Maximum</u> b. <u>Mixed-use buildings</u>	<u>25</u> <u>50</u> <u>None</u>	<b><u>Subsection 19.202.4 Density Calculations</u></b> <b><u>Subsection 19.303.4.F Residential Density</u></b> <b><u>Subsection 19.501.4 Density Exceptions</u></b>
2. <u>Signs</u>	<u>Yes</u>	<b><u>Subsection 14.16.040 Commercial Zone</u></b>

1. Residential edge treatments apply to properties as shown in Figure 19.303.5.

2. Commercial edge treatments apply to properties as shown in Figure 19.303.4.C.2.b.

### **19.303.4 Detailed Development Standards**

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

#### **A. Floor Area Ratio**

##### **1. Intent**

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

##### **2. Standards**

- a. The minimum FAR in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum FAR 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 FAR to determine conformance with minimum FAR.
- c. If a project is to be developed in phases, the required FAR must be met for the land area in the completed phase(s), without consideration of the land area devoted to future phases.

##### **3. Exemptions**

The following are exempt from the minimum FAR requirement:

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

#### **B. Building Height**

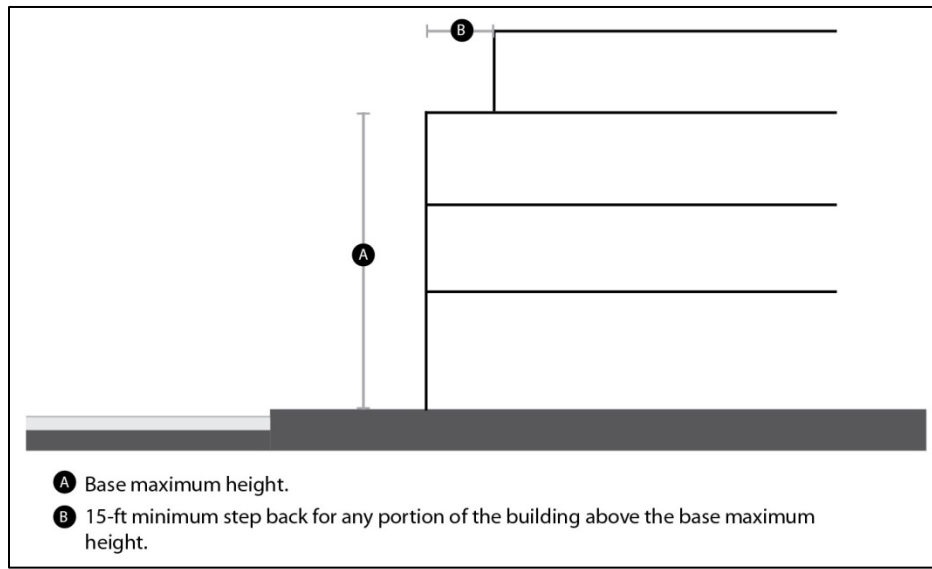
##### **1. Intent**

Maximum building height standards promote a compatible building scale and relationship of one structure to another.

2. Standards

- a. The base maximum building height in the GMU Zone is 3 stories or 45 ft, whichever is less. Height bonuses are available for buildings that meet the standards of Subsection 19.303.4.B.3.
- b. Buildings shall provide a step back of at least 15 ft for any street-facing portion of the building above the base maximum height as shown in Figure 19.303.4.B.2.b.

**Figure 19.303.4.B.2.b**  
**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 area vibrancy, and/or help meet sustainability goals.

A building in the GMU Zone can utilize up to 2 of the development incentive bonuses in Subsection 19.303.4.B.3.a. and 3.b, for a total of 2 stories or 24 ft of additional height, whichever is less. Buildings that elect to use both height bonuses for a 5-story building are subject to Type III review per Subsection 19.911.7 Building Height Variance in the General Mixed Use Zone.

a. Residential

New buildings that devote at least 1 story or 25% of the gross floor area to residential uses are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes, or Earth Advantage) are

permitted 1 additional story or an additional 12 ft of building height, whichever is less.

c. Building Height Variance

Buildings that elect to use both height bonuses for a 5-story building may be approved through Type III variance review, per Subsection 19.911.7 Building Height Variance in the General Mixed Use Zone.

C. Street Setbacks

1. Intent

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

2. Standards

a. No minimum street setbacks are required, except for residential street edges per Subsection 19.303.5.

b. Maximum street setback is 20 ft. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply:

(1) No minimum street setback is required. Maximum street setback is 10 ft.

(2) The area within the street setback, if provided, shall be landscaped.

c. The setback area may include usable open space such as plazas, courtyards, terraces, and small parks.

d. Usable open space may be counted toward the minimum vegetation requirement in Subsection 19.303.3.B.6.

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

D. Frontage Occupancy Requirements

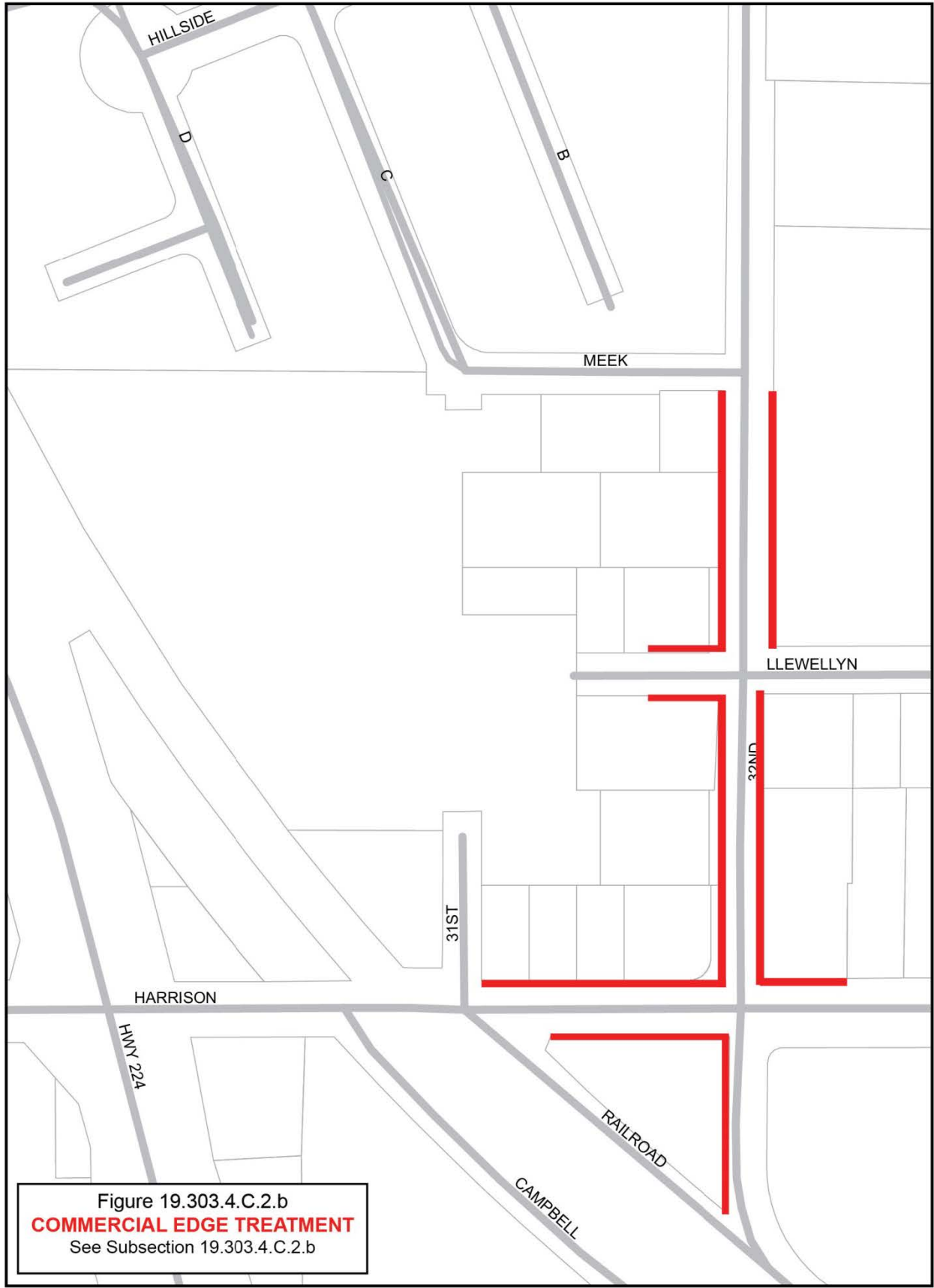
1. Intent

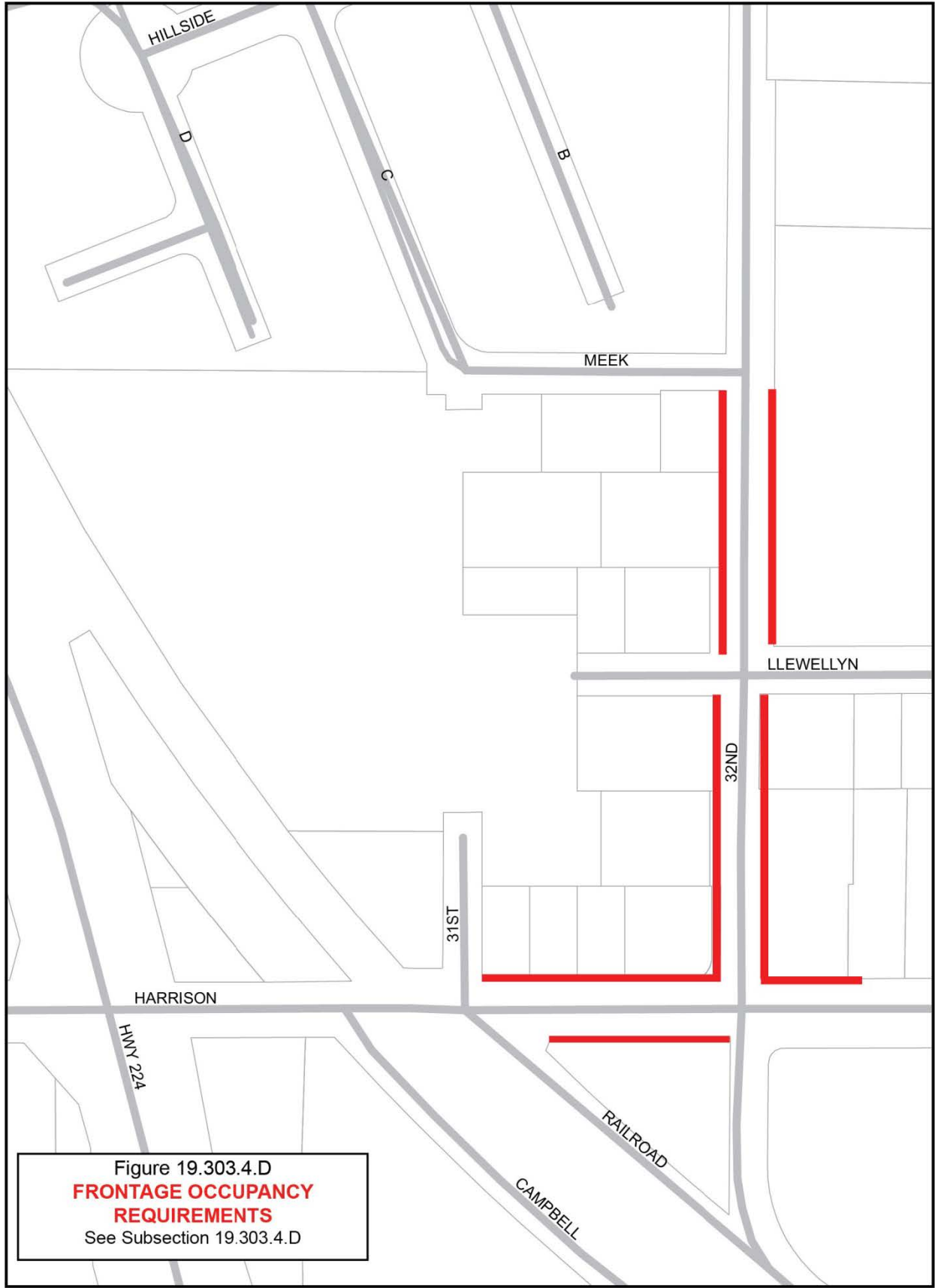
The intent of this standard is to establish a consistent street wall along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D.

2. Standards

a. For block faces identified in Figure 19.303.4.D, 50% of the site frontage must be occupied by a building or buildings.

b. If the development site has frontage on more than 1 street, the frontage occupancy requirement must be met on 1 street only.





E. 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 1 primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to a plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.

F. Residential Density

1. Intent

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

2. Standards

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

**19.303.5 Standards for Residential Street Edges**

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

- A. A minimum setback of 15 ft shall apply.
- B. Along the property line adjacent to the residential zone, buildings within 50 ft of 37<sup>th</sup> Ave and Monroe St shall provide a step back of at least 15 ft for any portion of the building above 35 ft.
- C. An additional minimum 8-ft-wide densely planted buffer is required along property lines where flex space development abuts a residential zone.



