

CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, APRIL 25, 2000

COMMISSIONERS PRESENT

Donald Hammang, Chair
Judith Borden
Barbara Cartmill
Tracy Cook
Doug Ouderkirk

STAFF PRESENT

Alice Rouyer,
Planning Director
Don Arambula,
Consultant
Mary Dorman,
Consultant
Shirley Richardson,
Hearings Reporter

COMMISSIONERS ABSENT

Mike Miller
Howard Steward

1.0 CALL TO ORDER

The meeting was called to order at 6:35 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 PLANNING COMMISSION MINUTES -- April 11, 2000

Tracy Cook moved to approve the Planning Commission minutes of April 11, 2000, as corrected. **Doug Ouderkirk** seconded. MOTION CARRIED 5-0.
Ayes: Hammang, Borden, Cartmill, Cook, Ouderkirk; Nays None.

4.0 INFORMATION ITEMS -- City Council Minutes

4.1 City Council Worksession Minutes

4.2 City Council Meeting Minutes

5.0 PUBLIC COMMENT -- None.

6.0 PUBLIC HEARINGS -- None.

7.0 WORKSESSION

8.0 Downtown/Riverfront Plan

Alice Rouyer reviewed the staff report with the Commission. Maps and overheads were shown of the subject area. She introduced Don Arambula and Mary Dorman and explained that they have been meeting weekly with Gary Firestone to develop code changes for Downtown.

The project boundary extends from Highway 224 to the, McLoughlin Blvd to the railroad tracks and Kellogg Creek Corridor, including all the riverfront property. There are some peripheral properties that are on the map that are not a major part of this project.

A map was displayed of the existing Comprehensive Plan Land Use Map. The changes were outlined. There are three designations in the downtown area: commercial, regional center, and public. The name regional center is being changed to town center to be consistent with Metro's designations. The commercial designation has been replaced by public designation. The changes that are happening at the Comprehensive Plan level are very minor in nature with the same focus as the town center designation, with a vision of a mixture of different uses creating a vibrant downtown core.

The best way to characterize this project is really downtown rezoning. The rezoning will allow additional land uses and making it more consistent with the overall plans for the downtown area. The existing conditions in the downtown in regard to zoning primarily involved commercial uses with a mixed-use overlaying the entire downtown. There are mixed-use zones that include residential, office, commercial, and the Junior High site. The mixed-use overlay was intended to provide an interim measure to get the uses originally envisioned. The rezoning designates different pockets and areas where the uses will be sited.

The DS (Downtown Storefront) Zone is located primarily along the Main Street corridor, including the Safeway site, Ledding Library, extending down Washington Street with some frontage on McLoughlin. The purpose of this zone is for vibrant retail uses on the ground floor with a mixture of office and residential above.

The DC (Downtown Commercial) Zone originally showed a grocery store located at the northern anchor of the Downtown area. The intent of this zone is to accommodate auto-oriented uses, a place where people drive to and are able to load things in their car. There is a range of retail service and office uses, and allows for some mixed-use as well.

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The DO (Downtown Office) Zone is primarily to the south and a pocket along the McLoughlin Corridor on the sewerage treatment property. The Downtown Plan envisions a hotel use on this location. This area will focus on office entertainment and hotel uses that have a high visibility from McLoughlin. There is a market for Class A office space. Over time, if development occurs, many of the lots will be consolidated to accommodate larger buildings.

The DR (Downtown Residential) Zone covers two areas. The downtown transitional area includes two zones that will accommodate a range of densities above 10-40 dwelling units per acre. Staff is proposing a minimum density of 40 dwelling units. This is a higher density zone that is intended to get more people downtown to create that vibrant core and housing opportunities close to the transit center.

The DOS (Downtown Open Space) Zone is new. It is the first public zone in the City. In the past, all the public uses have been regulated by community service overlays. The idea here was to create a zone that focuses on the riverfront public uses. The City of Milwaukie owns most of the properties along the west side of McLoughlin Blvd., except two lots. In time, it is the City's hope to own those properties. The regulations recognizes that there will be non-conforming use issues associated with putting an open space zone on private property.

There is a small Commercial Limited (CL) Zone which is private property that cannot be zoned open space without approval from the property owner.

Doug Ouderkirk asked how the open space would be designed? **Alice Rouyer** stated that the Riverfront Board has been working with consultants and staff to create a plan for the riverfront. There will be some active and passive open space in this area. The zoning only recognizes for regulatory purposes that open space will be sited here. The City owns most of the property and there will be a master plan process for open space.

Alice Rouyer explained that the matrix in Table 312-1 is broken down into four categories: Permitted Uses (P); Limited Uses (L); Nonconforming Uses (N), and prohibited uses. The Permitted Uses (P) are allowed if they comply with the development standards, design guidelines, and other regulations of this Ordinance. Limited Uses (L) are allowed subject to limitations listed in Table 312-1. Nonconforming Uses are existing uses that do not meet the standards for a particular Downtown and/or Riverfront Zone. Prohibited Uses are prohibited as new uses. Accessory uses and Similar Uses are also addressed in the matrix.

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Throughout the entire zone, single-family detached structures are not permitted. Townhouse development is allowed in the Downtown Residential Zone in the transition area (eastern side of the northern Downtown Residential Zone). Multi-family apartments are allowed throughout downtown commercial.

Mary Dorman explained that second-floor housing is for the Downtown Storefront Zone where retail is on the street level. Second-floor housing will be permitted across all the zones, except the Downtown Open Space Zone. However, it is not required.

Chair Hammang asked if the purpose of L1 was to encourage townhouses at a lower density? **Alice Rouyer** stated that the text of this definition has been changed to show a range of density on the East Side of the northern Downtown Residential to be 10 dwelling units per acre minimum, 40 dwelling units per acre maximum. This only applies to the crosshatched area on the map. The Comprehensive Plan allows for sensitivity to providing transition areas between different residential densities. The goal on these properties was to provide transition between higher density to the properties to the east which are R-5.

In the Commercial Office uses, service station uses will be prohibited. All of the uses that are prohibited today will remain that way. Existing gas stations are nonconforming uses and any alterations need to come in for review. Auto repair uses (L2) are limited to repair within an enclosed building. Otherwise auto repair uses will not be allowed.

Chair Hammang noted that the current curb cuts on McLoughlin are allowable until McLoughlin is rebuilt. He asked if there would be no curb cuts on McLoughlin when it is rebuilt? **Alice Rouyer** stated that when McLoughlin is rebuilt, staff would work with the property owners. Oregon Department of Transportation (ODOT) will want to close some of the existing curb cuts. A median is planned for the middle of McLoughlin that will impact left turns now being used from the gas stations. None of the curb cuts will be closed without an agreement from the existing property owners.

If any of the gas station sites are redeveloped, it is the overall goal to close the curb cuts and limit access from McLoughlin Blvd. The McLoughlin Boulevard should be comfortable for pedestrians and allows for good safe travel for cars. **Don Arambula** noted that the proposal has added other traffic signals that allow for alternate access into some of these properties.

Barbara Cartmill asked if the City had long-range plans for updating McLoughlin, or will this be done by ODOT? **Alice Rouyer** stated that there is a \$50,000 grant from ODOT to do preliminary engineering for a boulevard. There is \$2 million in funding from ODOT within the next three years to create the boulevard along McLoughlin. Staff will be working closely with ODOT and Metro to get this built.

Under limited uses, townhouse development (L1) is only permitted in a limited area of the Downtown Residential Zone. Automobile/motor vehicle repair (L2) is permitted in the Downtown Commercial Zone. Eating and drinking establishments' (L3) are permitted in the DS and DC Zones with the limitation of 5,000 sq.ft. in the Downtown Office Zone. The Professional Office Uses (L4) is only allowed on the second floor in some areas. Office and personal service uses (L5) may be allowed in mixed-use buildings provided that they don't exceed 5,000 sq.ft. Industrial uses in (L6) are prohibited throughout. Community Service use (L7) is permitted, however, it cannot come in on ground floor retail. It must comply with all the development standards of the Downtown zones.

Doug Ouderkirk asked if the permitted parking in the open space would be a parking lot? **Don Arambula** stated that there is an assumption that there will be a need for some parking as part of the open space. It could be a short-term parking lot, above parking lot, etc. **Alice Rouyer** stated that the Commission could make adjustments to this to limit the parking in this area. It is in the City's best interest to not have a sea of parking to maintain the open space uses. It was the consensus of the Commission to restrict the parking to surface parking only.

Chair Hammang asked whether a social service agency (L7) could have a first-floor office in the downtown retail area? **Mary Dorman** stated that the social agency could have a second-floor use on Main Street. They could locate on the first floor on Monroe, Jackson, or one of the side streets.

The transit center standards are going to be housed in the public area requirements. This document is attached to the staff report.

There has been interest over the past several years for creating new code and standards for the City that will address the issues of neighborhood impacts, neighborhood livability, etc. The existing code is outdated, originating from the 1940's. Table 312-2 is a matrix of Downtown and Riverfront Zone Development Standards. Floor area ratios are included here that are not required in other areas of the City. There is a minimum and maximum floor area ratio in each zone.

Chair Hammang asked if the rules and credits for floor area ratio and its relationship to high-capacity transit still exist. **Alice Rouyer** stated that the Transportation Planning Review addresses these issues. The code amendments do not interfere with these regulations.

Building minimum and maximum heights were reviewed. This is required to provide a certain scale and character of the street impact. **Don Arambula** stated that the only area that is tall (65-feet) is to the east. The western portion has a maximum height of 75-feet; and on the east side (transition area) the **maximum** height is 45-feet. In the Downtown Storefront Zone, the 35-foot minimum only applies to the buildings fronting Main Street. The transit center will have a 55-foot height limit (five floors).

Doug Ouderkirk asked how the building height would relate to the downtown and the riverfront? Is there a goal in this process. **Don Arambula** stated that there are desirable spots where you have small sites with lower heights. This allows for views of the riverfront from the higher buildings. View corridors are proposed so that the river can be seen from the community. A map was presented that depicted the massing of the buildings. It reinforces the idea of the view corridor.

Chair Hammang voiced concern about a five-story building that would entail uses that may be undesirable. He would like to see something that would be community friendly and an asset to that corner. **Alice Rouyer** stated that the Mixed Use Overlay and the Comprehensive Plan always envisioned higher densities in the downtown core. This code refines, defines, and clarifies the areas for residential. This will meet the housing goals for the Town Center Master Plan.

There is a zero setback minimum for all the zones, with a maximum setback on two zones. This brings the uses closer to the street. This is already in place today on the Main Street. Downtown Commercial allows for a maximum setback of 50-feet to allow for building mass.

Active edges allows for doors and transparent windows along Main Street instead of walls to make the corridor more inviting. A map is being prepared that will show where these active edges will be required.

Drive-through facilities have been prohibited along McLoughlin and will continue to be a prohibited use in the downtown area. Off-street parking will remain as it

is today. The only place where off-street parking will not be required is in the DS Zone. The minimum landscaping and open space in the Downtown Commercial is 10%. The idea is to get some landscaping in areas where they expect surface parking lots.

Doug Ouderkirk asked if the buildings would be tall enough to address sun penetration concerns? **Don Arambula** stated that this would not be an issue.

Recess was taken at 7:50 p.m. and the meeting reconvened at 8:00 p.m.

Alice Rouyer stated that the design review process could be done at the same time as the standards. What she would like to do is set up design review with the Historical Resources Commission (HRC) by expanding the responsibilities, giving them purview over design review as it relates to the downtown. This will allow staff to work with the HRC and the Commission in the coming months to develop a design review process. This will mean that another group would be overseeing design. There could be additional language added to the HRC Charter that two of the members be design professionals.

Alice Rouyer stated that they are in the process of reviewing standards that can be put in place in the interim time period to assure quality development between now and the proposed changes. When drafting the design guidelines, there is a need to be sensitive to private property owners. This standard will cover types of windows, types of materials at ground levels, rooflines, etc. The goal is to get a minimum consistency during this interim.

Alice Rouyer stated that the sign code would be reviewed for conformance with the Downtown Plan during this interim period. One issue is to limit the height of freestanding signs in the downtown area. There may be a proposal to prohibit backlit awnings.

Judith Borden asked what legal justification was found that allowed for the proposed mural? **Alice Rouyer** stated that there is nothing in the Code today that would prohibited the mural from being done. There is no message associated with the mural so it is consistent with the Code. The City could become vulnerable should some written message be associated with the mural.

Chair Hammang asked how to prevent the design from being outdated or being a part of a current design fad? **Don Arambula** stated that the design standards can

spell out what designs you do not want. The intent is to have a long-lasting, durable materials that are classic.

Don Arambula reviewed the proposed Public Area Requirements document. The intent is to be a companion piece to the land use component. These requirements contain specific provisions for street design, street trees, sidewalk widths, bicycle improvements, etc. The goal is to create an environment where businesses can thrive, a place where you want to live, and a place where you want to work.

One of the main issues is McLoughlin Blvd. and what treatment would work best for this street. The land use framework identifies it as an edge between the riverfront/waterfront and the downtown. One of the objectives of the public area requirements is to set forth prescriptions so that the ODOT funds can be spent to support the downtown framework and provide the connection to downtown. The goal is to make McLoughlin pedestrian friendly and provide better auto access so that Main Street can thrive.

Another issue is Main Street, and how can it be made better for retail. Under consideration is the alternative of brick sidewalks. Another alternative would be new concrete sidewalks with a scored pattern. Also being reviewed is changes to on street parking on Main Street. Designs are being reviewed for crosswalks, street trees, street furniture, streetlights, and other various furnishings.

Historically, a grid was developed for Milwaukie that provided for equal access and disbursement of traffic to all development parcels in the City. This has been eroded north of Harrison Street. This framework provides an opportunity to repair and re-institute the grid on the northern properties. Part of this includes a transit center that is being proposed by Tri-Met. It is important that the transit center is design in support of the downtown design. Discussions have focused on surface treatments, fences, bicycle parking, restrooms, and buffers for the Ledding Library and the transit center.

There have been suggestions of changing the zoning in the northern area to housing. How will roadways serve this area? It may be feasible to extend 21st Street north, connecting to McLoughlin to the west. Adams Street may be vacated if there became a need for campus development. Scott Street may be vacated to the north and relocate it further north. This will allow more property for the proposed grocery store anchor.

Cross sections were reviewed of every street in the downtown area. Issues were discussed regarding travel lanes, left-turn lanes, parking, treatment of surfaces,

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types of sidewalks, and planting strips. The Public Works Department regulates design details. Their issues guide curb widths and extensions, tree grates, sidewalk scoring, street radius, and safety issues regarding outdoor furnishings.

Don Arambula stated that care would be given to set up hierarchies through all the furnishings (lights, posts, benches, trashcans, water fountains, etc.) throughout the downtown that are consistent. This will need to be done incrementally rather than all at one time. It is hoped that the developer implement as many of these standards as possible to provide the consistency. It will be up to the Public Works Department and the Planning Director to decide how many of these standards should be implemented for each developer. A demonstration block could be done so that others can be done project-by-project.

Alice Rouyer stated that the trigger point from the Transportation Planning Review would be used for the design review for the downtown area. Emphasis will be put on sidewalks and pedestrian improvements. The second tier would be bicycle improvements.

Don Arambula stated that a standard has been proposed for ODOT to respond to as part of the TGM Grant for the widening of the street right-of-way. This will help them understand how this fits in the context of the overall downtown. After ODOT responds, then staff can come back and complete engineering drawings that relate to their response. All the standards are intended to provide good access to the waterfront.

Doug Ouderkirk stated that he is impressed with the design so far. There is a certain character that is going to be inherent to the downtown area. It was the consensus of the Commission that these standards are setting up an appealing vision for the residents of Milwaukie.

A member of the audience asked if the boat ramp and parking lot would stay in Downtown Plan? **Alice Rouyer** stated that this is a concept design. As they work with ODOT, the number of locations of signals will change. As long as the signal at that intersection and the main access point down to the river at Jefferson stays in the current configuration, the light will remain. **Don Arambula** stated that spacing is also a consideration for the signals. The signalization will be further refined as far as the final design of the Riverfront Park and McLoughlin Blvd.

Alice Rouyer stated that this project is for the rezoning and redesign of the downtown, not a Riverfront Park. The riverfront park design will be going through its own process with the Riverfront Board.

Ed Zumwalt voiced concern that the transit center needs restrooms. The people cannot come into the library to use the restrooms. It is not acceptable. The library would also need to have buffers for the noise from the busses. There are 30-35 busses planned to go through the center per hour. There will be a lot of people in this area. He asked how this will impact safety and customer use of the library? There is a range of people who visit the library, from infants to senior citizens. There are a range of services offered by the library that draw these people.

Pedestrian safety and Scott Park safety is a big concern. Will there be transit police and Milwaukie police monitoring the activity around the transit center and the library. Lighting will need to be increased to address the safety issues. The library will lose twelve dedicated parking spaces. What will be done to mitigate these lost spaces. **Don Arambula** stated that all of the issues are reasonable. Public Restrooms should be clearly defined to the center. There needs to be clearer access to the transit center and to the front door of the library. Parking spaces need to be defined on the lot.

A wall is proposed between the library and the transit center. The wall will not be solid, but will have some transparency and greenery. This type of wall has been designed and used in Salem and has been very effective. It provides a frame for vines and not so high that it blocks views. It does provide separation between the library and transit center.

Ed Zumwalt stated that he is not only concerned about bus noise pollution, but also the air pollution and the garbage that the people leave that is associated with bus travel. **Don Arambula** stated that these too are issues that need to be further defined. **Doug Ouderkirk** noted that the Ledding Library is open to the environment as opposed to a library that is enclosed and focused interior-wise. The Ledding Library is not suited to be placed next to a transit center.

Ed Zumwalt asked about the odor concerns regarding the sewerage treatment plant. **Don Arambula** stated that the Plan sets up a framework that sets up a value for that site. It is a clear intention that there is another use envisioned for that location? Without the land use change to hotel, is there a presumption that this site will stay as a public use forever? This sends a signal that another use is

desired for that site. The first step is to rezone the property to allow use that is compatible with the Downtown Plan.

8.0 DISCUSSION ITEMS -- None.

9.0 OLD BUSINESS -- None


10.0 OTHER BUSINESS/UPDATES
10.1 Matters from the Planning Director

Alice Rouyer stated that the Commission needs to elect new officers. She suggested that elections take place on May 9, 2000, for the position of Chair, Vice-Chair, and a representative for the Historic Resources Commission.

Alice Rouyer reported that Clackamas County Corrections has withdrawn their applications.

11.0 NEXT MEETING -- May 9, 2000
11.1 CSO-99-05/HR-99-01/TPR-99-05 -- NCSD – Milwaukie High School
11.2 VR-99-05/E-99-01 -- Louisiana Pacific – 4450 SE Johnson Creek Blvd

Barbara Cartmill moved to adjourn the meeting of April 25, 2000. **Tracy Cook** seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 9:05 p.m.



Donald Hammang, Chair



Shirley Richardson, Hearings Reporter

**AGENDA
MILWAUKIE PLANNING COMMISSION
WORKSESSION
Milwaukie City Hall
10722 SE Main Street
Tuesday, April 25, 2000
6:30 pm**

		ACTION REQUIRED
1.0	Call to Order	
2.0	Procedural Questions	
3.0	Planning Commission Minutes	Motion Needed
3.1	April 11, 2000	
4.0	Information Items	Information Only
4.1	City Council Minutes (upon approval by Council) – to PC members only	
4.2	City Council Worksession Minutes (upon approval by Council) – to PC members only City	
5.0	Public Comment This is an opportunity for the public to comment on any item not on the agenda	
6.0	Public Hearings - None	
7.0	Worksession	
7.1	Downtown/Riverfront Plan	
8.0	Discussion Items This is an opportunity for comment or discussion by the Planning Commission for items not on the agenda.	Review and Decision
9.0	Old Business	
10.0	Other Business/Updates	Information Only Review and Comment
10.1	Matters from the Planning Director	
10.2	Historic Resources Commission Report	

11.0	Next Meeting: May 9, 2000	
11.1	CSO-99-05/HR-99-01/TPR-99-05 – NCSD – Milwaukie High School	
11.2	VR-99-05/E-99-01 – Louisiana Pacific – 4450 SE Johnson Creek Blvd	
	The above items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.	

The Milwaukie Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please.

Milwaukie Planning Commission Statement

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

Public Hearing Procedure

1. **STAFF REPORT.** EACH HEARING STARTS WITH A BRIEF REVIEW OF THE STAFF REPORT BY STAFF. THE REPORT LISTS THE CRITERIA FOR THE LAND USE ACTION BEING CONSIDERED, AS WELL AS A RECOMMENDED DECISION WITH REASONS FOR THAT RECOMMENDATION.
2. **CORRESPONDENCE.** THE STAFF REPORT IS FOLLOWED BY ANY VERBAL OR WRITTEN CORRESPONDENCE WHICH HAS BEEN RECEIVED SINCE THE COMMISSION WAS PRESENTED WITH ITS PACKETS.
3. **APPLICANT'S PRESENTATION.** WE WILL THEN HAVE THE APPLICANT MAKE A PRESENTATION, FOLLOWED BY:
4. **PUBLIC TESTIMONY IN SUPPORT.** TESTIMONY FROM THOSE IN FAVOR OF THE APPLICATION.
5. **COMMENTS OR QUESTIONS.** COMMENTS OR QUESTIONS FROM INTERESTED PERSONS WHO ARE NEITHER IN FAVOR NOR OPPOSED TO THE APPLICATION.
6. **PUBLIC TESTIMONY IN OPPOSITION.** WE WILL THEN TAKE TESTIMONY FROM THOSE IN OPPOSITION TO THE APPLICATION.
7. **QUESTIONS FROM COMMISSIONERS.** WHEN YOU TESTIFY, WE WILL ASK YOU TO COME TO THE FRONT PODIUM AND GIVE YOUR NAME AND ADDRESS FOR THE RECORDED MINUTES. PLEASE REMAIN AT THE PODIUM UNTIL THE CHAIR PERSON HAS ASKED IF THERE ARE ANY QUESTIONS FOR YOU FROM THE COMMISSIONERS.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** AFTER ALL TESTIMONY, WE WILL TAKE REBUTTAL TESTIMONY FROM THE APPLICANT.
9. **CLOSING OF PUBLIC HEARING.** THE CHAIR PERSON WILL CLOSE THE PUBLIC PORTION OF THE HEARING. WE WILL THEN ENTER INTO DELIBERATION AMONG THE PLANNING COMMISSIONERS. FROM THIS POINT IN THE HEARING WE WILL NOT RECEIVE ANY ADDITIONAL TESTIMONY FROM THE AUDIENCE, BUT WE MAY ASK QUESTIONS OF ANYONE WHO HAS TESTIFIED.
10. **COMMISSION DISCUSSION/ACTION.** IT IS OUR INTENTION TO MAKE A DECISION THIS EVENING ON EACH ISSUE BEFORE US. DECISIONS OF THE PLANNING COMMISSION MAY BE APPEALED TO THE CITY COUNCIL. IF YOU DESIRE TO APPEAL A DECISION, PLEASE CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT DURING NORMAL OFFICE HOURS FOR INFORMATION ON THE PROCEDURES AND FEES INVOLVED.
11. **MEETING CONTINUANCE.** THE PLANNING COMMISSION MAY, IF REQUESTED BY ANY PARTY, ALLOW A CONTINUANCE OR LEAVE THE RECORD OPEN FOR THE PRESENTATION OF ADDITIONAL EVIDENCE, TESTIMONY OR ARGUMENT. ANY SUCH CONTINUANCE OR EXTENSION REQUESTED BY THE APPLICANT SHALL RESULT IN AN EXTENSION OF THE 120 DAY TIME PERIOD FOR MAKING A DECISION.

The Planning Commission's decision on these matters may be subject to further review or may be appealed to the City Council. For further information, contact the Milwaukie Planning Department office at 786-7600.

Milwaukie Planning Commission:

Donald Hammang, Chair
Judith Borden, Vice Chair
Barbara Cartmill
Tracy Cook
Mike Miller
Doug Ouderkirk
Howard Steward

Community Development Department Staff:

Martha Bennett, Community Development Director
Alice Rouyer, Planning Director
John Gessner, Associate Planner
Doug Strickler, Associate Planner
Jeanne Garst, Office Assistant
Marcia Hamley, Office Assistant
Shirley Richardson, Hearings Reporter



To: Planning Commission
From: Alice Rouyer, Planning Director. *AR*
Subject: Downtown Plan Work Session #2
Meeting Date: April 25, 2000
Date: April 13, 2000

I. Action Requested

Review and comment on the following:

1. Draft Downtown Zoning Map and Comprehensive Plan Land Use Map
2. Selected draft Downtown Zoning Ordinance text amendments
3. Draft concepts for a new Downtown Design Review process
4. Draft Downtown Public Right-of-Way requirements

II. Background

At the March 28, 2000 work session, staff introduced the Downtown Riverfront Planning project. The goal is to implement a new land use framework for downtown as a means to create more economic vitality, provide for a mixture of land uses and connect the riverfront to downtown. Over the past few weeks, staff and project consultants have been drafting new zoning and development standards and public right-of-way requirements for downtown. Staff is seeking Planning Commission input on some of the key elements of this work to date.

III. Comprehensive Plan and Zoning Map Amendments

Please see a series of attached Comprehensive Plan and Zoning Maps:

- Attachment A: Existing Comprehensive Plan Land Use map
- Attachment B: Proposed DRAFT Comprehensive Plan Land Use Map
- Attachment C: Existing Zoning Map
- Attachment D: Proposed DRAFT Zoning Map

The proposed amendments to the Comprehensive Plan land use and zoning designations are intended to implement the illustrative plan presented to the Planning Commission and the community in the Downtown Plan flier mailed to all postal customers in Milwaukie in February. The Comprehensive Plan land use changes are minor in nature (See Attachment B). The boundaries of the "Public" land use designation have been adjusted slightly. The "Regional Center" land designation has been renamed to "Town Center" to recognize Milwaukie's new Metro designation. The boundary for the Town Center designation has shifted slightly and the "Commercial" has been replaced with the Town Center and Public designation in two locations. The Town Center designation is more appropriate in these areas, since it recognizes mixed commercial, office and residential land uses. In the new land use framework, mixed residential and commercial uses will be allowed throughout the downtown, except in the Public Areas.

The most significant amendments are on the draft Zoning map (see Attachment D). The following is an excerpt from the draft zoning ordinance for downtown, describing the five new zones proposed in the downtown area:

312 DRAFT DOWNTOWN & RIVERFRONT ZONES

312.1 Purpose

This section of the Zoning Ordinance implements the Downtown & Riverfront Plan, Milwaukie Comprehensive Plan and Regional Center Master Plan. The downtown and riverfront area is envisioned as the focal point of the community. Five zones are designated to reflect the distinctions between different areas of the Downtown & Riverfront Plan and to focus pedestrian-oriented retail uses to the traditional downtown core along Main Street. Specific public right-of-way requirements, development standards and design guidelines are adopted for the Downtown & Riverfront Zones to assure an active and attractive pedestrian environment for shoppers, employees and residents.

312.2 Characteristics of the Downtown & Riverfront Zones

Five specific zones are adopted to implement the Downtown & Riverfront Plan area. The zones are shown on Figure 312-1. The "Zoning Map of Milwaukie, Oregon" provides a larger scale map of parcel-specific zone boundaries. The zones reflect the varied land uses, densities and urban design character planned for different areas as described and illustrated in the Downtown & Riverfront Plan. The characteristics of the individual zones are described below.

A. Downtown Storefront (DS)

The Downtown Storefront Zone is established to preserve and enhance the commercial "Main Street" character of Downtown Milwaukie, ensuring that new development in areas designated DS is compatible with this desired character. This zone allows a full range of retail, service, business and residential uses. Retail uses are required on the ground floor of buildings fronting on Main Street. Office and/or residential uses are

allowed on upper floors. Industrial uses are not allowed, to avoid adverse effects of non-compatible businesses in the Main Street area. The desired character for this zone includes buildings that are built to the right-of-way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots.

B. Downtown Commercial (DC)

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

C. Downtown Office (DO)

The Downtown Office Zone is established to provide for office, entertainment and hotel uses along high visibility major arterial streets as designated by the City of Milwaukie's Transportation System Plan. Retail commercial uses are limited to support the primary uses and avoid competition with the retail core along Main Street. The desired character for this zone will vary depending on the nature of the proposed use and individual site features.

D. Downtown Residential (DR)

The Downtown Residential Zone is established to increase housing opportunities in close proximity to downtown shopping, transit and open space amenities. The major types of new housing will be apartments and condominiums. Minimum densities of 40 units per acre will assure that land is used efficiently. Additionally, the higher densities will support urban amenities such as podium parking and durable building materials. Townhouse development at minimum densities of 10 units per acre up to a maximum of 40 units per acre will be situated in a defined portion of the Downtown Residential Zone to provide a transition to lower density residential zones. The desired character for the Downtown Residential Zone includes buildings located close to and oriented to the public sidewalk, with off-street parking located under or internal to building sites.

E. Downtown Open Space (DOS)

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

IV. Selected DRAFT Downtown Zoning Ordinance Text Amendments

Staff has started drafting proposed use and development standards for the new zone. Excerpts are included below for your review. Note: The new regulations are expected to create some legal nonconforming uses in the downtown, which is the natural result of a rezoning effort. These businesses will be allowed to remain, in accordance with the City's nonconforming use regulations. In the long term, the proposed use and development standards will provide economic incentives for the land to transition to the uses permitted in the zone.

312.3 DRAFT Uses

- A. **Permitted Uses.** *Uses allowed in the Downtown & Riverfront Zones are listed in Table 312-1 with a "P". These uses are allowed if they comply with the development standards, design guidelines and other regulations of this Ordinance.*
- B. **Limited Uses.** *Uses that are allowed subject to limitations are listed in Table 312-1 with an "L". These uses are allowed if they comply with the limitations listed in Section 312.3.H, and if they comply with the development standards, design guidelines and other regulations of this Ordinance.*
- C. **Nonconforming Uses.** *Existing structures and uses that do not meet the standards for a particular Downtown & Riverfront Zone may continue in existence. Alteration of a nonconforming use or structure that is not in compliance with applicable standards shall be subject to the provisions of Section 800, Nonconforming Uses. For privately owned property within the Downtown Open Space Zone, Section 803 is not applicable, but all other provisions of Section 800 shall apply.*
- D. **Prohibited Uses.** *Uses listed in Table 312-1 with an "N" are prohibited as new uses.*
- E. **Accessory Uses.** *Uses that are accessory to a primary use are allowed if they comply with specific regulations for accessory uses and all development standards. Accessory uses include but are not limited to restrooms in City parks and refreshment stands at the library.*
- F. **Similar Uses.** *The Planning Director, through a Type I review, may authorize any other permitted or limited use similar in character and impact to those listed in Table 312-1.*

Table 312-1
DRAFT Downtown & Riverfront Zones: Use Table

USE CATEGORIES	DS	DC	DO	DR	OS
<u>Residential</u>					
- Single-family detached	N	N	N	N	N
- Townhouse	N	N	N	L[1]	N
- Multi-family apartment/condominium	N	P	N	P	N
- Senior and retirement housing	N	P	N	P	N
- 2 nd floor housing	P	P	P	P	N
<u>Commercial/Office</u>					
- Automobile service station	N	N	N	N	N
- Automobile repair	N	L[2]	N	N	N
- Commercial recreation	P	P	P	N	N
- Eating/Drinking Establishment	P	P	L[3]	N	N
- Financial Institution	N	P	P	N	N
- Hotel/Motel	N	P	P	N	N
- Office, professional and administrative	L[4]	P	P	L[5]	N
- Parking facility	P	P	P	N	P
- Personal/business services	L[6]	P	P	L[5]	N
- Retail trade	P	P	L[3]	L[5]	N
<u>Industrial</u>	N	N	N	N	N

USE CATEGORIES	DS	DC	DO	DR	OS
<u>Other</u>					
- Adult entertainment	N	N	N	N	N
- Community service uses	L[7]	L[7]	L[7]	L[7]	L[7]
- Marinas	N	N	N	N	P
- Parks, plazas, open space	P	P	P	P	P
- Transit centers	P	P	N	N	N

H. Limited Uses. The following provisions describe the use limitations and correspond with the footnote numbers for uses listed with an "L" in Table 312-1.

- [1] Townhouse development is only permitted in a limited area of the Downtown Residential Zone as identified on the Zoning Map (See Figure 312-1). This limited use provision is intended to provide an opportunity for owner-occupied housing at minimum densities of 10 units per acre. If townhouses are not proposed for this area, the base minimum density of 40 units per acre for the Downtown Residential Zone shall apply.
- [2] Automobile/motor vehicle repair (excluding body and fender repair and painting) is permitted in the Downtown Commercial Zone when conducted within a completely enclosed building.
- [3] In the Downtown Office Zone, eating and drinking establishments and retail trade uses are limited to a size for 5,000 square feet in floor area per use. These limited uses may only be developed as part of a mixed-use building that supports a primary permitted use (e.g., office, hotel, financial institution).
- [4] In the portions of the Downtown Storefront Zone where ground-floor retail uses are required (See Figure 312-2), office uses are only allowed on or above the second floor.
- [5] Office, personal service and retail trade uses in the Downtown Residential Zone may only be developed as part of a mixed-use building that includes housing. Office, personal service and retail trade uses are limited to the ground floor and an individual office, personal service or retail use may not exceed 5,000 square feet in floor area.
- [6] In the portions of the Downtown Storefront Zone where ground-floor retail uses are required (See Figure 312-2), personal/business service uses are limited to a maximum of 25% of the ground floor area of an individual building.

[7] *New community service uses in the Downtown & Riverfront Zones may be permitted if approved under Section 321 of this Ordinance and shall comply with the Development Standards and Design Guidelines of this chapter.*

312.4 DRAFT Development Standards

A. Purpose

The development standards address several issues of particular importance to maintaining the appropriate character for the Downtown & Riverfront Zones. Table 312-2 summarizes the development standards that apply in the Downtown & Riverfront Zones. Table 312-2 is supplemented by the explanation of the development standards provided in Subsection 312.4.B and the following Figures:

- *Figure 312-2: Required Retail Ground Floor Use Areas*
- *Figure 312-3: Maximum Building Heights*
- *Figure 312-4: Build-to-Lines*
- *Figure 312-5: Active Edges*

(NOTE: THESE FIGURES ARE NOT INCLUDED IN THIS EXCERPT)

**Table 312-2
 DRAFT Downtown & Riverfront Zones: Development Standards**

<u>STANDARD</u>	<u>DS</u>	<u>DC</u>	<u>DO</u>	<u>DR</u>	<u>OS</u>
1. <i>Minimum lot size</i>	None	None	None	None	None
2. <i>Floor area ratio</i>					
- <i>Minimum</i>	1:1	0.3:1	0.5:1	N/A	N/A
- <i>Maximum</i>	3:1	1:1	3:1	N/A	N/A
3. <i>Building Height</i> (See Figure 312-3)					
- <i>Minimum</i>	35'	25'	25'	None	None
- <i>Maximum</i>	45'	55'	65'	45-75'	None
4. <i>Residential density</i>					
- <i>Minimum</i>	None	None	None	10-40U/Acre	None
- <i>Maximum</i>	None	None	None	None	None

<u>STANDARD</u>	<u>DS</u>	<u>DC</u>	<u>DO</u>	<u>DR</u>	<u>OS</u>
5. Street setback (See Figure 312-4)					
- Minimum	0'	0'	0'	0'	0
- Maximum	0'	50'	0'	20'	20'
6. Other setbacks (side & rear)	None	None	None	15'	None
7. Active edges required (See Figure 312-5)	Yes	Yes	Yes	No	No
8. Drive-through facilities	No	No	No	No	No
9. Off-street parking required	No	Yes	Yes	Yes	Yes
10. Minimum landscaping/open space	None	10%	None	15%	20%

V. DRAFT Concept for a New Downtown Design Review Process

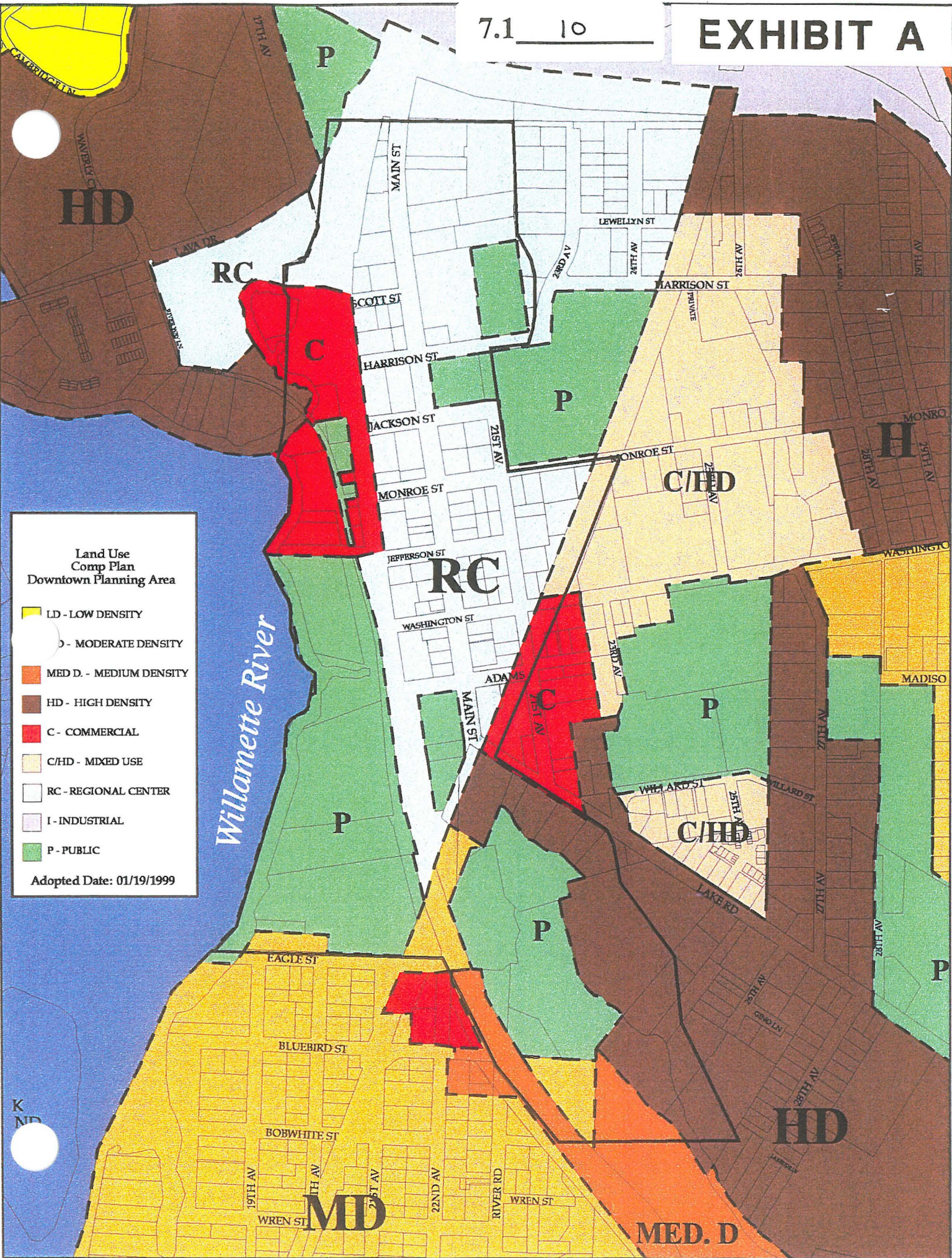
Staff is considering several options for Design Review at this time, but believes that the community may need more time to consider these options before full implementation. One option staff is considering is the idea of expanding the responsibilities of the Historic Resources Commission to oversee Design Review. The Commission responsibilities could be amended now with this package of Zoning Ordinance amendments. The Design Review and Historic Resources Commission could then work over the next few months with the Planning Commission and City Council to develop a Design Review process for downtown with citizen input. This process could be modeled in a way that would be transferable to other parts of the City in the future. In the interim, the new zoning and development standards would be implemented without a design review process. Staff believes that the new development standards, together with the proposed Public Right-of-Way requirements will produce an attractive and vibrant built environment until a Design Review process with full Design Guidelines is developed. Staff is seeking Planning Commission input on this idea.

VII. DRAFT Public Right-of-Way Requirements

Attachment E contains the proposed new Public Area Requirements. These contain very specific provisions for street design, street trees, sidewalk widths, bicycle improvements, etc. If applied, these standards can help knit together the downtown in a way that individual developments on private property cannot. While this document is thick and very detailed, staff would request that the Commission review it carefully and be prepared to offer input to staff. These standards will be an important element toward improving the design quality of downtown. In addition, the standards will replace the existing McLoughlin Overlay district in downtown. Since these standards provide design details and access management provisions for a new boulevard on McLoughlin, the interim McLoughlin Overlay regulations found in Zoning Ordinance Section 325 are no longer needed.

Attachments:

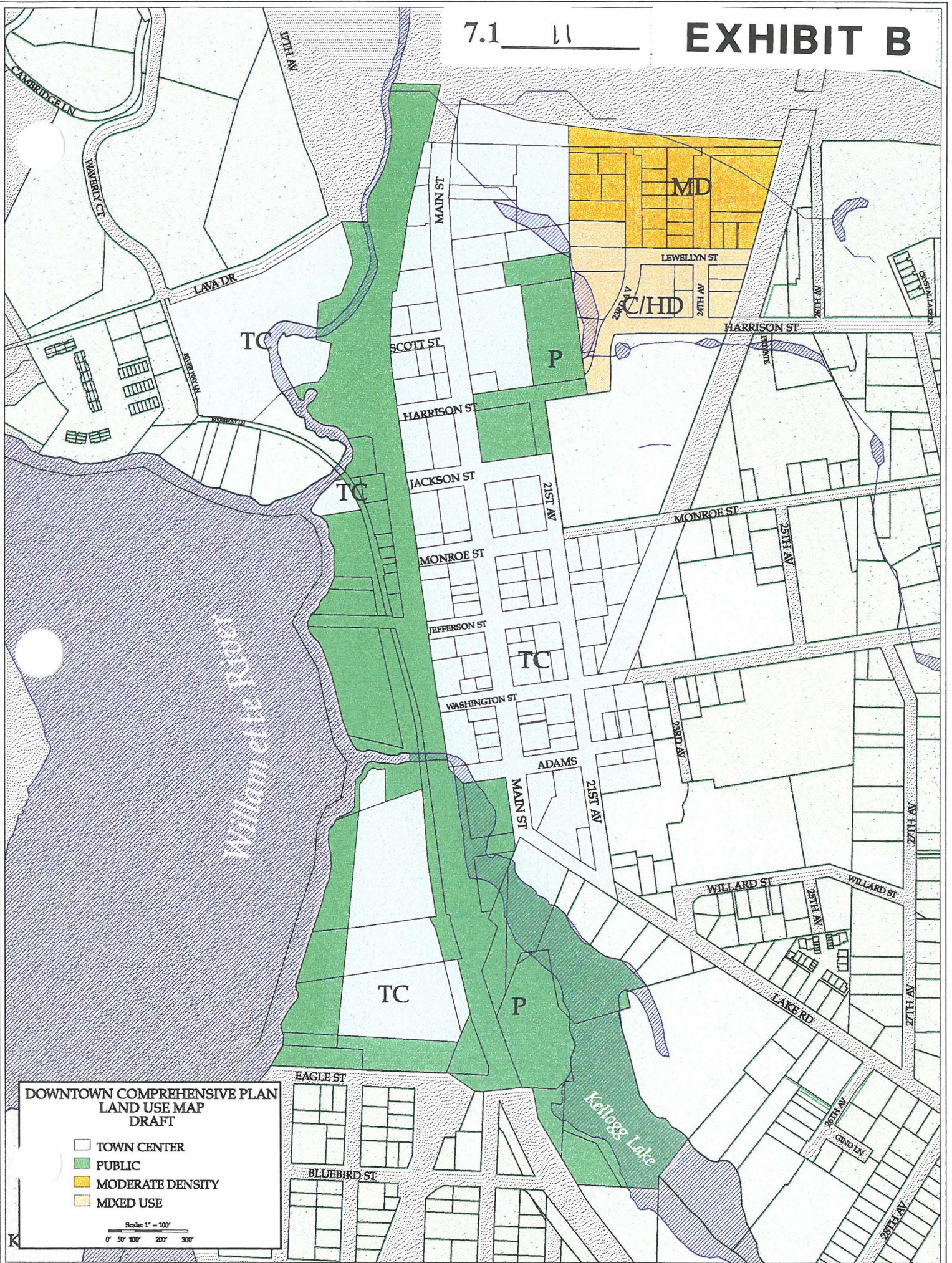
- Attachment A: Existing Comprehensive Plan Land Use map
- Attachment B: Proposed DRAFT Comprehensive Plan Land Use Map
- Attachment C: Existing Zoning Map
- Attachment D: Proposed DRAFT Zoning Map
- Attachment E: DRAFT Milwaukie Downtown and Riverfront Plan Public Area Requirements

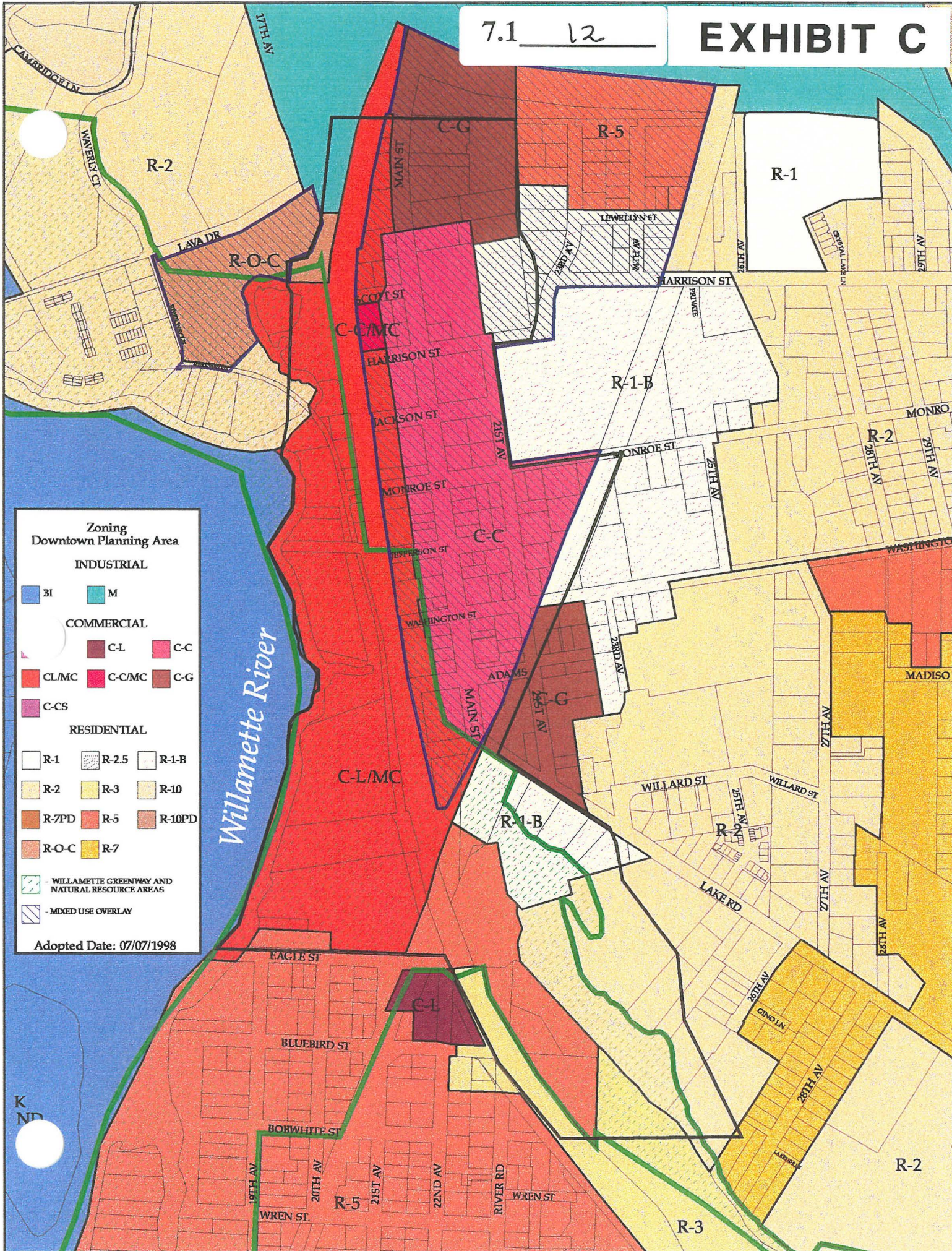


Land Use Comp Plan Downtown Planning Area

- LD - LOW DENSITY
- D - MODERATE DENSITY
- MED D. - MEDIUM DENSITY
- HD - HIGH DENSITY
- C - COMMERCIAL
- C/HD - MIXED USE
- RC - REGIONAL CENTER
- I - INDUSTRIAL
- P - PUBLIC

Adopted Date: 01/19/1999





**Zoning
Downtown Planning Area**

INDUSTRIAL

BI M

COMMERCIAL

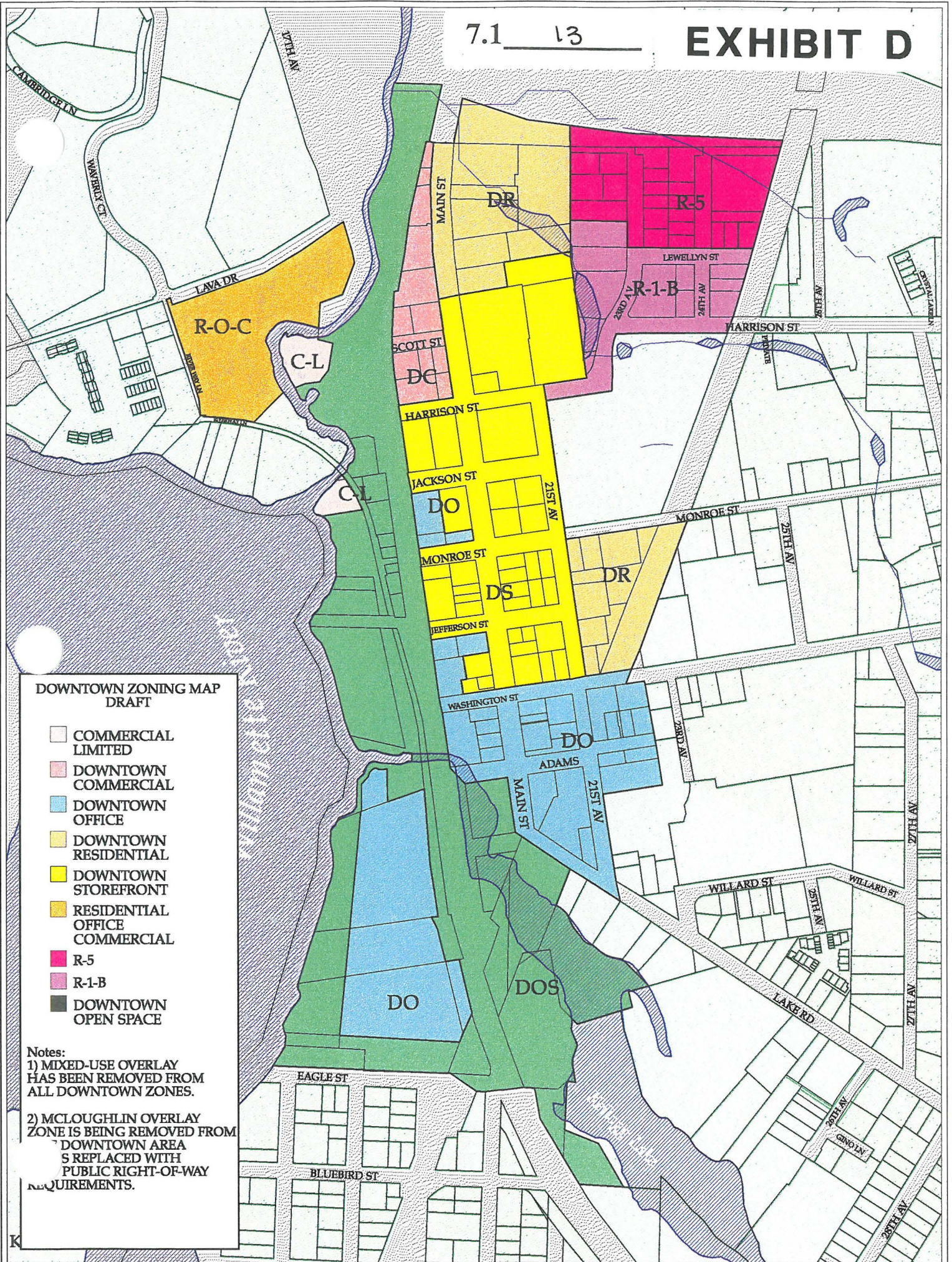
C-L C-C
C-L/MC C-C/MC C-G
C-CS

RESIDENTIAL

R-1 R-2.5 R-1-B
R-2 R-3 R-10
R-7PD R-5 R-10PD
R-O-C R-7

- WILLAMETTE GREENWAY AND NATURAL RESOURCE AREAS
- MIXED USE OVERLAY

Adopted Date: 07/07/1998



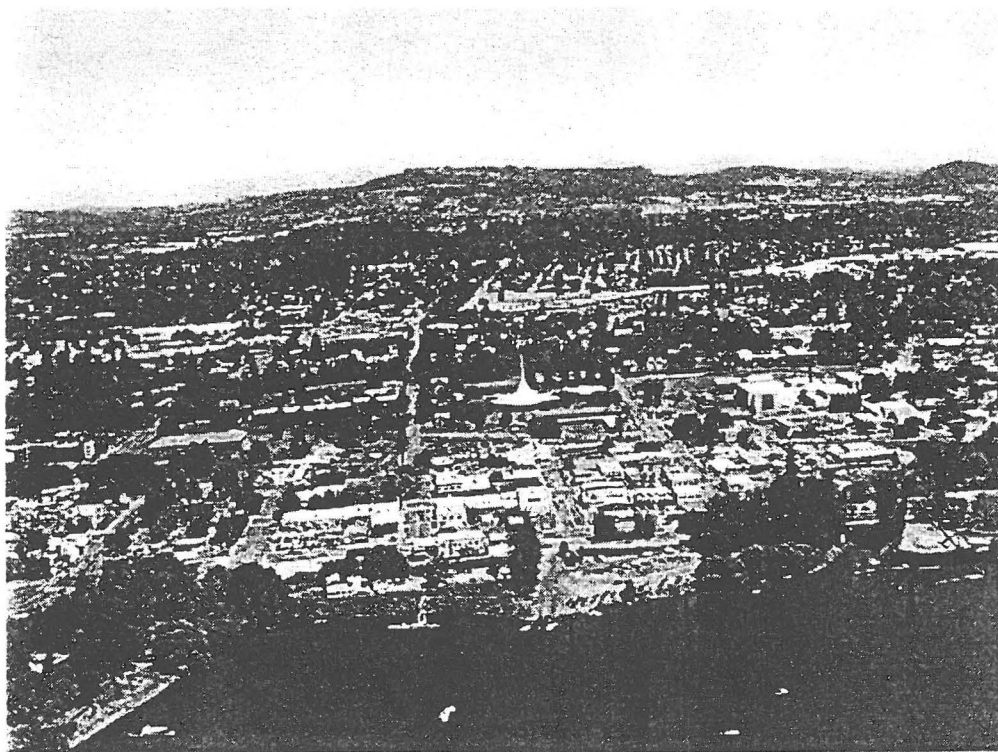
DOWNTOWN ZONING MAP DRAFT

- COMMERCIAL LIMITED
- DOWNTOWN COMMERCIAL
- DOWNTOWN OFFICE
- DOWNTOWN RESIDENTIAL
- DOWNTOWN STOREFRONT
- RESIDENTIAL OFFICE COMMERCIAL
- R-5
- R-1-B
- DOWNTOWN OPEN SPACE

Notes:
 1) MIXED-USE OVERLAY HAS BEEN REMOVED FROM ALL DOWNTOWN ZONES.
 2) M'CLOUGHLIN OVERLAY ZONE IS BEING REMOVED FROM DOWNTOWN AREAS REPLACED WITH PUBLIC RIGHT-OF-WAY REQUIREMENTS.