**19.303.6 Standards for Medical Marijuana Facilities**

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

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

**19.303.7 Additional Provisions**

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

A. Section 19.500 Supplementary Development Regulations

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

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

B. Section 19.600 Off-Street Parking and Loading

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

C. Section 19.700 Public Facility Improvements

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

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## CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

### ~~19.404 MIXED USE OVERLAY ZONE MU~~

#### ~~19.404.1 Purpose~~

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

#### ~~19.404.2 General Applicability~~

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

#### ~~19.404.3 Primary Uses~~

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

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

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

**~~19.404.4 Applicability~~**

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

**~~19.404.5 Exemptions from Review~~**

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

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

**~~19.404.6 Development Review Process and Criteria~~**

~~A. Preapplication Conference~~

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

~~B. Planning Commission Review~~

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

~~C. Criteria~~

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

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

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### ~~D. Minor Development Review~~

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

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

### **19.404.7 Application Materials**

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

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

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

**19.404.8 Development Standards**

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

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

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

- ~~i. Provision of protected play areas in residential development;~~
- ~~j. Provision of enhanced pedestrian accessways from rear parking areas to the frontage street;~~
- ~~k. Provision of decorative drinking fountains or other custom-designed street furniture;~~
- ~~l. Structured parking consistent with Subsection 19.404.8.A.7 above.~~

~~19. If a property to be developed includes an historic structure or a single-family home which is in good repair or can be easily repaired, the applicant may propose a density transfer in conjunction with a PD development in order to retain the single-family housing stock while allowing some higher density development on the same or an adjacent parcel, which is combined with the parcel on which the single-family home is located.~~

~~20. In areas where new development abuts existing single-family development, a 20-ft buffer area of landscaping shall be provided and consideration shall be given to additional setback of second, third, or fourth stories.~~

~~21. Bicycle and pedestrian routes shall be provided consistent with the requirements and standards of Chapter 19.700.~~

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

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

~~A. Subarea 2~~

~~1. Sites 2-1 and 2-2 (Murphy Plywood Site)~~

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

~~2. Site 2-6 (Providence Milwaukie Hospital Site)~~

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

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

### ~~B. Subarea 4~~

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

### ~~19.404.10 Consistency with Underlying Zones~~

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

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

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

#### ~~B. WG Zone~~

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

#### ~~C. Natural Resources~~

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

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

**~~19.404.11 Validity of Uses~~**

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

**~~19.404.12 Nonconforming Uses~~**

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

**19.404 FLEX SPACE OVERLAY ZONE**

**19.404.1 Purpose**

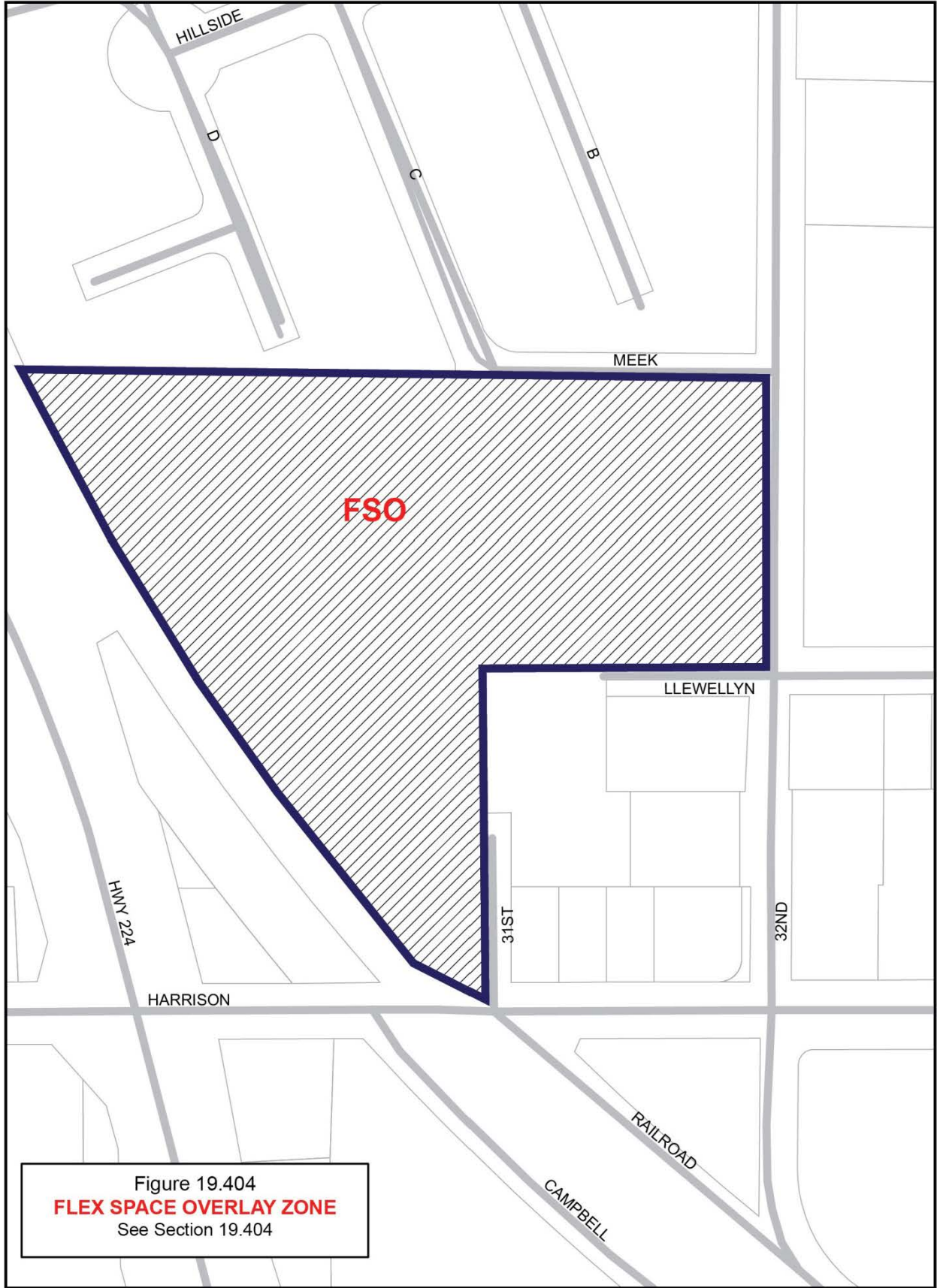
The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes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

**19.404.2 Applicability**

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

**19.404.3 Consistency with Base Zone**

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



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### **19.404.4 Permitted Uses**

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

<b>Table 19.404.4 Flex Space Overlay Zone Uses</b>	
<b><u>Use Category</u></b>	<b><u>Status</u></b>
<b><u>A. Industrial Services</u></b>	
<u>Industrial services are engaged in repair and/or servicing of industrial, business, or consumer machinery, equipment, products or by-products; or in training or instruction of such repair or servicing.</u> <u>Examples include electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities.</u>	<u>P</u>
<b><u>B. Manufacturing</u><sup>1</sup></b>	
<u>Manufacturing comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts.</u> <u>Examples include alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.</u>	<u>P</u>
<b><u>C. Trade Schools</u><sup>2</sup></b>	
<u>Trade schools are establishments whose primary purpose is to provide training for industrial needs and job-specific certification.</u> <u>Examples include electronic equipment repair training, welding school, training for repair of industrial machinery, and other industrial skills training.</u>	<u>P</u>
<b><u>D. Accessory Uses</u></b>	
<u>Uses accessory to, and in conjunction with, uses permitted outright may include the following:</u> <u>Warehousing and distribution associated with a permitted manufacturing or industrial use. Products stored at, and distributed from, the warehouse shall be those assembled or manufactured at the facility permitted in the overlay zone. The accessory warehouse may be located within the associated manufacturing or industrial building or in a separate building and shall occupy up to a maximum of 40% of the floor area of the associated manufacturing or industrial building.</u>	<u>P</u>

P = Permitted

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

2. All activities related to trade schools must be conducted inside an enclosed building.

### **19.404.5 Review Process**

All uses listed in Table 19.404.4 above require a Type II development review approval, pursuant to Section 19.906.

### **19.404.6 Development Standards**

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

A. The minimum floor area ratio is 0.3:1

- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is only available for green buildings. The height bonus for residential development does not apply.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies along 32<sup>nd</sup> Ave.
- E. The maximum front yard setback is 50 ft. The setback area must be landscaped, except where used for parking as allowed in 19.404.6.F.
- F. Parking may be located within the front yard setback, except when adjacent to 32<sup>nd</sup> Ave.
- G. All new buildings shall have at least 1 primary entrance facing the front of the property or, where a property does not front on a public street, the entrance shall face the primary access drive that serves the building.
- H. Flex Space Overlay Zone properties that abut a residential zone shall provide an 8-ft-wide landscaped buffer along the residential property line.
- I. Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping, and/or planters, and/or similar physical separation.

**19.404.7 Design Standards**

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

**19.404.8 Additional Provisions for Off-Site Impacts**

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

A. Applicability

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

B. Noise

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

C. Vibration

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

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

D. Odor

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

### E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0.5 footcandles of light.

### F. Measurements

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

### G. Documentation

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

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## CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

### 19.504.6 Transition Area Measures

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

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to at least the 6-ft level to screen lower-density residential uses from direct view across the open space, subject to the provisions of Subsection 19.502.2.B.

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### 19.504.11 Preliminary Circulation Plan

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

#### A. Applicability

A preliminary circulation plan is required for nonresidential development on sites 3 acres and larger that are subject to development review per Section 19.906 and where any of the following is true:

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

#### B. Plan Contents

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

2. The preliminary circulation plan shall include a public right-of-way/easement plan depicting the following, if applicable:

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

C. Approval Criteria

In reviewing a proposed preliminary circulation plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and Section 19.708 Transportation Facility Requirements.

D. Permit Process

A new preliminary circulation plan, or a revision to an approved preliminary circulation plan, is subject to Type II review per Section 19.1005.

**19.505 BUILDING DESIGN STANDARDS**

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

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**19.505.2 ~~Garages and Carports Standards~~**

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**19.505.3 ~~Design Standards for Multifamily Housing~~**

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**19.505.4 ~~Design Standards for Cottage Cluster Housing~~**

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**19.505.5 ~~Standards for Rowhouses~~**

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

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**19.505.7 Nonresidential Development**

A. Purpose

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

B. Applicability

1. The design standards in this section generally apply to the street-facing facades of new commercial, institutional, manufacturing, and mixed-use buildings within the GMU Zone.

2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Subsections 19.505.5 Rowhouses and 19.505.6 Live/Work Units.
3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Subsection 19.505.3 Multifamily Housing.
4. The standards in this section do not apply to cottage cluster housing. Cottage cluster housing is subject to the design standards in Subsection 19.505.4 Design Standards for Cottage Cluster Housing.

C. Building Design Standards

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

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

1. Corners

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

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

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

2. Weather Protection

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

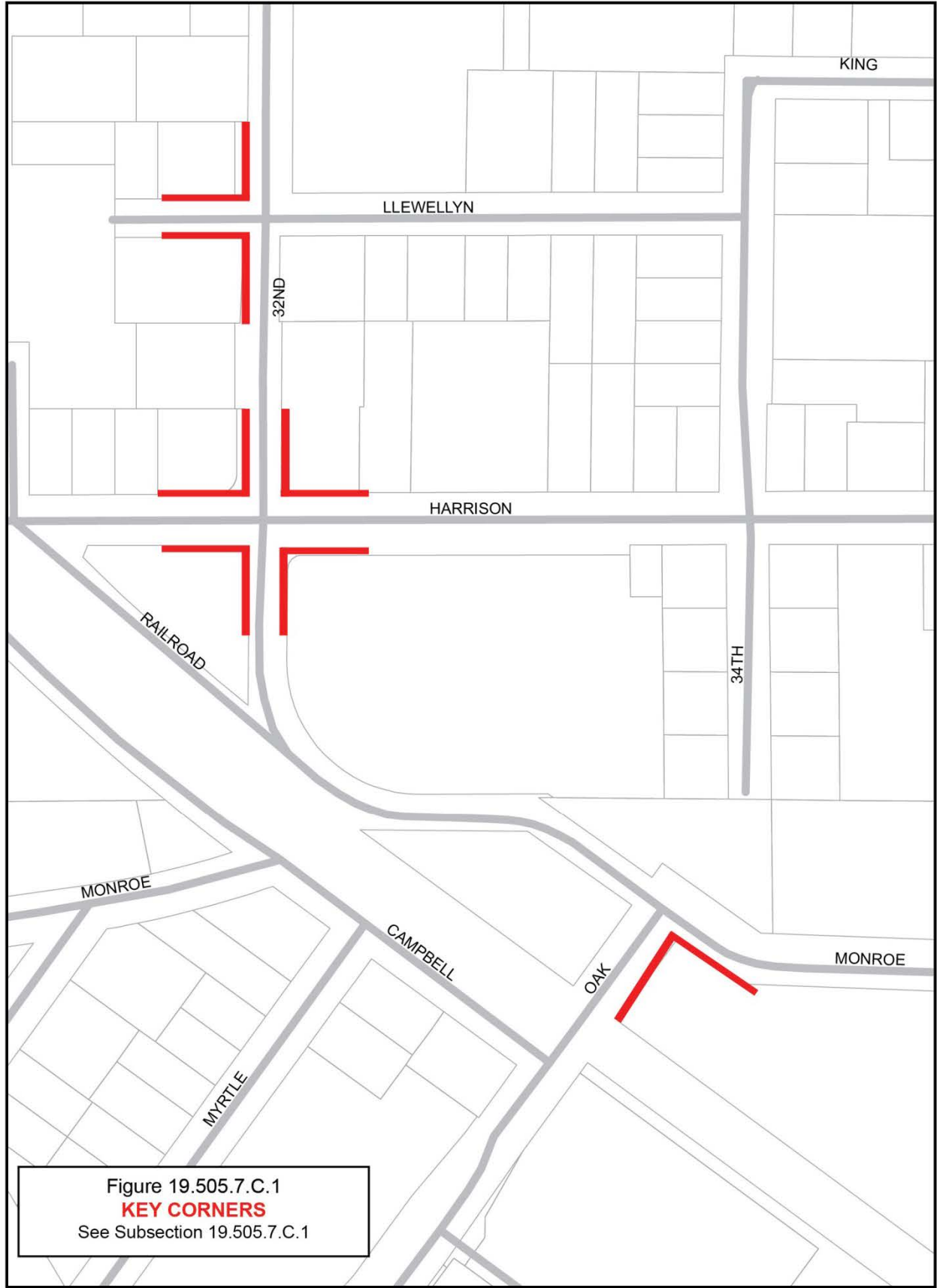
Buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage

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

b. Weather protection design

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



3. Exterior Building Materials

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

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.7.C.3 specifies the primary, secondary, and prohibited material types referenced in this standard.

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

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

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

P = Primary material

S = Secondary material

A = Accent material

N = Prohibited material

### 4. Windows and Doors

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

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

### 5. Roofs

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

(3) Gabled roof.

(4) Dormers.

(5) Shed roof.

b. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.

c. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 in.

d. All flat roofs, or those with a pitch of less than 4/12, shall be architecturally treated or articulated with a parapet wall that projects vertically above the roofline at least 12 in and/or a cornice that projects from the building face at least 6 in.

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

#### 6. Rooftop Equipment and Screening

The intent of this standard is to integrate mechanical equipment into the overall building design.

a. The following rooftop equipment does not require screening:

(1) Solar panels, wind generators, and green roof features.

(2) Equipment under 2 ft in height.

b. Elevator mechanical equipment may extend above the height limit a maximum of 16 ft 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 ft in height, shall be set back a minimum of 5 ft 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, wood fencing, or masonry.

(2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.

d. Required screening shall not be included in the building's maximum height calculation.

#### 7. Ground-Level Screening

Mechanical and communication equipment, outdoor storage, and outdoor garbage and recycling areas shall be screened so they are not visible from streets, other ground-level private open space, or common open spaces.