DRAFT
MILWAUKIE DOWNTOWN
AND
RIVERFRONT PLAN
PUBLIC AREA REQUIREMENTS

MILWAUKIE, OREGON



CRANDALL ARAMBULA PC

April 13, 2000

Public Area Requirements

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- History
- Linking Land Use and Transportation
- What This Framework Does

Circulation Framework

1 General Circulation Requirements

- 1.1 Streets
- 1.2 Streets Diagram
- 1.3 Streetscape Illustrative Plan
- 1.4 Recreation Pathways and Riverfront Access
- 1.5 Recreation Pathways and Riverfront Access Diagram
- 1.6 Bicycle Facilities
- 1.7 Bikeways Diagram
- 1.8 Transit Center
- 1.9 Transit Routes Diagram
- 1.10 Tri-Met Transit Center Plan
- 1.11 Transit Oriented Development Concept
- 1.12 Required On-Street Parking
- 1.13 Required On-Street Parking Diagram
- 1.14 Parking Access Restricted Streets
- 1.15 Parking Access Restricted Streets Diagram
- 1.16 Street Trees
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- 1.19 Street Lights Diagram

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- 2.1 Street Classifications
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- 2.5 Street Sections
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 - Section B Main Street Adjacent to Transit Center
 - Section C Main Street North of Transit Center
 - Section D Main Street Plaza Zone
 - Section E Jefferson Street
 - Section F McLoughlin Boulevard Bridge Over Parkway
 - Section G McLoughlin Boulevard with Median
 - Section H 21st Avenue Extension North of Transit Center
 - Section I Monroe Street and Jefferson Streets
 - Section J Monroe Street - Left-turn Lane
 - Section K Jackson Street - East of Main Street
 - Section L 21st Avenue

Public Area Requirements (continued)

2 Street Standards - 2.5 Street Sections (continued)

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- Section N Monroe Street - East of 21st Avenue
- Section O Harrison Street - West of Main Street
- Section P Harrison Street - East of Main Street
- Section Q Jackson Street - West of Main Street
- Section R New Street
- Section S 21st Avenue & Harrison Street
- Section T 21st Avenue Extension
- Section U Washington Street - Between Main Street and 21st Avenue
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 - Section AA Main Street Walk
 - Section BB Rail Trail

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 - A. Mid-block Parking Lot/Structure Access
 - B. Corner Radii
 - C. Main Street & Transit Center: Curb & gutter Detail @ Brick Pavers
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 - E. Asphalt Street to Concrete Crosswalk Transition
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 - A. Sidewalk Zone Requirements
 - B. A.D.A. Requirements
 - C. Pedestrian Criteria: Sidewalk Widths and Zones
 - C.1 Main Street: 13'-15' Sidewalks
 - C.2 12' Sidewalks
 - C.3 10' Sidewalks
 - C.4 8' Sidewalks
 - C.5 Sidewalks with Planting Strips
 - D. Paving
 - D.1 Main Street Plan - Brick Option
 - D.2 Main Street Plan - Concrete Option
 - D.3 Main Street Plan - Brick Option
 - D.4 Main Street Plan - Concrete Option
 - D.5 Brick Corner Plan Concept Detail
 - D.6 Concrete Corner Plan Concept Detail
 - D.7 Illustrative Plan: Main Street Plaza & Main Street Plaza Zone
 - D.8 Main Street: Brick Plan Detail @ 13' Sidewalk
 - D.9 Main Street: Concrete Plan Detail @ 13' Sidewalk
 - D.10 Main Street: Brick Plan Detail @ 15' Sidewalk
 - D.11 Main Street: Concrete Plan Detail @ 15' Sidewalk
 - D.12 Main Street Plaza Zone: Brick Plan Detail @ West Sidewalk
 - D.13 Main Street Plaza Zone: Concrete Plan Detail @ West Sidewalk

Public Area Requirements (continued)

3 Design Details - 3.2 Sidewalks (continued)

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- D.17 McLoughlin Bridge: Sidewalk Plan Detail
- D.18 Sidewalk with Planting Strip Plan Detail
- D.19 Concrete Plan Detail @ 12' Sidewalk
- D.20 Concrete Plan Detail @ 10' Sidewalk
- D.21 Concrete Plan Detail @ 8' Sidewalk
- D.22 Main Street: Sidewalk Section Detail - Brick Pavers
- D.23 Sidewalk Section Detail - Concrete
- D.24 Main Street: Brick Pavers to Concrete Transition
- D.25 Main Street & Transit Center: Expansion Joint @ Brick Pavers
- D.26 Main Street & Transit Center: Optional Medallion in Concrete
- D.27 Main Street: Tool Joint Profile - Brick Pavers
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E. Tree Grates

- E.1 Main Street: Tree Grate Section - Brick Pavers
- E.2 Tree Grate Section - Concrete
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- A. Pervious Continuous Landscape Strip
- B. Tree Well Section @ Landscape Strip
- C. Plant Materials
- D. Transit Center Wall Details

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- A. Fixture Type and Placement
- B. Fixture Types
- C. Fixture Components
- D. Fixture Placement - Corner Plan Details

3.5 Street Furniture

3.6 Bicycle Facilities

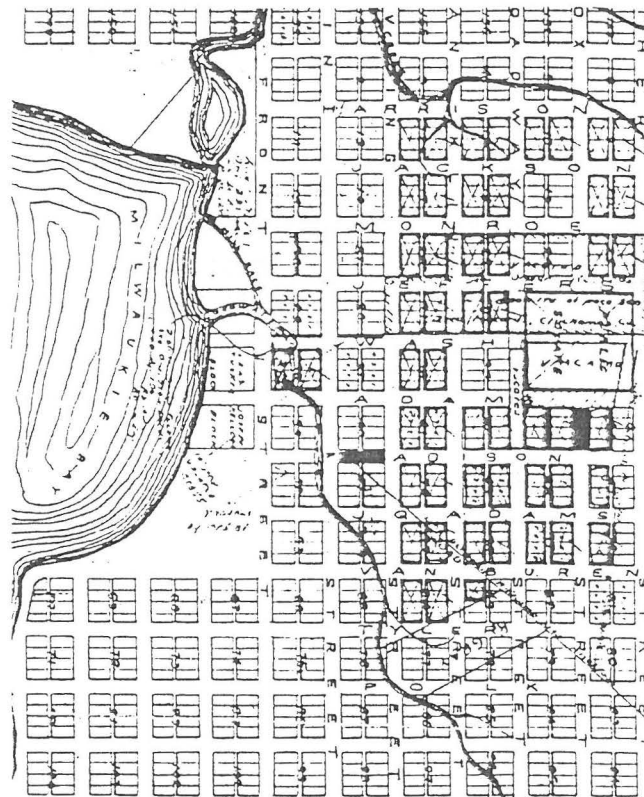
- A. Sidewalk Bike Rack Location
- B. Covered Bike Rack Requirements

Downtown Maintenance

Introduction

History

In the mid-nineteenth century, Milwaukie's founders devised a circulation system along the banks of the Willamette River. Carved out of the wilderness, the street grid fostered efficient and compact development, enabled development to have easy access, and allowed for multiple property owners to share the cost and benefits of the street system. The street grid established a framework of 210' by 210' blocks suitable for a mix of retail, housing and industry. Throughout most of downtown, this gridded street system remains largely as the City Fathers had envisioned. The Downtown and Riverfront Plan prescribes a network of streets and pedestrianways that will reestablish the grid where it has been lost and strengthen it where it has been eroded.



Historic grid of Milwaukie streets, 1865.

Introduction

Linking Land Use and Transportation

The design of the roadways must carefully balance the function of roadways as conduits for movement of people, goods and services with the needs of retail, housing and open space uses. To allow Downtown Milwaukie to thrive, a detailed framework has been established which carefully considers and repairs the circulation system. The plan:

- Ensures that McLoughlin Boulevard serves as a regional boulevard, yet does not separate the community from its greatest asset - the Willamette River.
- Reestablishes Main Street as the retail heart of the community.
- Reestablishes the street grid north of Harrison to provide better transit, commercial and housing access.
- Provides a network of separate pedestrian and bicycle walkways and trails that link parks and open spaces with downtown and adjacent neighborhoods.

What This Framework Does

This document defines all elements of the circulation framework for the Downtown and Riverfront Plan. It guides the development of all capital improvement programs for public right-of-way areas. However, it does not prescribe requirements for the design of roadways, alleys and parking facilities of private parcels.

Circulation Framework

The Framework:

- Provides guidance for the development of public right-of-ways, public trails, walkways, and transit facilities.
- Is consistent with the City Transportation System Plan.
- Is consistent with Metro's Regional Transportation Plan
- Considers requirements of Oregon Department of Transportation's Highway 99E requirements.

The Circulation Framework is described in full detail in the following three elements:

- 1. General Circulation Requirements**
- 2. Street Standards**
- 3. Design Details**

1. General Circulation Requirements

The General Circulation Requirements identify all components, location, requirements and restrictions of the Downtown and Riverfront Plan. The requirements:

- Describe all proposed improvements
- Identify and specify special areas of concern such as access restricted streets.

2. Street Standards

The Street Standards establish all public right-of-way dimensions and components within the Downtown and Riverfront planning area. The street standards set forth requirements for:

- Travel Lanes
- Medians
- On-street Parking
- Type and location of parallel or angled on-street parking
- Bicycle Lanes
- Sidewalks
- Pathways

3. Design Details

The design details provide specific details and design criteria that ensure a consistent high-quality public right-of-way is designed throughout the Downtown and Riverfront planning area.

Details are provided for:

- Streets
- Sidewalks
- Landscape
- Street Lights
- Street Furniture
- Bicycle Facilities

1. General Circulation Requirements

The general circulation requirements identify all component locations, requirements and restrictions of the Downtown and Riverfront Plan.

Proposed Improvements

Proposed improvements of all public rights-of-way are consistent with the City of Milwaukie Transportation System Plan (adopted ordinance #1820, July 15, 1999) and the Metro-approved resolution No. 99 - 2878B 1999 Regional Transportation Plan.

For the most part, streets will maintain their current alignment with the following exceptions:

- The street system will include two new public roadways near the bus transit center.
- The southern terminus of Main Street between Washington and the railroad trestle will become a pedestrian street.
- Scott Street will be vacated and relocated approximately 200' to the north.
- Adams Street will be vacated.

Options

The General Circulation Plan provides a series of options for treatment of walkways and street amenities. The intent is to provide alternatives that can be refined and cost estimates developed before a single design is selected. The preferred option should then be used throughout to ensure uniformity in character and quality.

Phasing

The Plan provides for both major and incremental changes. For major improvements - i.e. Main Street full block length changes are suggested to minimize business disruptions.

In other locations, more incremental, property-by-property improvements may be possible. However, in many instances, curb lines will need to be relocated and sidewalk widths may be widened, thereby precluding incremental change. In these instances, changes by individual property owners must meet as many of the requirements prescribed herein as determined by the city Public Works Department and Planning Director.

New and Vacated Streets

The Plan, in an effort to establish the historic street grid and provide access for new development includes new roadways on private and public property. These roadways should be constructed concurrently with new development. The roadways should be publicly dedicated to and maintained by the City of Milwaukie.

Roadways are vacated to ensure that the new development is consistent with the land use framework and the requirements of the zoning ordinance. Scott Street and Adams Street would be vacated only in the event that a development proposal of assembled parcels would require the use of the right-of-way as part of a development scheme (as determined by the planning director.)

General Circulation Requirements

1.1 Streets

McLoughlin Boulevard

McLoughlin Boulevard is an important regional serving arterial roadway that is envisioned as a “regional boulevard”: a limited accessway with minimal access or egress points to maintain mobility and improve safety through downtown. Signalized intersections provide pedestrian crossing points.

Main Street

Main Street is downtown Milwaukie’s primary retail street. It provides a pedestrian environment that fosters retail use including special area zones for uses such as cafe seating and adequate short-term on-street parking. Safety improvements to Main Street include curb extensions at corners and special concrete crosswalks. Safety of people on the street and businesses at night is enhanced by providing new pedestrian-scale ornamental lighting and traffic signals. Two alternative sidewalk treatments, scored concrete or brick, are provided to break down the scale of the sidewalk. New landscaping at intersections and at mid-blocks provide color, soften the expanse of concrete and reduce glare.

Cross Streets

Cross streets with east-west orientation provide access to Main Street, McLoughlin Boulevard and 21st Avenue in Downtown Milwaukie. They are intended for local access, not as alternative routes to or through adjacent neighborhoods. Cross streets are appropriate for providing mid-block or alley access to parking lots and structures. Where feasible, additional on-street parking is provided on cross streets. Full signalized intersections on McLoughlin are identified at Washington, Monroe and Harrison Streets and left turn lanes are provided. At Jackson and Jefferson Streets, right-in, right-out access is prescribed. Pedestrian access to the riverfront from cross streets is limited to signalized intersections only. Loading zones are allowed on these streets. Harrison Street serves as the primary transit access street.

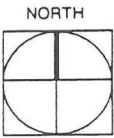
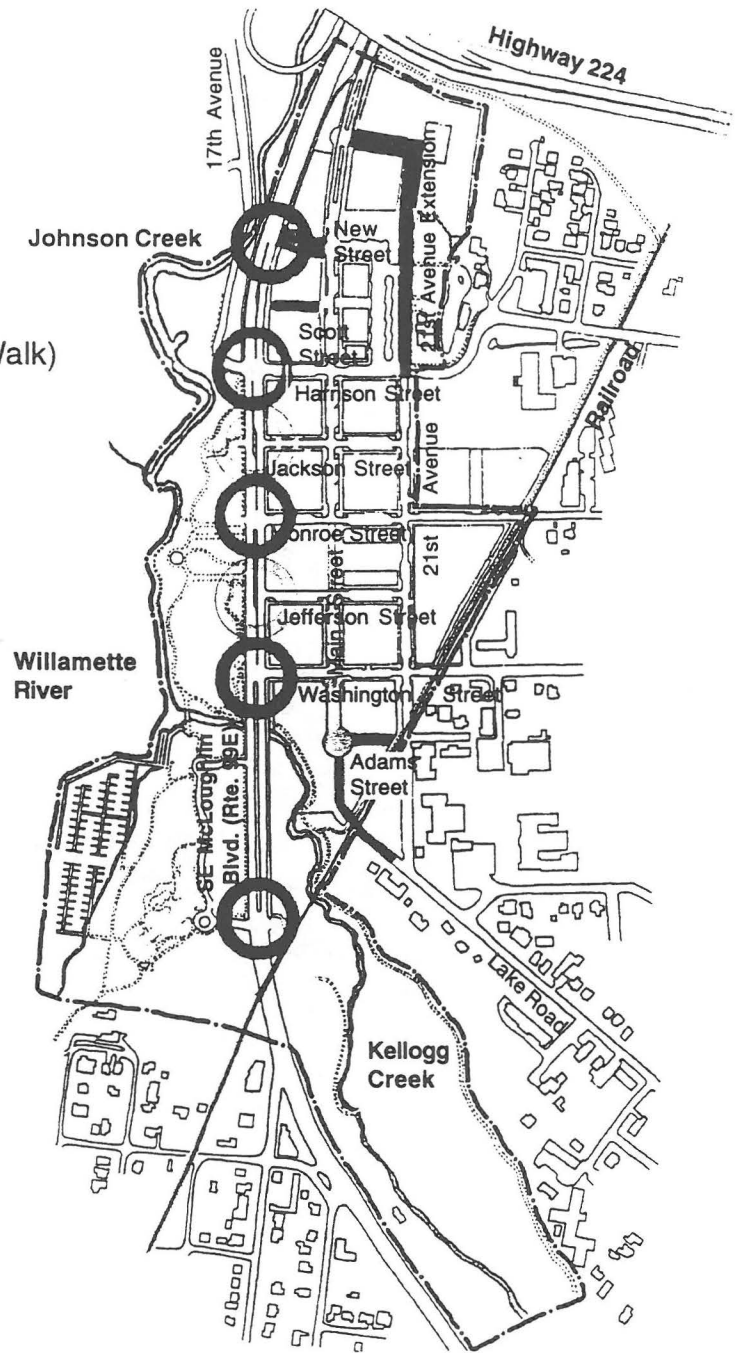
21st Avenue

21st Avenue serves as a north south access street to the downtown from Lake Road. It serves as the primary access to the transit center from routes originating and terminating south of Milwaukie. An extension of 21st Avenue is planned north of Harrison Street to improve auto, pedestrian and transit access to redevelopment blocks, the transit center and the Ledding Library.

General Circulation Requirements

1.2 Streets Diagram

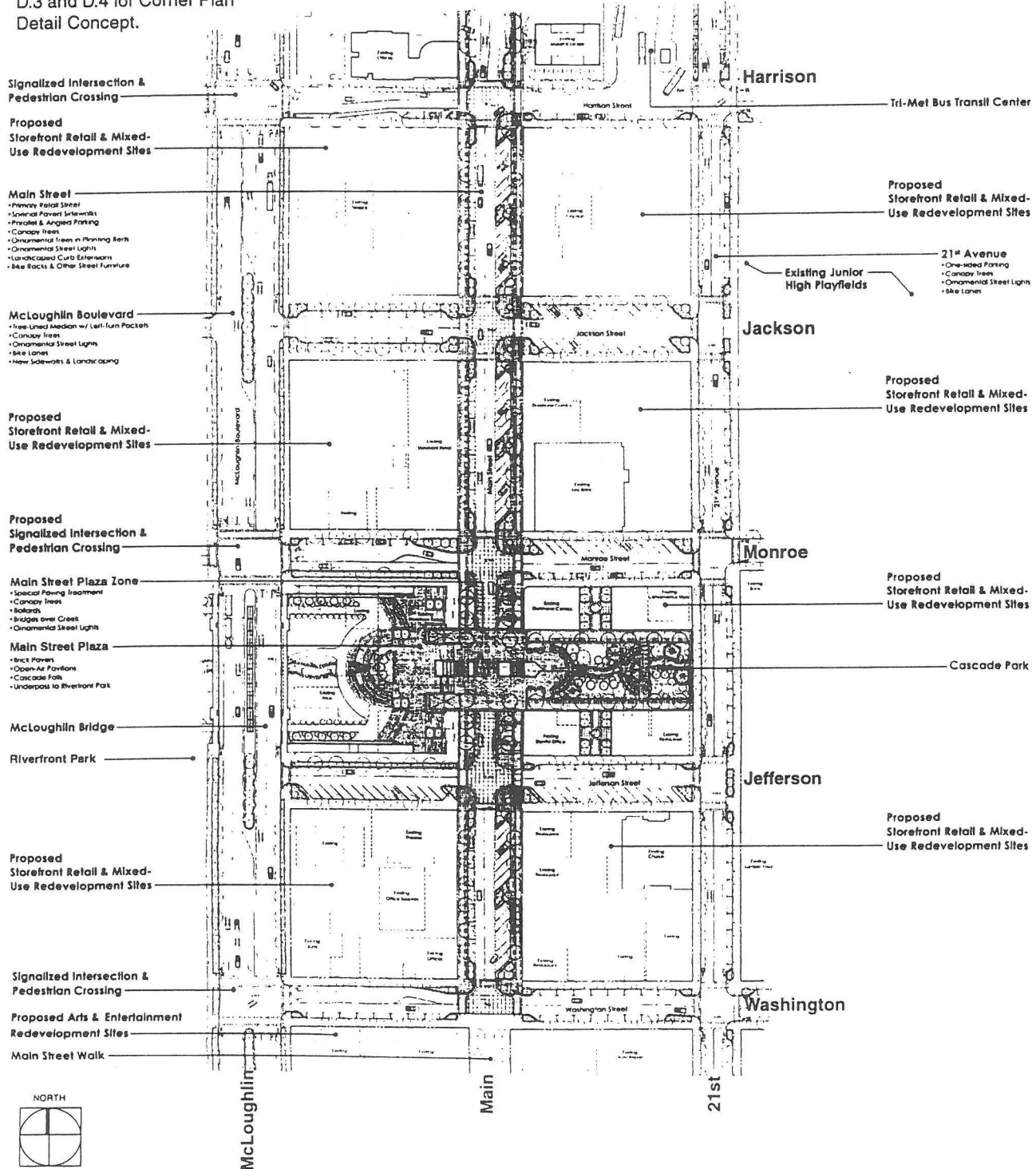
-  Existing Roadways
-  New Public Roadways
-  Vacated Roadway
-  Pathway (Main Street Walk)
-  Signalized Intersection
-  "Right-In, Right-Out Only" Intersection (no signal)



General Circulation Requirements

1.3 Streetscape Illustrative Plan

Note:
See enlarged Plans 3.2-D.1, D.2,
D.3 and D.4 for Corner Plan
Detail Concept.



General Circulation Requirements

1.6 Recreation Pathways and Riverfront Access

Framework

The pedestrian/bicycle recreation pathways framework connects to regional access routes such as the Springwater Corridor. Within the Downtown and Riverfront Plan area, pedestrian walkways and trails establish a network and loop of recreational routes that are mostly independent of the roadway system. The intent of this system is to provide quiet, safe relaxed and comfortable access to parks and open spaces.

The framework integrates the walkway system into the downtown by providing greenways which reach into the downtown. The routes are generally intended for day-time use. However, the framework provides a lighted pathway along the Willamette River. All routes will be accessible to the disabled, including a boardwalk planned through new Kellogg Creek wetlands.

Proposed routes (except for a connection under McLoughlin Boulevard to Kellogg Creek) are above the average high water elevation at 18.5'. No significant structures will be constructed within the 100-year flood plain.

A rail-trail is planned adjacent to the Union Pacific Railroad right-of-way. The corridor would be acquired for this at the time of development, either by purchase or establishing a public access easement. The walkway would include a safety fence and landscaping to provide separation between, pedestrians, bicyclists and trains.

Framework Elements

Primary Trail

The trail along the Willamette River includes ornamental lighting, benches, and information signs. The trail follows Kellogg Creek inland and loops up along the Union Pacific Railroad right-of-way to connect with the Springwater Corridor Trail.

Access Pathways

Landscaped, paved and lighted pedestrian and bicycle accessways through downtown, connect all areas within and outside downtown. Pedestrian lighting, benches, and information signs may be included.

View Points






Throughout the walkway system, viewpoints are located at special areas of interest or where exceptional vistas or panoramas occur. At these points, special signs, lighting, seating or landscaping is appropriate.

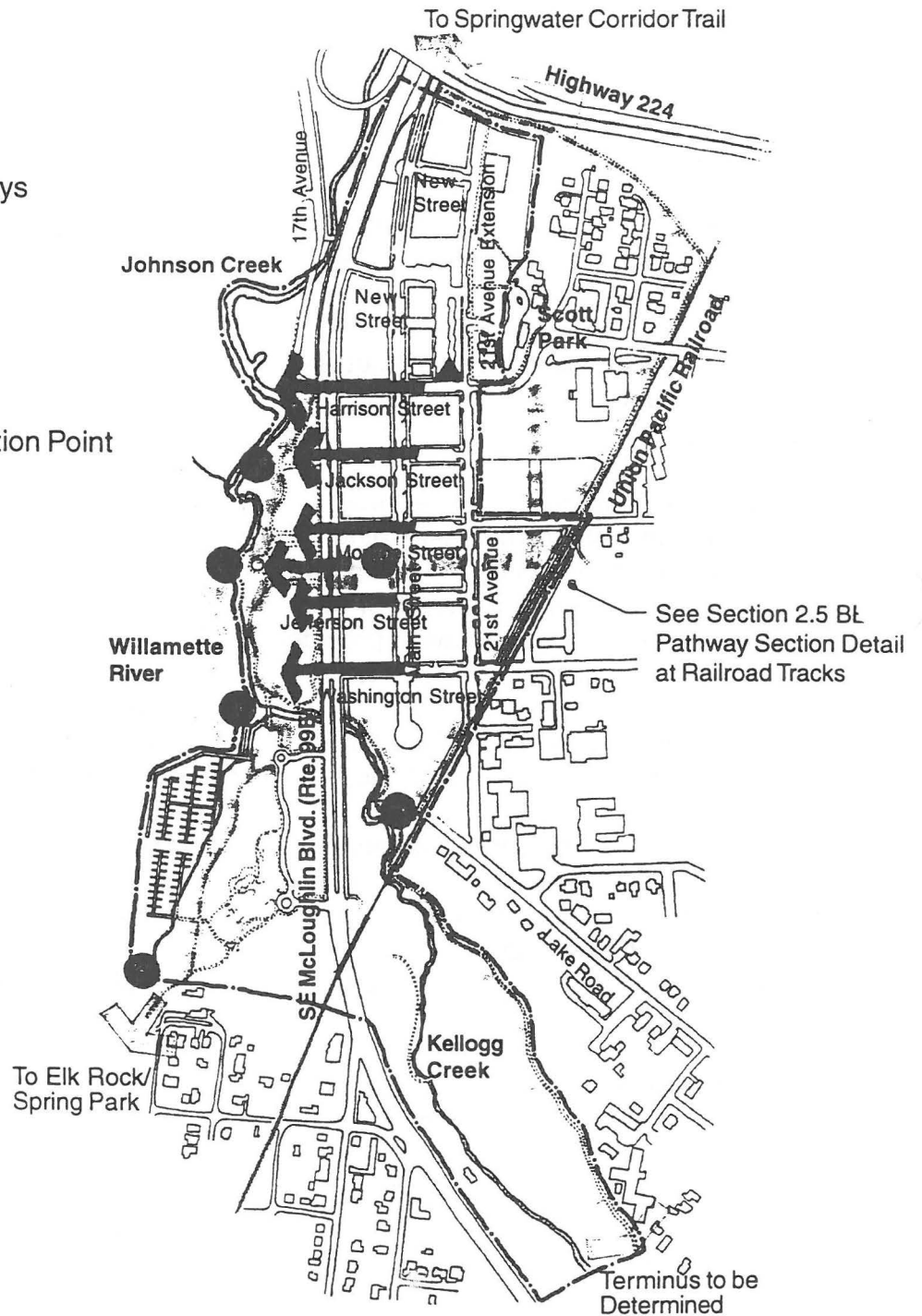
View Corridor

View corridors are intended to provide a clear, unobstructed visual connection between existing neighborhoods, downtown and the Willamette River. Clear sight lines must be maintained between these areas. Power lines, overhead utilities and other obstructions must be minimized in these corridors.

General Circulation Requirements

1.7 Recreation Pathways and Riverfront Access Diagram

-  Primary Trail
-  Access Pathways
-  View Points
-  Transit Connection Point
-  View Corridor



General Circulation Requirements

1.8 Bicycle Facilities

Bicycle facilities are consistent with the City of Milwaukie Transportation Plan. Planned bikeways provide access into downtown Milwaukie from adjacent neighborhoods and provide connections to other regional destinations such as Oak Grove, Clackamas Town Center or Oregon City. Increased bike use in the downtown area will reduce auto congestion and noise and decrease demand for automobile parking spaces.

Providing space on the road for cyclists is important to foster bicycle use. Bikeways indicated in the plan include 5' and 6' bike lanes, signed bike routes, and recreation trails shared with pedestrians.

The plan requires 5' bike lanes on all streets designated as bikeways where curbside parking is not a necessity, or where there is enough curb-to-curb width to allow for auto travel lanes, bike lanes and curbside parking. The plan requires 6' bike lanes on McLoughlin Boulevard.

Appropriate signs to mark the route and warn motorists of the presence of cyclists should be placed along designated bikeways, with or without bike lanes consistent with the State of Oregon Motor Vehicle Code.

The plan provides for bike lanes or bike routes on Harrison, Monroe and Washington Streets to connect with neighborhoods to the east. Bike lanes on McLoughlin Boulevard and 21st Avenue/Lake Road connect to the south. North connections are made on the existing 17th Avenue lane and planned lanes on Main

Street north of Harrison Street. Bike access through downtown occurs on 21st Avenue from Lake Road to Harrison Street and then shifts over to Main Street north of Harrison. The connection on Harrison from Main Street to the existing 17th Avenue bike lane includes a 14' shared lane in the westbound direction (instead of a 5' bike lane) to accommodate an adjacent auto left-turn lane. The eastbound connection is facilitated on a 5' bike lane.



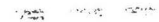




The plan also includes bike routes on shared pathways with pedestrians (see 1.6 and 1.7 Pedestrian/Bicycle Recreation Walkways and Riverfront Access).