#### 8. 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 ft in height.

**19.505.78 Building Orientation to Transit**

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

## CHAPTER 19.900 LAND USE APPLICATIONS

### 19.904 COMMUNITY SERVICE USES

#### 19.904.11 Standards for Wireless Communication Facilities

<b>Table 19.904.11.C</b>				
<b>Wireless Communication Facilities—Type and Review Process</b>				
<b>Towers</b>		<b>WCFs Not Involving New Tower</b>		
<b>Zones</b>	<b>New Monopole Tower 100 Feet</b>	<b>Building Rooftop or Wall Mounted Antenna<sup>1</sup></b>	<b>Water Towers, Existing Towers, and Other Stealth Designs</b>	<b>On Existing Utility Pole in Row with or w/out Extensions<sup>2</sup></b>
BI	P1	P2	P2	P2
M	P1	P2	P2	P2
M-TSA	P1	P2	P2	P2
C-N	N	P2	P2	P2
C-G	N	P2	P2	P2
C-L	N	P2	P2	P2
C-CS	N	P2	P2	P2
OS	N	P2	P2	P2
DMU	N	P2	P2	P2
<del>R-O-G</del>	<del>N</del>	<del>P2</del>	<del>P2</del>	<del>P2</del>
<del>GMU</del>	<del>N</del>	<del>P2</del>	<del>P2</del>	<del>P2</del>
R-1-B	N	P2	P2	P2
R-1	N	N	P2	P2
R-2	N	N	P2	P2
R-2.5	N	N	P2	P2
R-3	N	N	P2	P2
R-5	N	N	P2	P2
R-7	N	N	P2	P2
R-10	N	N	P2	P2

**1** = Type III review—requires a public hearing in front of the Planning Commission

**2** = Type II review—provides for an administrative decision

**P** = Permitted

**N** = Not Permitted

<sup>1</sup> Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

<sup>2</sup> Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

#### F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, ~~R-O-G~~, GMU, C-N, C-G, C-L, OS, and DMU Zones.

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## **19.911 VARIANCES**

### **19.911.3 Review Process**

#### **B. Type II Variances**

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

### **19.911.6 ~~BUILDING HEIGHT VARIANCE~~ Building Height Variance in the Downtown Mixed Use Zone**

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#### **19.911.7 Building Height Variance in the General Mixed Use Zone**

##### A. Intent

To provide a discretionary option for variances to maximum building heights in the General Mixed Use Zone to reward buildings of truly exceptional design that respond to the specific context of their location and provide desired public benefits and/or amenities.

##### B. Applicability

The Type III building height variance is an option for proposed buildings that exceed the base maximum building heights specified in Subsection 19.303.4.B.2.b and elect to use both of the available height bonuses of Subsection 19.303.4.B.2 for a total building height of 5 stories.

##### C. Review Process

The building height variance shall be subject to Type III review and approval by the Planning Commission, in accordance with Section 19.1011.

1. Because the building height variance provides substantial flexibility and discretion, additional time will be required for public input and technical evaluation of the proposal. To use this option, the applicant shall sign a waiver of the 120-day decision requirement.
2. The applicant may request design advice from the Design and Landmarks Committee prior to submitting an application. Design advice requests provide the opportunity to assess approval potential prior to committing excessive time or money to detailed design plans.
3. Design advice requests may not be made for a specific project or site with an active land use review application.
4. A special application fee may be required to use this Type III option to allow the City to contract with a registered architect to assist in the review of the height variance application.

D. Approval Criteria

The approval authority may approve, approve with conditions, or deny the building height variance based on the following approval criteria:

1. The proposed project avoids or minimizes impacts to surrounding properties. Any impacts from the proposed project will be mitigated to the extent practicable. The applicant's alternatives analysis shall provide, at a minimum, an analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.
2. The proposed project is creative and is exceptional in the quality of detailing, appearance, and materials or creates a positive unique relationship to other nearby structures, views, or open space.
3. The proposal will result in a project that provides public benefits and/or amenities beyond those required by the base zone standards and that will increase vibrancy and/or help meet sustainability goals.
4. The proposed project ensures adequate transitions to adjacent neighborhoods.

## Updates for Section References and Housekeeping Only

### 19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

**Table 19.301.2**

Table 19.301.2 Low Density Residential Uses Allowed				
Use	R-10	R-7	R-5	Standards/Additional Provisions
<b>Residential Uses</b>				
Single-family detached dwelling	P	P	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del>
Duplex	P/II	P/II	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del> <del>Subsection 19.910.2 Duplexes</del>
Residential home	P	P	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del>

### 19.301.5.I.3

3. ~~Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes~~

### 19.301.5.I.4

4. ~~Subsection 19.505.2 Garages and Carports Standards~~

**Table 19.302.2**

Table 19.302.2 Medium and High Density Residential Uses Allowed						
Use	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
<b>Residential Uses</b>						
Single-family detached dwelling	P	P	P	P	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del>
Duplex	P	P	P	P	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del>
Residential home	P	P	P	P	P	<del>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</del>

Rowhouse	P	P	P	P	P	<b>Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes</b> <b>Subsection 19.505.5 Standards for Rowhouses</b>
Cottage cluster housing	P	P	P	P	P	<b>Subsection 19.505.4 Design Standards for Cottage Cluster Housing</b> Cottage cluster land division requires Type III review
Multifamily	CU	CU	P	P	P	<b>Subsection 19.505.3 Design Standards for Multifamily Housing</b> <b>Subsection 19.302.5.F Residential Densities</b> <b>Subsection 19.302.5.H Building Limitations</b>
Congregate housing facility	CU	CU	P	P	P	<b>Subsection 19.505.3 Design Standards for Multifamily Housing</b> <b>Subsection 19.302.5.F Residential Densities</b> <b>Subsection 19.302.5.H Building Limitations</b>

**Table 19.302.4**

<b>Table 19.302.4</b>						
<b>Medium and High Density Residential Development Standards</b>						
<b>Standard</b>	<b>R-3</b>	<b>R-2.5</b>	<b>R-2</b>	<b>R-1</b>	<b>R-1-B</b>	<b>Standards/ Additional Provisions</b>
<b>A. Lot Standards</b>						
1. Minimum lot size (sq ft)						<b>Subsection 19.501.1 Lot Size Exceptions</b> <b>Subsection 19.505.4 Design Standards for Cottage Cluster Housing</b> <b>Subsection 19.505.5 Standards for Rowhouses</b>
a. Rowhouse	3,000	2,500	2,500		1,400	
b. Duplex	6,000	5,000	7,000		6,400	
c. All other lots	5,000	5,000	5,000		5,000	

**19.302.5.L**

- 5. ~~Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes~~
- 6. ~~Subsection 19.505.2 Garages and Carports Standards~~
- 7. ~~Subsection 19.505.3 Design Standards for Multifamily Housing~~

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- 8. Subsection 19.505.4 ~~Design Standards for Cottage Cluster Housing~~
- 9. Subsection 19.505.67 ~~Building Orientation to Transit~~

**Table 19.304.2**

<b>Table 19.304.2 Downtown Zones—Uses</b>			
<b>Uses and Use Categories</b>	<b>DMU</b>	<b>OS</b>	<b>Standards/ Additional Provisions</b>
<b>Residential</b>			
Rowhouse	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.5 Standards for Rowhouses</b>
Multifamily	P	N	<b>Figure 19.304-2</b> Ground-Floor Residential Permitted <b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.3 Design Standards for Multifamily Housing</b>
Live/work units	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.6 Standards for Live/Work Units</b>
Second-story housing	P	N	<b>Section 19.508</b> Downtown Site and Building Design Standards
Senior and retirement housing	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.3 Design Standards for Multifamily Housing</b>

**19.402.14.C**

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal

for land division or property line adjustment as provided in Subsection 19.402.13.

**19.406.5.E.7**

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 ~~Design Standards for Multifamily Housing~~. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

**19.406.6.F**

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 ~~Standards for Rowhouses~~.

**19.508.4.A.3.b**

b. Rowhouses are subject to the objective standards of Subsection 19.505.5 ~~Standards for Rowhouses~~, as revised by Subsection 19.304.3.B.

**19.508.4.A.3.c**

c. Live/work units are subject to the objective standards in Subsection 19.505.6 ~~Standards for Live/Work Units~~.

**19.608.2.B**

B. Nonresidential and Mixed-Use Buildings

**19.708.5.B.1**

1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.

**Table 19.901**

Table 19.901 Land Use Applications		
Application Type	Municipal Code Location	Review Types
Mixed Use Overlay Review	Section 19.404	III

**Table 19.1104.1.E**

<b>Table 19.1104.1.E Zoning and Land Use Designations for Boundary Changes</b>		
<b>County Zoning Designation</b>	<b>Assigned City Zoning Designation</b>	<b>Assigned Comprehensive Plan Land Use Designation</b>
C2	R-O-C	Commercial/high density use

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

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

"Residential-Business Office Zone" means the R-1-B Zone, as defined in the Zoning Ordinance.

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#### CHAPTER 14.16 SIGN DISTRICTS

##### 14.16.020 RESIDENTIAL-BUSINESS OFFICE ZONE

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

**Table 14.16.020**  
**Standards for Signs in Residential-Business Office Zone R-1-B**

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##### 14.16.040 COMMERCIAL ZONES

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

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

## Zoning Ordinance

### 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
<b>Base Zones</b>	
Residential	R-10
Residential	R-7
Residential	R-5
Residential	R-3
Residential	R-2.5
Residential	R-2
Residential	R-1
Residential-Business Office	R-1-B
Downtown Mixed Use	DMU
Open Space	OS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
Planned Development	PD
Tacoma Station Area Manufacturing	M-TSA
General Mixed Use	GMU
<b>Overlay Zones</b>	
Willamette Greenway	WG
Historic Preservation	HP
Flex Space	FS
Aircraft Landing Facility	L-F
Tacoma Station Area	TSA

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## CHAPTER 19.300 BASE ZONES

### 19.303 RESIDENTIAL-OFFICE-COMMERCIAL ZONE R-O-C *[REPEALED]*

### 19.303 GENERAL MIXED USE ZONE GMU

#### 19.303.1 Purpose

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

#### 19.303.2 Uses

##### A. Permitted Uses

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

##### B. Conditional Uses

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

##### C. Nonconforming Uses, Structures, and Development

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

##### D. Prohibited Uses

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

##### E. Accessory Uses

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

##### F. Similar Uses

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

<b>Table 19.303.2 General Mixed Use Zone Uses</b>		
<b>Uses and Use Categories</b>	<b>GMU</b>	<b>Standards/Additional Provisions</b>
<b>Residential</b>		
Rowhouse <sup>1</sup>	P	<b>Subsection 19.505.5</b> Rowhouses
Multifamily	P	<b>Subsection 19.505.3</b> Multifamily Housing
Cottage cluster housing	P	<b>Subsection 19.505.4</b> Cottage Cluster Housing
Mixed use	P	
Live/work units	P	<b>Subsection 19.505.6</b> Live/Work Units
Senior and retirement housing	P	<b>Subsection 19.505.3</b> Multifamily Housing
<b>Commercial</b>		
General office General office means professional, executive, management, or administrative offices of firms or organizations. Examples include professional services such as lawyers, architects, or accountants; financial businesses such as lenders or real estate agents; sales offices; and medical and dental clinics.	P	
Eating and drinking establishments Eating and drinking establishments primarily involve the sale of prepared food and beverages for on-site consumption or takeout. Examples include restaurants, delicatessens, retail bakeries, taverns, brewpubs, coffee shops, concession stands, and espresso bars.	P	
Indoor recreation Indoor recreation consists of 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	

<p>Retail-oriented sales</p> <p>Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</p> <p>Examples include stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include vehicle sales and other auto-oriented retail uses, including boats, RVs, and motorcycles.<sup>2</sup></p>	<p>P</p>	
<p>Personal-service-oriented</p> <p>Personal-service-oriented firms are involved in providing consumer services.</p> <p>Examples include hair, tanning, and spa services; pet grooming; photo and laundry drop-off; dry cleaners; and quick printing.</p>	<p>P</p>	
<p>Repair-oriented.<sup>3</sup></p> <p>Repair-oriented uses are establishments providing product repair of consumer and business goods.</p> <p>Examples include repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, and office equipment; tailors and seamstresses; shoe repair; locksmiths; upholsterers; and some automobile and boat service and repair.</p>	<p>P</p>	
<p>Day care.<sup>4</sup></p> <p>Day care is the provision of regular childcare, with or without compensation, to 4 or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all State requirements.</p> <p>Examples include nursery schools, before-and after-school care facilities, and child development centers.</p>	<p>P</p>	
<p>Commercial lodging.</p> <p>Commercial lodging includes for-profit residential facilities where tenancy is typically less than one month.</p> <p>Examples include hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</p>	<p>P</p>	

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<p>Boarding, lodging, or rooming house</p> <p>Boarding, lodging, or rooming house generally means a private home where lodgers rent one or more rooms for one or more nights, and sometimes for extended periods of weeks, months, and years. The common parts of the house are maintained, and some services, such as laundry and cleaning, may be supplied.</p> <p>Examples include boarding house and cooperative housing.</p>	<p>CU</p>	<p><b>Section 19.905</b> Conditional Uses</p>
<p>Medical marijuana facility</p> <p>Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</p>	<p>P</p>	<p><b>Subsection 19.303.6</b> Standards for Medical Marijuana Facilities</p>
<p><b>Manufacturing and Production</b></p>		
<p>Manufacturing and production.<sup>5</sup></p> <p>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.</p> <p>Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.</p>	<p>P</p>	
<p><b>Institutional</b></p>		
<p>Community service uses</p>	<p>CSU</p>	<p><b>Section 19.904</b> Community Service Uses</p>

P = Permitted.

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

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

1. The limit of 4 consecutive rowhouses established in 19.505.5 does not apply in the GMU Zone. In the GMU Zone, there is no limit on the number of consecutive rowhouses.

2. Vehicle retail sales are permitted in the GMU Zone only when conducted within a completely enclosed building (including inventory display and storage).
3. Repair-oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
4. Day care and childcare uses are limited to 5,000 sq ft.
5. 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 the site would not be considered manufacturing or production.

**19.303.3 Development Standards**

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

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

<b>Table 19.303.3 General Mixed Use Zone—Summary of Development Standards</b>		
<b>Standard</b>	<b>GMU</b>	<b>Standards/ Additional Provisions</b>
<b>A. Lot Standards</b>		
1. Minimum lot size (sq ft)	1,500	
2. Minimum street frontage (ft)	25	
<b>B. Development Standards</b>		
1. Minimum floor area ratio	0.5:1	<b>Subsection 19.303.4.A</b> Floor Area Ratio
2. Building height (ft)		<b>Subsection 19.303.4.B</b> Building Height
a. Base maximum	45	<b>Subsection 19.911.7</b> Building Height Variance in the General Mixed Use Zone
b. Maximum with height bonus	57–69	
3. Street setbacks (ft)		<b>Subsection 19.303.4.C</b> Street Setbacks
a. Minimum street setback	0–15 <sup>1</sup>	
b. Maximum street setback	10–20 <sup>2</sup>	
c. Side and rear setbacks	None	
4. Frontage occupancy	50%	<b>Subsection 19.303.4.D</b> Frontage Occupancy Requirements <b>Figure 19.303.4.D</b> Frontage Occupancy Requirements
5. Maximum lot coverage	85%	
6. Minimum vegetation	15%	<b>Subsection 19.504.7</b> Minimum Vegetation
7. Primary entrances	Yes	<b>Subsection 19.303.4.E</b> Primary Entrances
8. Off-street parking required	Yes	<b>Chapter 19.600</b> Off-Street Parking and Loading

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9. Transit street	Yes	<b>Subsection 19.505.8</b> Building Orientation to Transit
10. Transition measures	Yes	<b>Subsection 19.504.6</b> Transition Area Measures
<b>C. Other Standards</b>		
1. Residential density requirements (dwelling units per acre)		<b>Subsection 19.202.4</b> Density Calculations
a. Stand-alone residential		<b>Subsection 19.303.4.F</b> Residential Density
(1) Minimum	25	<b>Subsection 19.501.4</b> Density Exceptions
(2) Maximum	50	
b. Mixed-use buildings	None	
2. Signs	Yes	<b>Subsection 14.16.040</b> Commercial Zone

- 1. Residential edge treatments apply to properties as shown in Figure 19.303.5.
- 2. Commercial edge treatments apply to properties as shown in Figure 19.303.4.C.2.b.