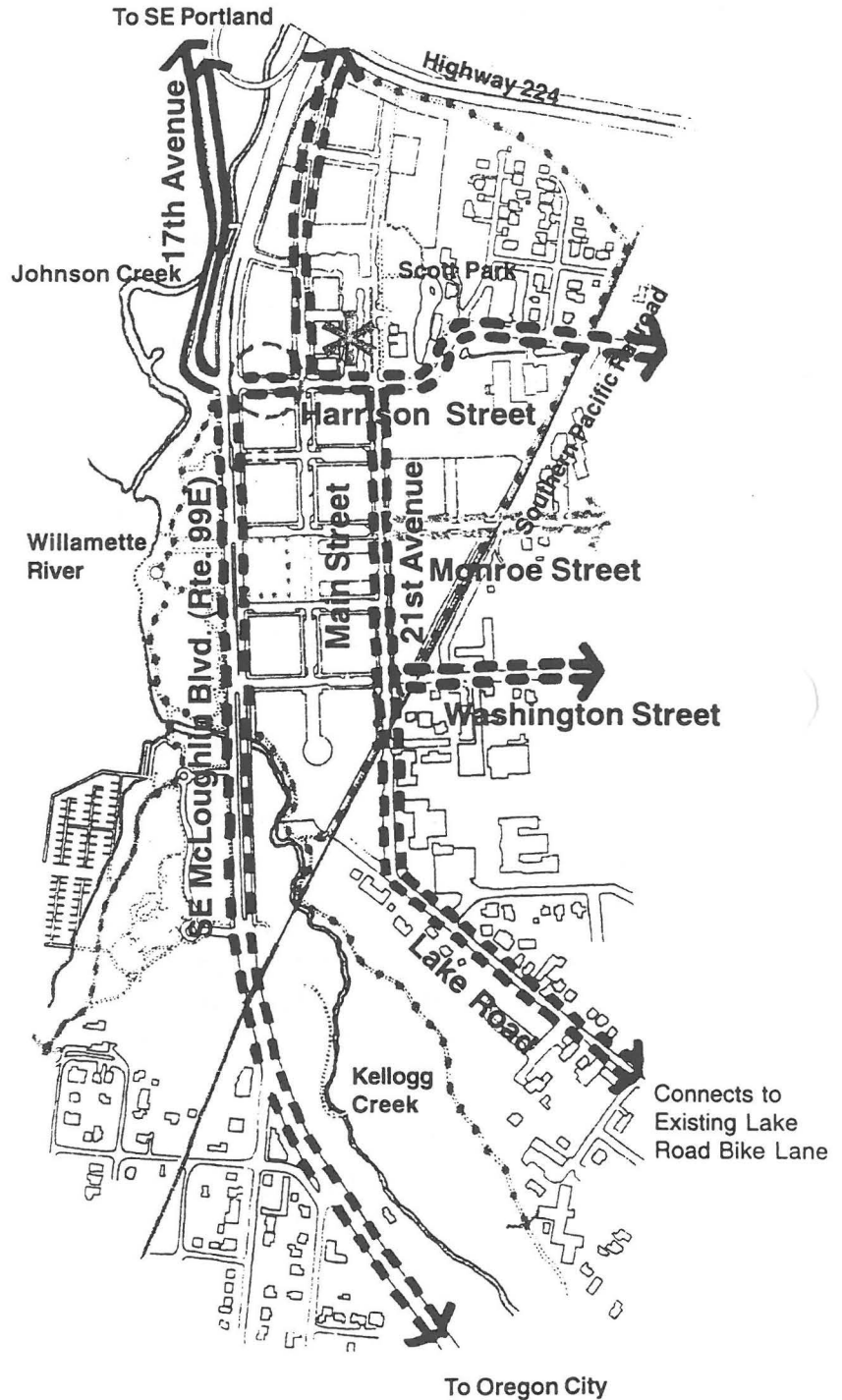
Bicycle use is further encouraged when bike parking is provided at places of business, parks, employment centers, or public facilities such as the Ledding Library. Each block of Main Street should include bike racks within the right-of-way that can accommodate eight bikes at a minimum. On cross streets, bike racks accommodating a minimum of 4 bikes should be provided. Larger businesses or public facilities should include long-term bike parking for both visitors and employees.

The Tri-Met transit center should include secure, indoor bike parking for 30 to 60 bicycles. Milwaukie's bus transit center has significant potential to draw multi-modal bike commuters due to the number of residences within a 2-mile radius, the lack of an automobile park-and-ride facility, and the planned network of bike routes that connect to the transit center.

General Circulation Requirements

1.9 Bikeways Diagram

-  Existing Bike Lane
-  Planned Bike Lane
-  Planned Signed Bike Route
-  Existing Recreation Trail (Shared with Pedestrians)
-  Proposed Recreation Trail (Shared with Pedestrians)
-  Bike Facility
-  Shared, 14' Travel Lane in Westbound Direction



General Circulation Requirements

1.10 Transit Center

The bus transit center is located between Main Street, Harrison Street, and the new 21st Street extension adjacent to Ledding Library. It provides bays and stops for seventeen buses.

The transfer area is organized around a two-way bus-only loop. The design provides direct pedestrian connections to Ledding Library on the east commercial areas along Main Street. The Ledding Library will be buffered from noise and odors by landscaping and a low wall and trellis-like fence.

A mixed use, transit-oriented development site on the northeast corner of Main Street and Harrison will house a commuter bike parking facility for 30 to 60 bikes and public restrooms.

The 1.25 acre bus facility includes:

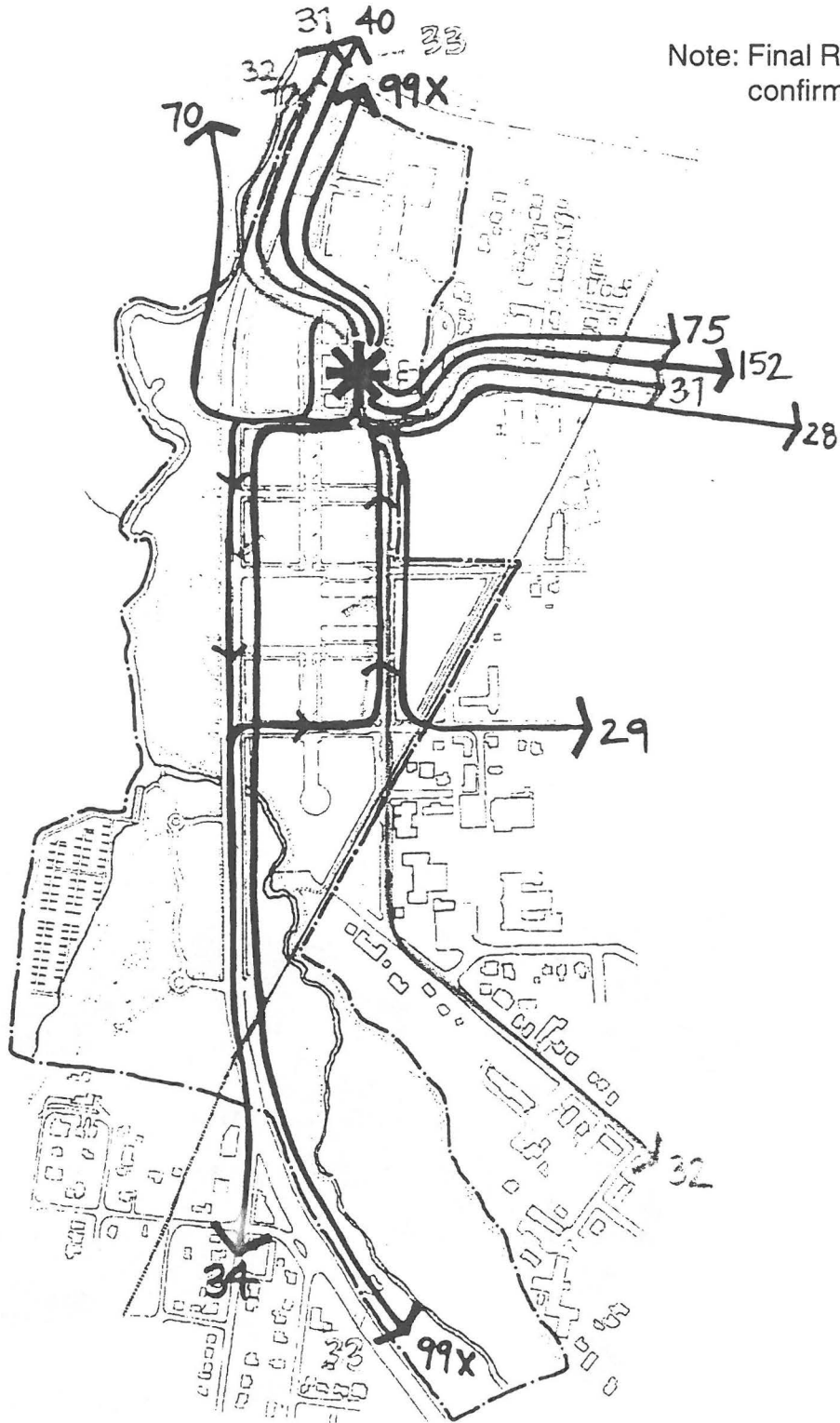
- Bus Shelters
- Benches
- Lights
- Bicycle Racks
- Special Paving
- Public Art
- Driver-only Restroom and Lounge
- Rider Information Signs

The design of the facility should be consistent with design themes established on Main Street.



General Circulation Requirements

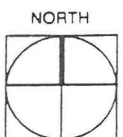
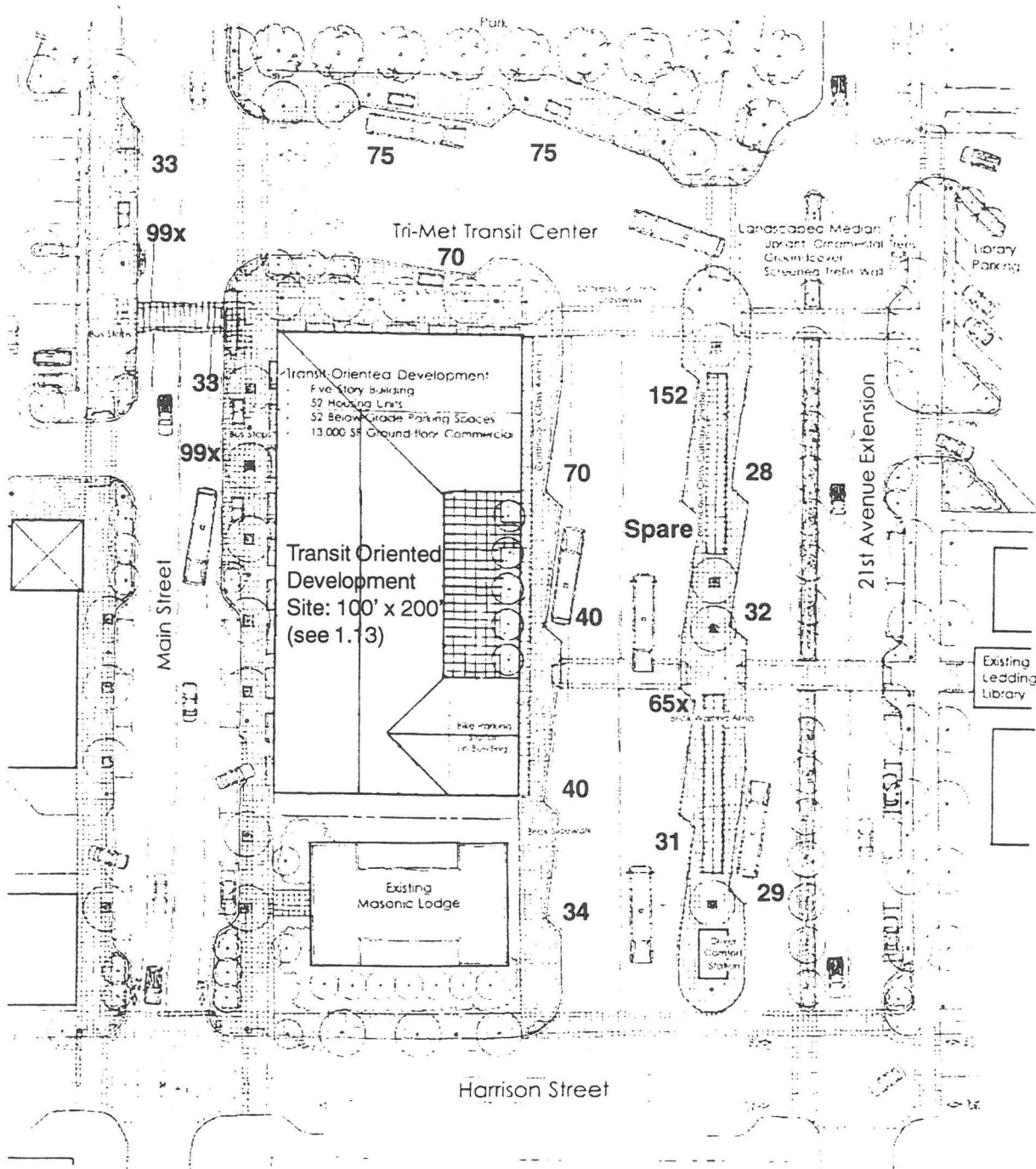
1.11 Transit Routes Diagram



Note: Final Routes to be confirmed by Tri-Met.

General Circulation Requirements

1.12 Tri-Met Transit Center Plan

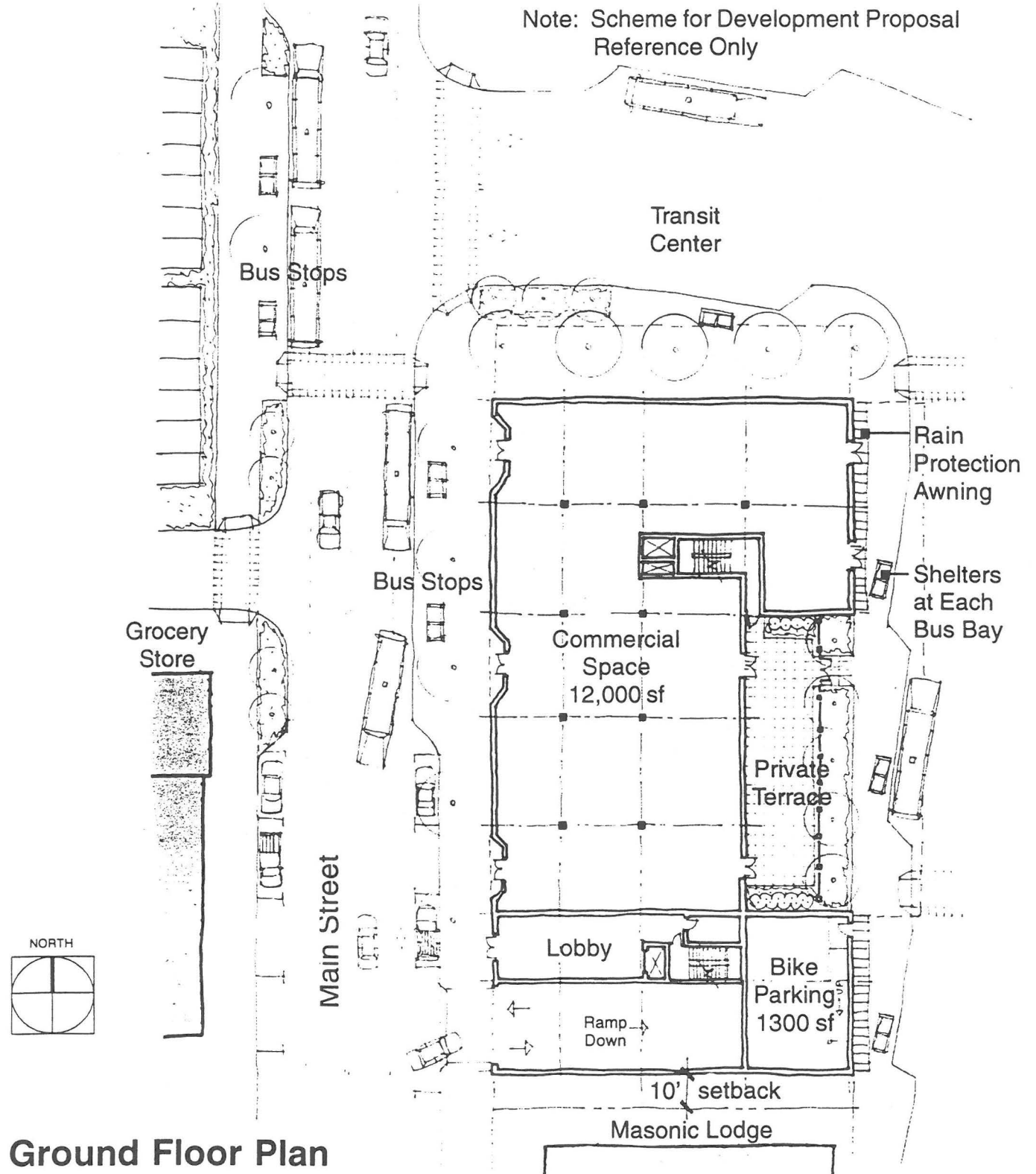


Note: Numbers indicate designated stop or bay for each Tri-Met bus route.

General Circulation Requirements

1.13 Transit Oriented Development Concept

Note: Scheme for Development Proposal Reference Only

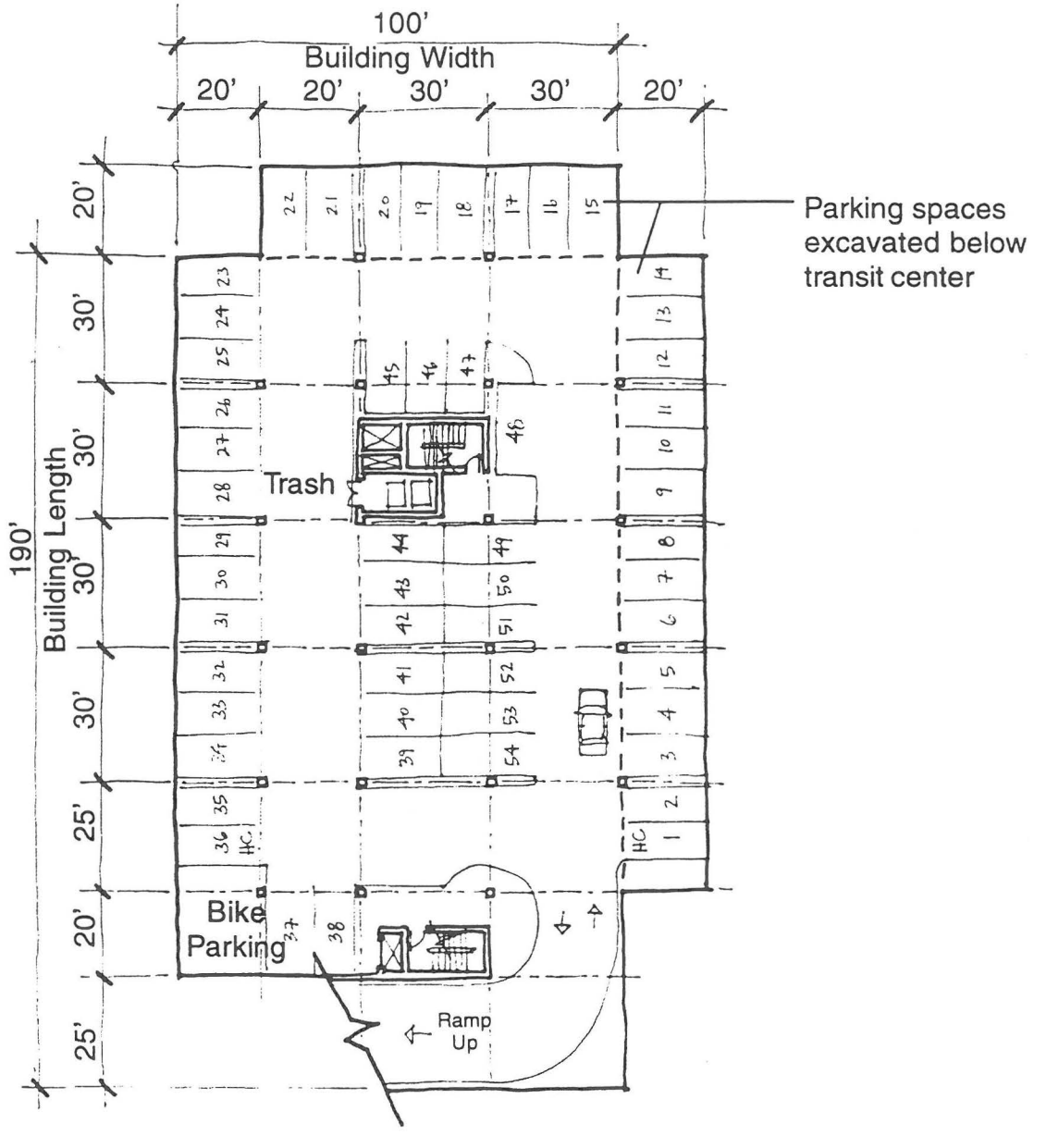


Ground Floor Plan

General Circulation Requirements

1.13 Transit Oriented Development Concept

Note: Scheme for Development Proposal Reference Only

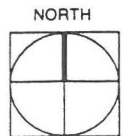
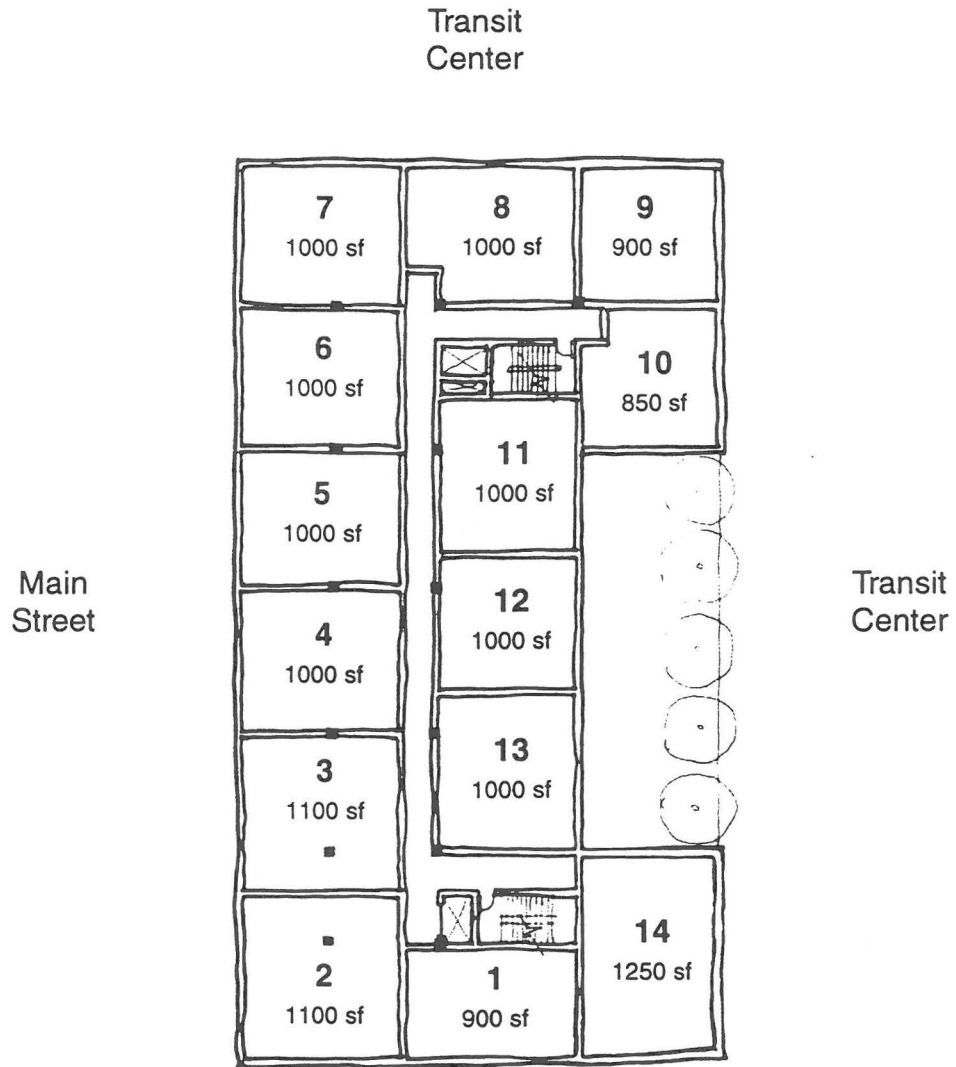


Below Grade Plan

General Circulation Requirements

1.13 Transit Oriented Development Concept

Note: Scheme for Development Proposal Reference Only



Floors 2 - 5

General Circulation Requirements

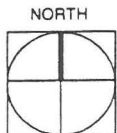
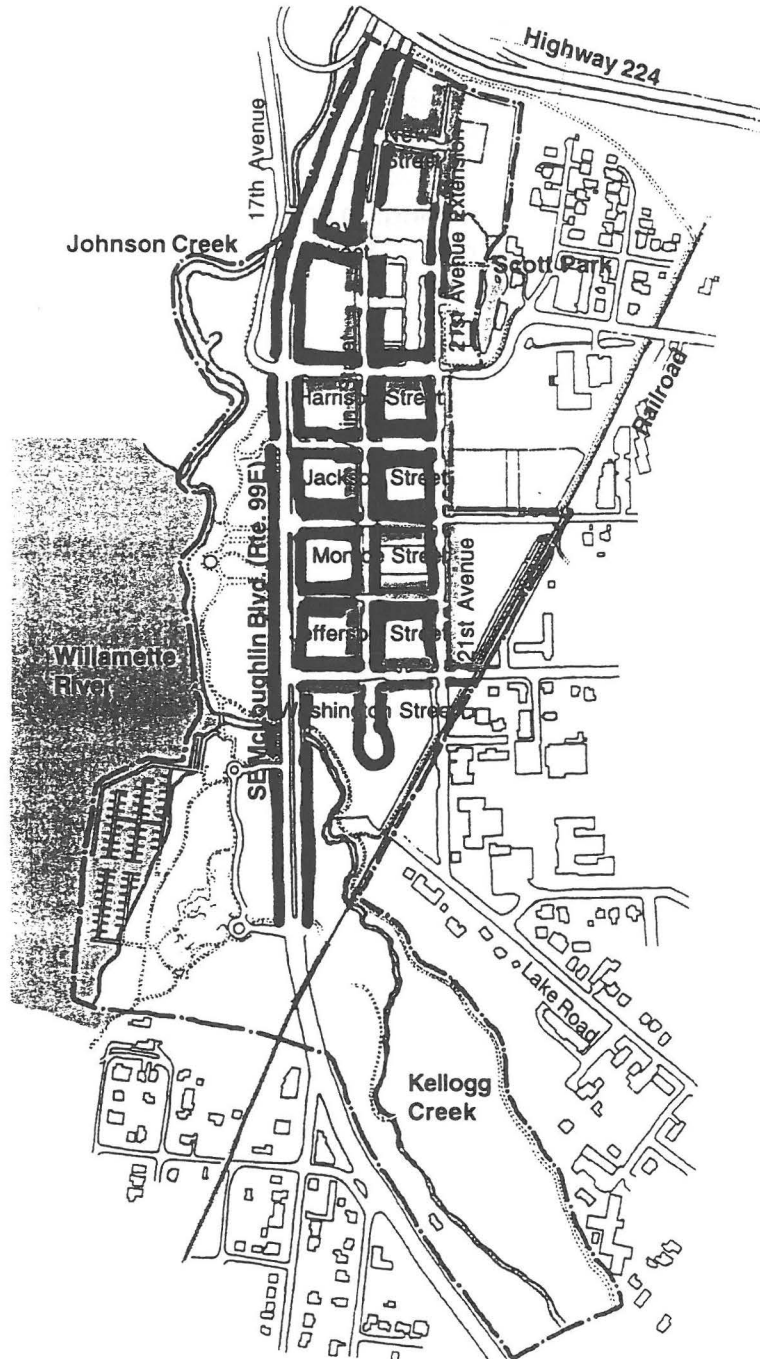
1.14 Required On-Street Parking

On-street parking ensures that convenient short-term parking is provided for patrons of downtown retail establishments. This parking will be angled or parallel to the curbside depending on street function. Main Street will be the major location of on-street parking, to encourage activity and shopping on the central blocks of downtown.

General Circulation Requirements

1.15 Required On-Street Parking

-  No Parking
-  Parallel (Curbside) Parking
-  Angled Parking



General Circulation Requirements

1.16 Parking Access Restricted Streets

Main Street has the greatest pedestrian and retail use emphasis. Between Harrison Street and Washington Street, curb cuts, driveways, garage entries and other auto accessways are prohibited to avoid conflicts between autos and pedestrians, and to maintain continuity along the retail frontage.

McLoughlin Boulevard is a regional boulevard with an emphasis on a significant amount of motor vehicle traffic mixed with public transportation, bicycle and pedestrian travel. On McLoughlin Boulevard, curb cuts, driveways, garage entries and other accessways are prohibited, to avoid dangerous and congestion-inducing auto turning conflicts.

Non-Conforming Uses

Currently a number of auto-oriented uses provide curb cuts to allow easy access from McLoughlin Boulevard. These access points are non-conforming with the city's existing zoning ordinance. Existing access points which do not conform will be allowed to remain until time of redevelopment or the reconstruction of McLoughlin Boulevard.

General Circulation Requirements

1.17 Parking Access Restricted Streets Diagram



Streets where parking access prohibited or is limited

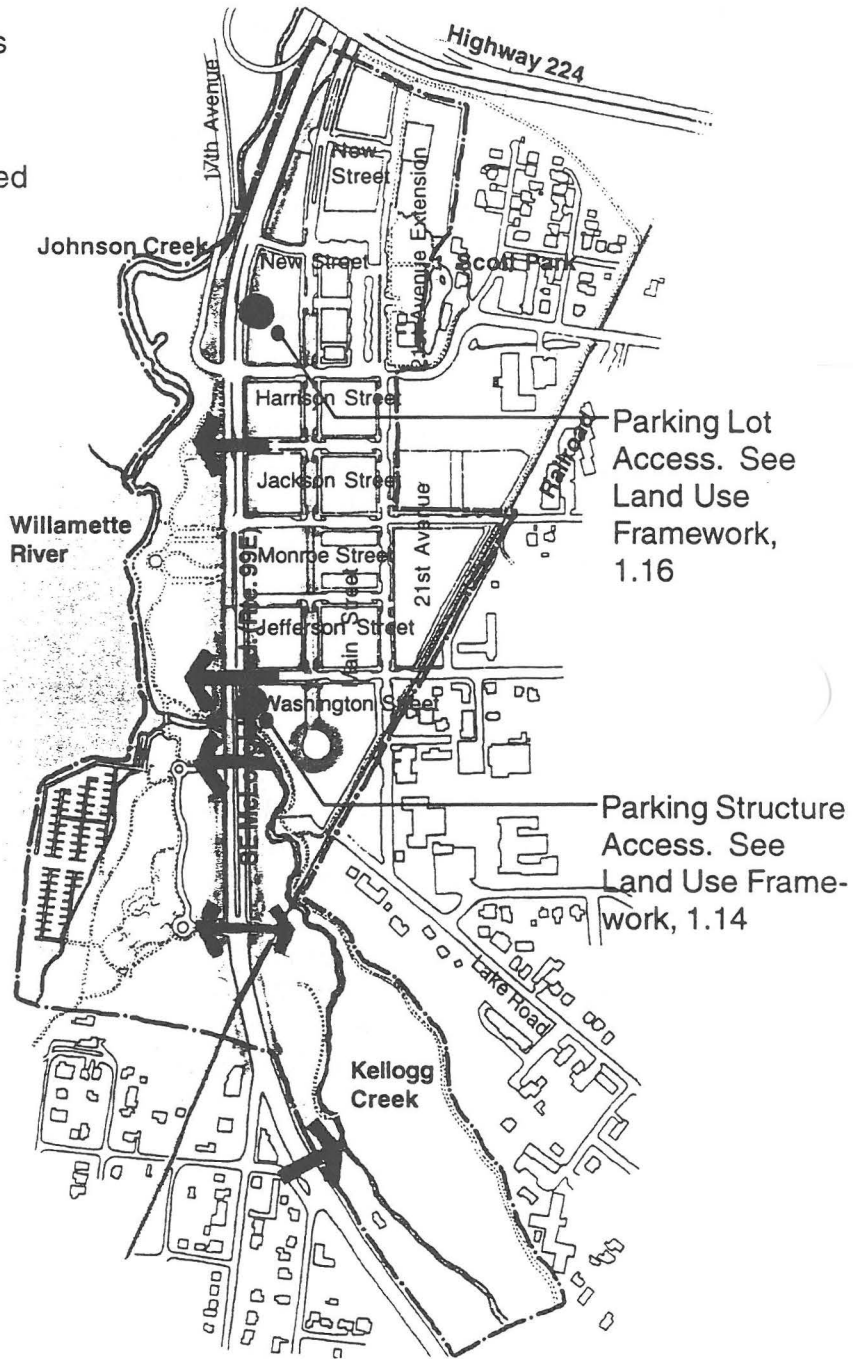


McLoughlin Boulevard Limited Access Point (no left turn)



Restricted Riverfront Park Access Points

Note:
Loading zones are prohibited along Main Street between Harrison and Washington.



General Circulation Requirements

1.18 Street Trees

Street trees have been selected to soften expanses of concrete, provide an enclosed and intimate streetscape, and improve air quality. A variety of street trees--selected in large part by the Milwaukie Downtown Development Association--comprise the planting palette. All trees have been selected with maintenance in mind. All planting materials selected will not block sight lines or severely impact buildings or walkways

Incense Cedar

Incense Cedar trees are indicated along the west side of the railroad track where they function as a buffer between the pedestrian and bicycle pathway and the railroad tracks. They have a columnar shape that will not interfere with the adjacent train, and their dense, evergreen foliage forms an effective edge.

Chanticleer Pear or Honey Locust

These medium size trees are indicated at cross streets where they help provide a sense of orientation by contrasting with the trees along Main Street. Their upright form or light branching patterns will not obstruct view corridors to the Willamette River.

Flowering Ornamental Tree

Ornamentals are indicated at Main Street intersection corners. They act as a complement to primary street trees on Main Street and Cross Streets, providing accent color at corners. They also emphasize pedestrian zones at the curb extensions. Kwanzan Cherry with its pink spring blossoms is appropriate as an accent at intersections. The Frans Fontaine Hornbeam with glossy dark green foliage is appropriate along McLoughlin Boulevard.

Red Maple

Red Maples are indicated as the primary street tree for Main Street and 21st Avenue. They provide a broad canopy, beautiful fall color and require little maintenance.

Red Oak

Red Oaks are indicated at McLoughlin Boulevard through the downtown area, extending the planting theme at Sellwood Park.

Upright Ornamental Trees

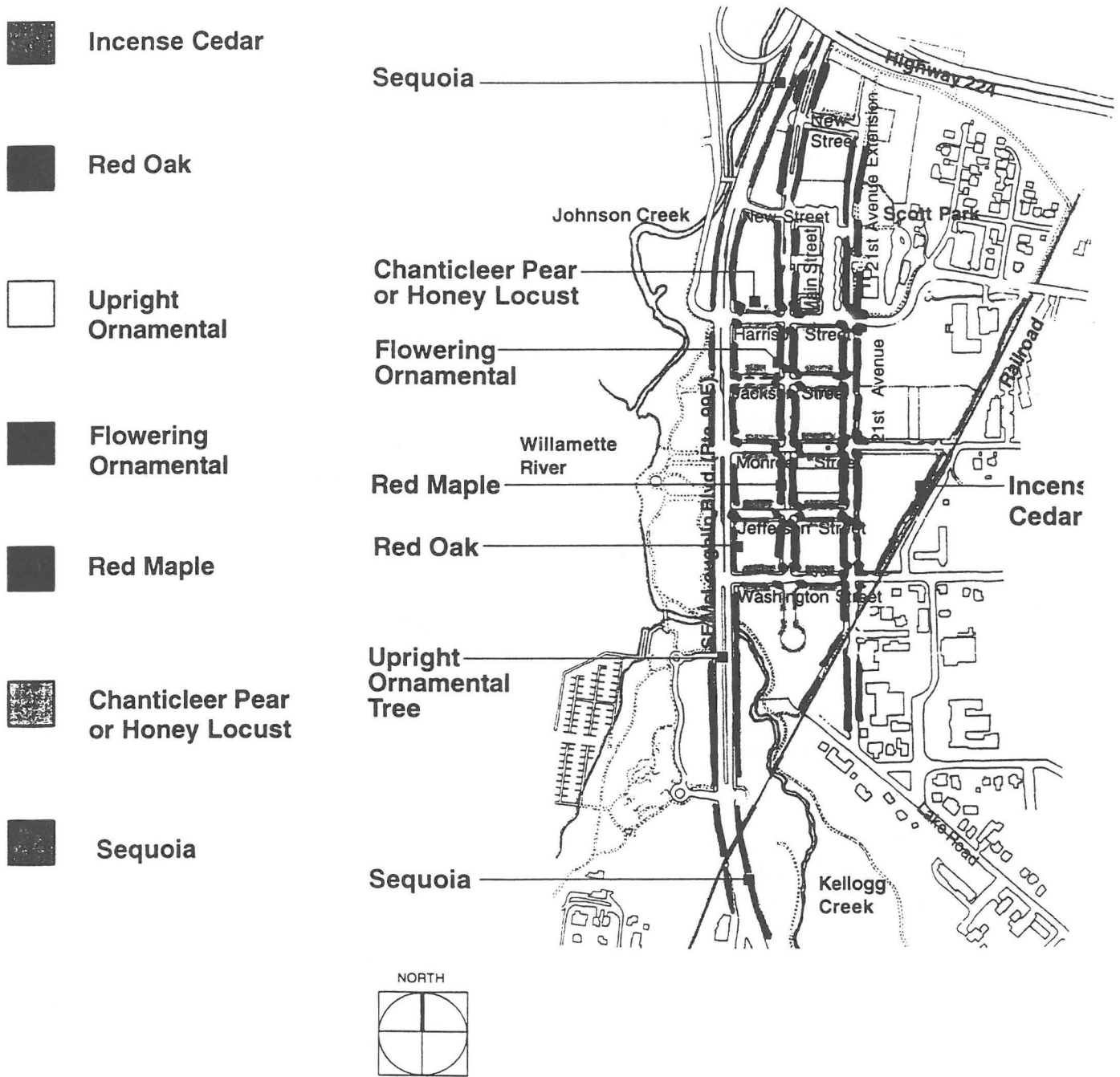
Upright Ornamental trees are indicated in the median along McLoughlin. They provide a contrast to the Red Oaks lining each side of McLoughlin and are well-suited for median planting because of they will not obstruct travel lanes.

Sequoia

Sequoia trees form gateways into Milwaukie from the north and south. They are indicated along McLoughlin north of the new street where they extend the planting theme at Sellwood Park and south of the entrance road to the proposed hotel.

General Circulation Requirements

1.19 Street Trees Diagram



General Circulation Requirements

1.20 Street Lights

Ornamental, pedestrian-scaled (14' high posts) street lights contribute to the character of the street. The rhythmic spacing of the lights helps to provide a "human" scale and define and enclose the street.

Three ornamental light types are indicated for downtown Milwaukie:

Single Head Ornamental

The single head type is pedestrian in scale. It is indicated along 21st Avenue, on Main Street north of Harrison Street, and at cross streets. It is the light type used at the transit center. Single head ornamental lights are also indicated for the pathways along the Riverfront Park and the Willamette River.

Double Head Ornamental

The double head ornamental is pedestrian in scale. This light type is indicated along Main Street, at the Main Street through plaza connecting to Riverfront Park, and at the pedestrian only Main Street Walk.

Ornamental Cobra Head

The ornamental cobra head provides traditional character for downtown while safely lighting auto and bicycle lanes. This type is prescribed exclusively along McLoughlin Boulevard.

Light types for downtown Milwaukie are described in detail in Section 3.4--Street Lights--of this document.

The plan calls for a hierarchy of street lights. Each type is related to the function of the street, providing orientation and well as contributing to the street's identity.

Double head ornamental street lights are indicated along Main Street and at Main Street Plaza where pedestrian activity is greatest. Single head ornamental street lights are specified at cross streets, at the transit center, and along 21st street, providing pedestrian-scaled lighting. Ornamental cobra-head street lights are indicated along McLoughlin Boulevard and are scaled for automobiles, yet continue to identify the downtown because of their character.

General Circulation Requirements

1.21 Required Street Lights Diagram



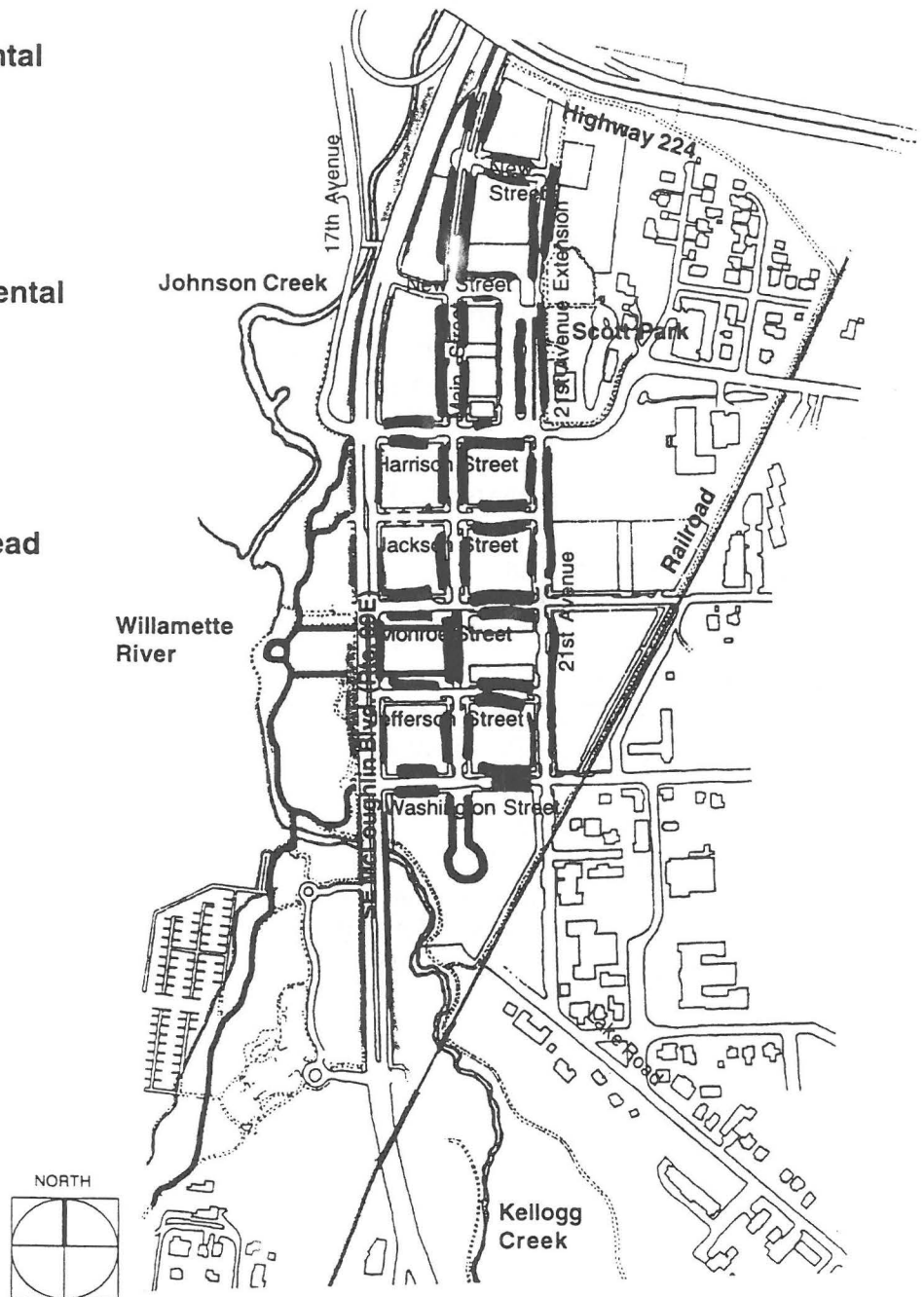
Single Head Ornamental



Double Head Ornamental



Ornamental Cobra Head



2. Street Standards

All street sections which follow in Section 2.5 are consistent with Milwaukie's Transportation System Plan (TSP) and Metro's Regional Transportation Plan (RTP).

Street classifications for Downtown Milwaukie are based on the current functional classification system as defined in the TSP (see TSP Figure 6.1, *Revised Functional Classification*) with the following modification: McLoughlin Boulevard is classified as a "Regional Boulevard" as defined in the RTP, rather than the TSP classification of "Regional Route".

Classification and Function

The functional street classification system for the downtown is based on the standard arterial, collector and local system described in Milwaukie's TSP. The system arises from the need for both mobility and access. For example, roadways classified as arterials emphasize the relatively higher and continuous speeds required for mobility, while roadways classified as local streets emphasize the low speeds required for land access. Roadways classified as collectors offer a balance of both functions. Streets may be classified as more than one type, as their function may change over their length.

All modes of transportation and the adjacent land uses need to be considered to determine the specific design characteristics of that street. The overall requirements of a street cross-section depend on the range of functions that the street must perform. For example, a street with a high level of pedestrian activity would be designed differently from a street carrying primarily through auto traffic. The TSP proposed classification system uses a "Transportation Overlay" to

determine street cross-sections. This plan for Milwaukie's downtown defines street cross-sections outright (see Section 2.5).

Traffic Volumes

Traffic volumes on different street classifications vary depending on the number of traffic lanes. Average daily traffic counts for downtown streets include 44,000 average daily traffic (ADT) on McLoughlin Boulevard, 9,200 ADT on Harrison Street, 2,000 ADT on Monroe Street and 5600 ADT on Washington Street (TSP July 15, 1997).

Regional Classification

ODOT and Metro only classify roads that are of statewide or regional significance, respectively. These are defined in the Regional Transportation Plan (RTP). Regional street design concepts and classifications apply to the regional system as they relate to specific 2040 Growth Concept land use components. These classifications are compatible with Milwaukie classifications, although the specific classification names may differ.

Street Standards

2.1 Street Classifications

Downtown Street Classifications

Freeway - ORE 224 (located just north of the downtown study area)

Freeways connect major activity centers within the region. They are designed to provide high speed motor travel. Freeway designs have few street connections, and always occur at separated grades with access controlled by ramps.

Regional Boulevard - McLoughlin Boulevard (ORE 99E)

Regional Boulevards mix a significant amount of motor vehicle traffic with public transportation, bicycle and pedestrian travel and feature low to moderate vehicle speeds. They have many street connections, pedestrian crossings, sidewalks and limited driveways. The plan indicates four travel lanes, bike lanes, and no on-street parking for McLoughlin Boulevard. Development is not required to orient entries toward the street. The center median serves as a pedestrian refuge and allows for left-turn movements at select intersections.

Arterial - Harrison Street, 17th Avenue, 21st Avenue, Lake Road

These streets serve as regional roadways for local and through traffic, for destinations inside and outside the city of Milwaukie. They are similar to the Regional Boulevard in that they also mix through traffic with public transportation, bicycle and pedestrian travel. Public transit serving other points in the region may use arterial streets.

Collector - Main, Jackson, Monroe, Jefferson, and Washington Streets

Collector streets carry local traffic from local streets to arterial streets, serving as circulation magnets for local streets. These streets are designed to balance vehicle traffic with public transportation, bicycle and pedestrian travel. Collector streets allow for moderate vehicle speeds and have on-street parking where the right-of-way allows. They serve Main street with buildings oriented toward the street at main intersections. Local public transit may use collector streets.

Local - 21st Avenue Extension and New Street north of Harrison


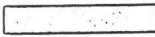





Local streets typically emphasize land access in residential areas, connecting to other local streets or to collector streets.

Pathway - Main Street Walk and Rail Trail

These pedestrian corridors restrict auto and transit access. Bicycle access may be restricted. Pathways may be urban such as Main Street Walk south of Washington Street, or landscaped such as the rail trail along the Union Pacific right-of-way.

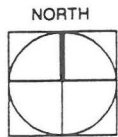
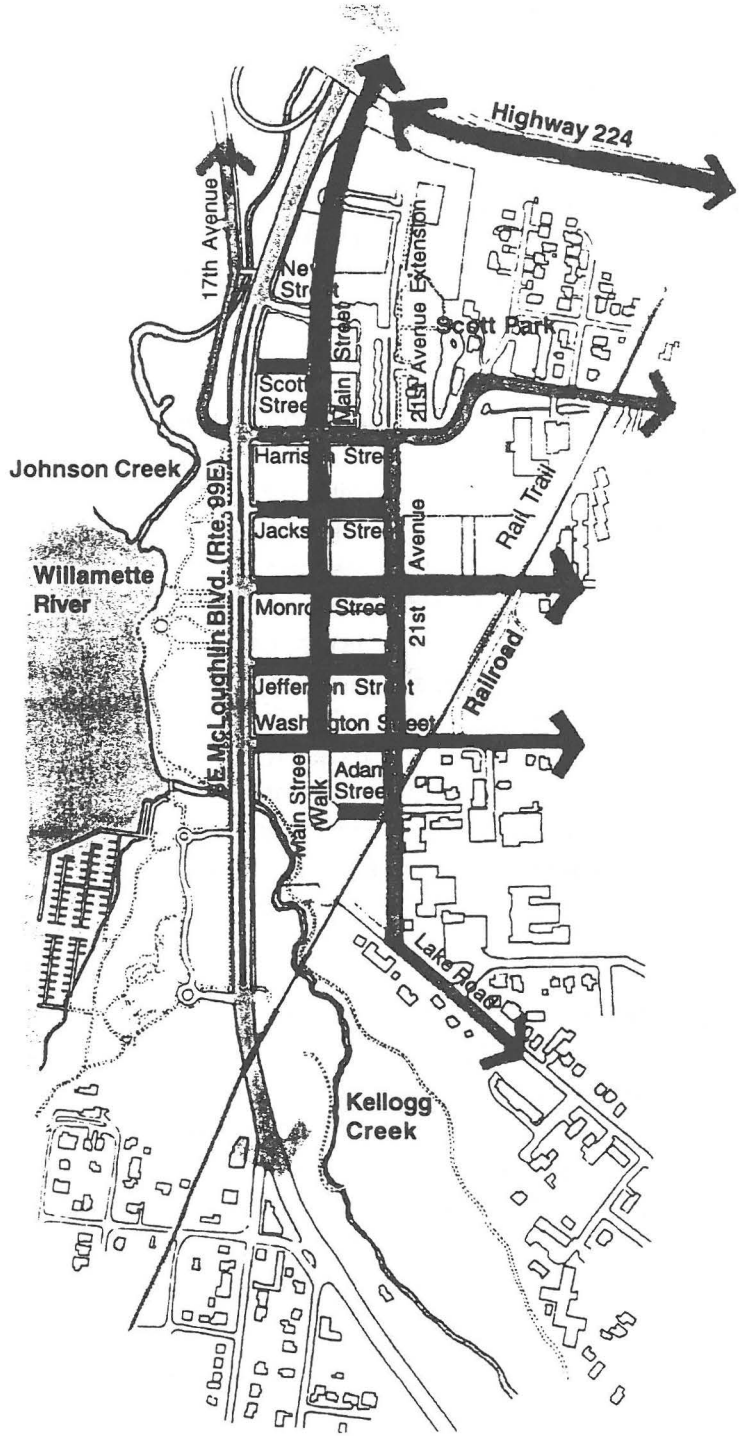
Street Standards

2.2 Street Classification Diagram

-  Freeway
-  Regional Boulevard
-  Arterial
-  Collector
-  Local Street
-  Vacated Roadway
-  Pathway
(Pedestrians or Bike/
Pedestrians Only)

Note:





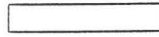



1. All or a portion of the right-of-way or easement for pathways and streets to be acquired, purchased or dedicated at the time of development.
2. Rail Trail north of Monroe Street is outside of the Downtown Plan Study Area. It is included for clarity of loop system.



Street Standards

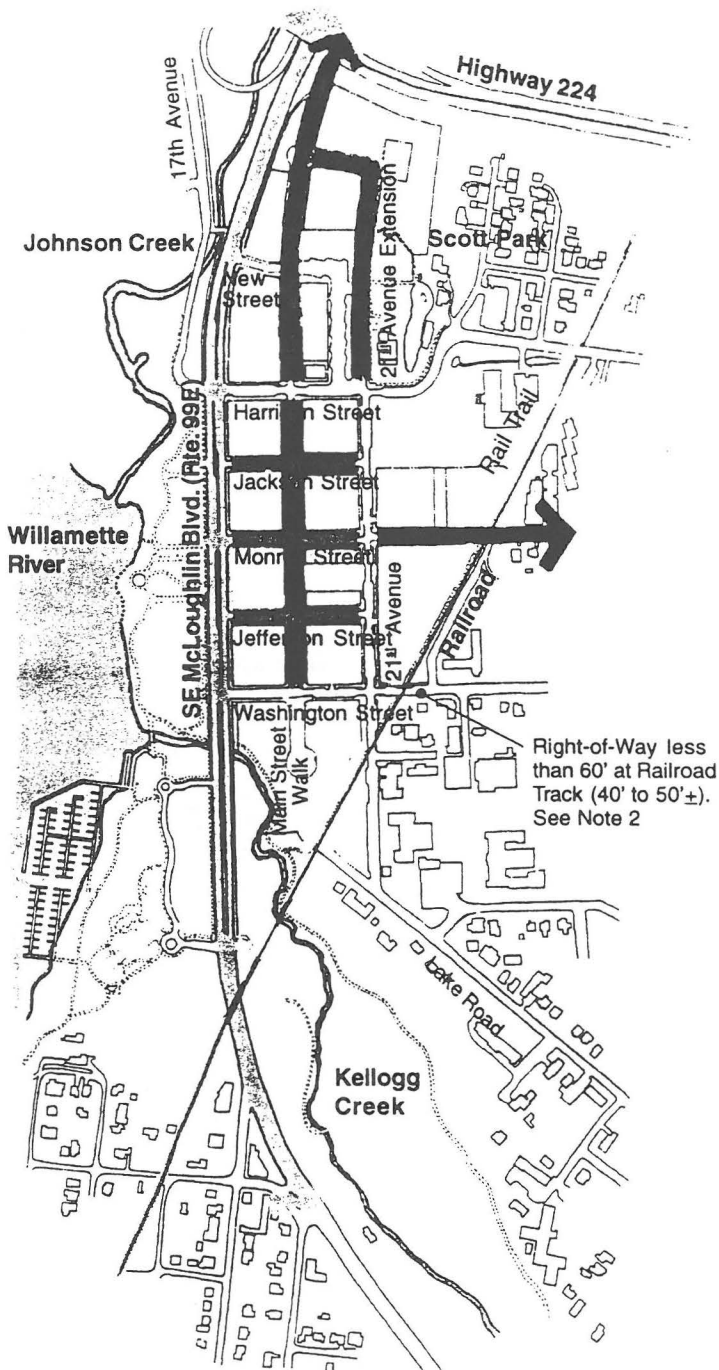
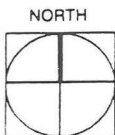
2.3 Street Right-of-Way Widths

Existing and Proposed R.O.W.'s

-  94'-100' Proposed (80'± Existing)
-  80' Existing
-  70' Existing
-  60' Proposed
-  60' Existing
-  50' Proposed
-  40' Existing
-  20' Proposed Easement
Adjacent to Railroad
Right-of-Way and High-
way 224

Note:

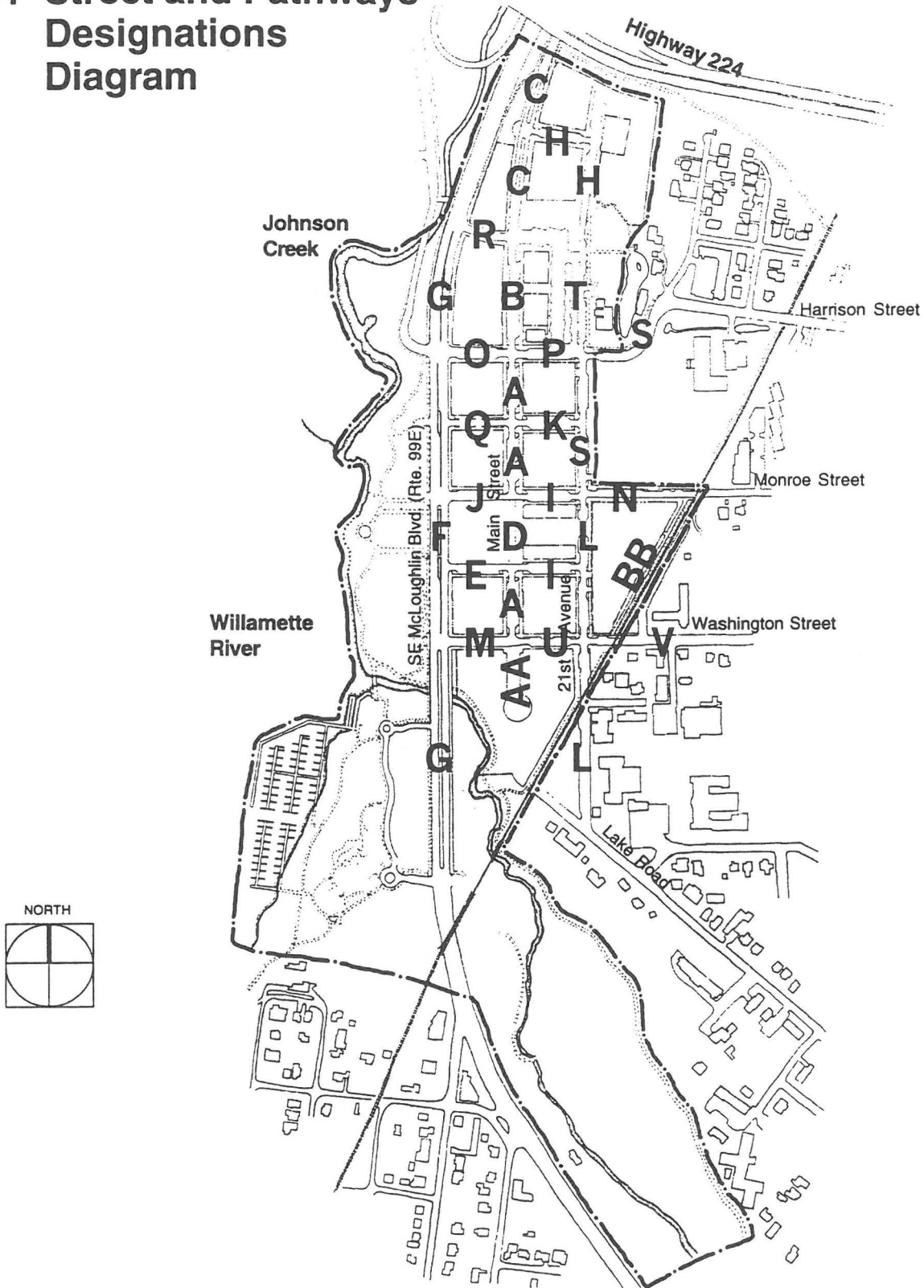
1. Right-of-Way narrowed at Main Street Walk to provide pedestrian scale at pathway and maximize adjacent development sites.
2. All or a portion of the right-of-way or easement for pathways and streets to be acquired, purchased or dedicated at the time of development.
3. Rail Trail north of Monroe Street is outside of the Downtown Plan Study Area. It is included for clarity of loop system.