**19.303.4 Detailed Development Standards**

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

**A. Floor Area Ratio**

1. Intent

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

2. Standards

- a. The minimum FAR in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum FAR 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 FAR to determine conformance with minimum FAR.
- c. If a project is to be developed in phases, the required FAR must be met for the land area in the completed phase(s), without consideration of the land area devoted to future phases.

3. Exemptions

The following are exempt from the minimum FAR requirement:

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

**B. Building Height**

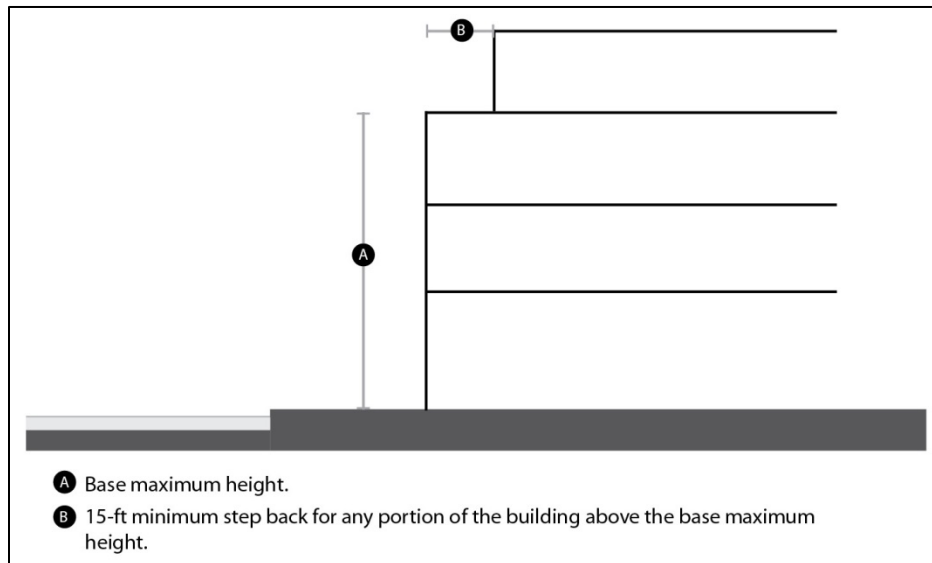
1. Intent

Maximum building height standards promote a compatible building scale and relationship of one structure to another.

2. Standards

- a. The base maximum building height in the GMU Zone is 3 stories or 45 ft, whichever is less. Height bonuses are available for buildings that meet the standards of Subsection 19.303.4.B.3.
- b. Buildings shall provide a step back of at least 15 ft for any street-facing portion of the building above the base maximum height as shown in Figure 19.303.4.B.2.b.

**Figure 19.303.4.B.2.b  
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 area vibrancy, and/or help meet sustainability goals.

A building in the GMU Zone can utilize up to 2 of the development incentive bonuses in Subsection 19.303.4.B.3.a. and 3.b, for a total of 2 stories or 24 ft of additional height, whichever is less. Buildings that elect to use both height bonuses for a 5-story building are subject to Type III review per Subsection 19.911.7 Building Height Variance in the General Mixed Use Zone.

a. Residential

New buildings that devote at least 1 story or 25% of the gross floor area to residential uses are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes, or Earth Advantage) are

permitted 1 additional story or an additional 12 ft of building height, whichever is less.

c. Building Height Variance

Buildings that elect to use both height bonuses for a 5-story building may be approved through Type III variance review, per Subsection 19.911.7 Building Height Variance in the General Mixed Use Zone.

C. Street Setbacks

1. Intent

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

2. Standards

- a. No minimum street setbacks are required, except for residential street edges per Subsection 19.303.5.
- b. Maximum street setback is 20 ft. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply:
  - (1) No minimum street setback is required. Maximum street setback is 10 ft.
  - (2) The area within the street setback, if provided, shall be landscaped.
- c. The setback area may include usable open space such as plazas, courtyards, terraces, and small parks.
- d. Usable open space may be counted toward the minimum vegetation requirement in Subsection 19.303.3.B.6.
- e. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings, except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets.

D. Frontage Occupancy Requirements

1. Intent

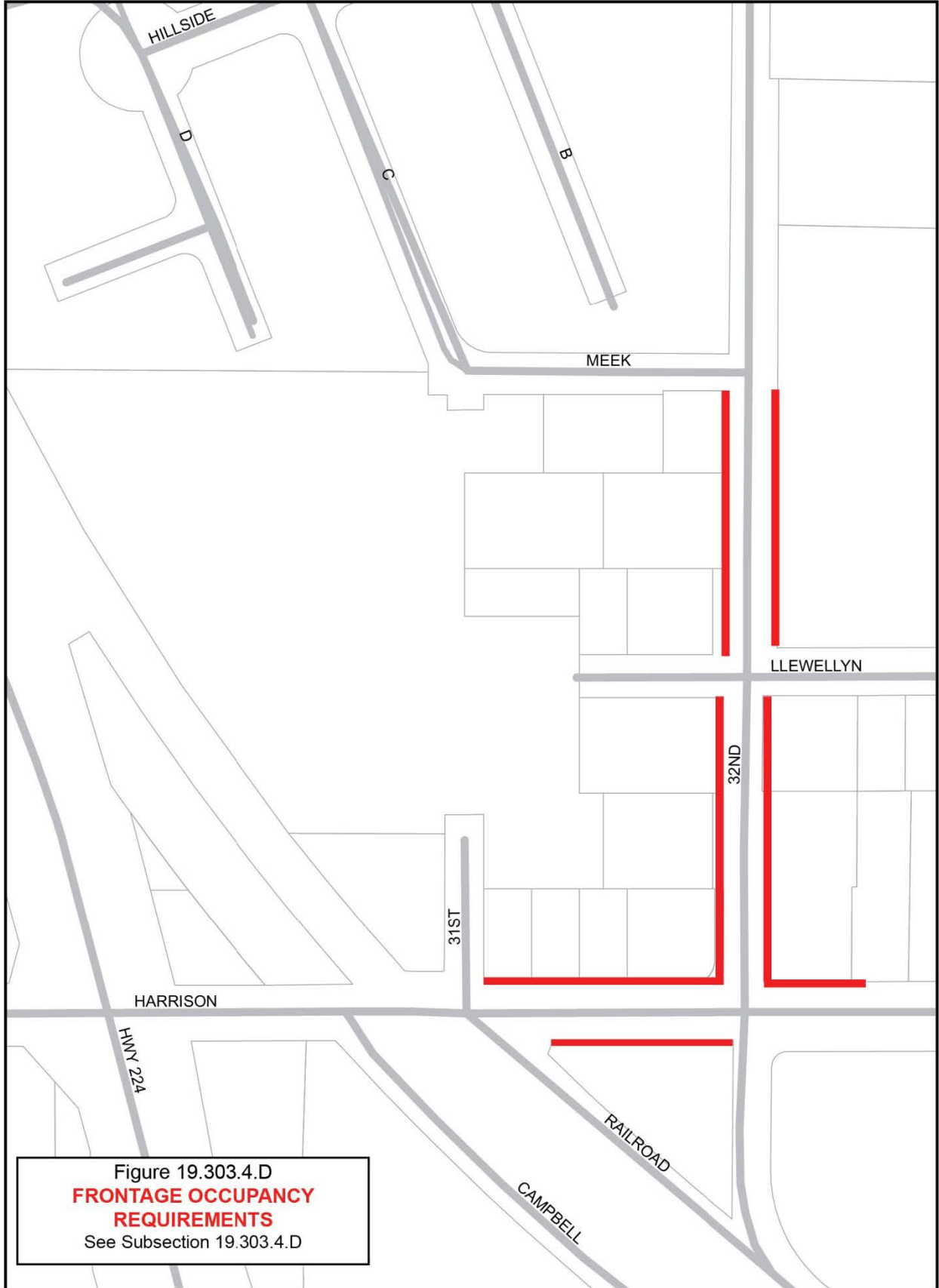
The intent of this standard is to establish a consistent street wall along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D.

2. Standards

- a. For block faces identified in Figure 19.303.4.D, 50% of the site frontage must be occupied by a building or buildings.
- b. If the development site has frontage on more than 1 street, the frontage occupancy requirement must be met on 1 street only.



Figure 19.303.4.C.2.b  
**COMMERCIAL EDGE TREATMENT**  
See Subsection 19.303.4.C.2.b



E. 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 1 primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to a plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.

F. Residential Density

1. Intent

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

2. Standards

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

**19.303.5 Standards for Residential Street Edges**

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

- A. A minimum setback of 15 ft shall apply.
- B. Along the property line adjacent to the residential zone, buildings within 50 ft of 37<sup>th</sup> Ave and Monroe St shall provide a step back of at least 15 ft for any portion of the building above 35 ft.
- C. An additional minimum 8-ft-wide densely planted buffer is required along property lines where flex space development abuts a residential zone.



### 19.303.6 Standards for Medical Marijuana Facilities

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

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

### 19.303.7 Additional Provisions

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

A. Section 19.500 Supplementary Development Regulations

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

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

B. Section 19.600 Off-Street Parking and Loading

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

C. Section 19.700 Public Facility Improvements

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

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## CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

### 19.404 MIXED USE OVERLAY ZONE MU *[REPEALED]*

### 19.404 FLEX SPACE OVERLAY ZONE

#### 19.404.1 Purpose

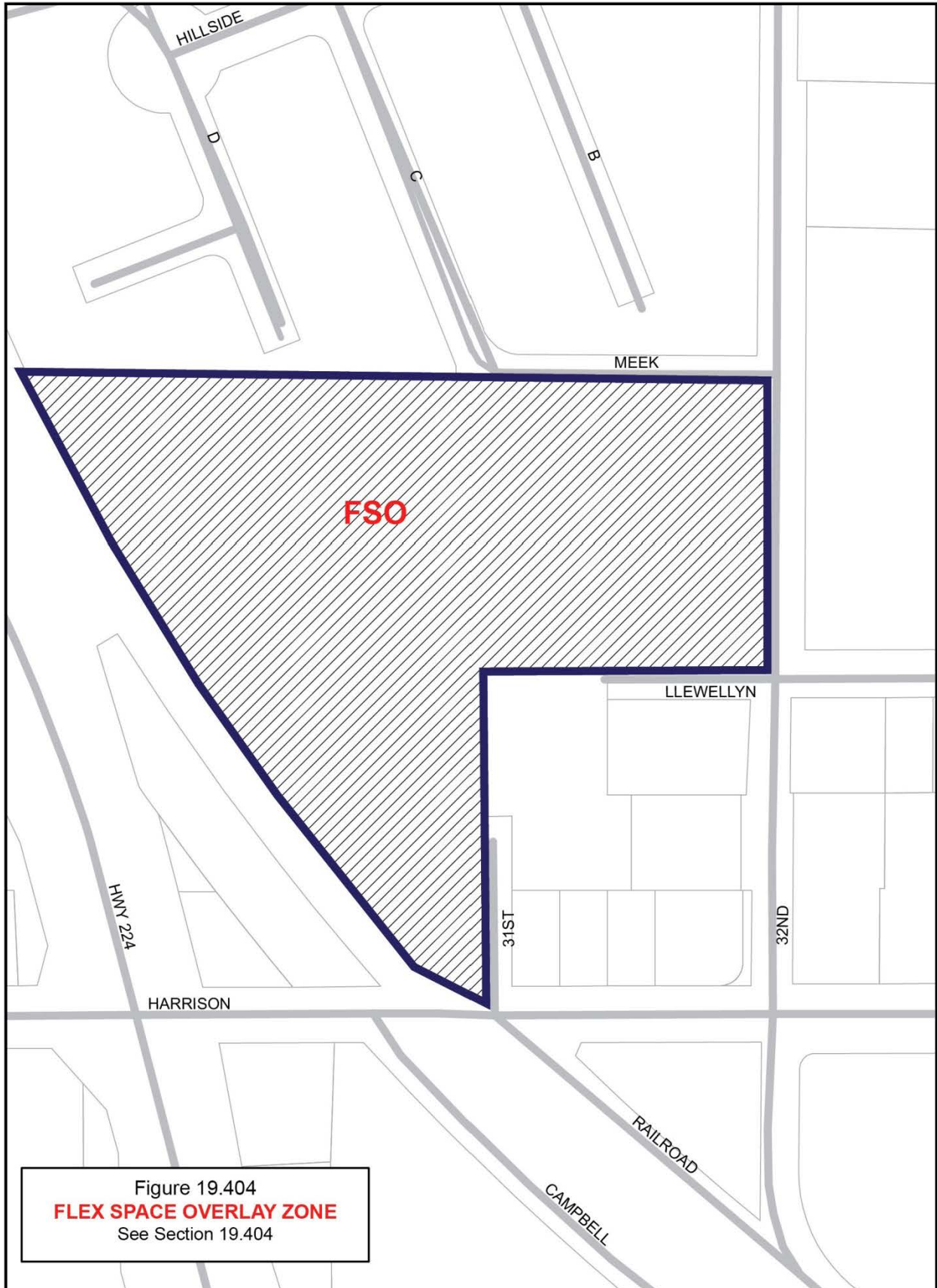
The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes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

#### 19.404.2 Applicability

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

#### 19.404.3 Consistency with Base Zone

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



**19.404.4 Permitted Uses**

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

<b>Table 19.404.4 Flex Space Overlay Zone Uses</b>	
<b>Use Category</b>	<b>Status</b>
<b>A. Industrial Services</b>	
Industrial services are engaged in repair and/or servicing of industrial, business, or consumer machinery, equipment, products or by-products; or in training or instruction of such repair or servicing.  Examples include electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities.	P
<b>B. Manufacturing<sup>1</sup></b>	
Manufacturing comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts.  Examples include alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.	P
<b>C. Trade Schools<sup>2</sup></b>	
Trade schools are establishments whose primary purpose is to provide training for industrial needs and job-specific certification.  Examples include electronic equipment repair training, welding school, training for repair of industrial machinery, and other industrial skills training.	P
<b>D. Accessory Uses</b>	
Uses accessory to, and in conjunction with, uses permitted outright may include the following:  Warehousing and distribution associated with a permitted manufacturing or industrial use. Products stored at, and distributed from, the warehouse shall be those assembled or manufactured at the facility permitted in the overlay zone. The accessory warehouse may be located within the associated manufacturing or industrial building or in a separate building and shall occupy up to a maximum of 40% of the floor area of the associated manufacturing or industrial building.	P

P = Permitted

1. Manufacturing uses shall only be conducted in an enclosed space. The following manufacturing uses are not allowed: explosive materials, concrete and asphalt mixing or batching, rock crushing, and aggregate storage.
2. All activities related to trade schools must be conducted inside an enclosed building.

**19.404.5 Review Process**

All uses listed in Table 19.404.4 above require a Type II development review approval, pursuant to Section 19.906.