Right-of-Way less than 60' at Railroad Track (40' to 50'±). See Note 2

Street Standards

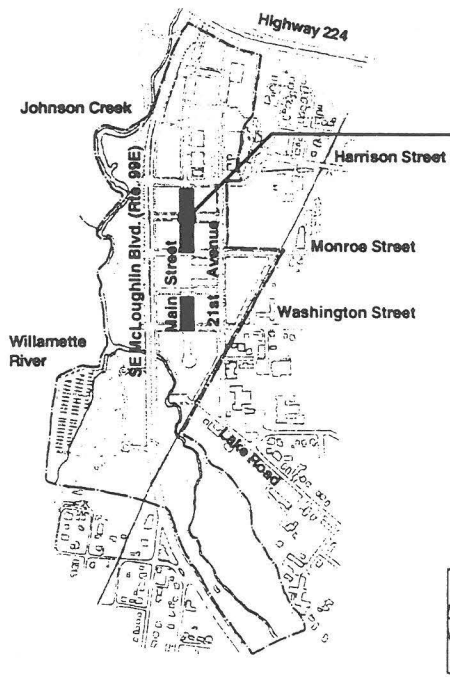
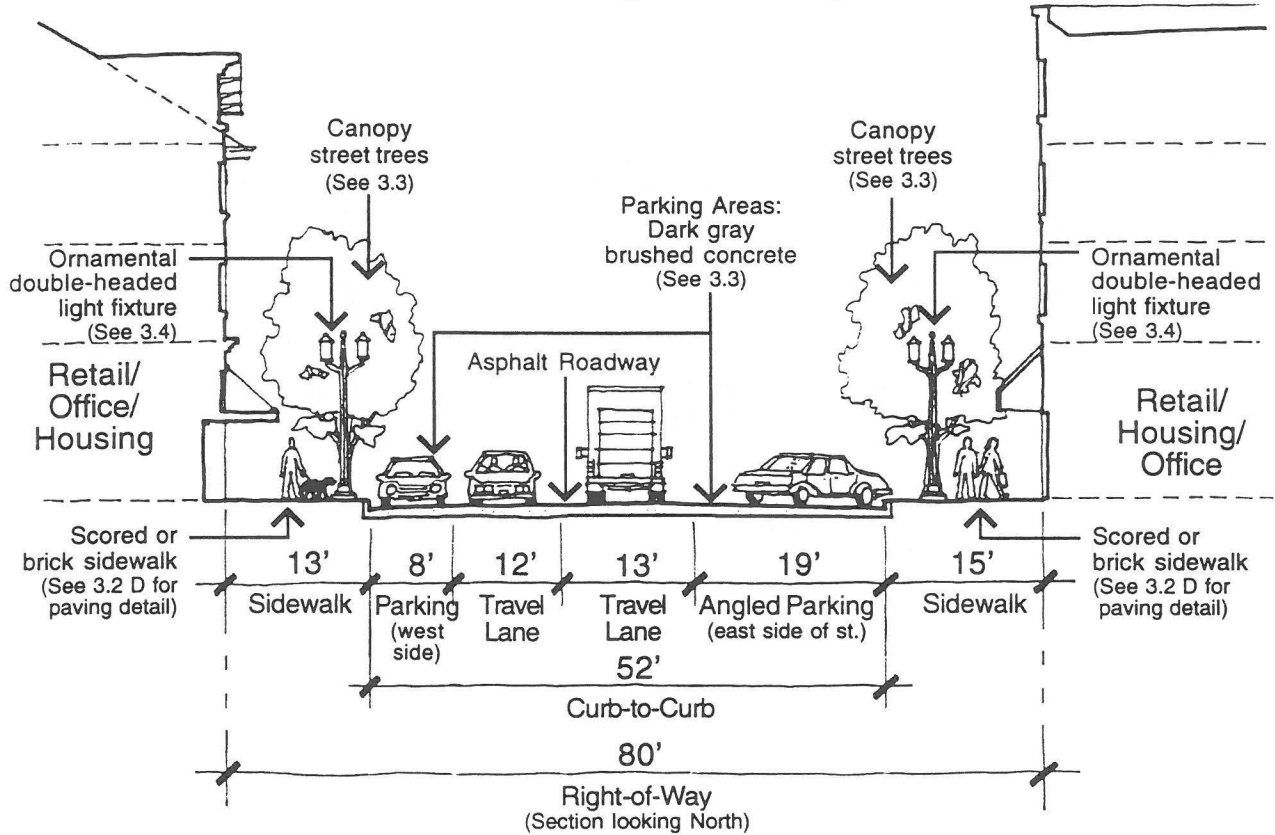
2.4 Street and Pathways Designations Diagram



Street Standards

2.5 Street Sections

Section A: Main Street Parallel & Angled Parking



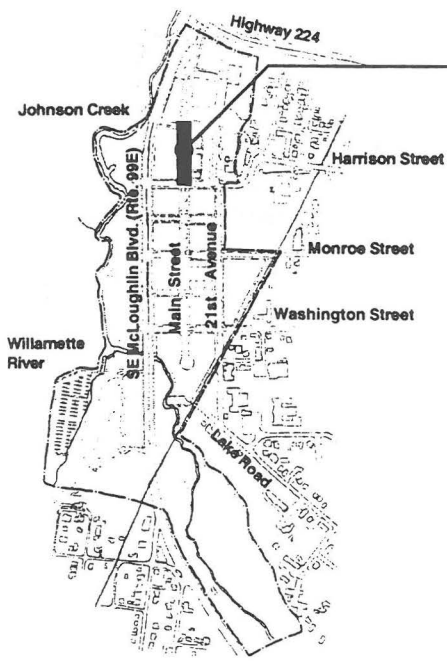
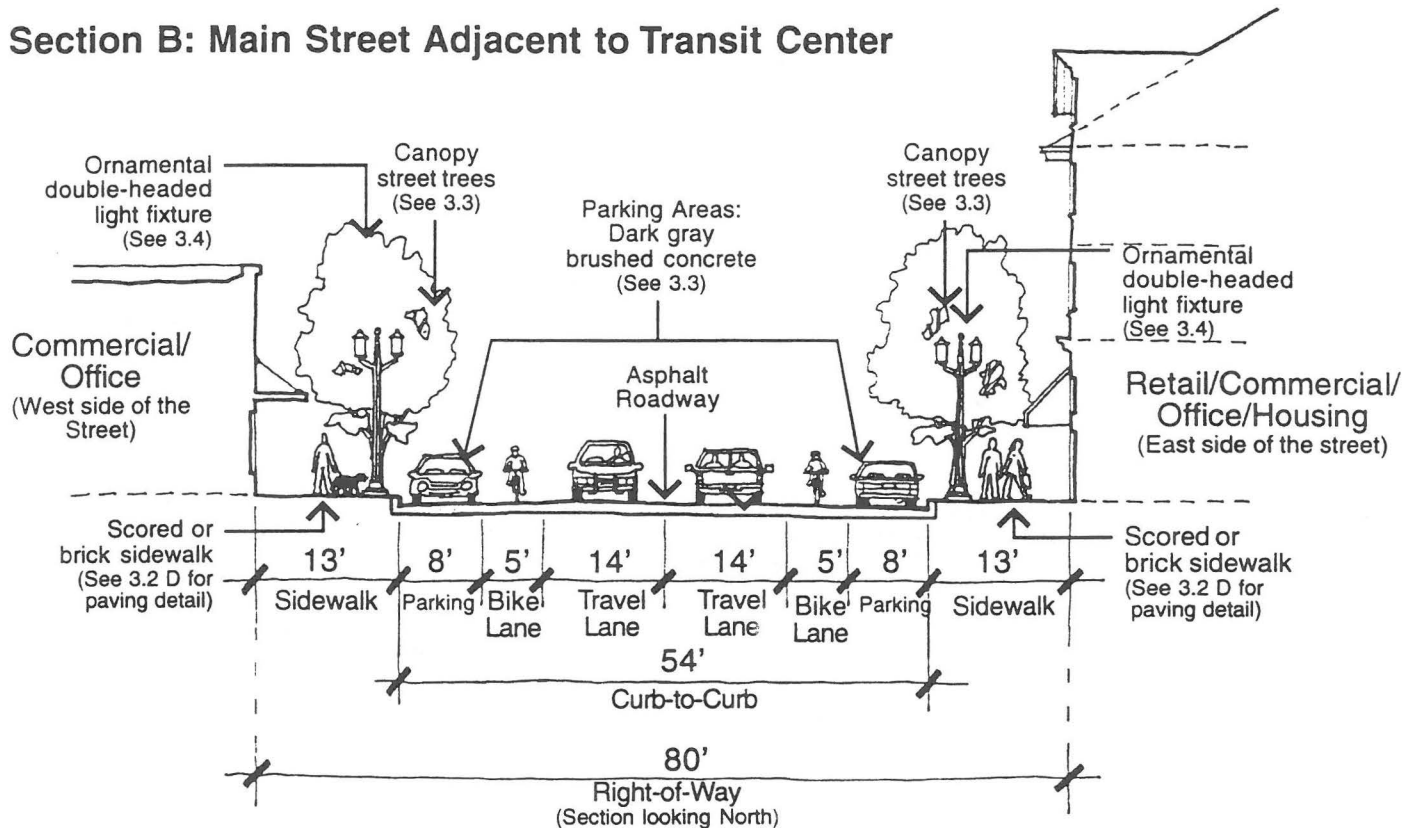
Type A - Main Street

- Washington to Harrison Street (Excluding block with Type D)
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

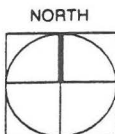
2.5 Street Sections

Section B: Main Street Adjacent to Transit Center



Type B - Main Street

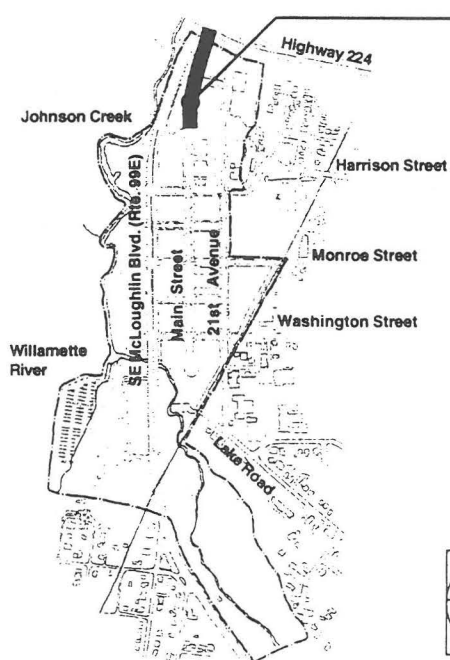
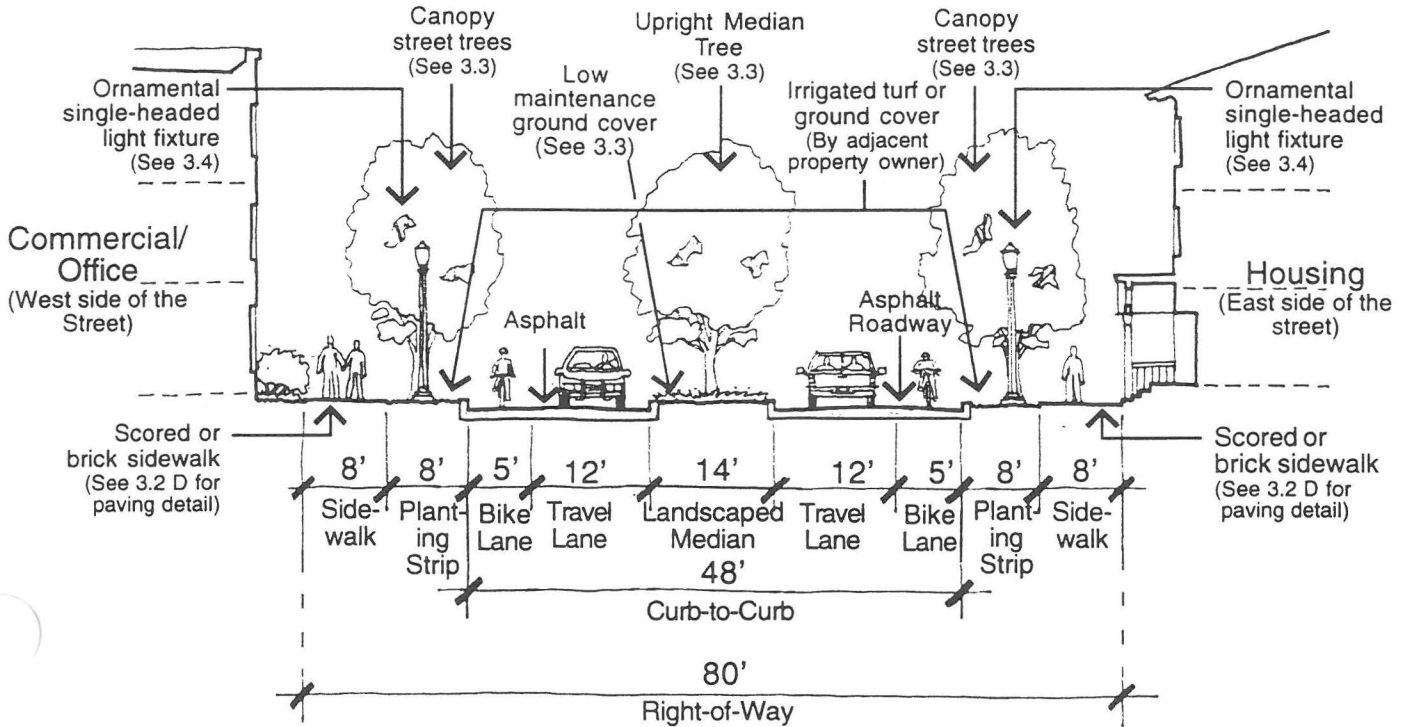
- Harrison to Transit Center driveway.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections

Section C: Main Street North of Transit Center



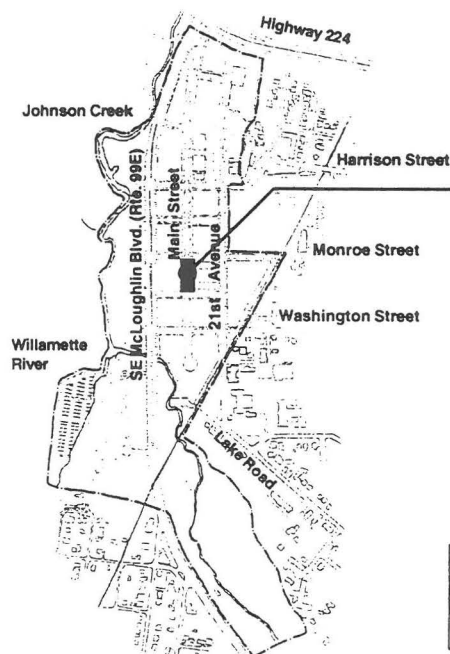
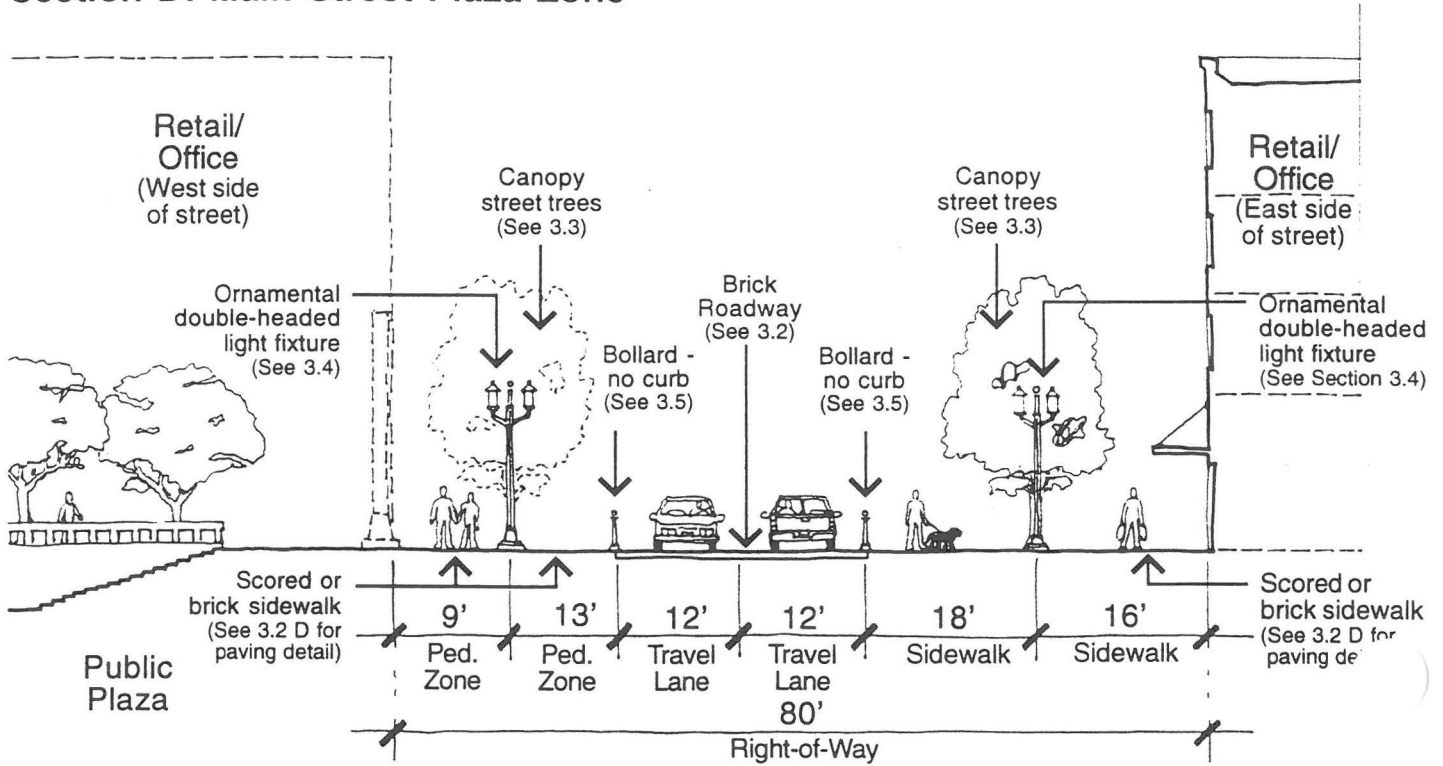
Type C - Main Street

- Transit Center driveway to Highway 224 overpass
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

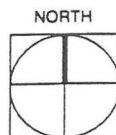
2.5 Street Sections

Section D: Main Street Plaza Zone



Type D - Main Street

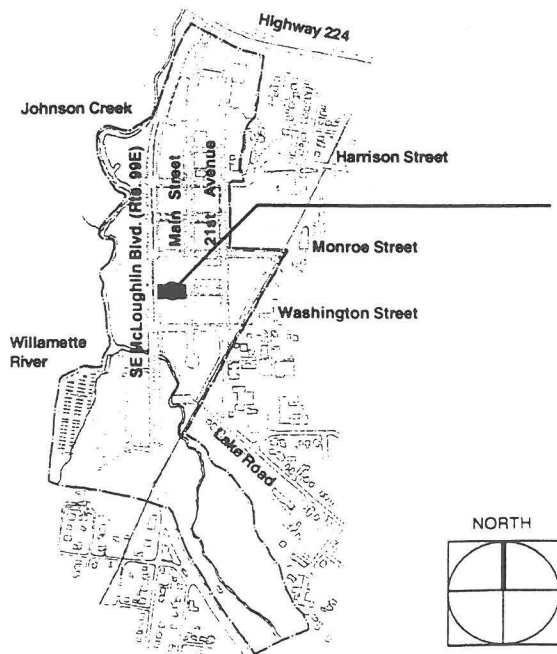
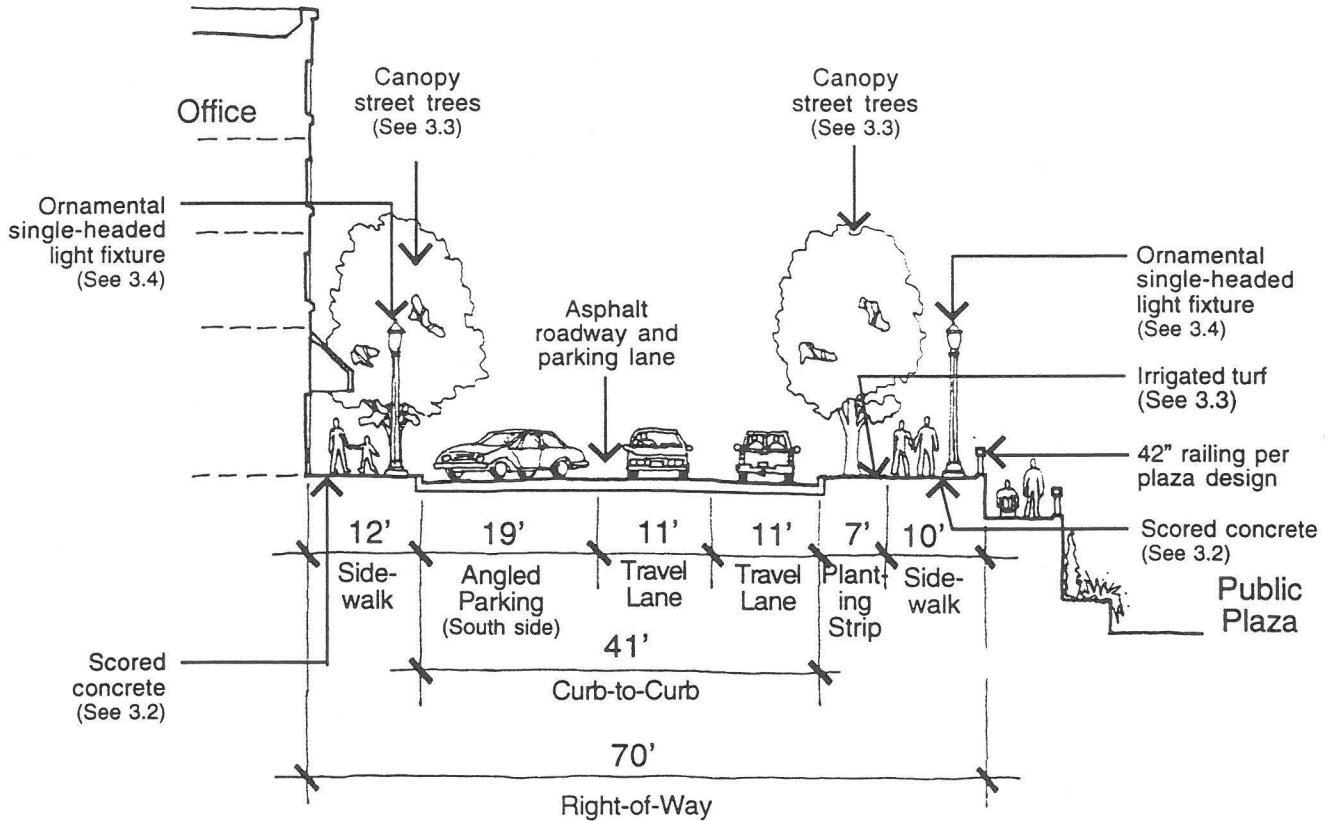
- From Jefferson to Monroe Street
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections

Section E: Jefferson Street

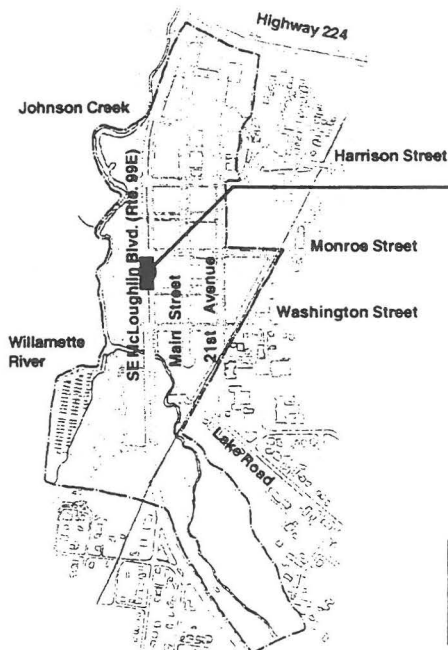
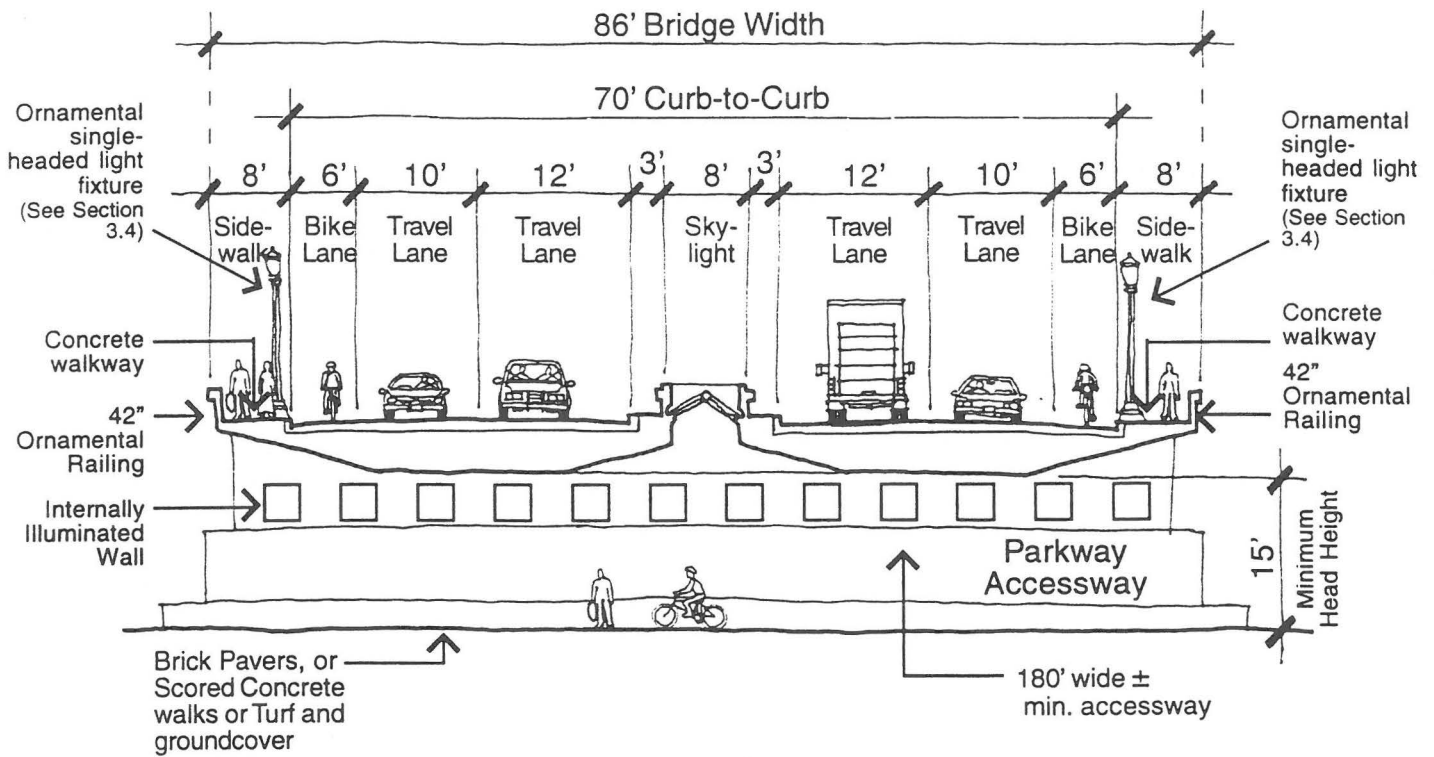


- Type E - Jefferson Street**
- McLoughlin Boulevard to Main Street
 - No parallel parking on north side
 - Underground all utilities.
 - For Street Furniture, see Section 3.5.
 - For Bicycle Facilities, see Section 3.6.

Street Standards

2.5 Street Sections

Section F: McLoughlin Boulevard Bridge over Parkway



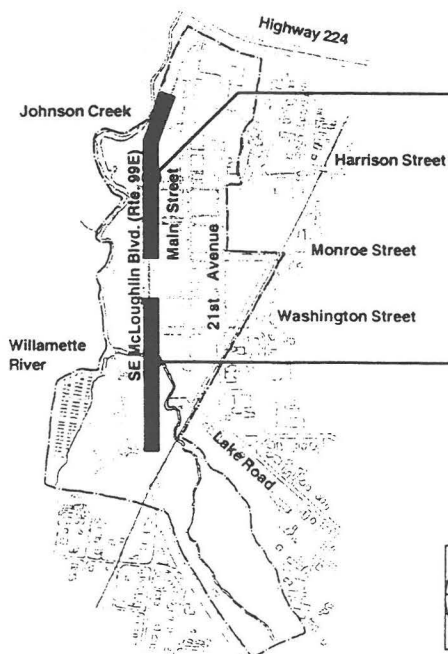
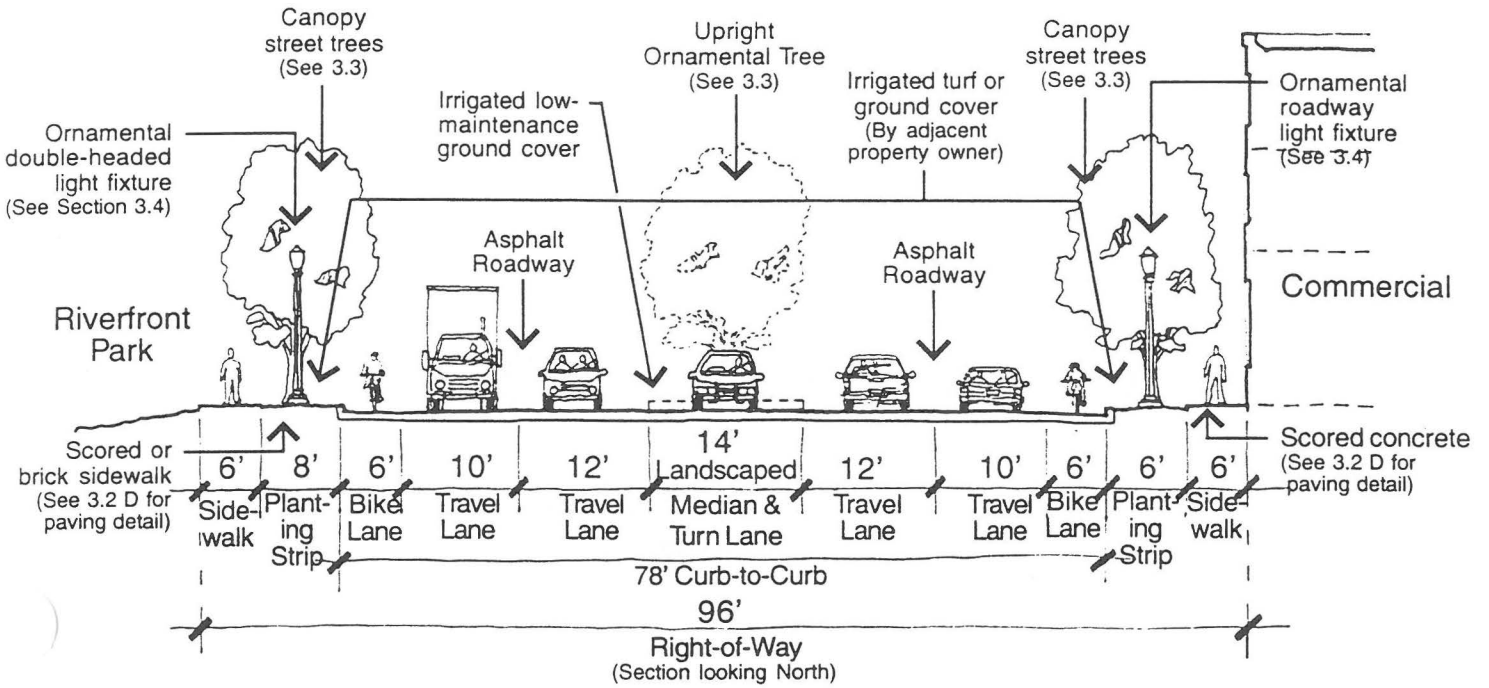
Type F - McLoughlin Boulevard

- Final design of bridge to be determined by others

Street Standards

2.5 Street Sections

Section G: McLoughlin Boulevard with Median



Type G - McLoughlin Boulevard

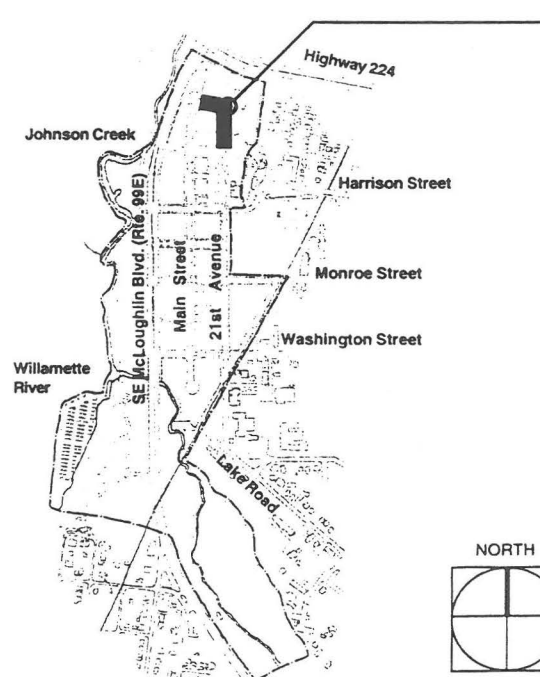
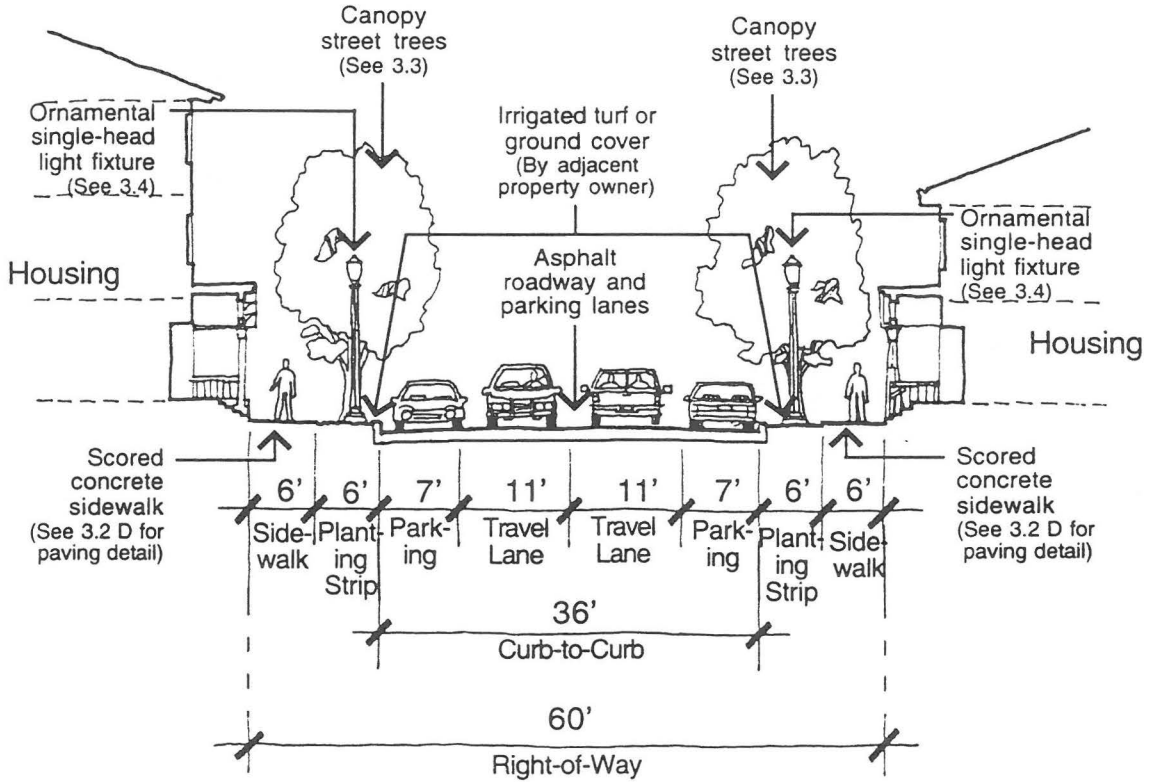
- New Street to Monroe Street; Jefferson Street to Railroad Trestle
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Bridge treatment of McLoughlin Boulevard over Kellogg Creek to be determined

Street Standards

2.5 Street Sections

Section H: 21st Avenue Extension North of Transit Center

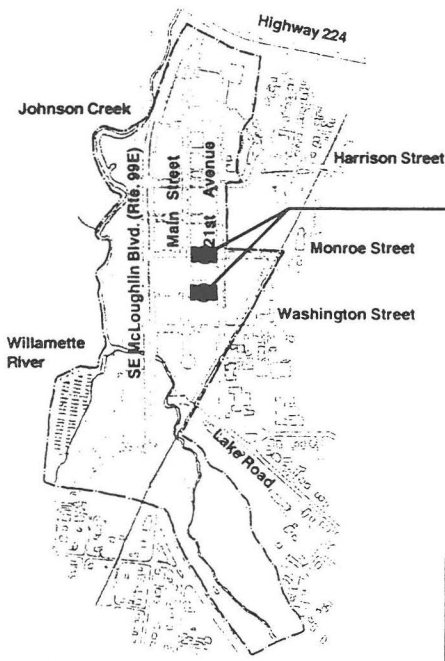
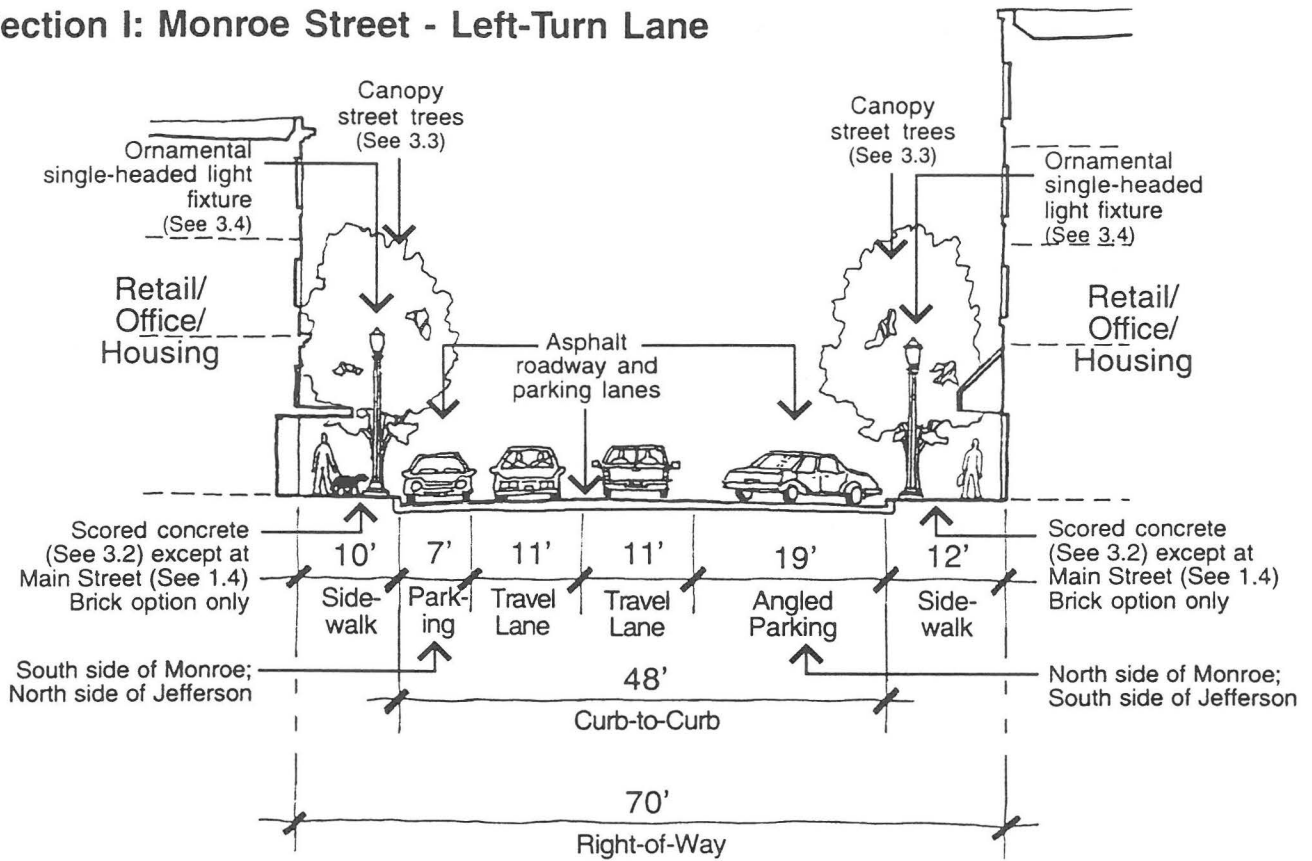


- Type H - 21st Avenue Extension**
- Extends 21st Avenue north of Transit Center and then connects to Main Street
 - Underground all utilities.
 - For Street Furniture, see Section 3.5.
 - For Bicycle Facilities, see Section 3.6.

Street Standards

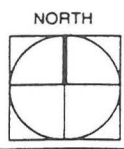
2.5 Street Sections

Section I: Monroe Street - Left-Turn Lane



Type I - Monroe and Jefferson Streets

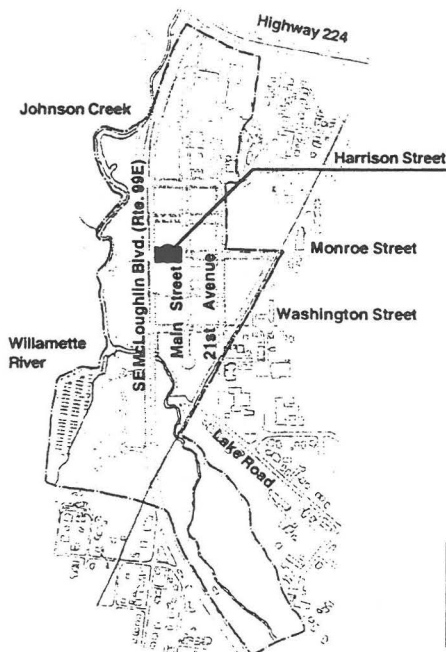
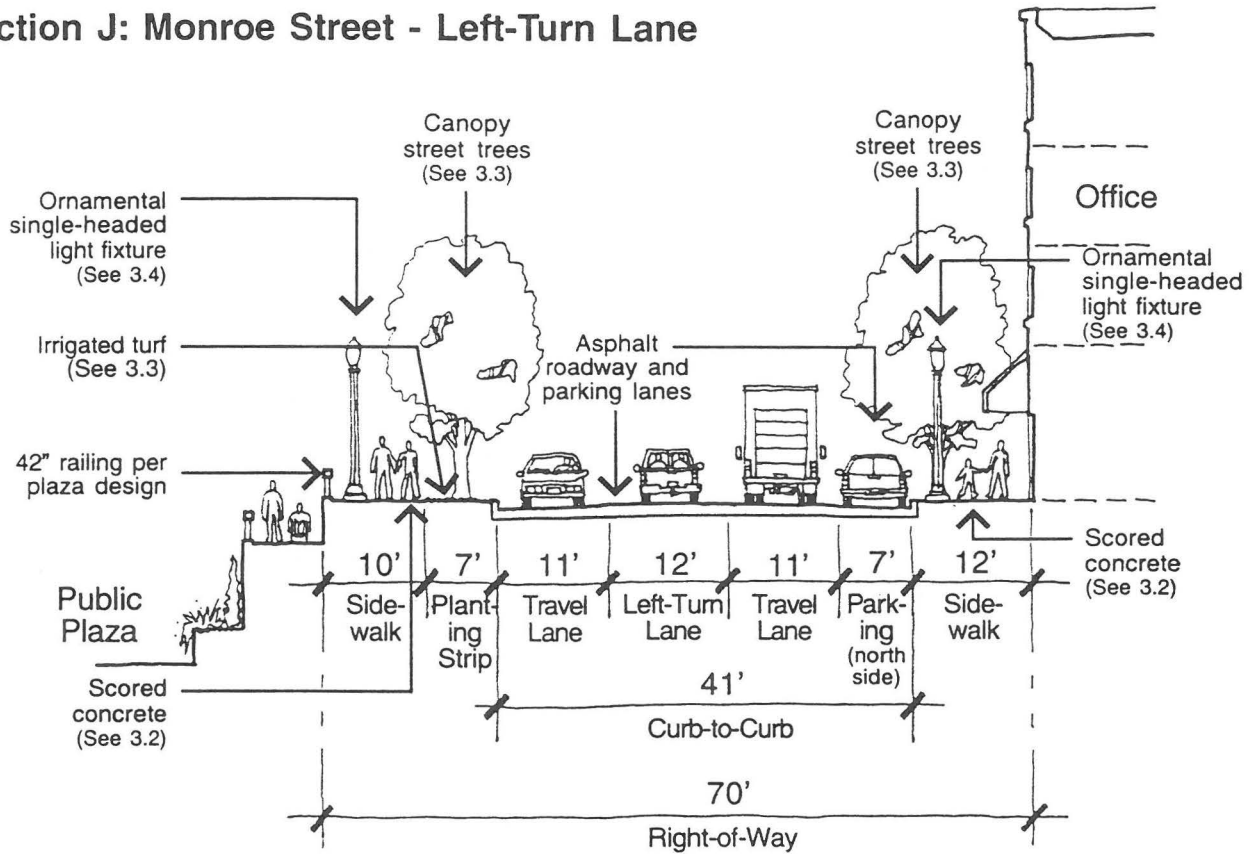
- Main Street to 21st Avenue
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

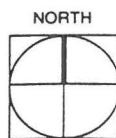
2.5 Street Sections

Section J: Monroe Street - Left-Turn Lane



Type J - Monroe Street

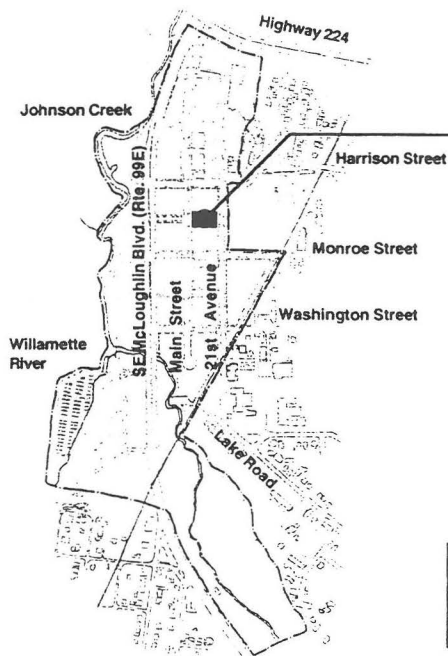
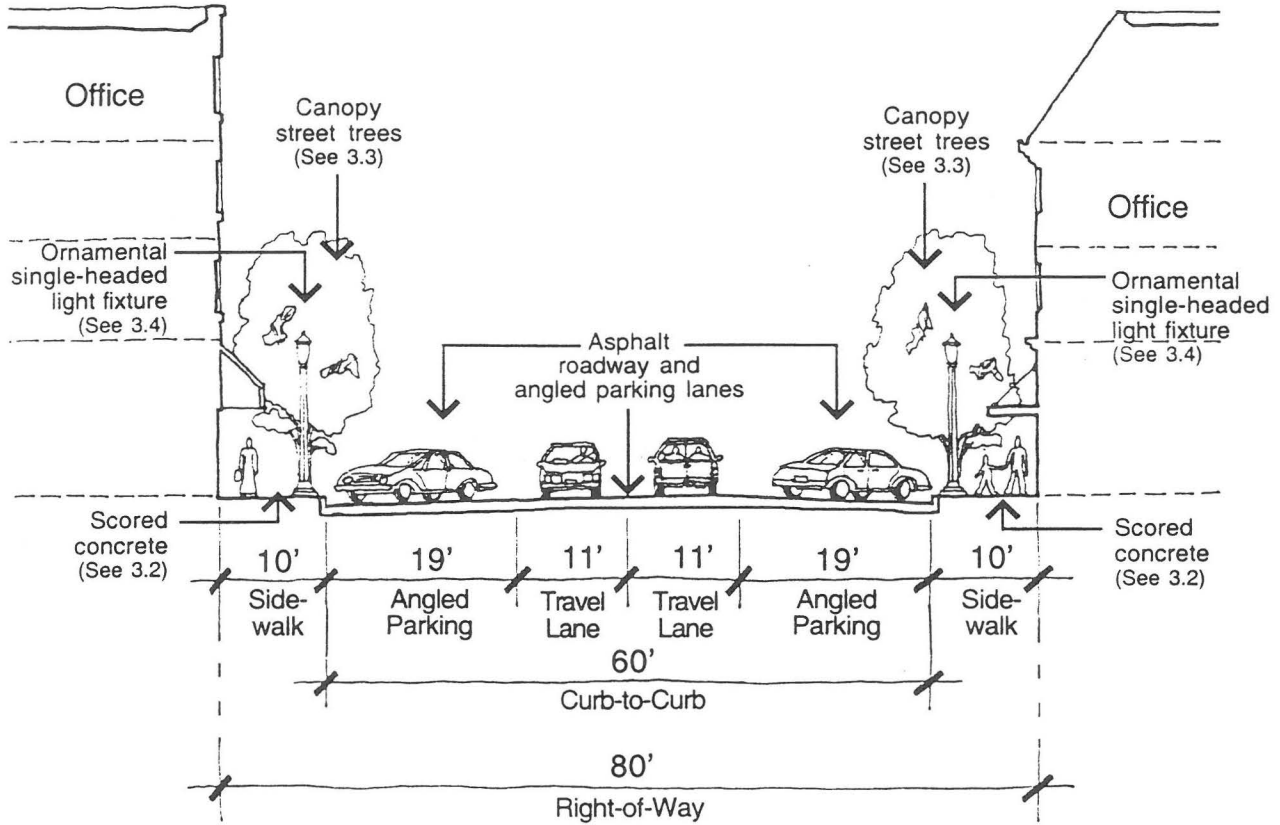
- McLoughlin Blvd. to Main Street
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

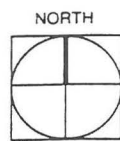
2.5 Street Sections

Section K: Jackson Street - East of Main



Type K - Jackson Street

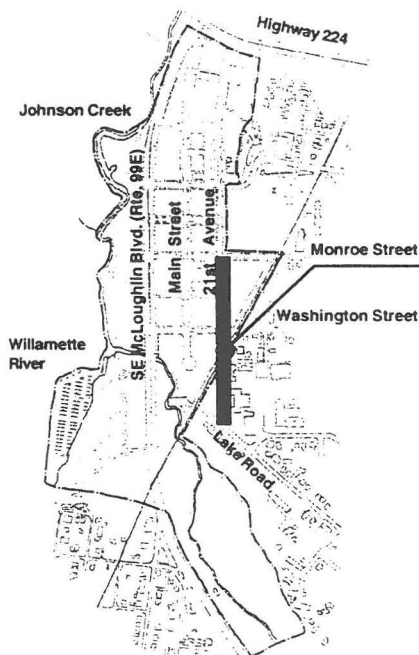
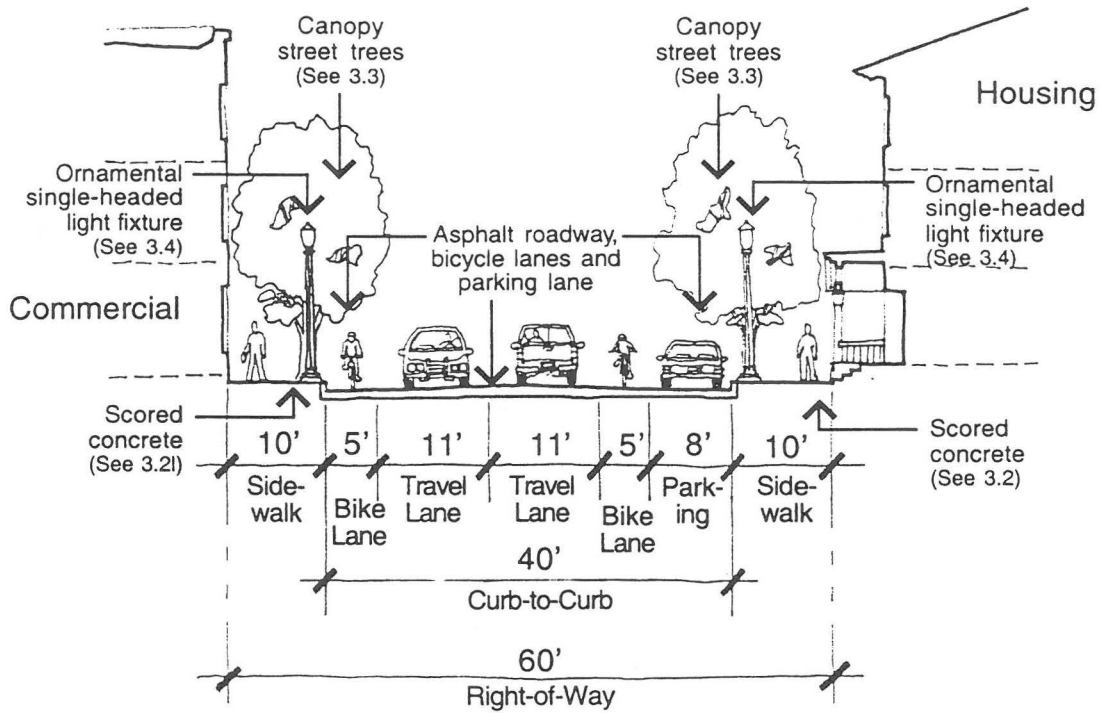
- 21st Avenue and Main Street
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