**19.404.6 Development Standards**

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

- A. The minimum floor area ratio is 0.3:1

- B. There is no minimum street frontage requirement.
- C. The building height bonus in Subsection 19.303.4.B is only available for green buildings. The height bonus for residential development does not apply.
- D. The frontage occupancy requirement in Subsection 19.303.4.D only applies along 32<sup>nd</sup> Ave.
- E. The maximum front yard setback is 50 ft. The setback area must be landscaped, except where used for parking as allowed in 19.404.6.F.
- F. Parking may be located within the front yard setback, except when adjacent to 32<sup>nd</sup> Ave.
- G. All new buildings shall have at least 1 primary entrance facing the front of the property or, where a property does not front on a public street, the entrance shall face the primary access drive that serves the building.
- H. Flex Space Overlay Zone properties that abut a residential zone shall provide an 8-ft-wide landscaped buffer along the residential property line.
- I. Pedestrian and bicycle accessways into and through the site shall be separated from vehicle accessways by curbed landscaping, and/or planters, and/or similar physical separation.

**19.404.7 Design Standards**

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

**19.404.8 Additional Provisions for Off-Site Impacts**

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

A. Applicability

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

B. Noise

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

C. Vibration

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

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

D. Odor

## Proposed Code Amendment

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

### E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0.5 footcandles of light.

### F. Measurements

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

### G. Documentation

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

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## CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

### 19.504.6 Transition Area Measures

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

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to at least the 6-ft level to screen lower-density residential uses from direct view across the open space, subject to the provisions of Subsection 19.502.2.B.

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### 19.504.11 Preliminary Circulation Plan

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

#### A. Applicability

A preliminary circulation plan is required for nonresidential development on sites 3 acres and larger that are subject to development review per Section 19.906 and where any of the following is true:

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

#### B. Plan Contents

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

2. The preliminary circulation plan shall include a public right-of-way/easement plan depicting the following, if applicable:

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

**C. Approval Criteria**

In reviewing a proposed preliminary circulation plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and Section 19.708 Transportation Facility Requirements.

**D. Permit Process**

A new preliminary circulation plan, or a revision to an approved preliminary circulation plan, is subject to Type II review per Section 19.1005.

**19.505 BUILDING DESIGN STANDARDS**

**19.505.1 Single-Family Dwellings and Duplexes**

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**19.505.2 Garages and Carports**

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**19.505.3 Multifamily Housing**

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**19.505.4 Cottage Cluster Housing**

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**19.505.5 Rowhouses**

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**19.505.6 Live/Work Units**

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**19.505.7 Nonresidential Development**

**A. Purpose**

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

**B. Applicability**

1. The design standards in this section generally apply to the street-facing facades of new commercial, institutional, manufacturing, and mixed-use buildings within the GMU Zone.

2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Subsections 19.505.5 Rowhouses and 19.505.6 Live/Work Units.
3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Subsection 19.505.3 Multifamily Housing.
4. The standards in this section do not apply to cottage cluster housing. Cottage cluster housing is subject to the design standards in Subsection 19.505.4 Design Standards for Cottage Cluster Housing.

C. Building Design Standards

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

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

1. Corners

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

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

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

2. Weather Protection

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

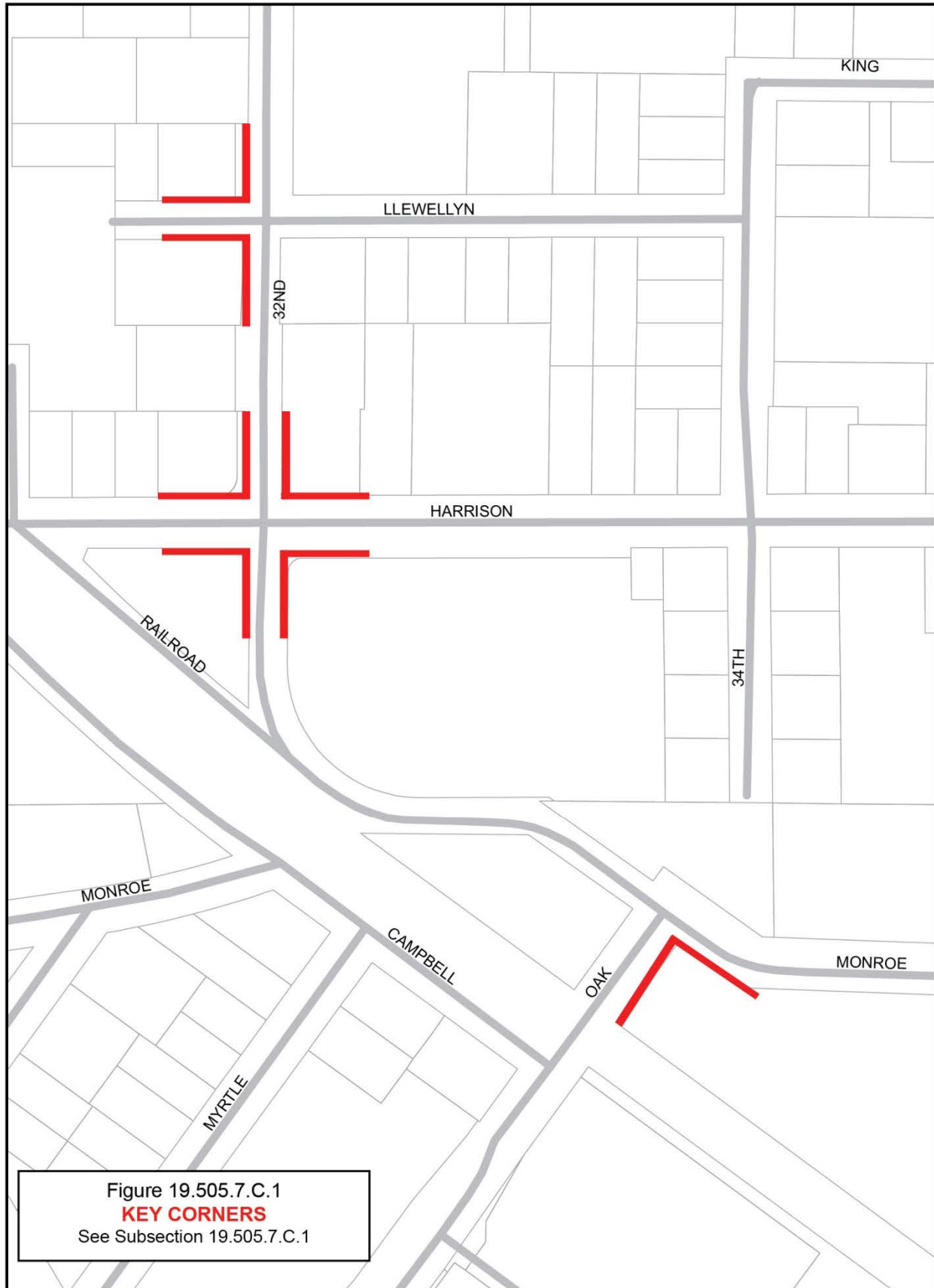
Buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage

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

b. Weather protection design

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



3. Exterior Building Materials

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

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.7.C.3 specifies the primary, secondary, and prohibited material types referenced in this standard.

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

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

Exterior insulation finishing system (EIFS)	N
Plywood paneling	N

P = Primary material

S = Secondary material

A = Accent material

N = Prohibited material

4. Windows and Doors

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

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

5. Roofs

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

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

6. Rooftop Equipment and Screening

The intent of this standard is to integrate mechanical equipment into the overall building design.

- a. The following rooftop equipment does not require screening:
  - (1) Solar panels, wind generators, and green roof features.
  - (2) Equipment under 2 ft in height.
- b. Elevator mechanical equipment may extend above the height limit a maximum of 16 ft 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 ft in height, shall be set back a minimum of 5 ft 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, wood fencing, or masonry.
  - (2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.
- d. Required screening shall not be included in the building's maximum height calculation.

7. Ground-Level Screening

Mechanical and communication equipment, outdoor storage, and outdoor garbage and recycling areas shall be screened so they are not visible from streets, other ground-level private open space, or common open spaces.

8. 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 ft in height.

**19.505.8 Building Orientation to Transit**

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

## CHAPTER 19.900 LAND USE APPLICATIONS

### 19.904 COMMUNITY SERVICE USES

#### 19.904.11 Standards for Wireless Communication Facilities

<b>Table 19.904.11.C</b>				
<b>Wireless Communication Facilities—Type and Review Process</b>				
<b>Towers</b>		<b>WCFs Not Involving New Tower</b>		
<b>Zones</b>	<b>New Monopole Tower 100 Feet</b>	<b>Building Rooftop or Wall Mounted Antenna<sup>1</sup></b>	<b>Water Towers, Existing Towers, and Other Stealth Designs</b>	<b>On Existing Utility Pole in Row with or w/out Extensions<sup>2</sup></b>
BI	P1	P2	P2	P2
M	P1	P2	P2	P2
M-TSA	P1	P2	P2	P2
C-N	N	P2	P2	P2
C-G	N	P2	P2	P2
C-L	N	P2	P2	P2
C-CS	N	P2	P2	P2
OS	N	P2	P2	P2
DMU	N	P2	P2	P2
GMU	N	P2	P2	P2
R-1-B	N	P2	P2	P2
R-1	N	N	P2	P2
R-2	N	N	P2	P2
R-2.5	N	N	P2	P2
R-3	N	N	P2	P2
R-5	N	N	P2	P2
R-7	N	N	P2	P2
R-10	N	N	P2	P2

**1** = Type III review—requires a public hearing in front of the Planning Commission

**2** = Type II review—provides for an administrative decision

**P** = Permitted                      **N** = Not Permitted

<sup>1</sup> Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

<sup>2</sup> Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

#### F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, GMU, C-N, C-G, C-L, OS, and DMU Zones.

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**19.911 VARIANCES**

**19.911.3 Review Process**

**B. Type II Variances**

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

**19.911.6 Building Height Variance in the Downtown Mixed Use Zone**

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**19.911.7 Building Height Variance in the General Mixed Use Zone**

**A. Intent**

To provide a discretionary option for variances to maximum building heights in the General Mixed Use Zone to reward buildings of truly exceptional design that respond to the specific context of their location and provide desired public benefits and/or amenities.

**B. Applicability**

The Type III building height variance is an option for proposed buildings that exceed the base maximum building heights specified in Subsection 19.303.4.B.2.b and elect to use both of the available height bonuses of Subsection 19.303.4.B.2 for a total building height of 5 stories.

**C. Review Process**

The building height variance shall be subject to Type III review and approval by the Planning Commission, in accordance with Section 19.1011.

1. Because the building height variance provides substantial flexibility and discretion, additional time will be required for public input and technical evaluation of the proposal.

To use this option, the applicant shall sign a waiver of the 120-day decision requirement.

2. The applicant may request design advice from the Design and Landmarks Committee prior to submitting an application. Design advice requests provide the opportunity to assess approval potential prior to committing excessive time or money to detailed design plans.
3. Design advice requests may not be made for a specific project or site with an active land use review application.
4. A special application fee may be required to use this Type III option to allow the City to contract with a registered architect to assist in the review of the height variance application.

D. Approval Criteria

The approval authority may approve, approve with conditions, or deny the building height variance based on the following approval criteria:

1. The proposed project avoids or minimizes impacts to surrounding properties. Any impacts from the proposed project will be mitigated to the extent practicable. The applicant's alternatives analysis shall provide, at a minimum, an analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.
2. The proposed project is creative and is exceptional in the quality of detailing, appearance, and materials or creates a positive unique relationship to other nearby structures, views, or open space.
3. The proposal will result in a project that provides public benefits and/or amenities beyond those required by the base zone standards and that will increase vibrancy and/or help meet sustainability goals.
4. The proposed project ensures adequate transitions to adjacent neighborhoods.

## Updates for Section References and Housekeeping Only

### 19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

**Table 19.301.2**

Table 19.301.2 Low Density Residential Uses Allowed				
Use	R-10	R-7	R-5	Standards/Additional Provisions
<b>Residential Uses</b>				
Single-family detached dwelling	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes
Duplex	P/II	P/II	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes <b>Subsection 19.910.2</b> Duplexes
Residential home	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes

### 19.301.5.I.3

3. Subsection 19.505.1 Single-Family Dwellings and Duplexes

### 19.301.5.I.4

4. Subsection 19.505.2 Garages and Carports

**Table 19.302.2**

Table 19.302.2 Medium and High Density Residential Uses Allowed						
Use	R-3	R-2.5	R-2	R-1	R-1-B	Standards/ Additional Provisions
<b>Residential Uses</b>						
Single-family detached dwelling	P	P	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes
Duplex	P	P	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes
Residential home	P	P	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes

Rowhouse	P	P	P	P	P	<b>Subsection 19.505.1</b> Single-Family Dwellings and Duplexes <b>Subsection 19.505.5</b> Rowhouses
Cottage cluster housing	P	P	P	P	P	<b>Subsection 19.505.4</b> Cottage Cluster Housing Cottage cluster land division requires Type III review
Multifamily	CU	CU	P	P	P	<b>Subsection 19.505.3</b> Multifamily Housing <b>Subsection 19.302.5.F</b> Residential Densities <b>Subsection 19.302.5.H</b> Building Limitations
Congregate housing facility	CU	CU	P	P	P	<b>Subsection 19.505.3</b> Multifamily Housing <b>Subsection 19.302.5.F</b> Residential Densities <b>Subsection 19.302.5.H</b> Building Limitations

**Table 19.302.4**

<b>Table 19.302.4 Medium and High Density Residential Development Standards</b>						
<b>Standard</b>	<b>R-3</b>	<b>R-2.5</b>	<b>R-2</b>	<b>R-1</b>	<b>R-1-B</b>	<b>Standards/ Additional Provisions</b>
<b>A. Lot Standards</b>						
1. Minimum lot size (sq ft)						<b>Subsection 19.501.1</b> Lot Size Exceptions
a. Rowhouse	3,000	2,500	2,500		1,400	<b>Subsection 19.505.4</b> Cottage Cluster Housing
b. Duplex	6,000	5,000	7,000		6,400	
c. All other lots	5,000	5,000	5,000		5,000	<b>Subsection 19.505.5</b> Rowhouses

**19.302.5.L**

5. Subsection 19.505.1 Single-Family Dwellings and Duplexes
6. Subsection 19.505.2 Garages and Carports
7. Subsection 19.505.3 Multifamily Housing
8. Subsection 19.505.4 Cottage Cluster Housing
9. Subsection 19.505.7 Building Orientation to Transit

**Table 19.304.2**

<b>Table 19.304.2 Downtown Zones—Uses</b>			
<b>Uses and Use Categories</b>	<b>DMU</b>	<b>OS</b>	<b>Standards/ Additional Provisions</b>
<b>Residential</b>			
Rowhouse	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.5</b> Rowhouses
Multifamily	P	N	<b>Figure 19.304-2</b> Ground-Floor Residential Permitted <b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.3</b> Multifamily Housing
Live/work units	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.6</b> Live/Work Units
Second-story housing	P	N	<b>Section 19.508</b> Downtown Site and Building Design Standards
Senior and retirement housing	P	N	<b>Subsection 19.304.3.A.1</b> Downtown residential use limitations <b>Subsection 19.505.3</b> Multifamily Housing

**19.402.14.C**

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal for land division or property line adjustment as provided in Subsection 19.402.13.

**19.406.5.E.7**

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings

shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

**19.406.6.F**

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 Rowhouses.

**19.508.4.A.3.b**

- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 Rowhouses, as revised by Subsection 19.304.3.B.

**19.508.4.A.3.c**

- c. Live/work units are subject to the objective standards in Subsection 19.505.6 Live/Work Units.

**19.608.2.B**

B. Nonresidential and Mixed-Use Buildings

**19.708.5.B.1**

- 1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.

**Table 19.901**

<b>Table 19.901 Land Use Applications</b>		
<b>Application Type</b>	<b>Municipal Code Location</b>	<b>Review Types</b>
Mixed Use Overlay Review <i>[THIS ROW REPEALED FROM THIS TABLE]</i>	Section 19.404	III

**Table 19.1104.1.E**

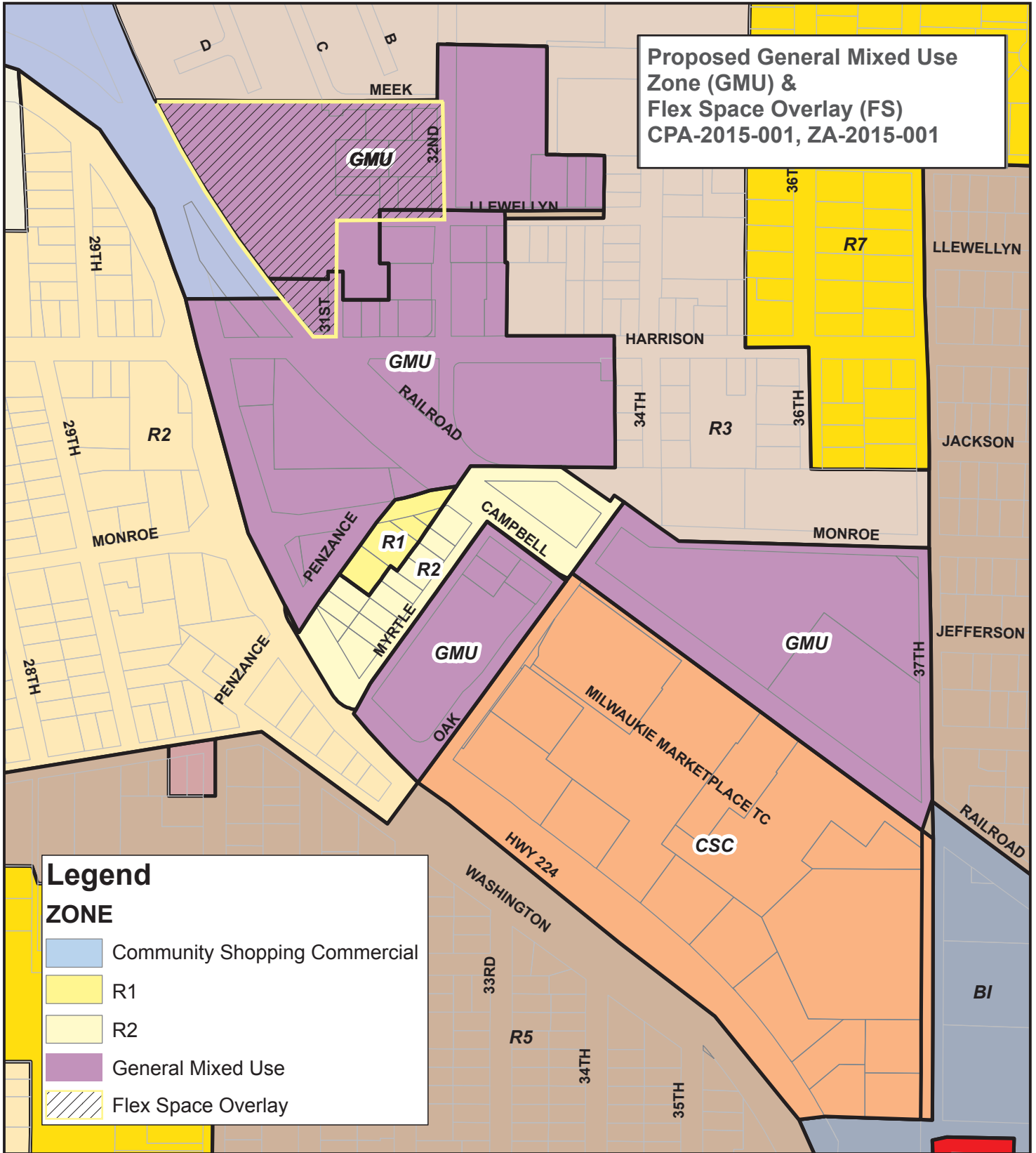
<b>Table 19.1104.1.E Zoning and Land Use Designations for Boundary Changes</b>		
<b>County Zoning Designation</b>	<b>Assigned City Zoning Designation</b>	<b>Assigned Comprehensive Plan Land Use Designation</b>

**Proposed Code Amendment**

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<b>C2 [THIS ROW REPEALED FROM THIS TABLE]</b>	R-O-C	Commercial/high density use
---	-------	-----------------------------

# Exhibit I Zoning Map Amendments



Milwaukie Planning Dept.  
 Data: City of Milwaukie GIS;  
 Metro RLIS  
 Date: 8/20/2015  
 Author: Planning Staff

1 inch = 367 feet

0 75 150 300 450 600  
 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.

**RS237**



**CITY OF MILWAUKIE**

*"Dogwood City of the West"*

**Ordinance No.**

**An ordinance of the City Council of the City of Milwaukie, Oregon, amending the Milwaukie Municipal Code Title 20 Public Art (File # ZA-2015-001).**

**WHEREAS**, the immediately previous and related ordinance repealed Milwaukie Municipal Code Section 19.303 Residential-Office-Commercial Zone, replacing it with a new zone (General Mixed Use); and

**WHEREAS**, Milwaukie Municipal Code Subsection 20.04.060 lists the Residential-Office-Commercial Zone and needs to be updated to reflect the change; and

**WHEREAS**, the City has prepared amendments to the Municipal Code to update that subsection; and

**WHEREAS**, notice of the proposed amendment was posted as required 30 days in advance of the hearing; and

**WHEREAS**, the City Council finds that the amendments are in keeping with the previously adopted ordinance; and

**WHEREAS**, the City Council held a duly advertised public hearing on the establishment of Title 20, with notice provided per the requirements of the Milwaukie Municipal Code and Oregon Revised Statutes; and

**WHEREAS**, the City Council finds that these amendments should go into effect on the same date as the previously adopted ordinance amendments.

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

Section 1. Amendments. The Milwaukie Municipal Code Title 20 Public Art is amended as described in Exhibit A (underline/strikeout version) and Exhibit B (clean version).

Section 2. 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 \_\_\_\_\_.

---

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:  
Jordan Ramis PC

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Pat DuVal, City Recorder

---

City Attorney

## **Underline/Strikeout Amendments**

### **TITLE 20 Public Art**

#### **CHAPTER 20.04 ART MURALS**

##### **20.04.060 ORIGINAL ART MURALS**

###### A. Standards for Original Art Murals

1. Original art murals are allowed on properties described in this subsection.
  - a. Properties in the sign districts Sections ~~14.16.020 Residential-Office-Commercial Residential-Business Office~~ Zone, 14.16.030 Neighborhood Commercial Zone, 14.16.040 Commercial Zone, 14.16.050 Manufacturing Zone, and 14.16.060 Downtown Zones.

## **Clean Amendments**

### **TITLE 20 Public Art**

#### **CHAPTER 20.04 ART MURALS**

##### **20.04.060 ORIGINAL ART MURALS**

###### **A. Standards for Original Art Murals**

1. Original art murals are allowed on properties described in this subsection.
  - a. Properties in the sign districts Sections 14.16.020 Residential-Business Office Zone, 14.16.030 Neighborhood Commercial Zone, 14.16.040 Commercial Zone, 14.16.050 Manufacturing Zone, and 14.16.060 Downtown Zones.

## Guide to Changes in the original July 1, 2015, draft of the Central Milwaukie Plan and Code Amendments

Section references are to the Zoning Code amendments in Attachment 2.

<b>Section</b>	<b>Revision</b>	<b>Notes</b>
several	Various sentences and references to the Downtown code have been deleted.	Language specific to Downtown was inadvertently included in the Central Milwaukie code amendments. Corrections were required.
Several (revision as of November 3)	Various minor grammatical edits and changes to ensure consistency with the Neighborhood Mixed Use zone.	Language to ensure there would be no conflicts with the NMU zone as well as additional clarification has been revised.
19.303.2	Add "Cottage cluster" to the Residential section of allowed uses	At the direction of Council
19.303.2	Delete "of for profit" to the Indoor Recreation section of Commercial allowed uses	Clarifies that non-profit recreation facilities are allowed in the GMU
19.303.2	Add a footnote to Retail-oriented sales to specify that vehicle sales are permitted only when conducted within an enclosed building.	Clarifies an additional restriction to vehicle sales per Council direction
19.303.2	Delete "Commercial parking facility" from the list of allowed uses.	At the direction of Council
Table 19.303.3	Add "69" to the maximum building height with height bonus.	Provides consistency with height bonus allowance of 2 additional stories.

<b>Section</b>	<b>Revision</b>	<b>Notes</b>
19.303.4.B.2	Add language to require a step back of 15 ft for any street facing portion of a building above the base maximum height.	At the direction of Council to require a 15-ft step back for upper stories above the base maximum.
19.303.4.B.3	Add language to allow 2 development incentive height bonuses for a total of 2 stories or 24 ft of additional height, whichever is less.	At the direction of Council to allow a maximum 5-story building.
19.303.4.B.3.c	Add language to require a 5-story Type III Building Height Variance.	At the direction of Council, a 5-story building in the GMU shall be subject to a Type III review.
Figure 19.303.4.B.2.b	New graphic to illustrate required building step backs.	Provides a graphic representation of the 15-ft building step back requirement for upper stories above the base maximum height.
19.303.5	Revise language within the Residential Edge Treatment section to be consistent with the 15-ft building step back requirement for upper stories above the base maximum height.	Provides internal consistency.
19.303.5.C.	Delete language referring to the height bonus only being allowed for buildings at least 50 ft away from an adjacent residential zone.	Provides internal consistency with Council direction to not require specific setbacks for buildings above the base maximum height. The required 15-ft step for upper stories provides an effective "setback".
Table 19.404.4.C	Add a footnote to Trade Schools to specify that all activities must be conducted inside an enclosed building.	At the direction of Council to restrict trade schools to only indoor instruction.

Section	Revision	Notes
19.404.4.D	Add Accessory Uses to the list of permitted uses.	Reflects direction from Council to only allow warehouse and distribution associated with a permitted use.
19.404.4.6.I (revision as of November 3)	Add "or similar physical separation".	Reflects direction from Council to provide flexibility in the manner in which pedestrian and bicycle accessways shall be separated from vehicle accessways.
19.504.6 (revision as of November 3)	Add "at least" to the 6-ft screening level language as well as a code cross-reference to eliminate conflicting language.	Reflects direction from Council to clarify screening requirements.
19.505.8 (revision as of November 3)	Add language exempting rooftop structures related to shared outdoor space from a building's maximum height calculation (to a max. of 10 ft).	Reflects direction from Council to encourage and incentivize active roofs. Language mimics approved language in the Downtown Mixed Use zone.
19.911.7	Add Building Height Variance – General Mixed Use Zone	Reflects direction from Council to require a Type III review process for 5-story buildings. Provides language identifying intent, applicability, review process, and approval criteria.



MILWAUKIE CITY COUNCIL  
STAFF REPORT

**To:** Mayor and City Council

**Through:** Bill Monahan, City Manager  
Dennis Egner, Planning Director

**Subject:** **Monroe Street Neighborhood Greenway Concept Plan, Public Hearing (continued)**

**From:** Brett Kever, Associate Planner

**Date:** November 24, 2015, for December 1, 2015, Regular Session

**ACTION REQUESTED**

Continue the public hearing opened on November 3 to consider adoption of the draft Concept Plan recommended by the Project Advisory Committee (PAC). Adopt a resolution that adopts the draft Concept Plan with any necessary adjustments and that provides guidance regarding the next steps for implementation.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

**November 3, 2015:** Public hearing opened to take public testimony on the draft Concept Plan and to allow for Council discussion.

**August 18, 2015:** Worksession update to begin preparing for the public hearing on the draft Concept Plan, proposed for November 3, 2015.

**June 16, 2015:** Worksession update to present the final draft of the Concept Plan and outline next steps in moving toward adoption of the plan.

**August 2014 to May 2015:** Three staff updates on project status (August 2014, February and May 2015). Formal adoption of new Council goals for 2015-16, including a focus on bicycle and pedestrian safety.

**February 2013 to June 2014:** Formal adoption of Council goals for 2013 and 2014, including goals related to making Monroe Street a neighborhood greenway. Two staff updates on project status (January and April 2014). Council adoption of Resolutions 47-2013 and 55-2014, endorsing the City's grant application for the project and authorizing an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) to do the project.

**BACKGROUND**

On November 3, 2015, City Council opened a public hearing on the draft Concept Plan and heard testimony from 22 people. Council closed the public testimony portion of the hearing and discussed several elements of the plan with staff. In particular, the prospect of testing traffic diverters at key locations was noted as one option; implementing other traffic calming measures before installing diverters was another. Council continued the public hearing to December 1 and directed staff to provide more information about how the logistics for testing the proposed diverters. As staff understood it, Council was open to considering a resolution to adopt the

Concept Plan, with any adjustments deemed necessary based on Council discussion and an outline of the initial steps for implementation (including installing diverters on a trial basis).

The Concept Plan is intended to provide an overall vision of the recommended improvements to make Monroe Street a functional neighborhood greenway; additional engineering will be necessary to sort out the finer details and dimensions. A draft resolution is attached (see Attachment 1) and includes several points of direction from Council. It emphasizes that the plan provides a framework for implementation, that staff should seek funding for further design and construction (subject to Council authorization), and that the proposed diverter concept should be further explored and tested.

### **Testing the Diverters**

A central tenet of the Concept Plan is that traffic diversion is necessary at key intersections to reduce traffic volumes and maintain them at the threshold level recommended as a best practice standard for the typical neighborhood greenway (1,500 to 2,000 average trips per day). By eliminating specific vehicle movements at key intersections along the greenway corridor, non-local or “cut-through” trips will be redirected to higher capacity streets while local trips will use the nearest detour route to return to the greenway corridor as needed. No other tool has been demonstrated to be as effective at immediately reducing volumes (and at maintaining reduced volumes over time) as traffic diversion.

An initial traffic study conducted as part of this planning project concluded that the projected impacts of traffic diversion on other streets and intersections were not significant enough to warrant special measures in response beyond those already identified in the City’s Transportation System Plan (TSP). However, the prospect of diverting local trips has raised some concerns within the community that the impacts of diversion may outweigh the benefits. Staff has considered several ways to address those concerns.

One option is to install the recommended diverters in such a way that they can be easily removed if necessary. The City would monitor the diverters and collect data about changes in vehicle volumes on nearby streets and at key intersections, identifying other needed improvements or mitigation measures. If the negative impacts to the larger transportation system prove to outweigh the benefits, the diverters could be removed.

Another way to proceed would be to use traffic modeling to drill down farther into the potential impacts to nearby intersections and streets. The proposed diverter at the Linwood Avenue would impact the segment of the greenway in unincorporated Clackamas County, and the County is currently working on a similar greenway concept plan that has not yet produced a recommended improvement at the Linwood intersection. County staff is interested in using modeling to provide additional information regarding potential changes to traffic patterns with a diverter at Linwood Avenue. City staff is interested in partnering with the County to see how diversion might impact the entire greenway corridor.

With the idea in mind that modeling may well be the wisest option for the time being, the following is a list of some general recommendations and notes regarding a future test of the proposed diverters:

- Diverters should be installed simultaneously at both ends of the eastern segment—Linwood Avenue and either 37<sup>th</sup> Avenue or 42<sup>nd</sup> Avenue—in order to get the best sense of how diversion works in that segment. Placing a diverter at only one end will not be as

effective at redirecting cut-through traffic to other higher capacity streets, as vehicles can detour around the diverter at one end of the segment to get back onto the greenway since their movements would not otherwise be affected at the other end.

- A basic level of signage and intersection crossing improvements should accompany the diverter installation to ensure the safety of all users. But it is not necessary to install the entire package of greenway improvements for the initial testing period.
- Six months is the minimum suggested time for testing the diverters to see how they perform, to allow people time to adjust their route patterns and therefore provide the most accurate picture of how and where diverted trips are redirected. It is also important to collect data for several weeks before the diverters are installed, to establish a baseline for comparison.
- The suggested benchmark for a functional greenway is an average daily trip volume of 1,500 to 2,000 vehicles, so a key test will be to determine if the diverters are helping meet that goal. In terms of measuring impacts to other streets, it is difficult to set a quantitative threshold for concern. For example, streets classified with a “local street” functionality are intended to serve 1,500 or fewer vehicles per day. On a local street that normally gets only 100 trips per day, an increase of 50 trips is a 50% increase—that is a large percentage increase, but it is not actually that many total trips overall and is still far below the 1,500-trip maximum expected on a local street. Therefore, instead of a simple numbers or percentage threshold, a truer assessment of diverter function will probably be as much of a qualitative test as a quantitative one. It may be useful to conduct a survey of neighborhood residents in addition to collecting trip data, to get an anecdotal sense of how the diverters are working.
- Given the complication, timing, and potential expense involved in establishing a multiuse path over the McFarland site (especially prior to formal development of the site), it makes sense to test diversion at 37<sup>th</sup> Avenue before trying it out at 42<sup>nd</sup> Avenue. The original suggestion to use the Washington Street route for bicycles was due to concern about potentially serious impacts from a diverter at 37<sup>th</sup> Avenue. But if diversion works at 37<sup>th</sup> Avenue and the feared impacts do not materialize, the diverter could simply be left in and the primary greenway route could remain on Monroe Street without a need to test diversion at 42<sup>nd</sup> Avenue or activate the proposed Washington Street bikeway route (including the McFarland site multiuse path).
- The diverter at the Linwood Avenue intersection will need to be coordinated with Clackamas County, as the City and County both share jurisdictional interest in the intersection.
- ODOT has expressed a high degree of confidence that the proposed diverter at Highway 224 will function without significant negative impacts on the other nearby Hwy 224 intersections at Harrison Street and Washington Street/Oak Street. Based on the numbers that came out of the initial traffic study, ODOT does not foresee that the diverter at Hwy 224 will cause those intersections to fail any sooner than they are already forecast to need improvement. At Hwy 224, it is less realistic to view the proposed diverter as one that would need to be tested per se, and more likely that the City and ODOT would monitor the new diverter and coordinate to expedite improvement projects at other impacted intersections.

- City Planning staff would coordinate with the Engineering and Streets departments, Clackamas County, and ODOT to determine the materials and design of the initial diversion measures, to ensure their functionality and safety. Opportunities to establish the diverters with temporary or easily removable materials (such as large planter boxes, plastic pylons, pavement markings, etc.) will be identified. Traffic data can be collected to measure changes in trip volumes on various affected streets and at key intersections.
- The costs involved with collecting and analyzing data around the various diverter locations are estimated at approximately \$10,000. The cost of installing diverters using temporary or easily removable materials is estimated to be between \$2,000 and \$5,000 each for 37<sup>th</sup> Avenue and Linwood Avenue.
- Prior to installing any diverters, City staff will publicize the effort, using a direct mailing to notify residents and property owners along the section of Monroe Street corridor where the diverters will be located (including properties on streets within 3 to 4 blocks). The City website and Pilot newsletter will be used to make the public aware of the effort.

If Council decides to adopt the Concept Plan, staff is requesting direction for next steps toward plan implementation, including whether to pursue additional traffic modeling or to move more directly into a test of the proposed diverters. In either case, some additional funding would be necessary and staff would aim to take that next step as soon as possible.

#### **CONCURRENCE**

The City's Planning, Engineering, and Public Works Departments have coordinated throughout the duration of this project.

#### **FISCAL IMPACTS**

The cost of developing the Concept Plan has been subsidized by ODOT's Transportation and Growth Management (TGM) program, with \$102,285 provided for consultant services. The City has provided an in-kind match (staff time) worth approximately \$59,000, well over the required 12% match of project costs. No other matching funds from the City have been required.

The estimated total cost of the proposed improvements in the Concept Plan is approximately \$8.5 million. The City will explore various funding options to build the proposed improvements, including grants. As noted above, the improvements will most likely be constructed in phases based on funding availability. Additional traffic modeling or the installation and testing of the proposed diverters will require some additional funding, most likely from the City budget or potentially through coordination with the County, versus from outside funding sources.

#### **WORK LOAD IMPACTS**

Associate Planner Brett Kelter continues to serve as project manager. Finishing the project represents approximately 5-10% of Mr. Kelter's workload for the remainder of 2015 and into 2016, depending on what action the Council chooses to take regarding adoption of the plan.

#### **ALTERNATIVES**

The grant period for the consultant team's involvement in this project ended on June 30, 2015. City staff continues to lead the adoption process.

If Council decides not to pass a resolution adopting the Concept Plan, one alternative would be to make a statement of support for the general principles expressed in the Concept Plan and direct staff to make adjustments to the draft plan or gather additional information and data

sufficient for Council to agree to adopt the plan. Without adopting the plan, it will be more difficult to acquire funding for any of the proposed improvements.

## **ATTACHMENTS**

1. Draft Resolution for Adoption of the draft Concept Plan

More information is available on the project website:

<http://www.milwaukieoregon.gov/planning/monroe-street-neighborhood-greenway-concept-plan>.



**CITY OF MILWAUKIE**

*"Dogwood City of the West"*

**Resolution No.**

**A resolution of the City Council of the City of Milwaukie, Oregon, adopting a Concept Plan for the Monroe Street Neighborhood Greenway.**

**WHEREAS**, neighborhood greenways are low-volume, low-speed streets that provide safe, quiet routes for motorists, pedestrians, and bicyclists; and

**WHEREAS**, the City's Transportation System Plan (TSP) identifies Monroe Street as one of several neighborhood greenways; and

**WHEREAS**, Monroe Street provides an important regional connection, linking the Willamette River, Trolley Trail, and downtown Milwaukie with Milwaukie's eastern neighborhoods, the I-205 multiuse path, and the Clackamas Town Center; and

**WHEREAS**, the Oregon Department of Transportation (ODOT) awarded the City a grant from the Transportation and Growth Management (TGM) program to engage consultant expertise in developing a conceptual plan for the improvements that will make Monroe Street a functional neighborhood greenway; and

**WHEREAS**, the City formed a Project Advisory Committee (PAC) to inform and shape the work of the design team, with the PAC comprised of community stakeholders and technical advisors; and

**WHEREAS**, the City hosted several public meetings between October 2014 and July 2015 to inform local residents and property owners along the greenway corridor about the planning effort, engage them in discussion about key components, and solicit their feedback and comments; and

**WHEREAS**, input from the PAC and the larger public has been integrated into the proposed Concept Plan; and

**WHEREAS**, the proposed Concept Plan provides a clear vision of the general nature of the recommended improvements that will make Monroe Street a functional neighborhood greenway, with room for the City to finalize the details as additional data and information become available; and

**WHEREAS**, Clackamas County is currently engaged in a similar planning effort to develop a greenway concept plan for the Monroe Street corridor between Linwood Avenue and the I-205 multiuse path, which provides an important opportunity for coordination between the City and the County;

**NOW, THEREFORE, BE IT RESOLVED** that:

- 1) The City Council adopts the Monroe Street Neighborhood Greenway Concept Plan as a framework for implementing the neighborhood greenway concept outlined in the TSP;
- 2) The Council directs City staff to take steps to implement the Concept Plan, including pursuing grants to fund further design and construction;
- 3) The Council directs City staff to seek Council authorization prior to entering any construction phase or engineering design project related to the Monroe Street

neighborhood greenway, including obtaining any required approvals or permits;  
and

- 4) The Council directs City staff to conduct additional modeling of traffic data and then coordinate with other agencies as needed and test the diverters proposed in the Concept Plan at 37<sup>th</sup> Avenue, Linwood Avenue, and Highway 224, report back to Council, and make any adjustments as needed.

Introduced and adopted by the City Council on \_\_\_\_\_.

This resolution is effective on \_\_\_\_\_.

---

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:  
Jordan Ramis PC

---

Pat DuVal, City Recorder

---

City Attorney



**Regular Session  
Agenda Item No.**

**6**

**Other Business**



MILWAUKIE CITY COUNCIL  
**STAFF REPORT**

To: Mayor and City Council  
Through: Bill Monahan, City Manager  
Subject: **CenturyLink Franchise Agreement**  
From: Casey Camors  
Date: December 1, 2015

**ACTION REQUESTED**

Adopt ordinance granting CenturyLink a franchise to construct, operate and maintain a telecommunications network within the City of Milwaukie Oregon.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

November 2015 – City Council discussed the draft CenturyLink franchise agreement during Council work session.

**BACKGROUND**

CenturyLink is a worldwide communications company headquartered in Monroe, Louisiana. CenturyLink has had a franchise agreement with the City since its merger with Qwest in 2011 however this agreement expired in March of 2012. CenturyLink has continued to operate under the terms of the most recent agreement since its expiration in good faith.

CenturyLink's story began in 1930 when William Clark purchased the Oakridge Telephone Company and its 75 paid subscribers for \$500. In those days the switchboard was located in the family home and a young Clark Williams delivered bills on his bicycle. Through growth and strategic acquisitions, the company grew to the point where in 2011 CenturyLink completed its merger with Qwest Corporation, itself the successor to former Baby Bell US West and established itself as the third largest telecommunications company in the US.

CenturyLink is a global leader in cloud infrastructure and hosted IT solutions providing data, voice, and managed services in local, national and select international markets through its high quality advanced fiber optic network and multiple data centers for businesses and consumers. CenturyLink employs about 48,000 employees worldwide, and roughly 900 in the state of Oregon.

In Oregon, CenturyLink and its predecessor companies have invested nearly \$4 billion dollars in network building and serve approximately 530,000 access lines in the state.

Over the previous agreement term, the following has taken place:

1. The City and CenturyLink have honored the agreement and enjoyed a good working relationship.
2. CenturyLink has been a good partner in working in the City's right-of-way.
3. The City has received prompt franchise fee payments.

Over the past year, the City and CenturyLink have negotiated the proposed telecommunications agreement in good faith and the agreement has been redrafted to be in compliance with current laws and regulations. The proposed agreement, if adopted, will be effective the later of the date in which CenturyLink formally accepts the ordinance, or 30 days after passage of the ordinance and shall remain in effect for a ten (10) year term expiring in 2025.

All current telecommunication franchise agreements held by the City will remain in place and the addition of this agreement should provide customers with some additional competitive options.

In compliance with the Comcast franchise agreement, this CenturyLink franchise agreement offers terms and conditions that are reasonably comparable to those set forth in the Comcast franchise agreement effective June 15, 1999.

#### **CONCURRENCE**

The telecommunications franchise agreement has been reviewed and approved by the City Attorney.

#### **FISCAL IMPACTS**

The City of Milwaukie will be compensated for continuing to grant permission to CenturyLink for use of the streets and public ways of the City for construction, operation and maintenance of the system. Compensation will be 7% of the gross revenues.

#### **WORK LOAD IMPACTS**

None.

#### **ALTERNATIVES**

Not granting this franchise would limit CenturyLink's ability to operating in Milwaukie, Oregon and would discontinue franchise fees received from CenturyLink.

#### **ATTACHMENTS**

1. Ordinance granting CenturyLink a franchise to construct, operate and maintain a telecommunications network with the City of Milwaukie

**ORDINANCE NO. \_\_\_\_**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, GRANTING TO QWEST CORPORATION D/B/A CENTURYLINK ON BEHALF OF ITSELF AND ITS OPERATING AFFILIATES (“CENTURYLINK”), A FRANCHISE TO OPERATE AND MAINTAIN A TELECOMMUNICATIONS SYSTEM (“THE SYSTEM”) IN THE CITY OF MILWAUKIE, OREGON (“THE CITY”).

The City hereby ordains that it is in the public interest to grant CenturyLink a Franchise to operate the System pursuant to the terms and conditions contained herein.

**SECTION 1. Grant of Franchise.** The City hereby grants to CenturyLink the right, privilege and authority to construct, maintain, operate, upgrade, and relocate its cables and related appurtenances (“Facilities”) in, under, along, over and across the present and future streets, alleys and public ways of the City (“Public Ways”), for the purpose of providing telecommunication services to the City’s inhabitants.

**SECTION 2. Acceptance by CenturyLink.** Within sixty (60) days after the passage of this Ordinance by the City, CenturyLink shall file an unqualified written acceptance thereof with the City Recorder; otherwise the Ordinance and the rights granted herein shall be null and void.

**SECTION 3. Term.** The Term of this Franchise is ten (10) years commencing on the date of Acceptance by CenturyLink as set forth in Section 2, above, but no sooner than thirty (30) days after the passage of this ordinance.

**SECTION 4. Franchise Fee.** Throughout the Term of this Franchise, CenturyLink will pay the City seven percent (7%) of CenturyLink’s gross revenue as defined in ORS §§221.515 and 403.105, less net uncollectables for local exchange services rendered subscribers within the City limits.

Payment shall be made quarterly on or before sixty (60) days after the end of the preceding quarter (January-March; April-June; July-September; and October-December) during the Term of this Franchise.

Payments shall be accompanied by a statement of how the total due amount was calculated. Interest on late payments shall accrue from the due date at a rate equal to nine percent (9%) per annum and shall be computed based on the actual number of days elapsed from the due date until payment. Interest shall accrue without regard to whether the City has provided notice of delinquency. However, should payment be insufficient due to an error in computation, interest payments shall not begin to accrue until after the discovery of the error by CenturyLink or receipt by CenturyLink of notice of the error.

In consideration of CenturyLink's agreement to pay the franchise fee, the City shall not impose other taxes on the Company during the Term of this Franchise. This provision does not exempt the property of the company from lawful ad valorem taxes, local improvement district

assessments, or conditions, exactions, fees and charges that are generally applicable to businesses within the City as required by city ordinance.

The obligation to pay the franchise fee imposed shall survive expiration of the Term of this Franchise as long as CenturyLink continues to exercise the rights granted under this Agreement. In the event this Agreement is terminated, CenturyLink shall pay the City appropriate pro rata fee for use of the City's right of way as determined in this Agreement through the date of termination within ninety (90) days of the termination date.

**SECTION 5. Records Inspection.** CenturyLink shall make available to the City, upon reasonable advance written notice of no less than thirty (30) days, such information pertinent only to enforcing the terms of this Franchise in such form and at such times as CenturyLink can reasonably make available. Subject to applicable laws, any information that is provided to the City and/or that the City reviews in camera is confidential and proprietary and shall not be disclosed or used for any purpose other than verifying compliance with the terms of this Franchise. Any such information provided to the City shall be immediately returned to CenturyLink following review. The City will not make copies of such information.

Any difference of payment due the City following audit shall be payable within sixty (60) days after written notice to CenturyLink, and shall bear interest at the rate of nine percent (9%) per annum if not paid within this timeframe. In the event the audit discloses that CenturyLink has underpaid by more than three percent (3%) of its annual payment obligation, CenturyLink shall pay the City's reasonable and actual expenses of performing the audit. The City shall not employ an auditor on a contingency fee basis.

**SECTION 6. Non-Exclusive Franchise.** The right to use and occupy the Public Ways of the City shall be nonexclusive, and the City reserves the right to use the Public Ways for itself or any other entity.

**SECTION 7. City Regulatory Authority.** The City reserves the right to adopt such additional ordinances and regulations as may be deemed necessary in the exercise of its police power for the protection of the health, safety and welfare of its citizens and their properties consistent with applicable federal and state law. The City agrees to promptly notify CenturyLink of any such changes potentially applicable to this Franchise. Where such changes negatively impact any of CenturyLink's material rights hereunder, the Parties shall negotiate in good faith to revise the relevant terms of this Agreement; in the interim, the terms of this Agreement shall continue to apply.

**SECTION 8. Indemnification.** The City shall not be liable for any property damage or loss or injury to or death of any person that occurs in the construction, operation or maintenance by CenturyLink of its Facilities. CenturyLink shall indemnify, defend and hold harmless the City, its elected officials, employees, agents, and contractors, from and against claims, demands, liens and all liability or damage of whatsoever kind on account of CenturyLink's performance of this Franchise. The City shall: (a) give prompt written notice to CenturyLink of any claim, demand or lien with respect to which the City seeks indemnification hereunder; and (b) permit CenturyLink to assume the defense of such claim, demand, or lien. CenturyLink shall not be subject to liability for any settlement made without its consent. Notwithstanding the other provisions contained

herein, CenturyLink shall in no event be required to indemnify the City for any claims, demands, or liens arising from the negligence or wrongful actions or inactions of the City, its officials, boards, commissions, agents, contractors, and/or employees.

**SECTION 9. Insurance Requirements.** CenturyLink will maintain in full force and effect for the Term of the Franchise, at CenturyLink’s expense, a comprehensive liability insurance policy written by a company authorized to do business in the State of Oregon, or will provide self-insurance reasonably satisfactory to the City, protecting it against liability for loss, personal injury and property damage occasioned by the operation of the System by CenturyLink. CenturyLink shall provide the City sufficient evidence of such insurance, including the City as an additional insured, and with the following coverage:

1. Comprehensive general liability insurance with limits not less than:
  - a. Three million dollars for bodily injury or death to each person per occurrence and in the aggregate;
  - b. Three million dollars for property damage resulting from any one accident per occurrence and in the aggregate; and,
  - c. Three million dollars for all other types of liability per occurrence and in the aggregate.
2. Automobile liability for owned, non-owned and hired vehicles with a limit of one million dollars for each person and three million dollars for each accident.
3. Workers’ compensation within statutory limits and employers’ liability insurance with limits of not less than one million dollars.

**SECTION 10. Annexation.** When any territory is approved for annexation to the City, the City shall within ten (10) business days provide by certified mail to CenturyLink: (a) each site address to be annexed as recorded on City assessment and tax rolls; (b) a legal description of the proposed boundary change; and (c) a copy of the City’s ordinance approving the proposed annexation.

**SECTION 11. Plan, Design, Construction and Installation of CenturyLink’s Facilities.**

**11.1** All Facilities under authority of this Ordinance shall be used, constructed and maintained in accordance with applicable law.

**11.2** CenturyLink shall, prior to commencing new construction or major reconstruction work in Public Ways or other public places, apply for a permit from the City, which permit shall not be unreasonably withheld, conditioned, or delayed. CenturyLink will provide as-built route maps of new facilities placed in the Public Ways pursuant to a permit issued by the City. CenturyLink will abide by all applicable ordinances, rules, regulations and requirements of the City consistent with applicable law. The City may inspect the manner of such work and require remedies as may be reasonably necessary to assure compliance. Notwithstanding the foregoing, CenturyLink shall not be obligated to obtain a permit to perform emergency repairs but shall provide the City

with written or oral notice of emergency work as soon as reasonably possible, but no later than one (1) business day after the emergency work has commenced.

**11.3** To the extent practical and consistent with any permit issued by the City, all Facilities shall be located so as to cause minimum interference with the Public Ways and shall be constructed, installed, maintained, cleared of vegetation, renovated or replaced in accordance with applicable rules, ordinances and regulations of the City.

**11.4** If, during the course of work on its Facilities, CenturyLink causes damage to or alters the Public Way or other public property, CenturyLink shall replace and restore such Public Way or public property at CenturyLink's expense to a condition reasonably comparable to the condition that existed immediately prior to such damage or alteration.

**11.5** CenturyLink shall have the right to excavate the Public Ways subject to reasonable conditions and requirements of the City. Before installing new underground facilities or replacing existing underground facilities, each party shall first notify the other of such work and allow the other party, at its own expense, to share the trench for laying its own facilities therein, provided that such action will not unreasonably interfere with the first party's use of the trench or unreasonably delay project completion.

**11.6** Nothing in this Ordinance shall be construed to prevent the City from constructing, maintaining, repairing, or relocating its sewers, streets, water mains, sidewalks, or other public property. However, before commencing any work within a Public Way that may affect CenturyLink's Facilities, the City shall give written notice to CenturyLink, and all such work shall be done, insofar as practicable, in such a manner as not to obstruct, injure, or prevent the free use and operation of CenturyLink's poles, wires, conduits, conductors, pipes, and appurtenances.

**11.7** CenturyLink shall not attach to, or otherwise use or commit to use, any pole owned by City until a separate pole attachment agreement has been executed by the parties.

**SECTION 12. Relocation of Facilities.**

**12.1** Relocation for the City. CenturyLink shall, upon receipt of advance written notice of not less than thirty (30) days, protect, support, temporarily disconnect, relocate, or remove any CenturyLink property located in a Public Right of Way when required by the City consistent with its police powers. CenturyLink shall be responsible for any costs associated with these obligations to the same extent as other users of the Right of Way (other than the City, if applicable). If CenturyLink fails to remove or relocate any property when required to do so by the City for a public project, CenturyLink shall be responsible for paying the full cost of the removal or relocation and any administrative costs incurred by the City in removing the property and obtaining reimbursement.

**12.2** Relocation for a Third Party. CenturyLink shall, at the request of any person holding a lawful permit issued by the City, protect, support, raise, lower, temporarily disconnect, relocate in or remove from the Street, as applicable, any CenturyLink property, provided that the cost of

such action is borne by the person requesting it and CenturyLink is given reasonable advance written notice. In such situation, CenturyLink may also require advance payment. For purposes of this subsection, “reasonable advance written notice” shall mean no less than fourteen (14) days for a temporary relocation, and no less than one hundred twenty (120) days for a permanent relocation.

**12.3 Alternatives to Relocation.** CenturyLink may, after receipt of written notice requesting a relocation of Facilities, submit to the City written alternatives to such relocation within five (5) business days after receipt of written notice from the City. Such alternatives shall include the use and operation of temporary transmitting facilities in adjacent Public Ways. The City shall promptly evaluate such alternatives and advise CenturyLink in writing if one or more of the alternatives are suitable. If requested by the City, CenturyLink shall promptly submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by CenturyLink full and fair consideration. In the event the City, acting in good faith, ultimately determines that there is no other reasonable alternative, CenturyLink shall relocate the components of the Facilities.

**12.4 Abandoned Facilities.** Within one year of CenturyLink’s permanent cessation of use of City’s Public Ways, or any portion thereof, CenturyLink shall remove the affected facilities or make other arrangements reasonably acceptable to the City. CenturyLink may abandon in place its facilities with the written approval of the City.

**SECTION 13. Vegetation Management.** CenturyLink shall have the authority to trim trees and other natural growth in the Public Ways in order to access and maintain the Facilities in compliance with applicable law and industry standards.

**SECTION 14. Renewal.** At least one hundred twenty (120) days prior to the expiration of this Franchise, CenturyLink and the City shall either agree to extend the Term or use best faith efforts to renegotiate a replacement Franchise agreement.

**SECTION 15. Revocation of Franchise for Noncompliance.**

**15.1** In the event that the City believes that CenturyLink has not complied with the terms of the Franchise, the City shall informally discuss the matter with CenturyLink. If these discussions do not lead to resolution of the problem, the City shall notify CenturyLink in writing of the exact nature of the alleged noncompliance.

**15.2** CenturyLink shall have thirty (30) days from receipt of the written notice described in subsection 15.1 to either respond to the City, contesting the assertion of noncompliance, or otherwise initiate reasonable steps to remedy the asserted noncompliance issue, notifying the City of the steps being taken and the projected date that they will be completed.

**15.3** If CenturyLink cures the basis for termination or if CenturyLink initiates efforts satisfactory to the City to remedy the basis for termination and the efforts continue in good faith within the thirty (30) day cure period, the City shall not exercise its remedy rights. If CenturyLink fails to cure the basis for termination or if CenturyLink does not undertake and/or

maintain efforts satisfactory to the City to remedy the noncompliance within the thirty (30) day cure period, then the City Council may exercise the remedies specified herein.

**15.4** In determining which remedy or remedies are appropriate, the City shall consider the nature of the violation, the person or persons burdened by the violation, the nature of the remedy required in order to prevent further such violations, and any other matters the City deems appropriate. In addition to any rights set out elsewhere in this Franchise, as well as its rights under the City Code or other law, the City reserves the right at its sole option to impose a financial penalty of up to \$1,000.00 per violation of a material provision of this Franchise when the opportunity to cure has passed.

**15.5** In the event that CenturyLink does not comply with subsection 15.2, above, or, if CenturyLink does comply with subsection 15.2 but the City and CenturyLink remain in disagreement over whether CenturyLink is, in fact, not compliant with a material provision of this Franchise, the City shall schedule a public hearing to address the asserted noncompliance issue. The City shall provide CenturyLink at least ten (10) days prior written notice of and the opportunity to be heard at the hearing.

**15.6** Subject to applicable federal and state law, in the event the City, after the hearing set forth in subsection 15.5, determines that CenturyLink is noncompliant with this Ordinance, the City may:

- A. Seek specific performance of any provision which reasonably lends itself to such remedy, as an alternative to damages; or
- B. Commence an action at law for monetary damages or other equitable relief; or
- C. In the case of substantial noncompliance with a material provision of the Ordinance, seek to revoke the Franchise in accordance with the applicable terms herein.

**15.7** Should the City seek to revoke the Franchise after following the procedures set forth above, the City shall give written notice to CenturyLink. CenturyLink shall have ninety (90) days from receipt of such notice to object in writing and state its reason(s) for such objection. Thereafter, the City may seek revocation of the Franchise at a public hearing. The City shall cause to be served upon CenturyLink, at least thirty (30) days prior to such public hearing, a written notice specifying the time and place of such hearing and stating its intent to revoke the Franchise. At the designated hearing, the City shall give CenturyLink an opportunity to state its position on the matter, after which the City shall determine whether or not the Franchise shall be revoked. CenturyLink may appeal the City's determination to an appropriate court, which shall have the power to review the decision of the City *de novo*. Such appeal must be taken within sixty (60) days of the issuance of the City's determination. The City may, at its sole discretion, take any lawful action which it deems appropriate to enforce its rights under this Ordinance in lieu of revocation.

**15.8** Notwithstanding the foregoing provisions in this Section 15, neither party waives any of its rights under applicable law.

**SECTION 16. No Waiver of Rights.** Neither the City nor CenturyLink shall be excused from complying with any of the terms and conditions contained herein by any failure of the other, or

any of its officers, employees, or agents, upon any one or more occasions to insist upon or to seek compliance with any such terms and conditions. Each party expressly reserves any and all rights, remedies, and arguments it may have at law or equity, without limitation, and to argue, assert, and/or take any position as to the legality or appropriateness of any provision in this Franchise that is inconsistent with State or Federal law, as may be amended.

**SECTION 17. Transfer of Franchise.** CenturyLink's right, title, or interest in the Franchise shall not be sold, transferred, assigned, or otherwise encumbered without notice to the City, except when said sale, transfer, assignment, or encumbrance is to an entity controlling, controlled by, or under common control with CenturyLink, or for transfers in trust, by mortgage, by other hypothecation, or by assignment of any rights, title, or interest of CenturyLink in the Franchise or Facilities in order to secure indebtedness.

**SECTION 18. Amendment.** Amendments to the terms and conditions contained herein shall be mutually agreed upon by the City and CenturyLink and formally adopted by the City Council as an ordinance amendment.

**SECTION 19. Notices.** Any notice required or permitted to be given hereunder shall be deemed sufficient if given by a communication in writing and shall be deemed to have been received (a) upon personal delivery or actual receipt thereof or (b) within two days after such notice is deposited in the United States Mail, postage prepaid, certified, and addressed to the Parties as set forth below:

The City:  
City of Milwaukie  
Attn: Finance Director  
10722 SE Main Street  
Milwaukie, Oregon 97222

CenturyLink:  
Franchise Rights-of-Way Attorney  
1801 California St., 9<sup>th</sup> Floor  
Denver, Colorado 80202

**SECTION 20. Severability.** If any section, sentence, paragraph, term or provision hereof is for any reason determined to be illegal, invalid, or superseded by other lawful authority, including any state or federal regulatory authority having jurisdiction thereof, or unconstitutional, illegal or invalid by any court of common jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such determination shall have no effect on the validity of any other section, sentence, paragraph, term or provision hereof, all of which will remain in full force and effect for the term of the Franchise or any renewal or renewals thereof.

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 \_\_\_\_\_.

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Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:

Jordan Ramis PC

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Pat DuVal, City Recorder

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City Attorney

ACCEPTANCE AND GUARANTEE

City Manager  
City of Milwaukie, City Hall  
10722 SE Main Street  
Milwaukie, OR 97222

This is to advise the City of Milwaukie, Oregon (the "City") that CenturyLink hereby accepts the terms and provisions of Ordinance No. 15-XXXX, passed by the City Council on January XX, 2015 granting a franchise. CenturyLink agrees to abide by all provisions, terms and conditions of the agreement subject to applicable federal, state and local law.

Authorized Signature: **CenturyLink**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_