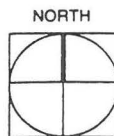
2.5 Street Sections

Section L: 21st Avenue



Type L - 21st Avenue

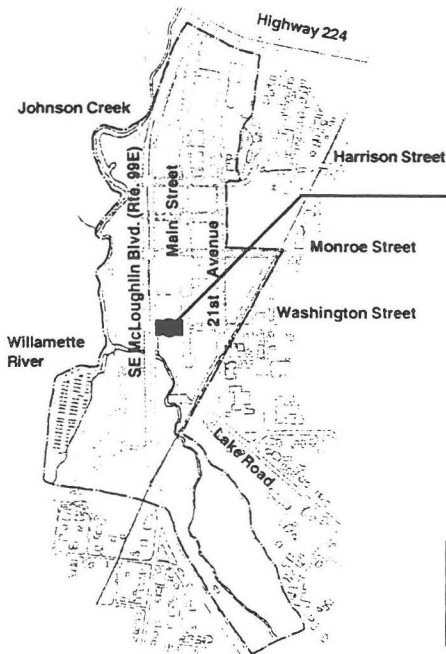
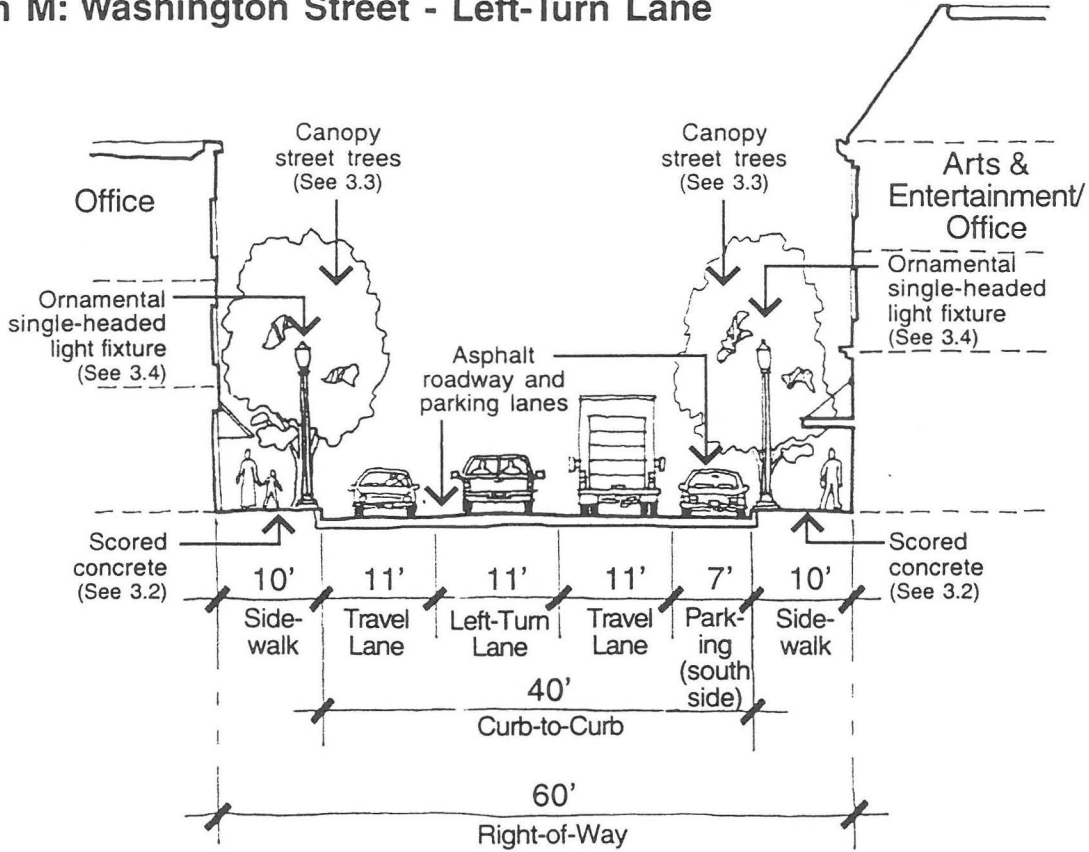
- 21st Ave. from Monroe Street to Lake Road;
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

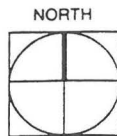
2.5 Street Sections

Section M: Washington Street - Left-Turn Lane



Type M- Washington Street

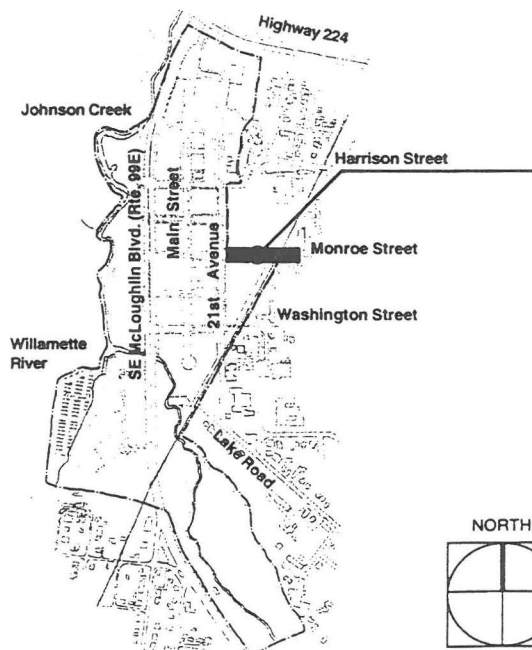
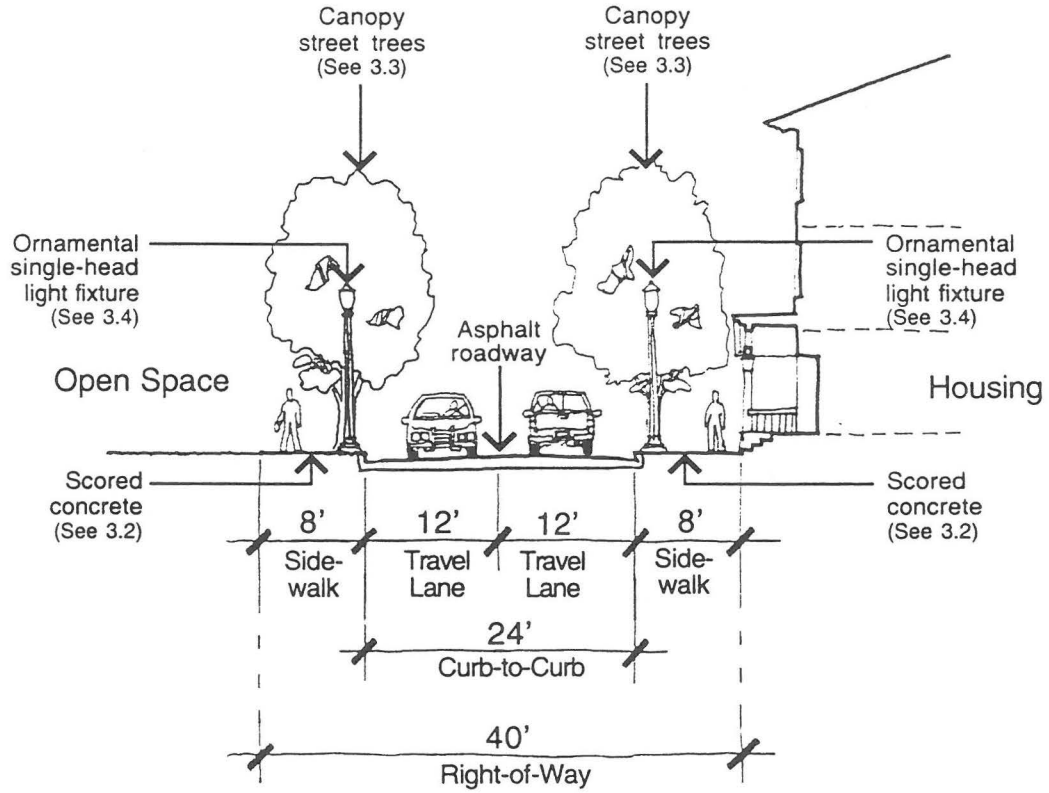
- Main Street to McLoughlin Boulevard
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

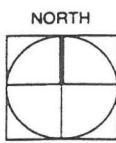
2.5 Street Sections

Section N: Monroe Street - East of 21st Avenue



Type N - Monroe Street

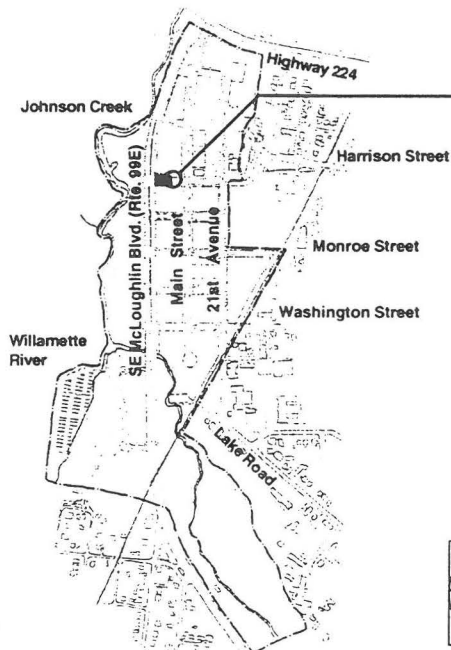
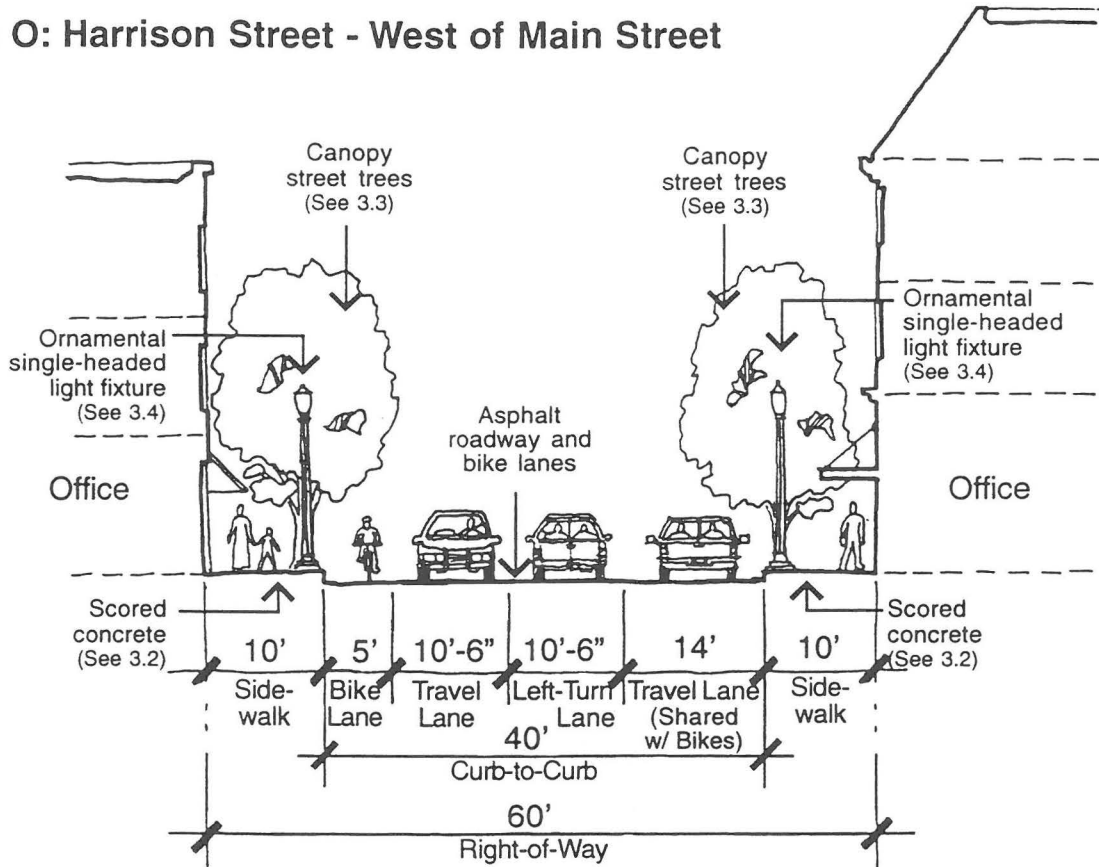
- East of 21st Avenue
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections

Section O: Harrison Street - West of Main Street



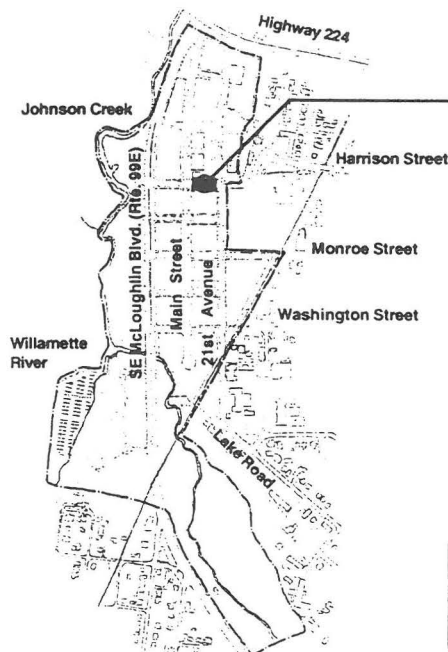
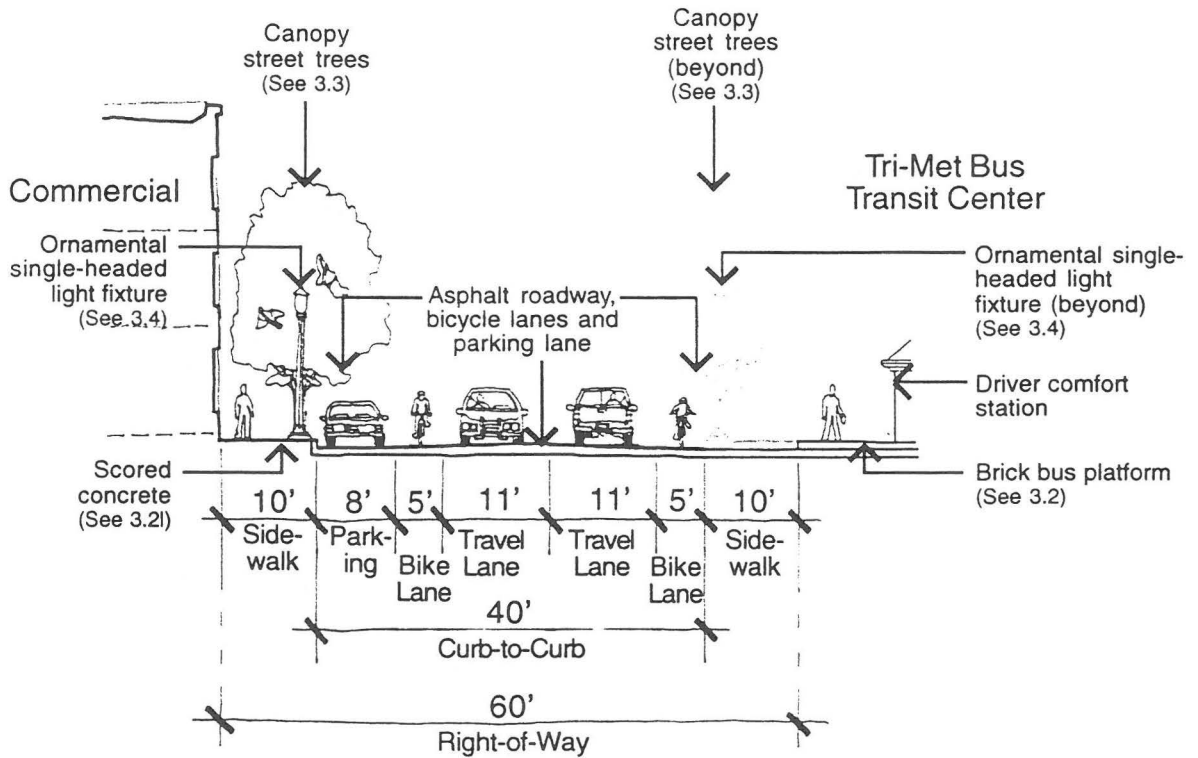
Type O - Harrison Street

- McLoughlin Boulevard to Main Street
- Underground all utilities
- Section condition at west end of block only
- For Street Furniture, see Section 3.5
- For Bicycle Facilities, see Section 3.6

Street Standards

2.5 Street Sections

Section P: Harrison Street - East of Main Street



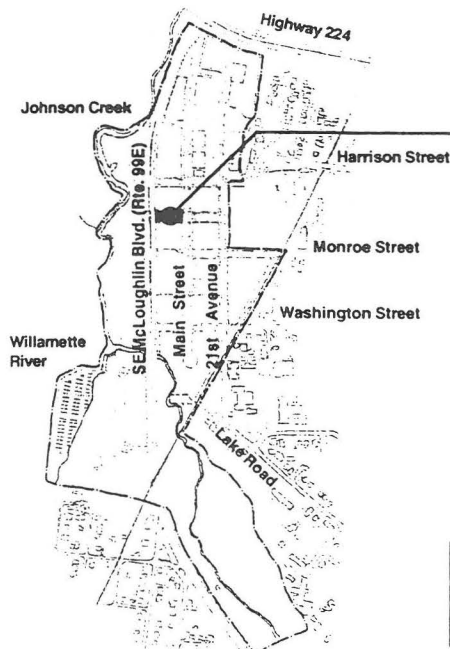
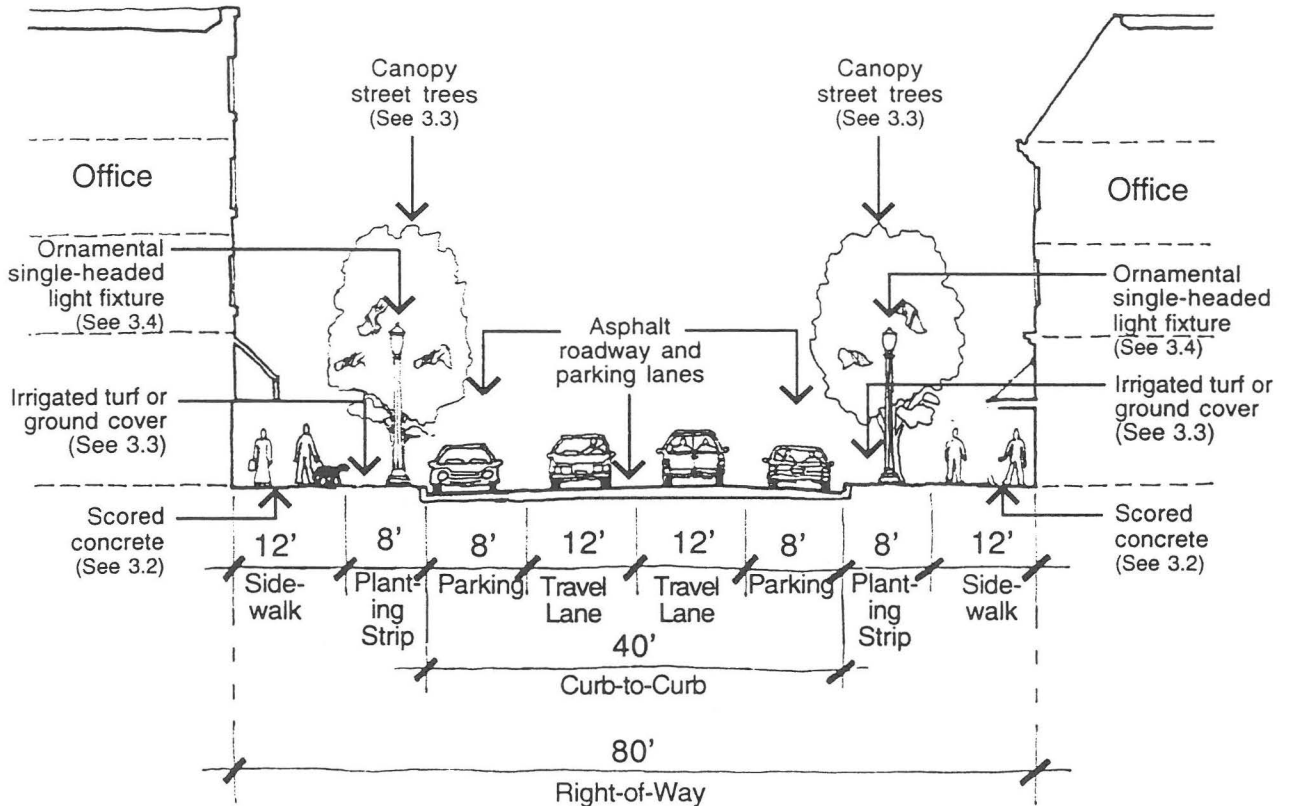
Type P - Harrison Street

- From Main Street to 21st Avenue
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

2.5 Street Sections

Section Q: Jackson Street West of Main Street



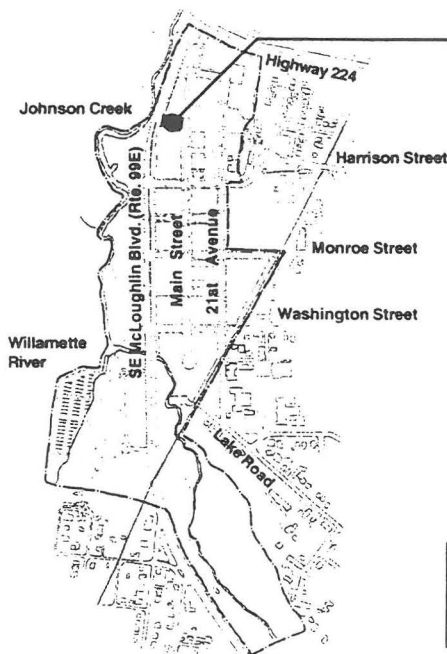
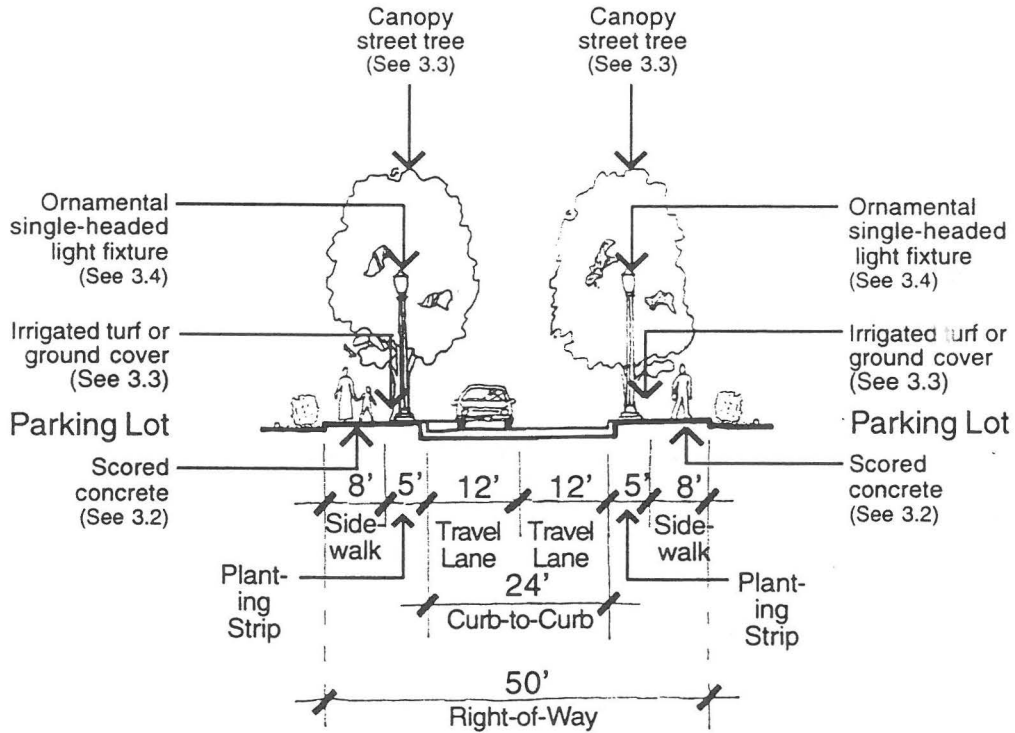
Type Q - Jackson Street

- From Main Street to McLoughlin Blvd.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

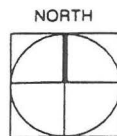
2.5 Street Sections

Section R: New Street



Type R - New Street

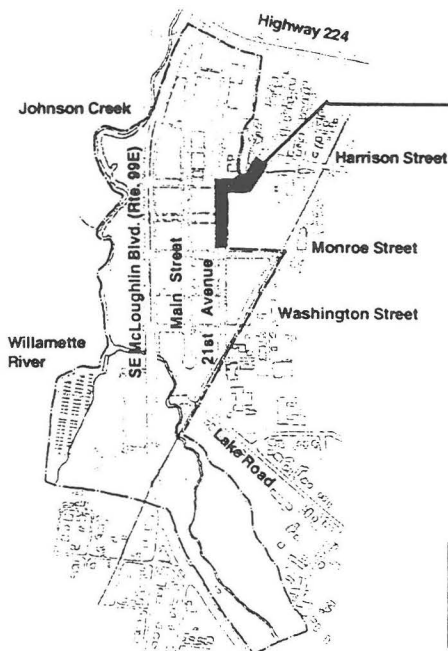
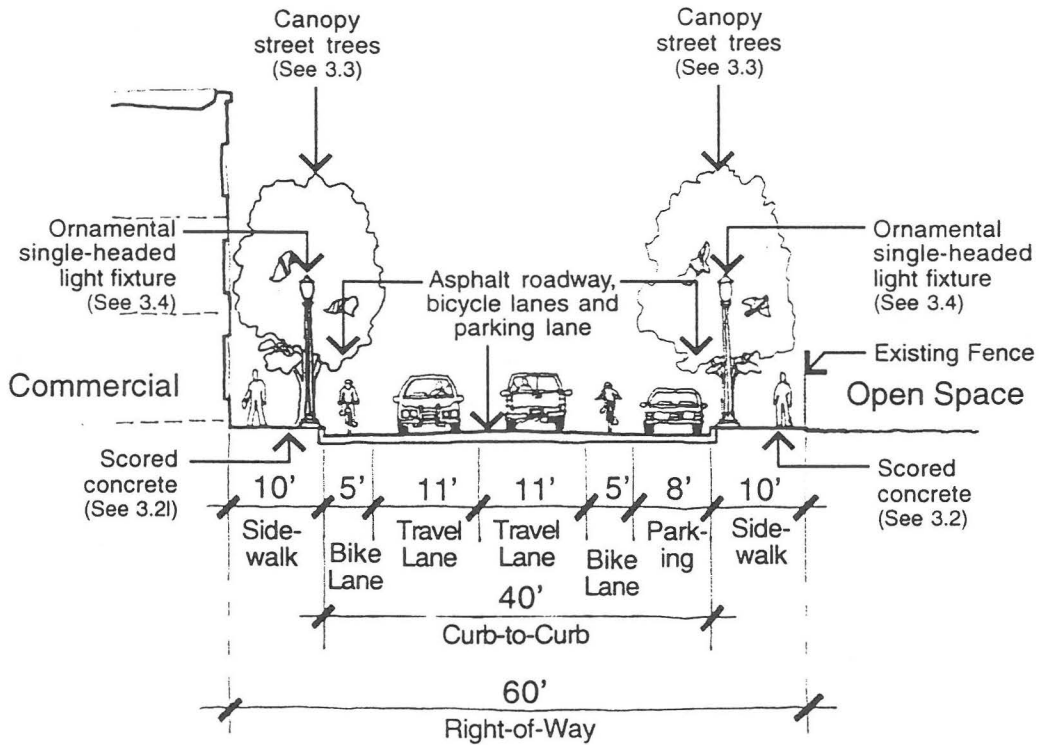
- Connects McLoughlin Boulevard to Main Street just north of the Transit Center
- No parking and 14' travel lanes
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections

Section S: 21st Avenue & Harrison Street



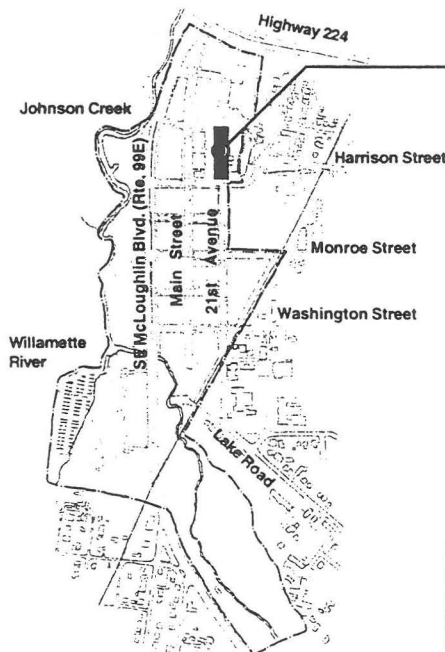
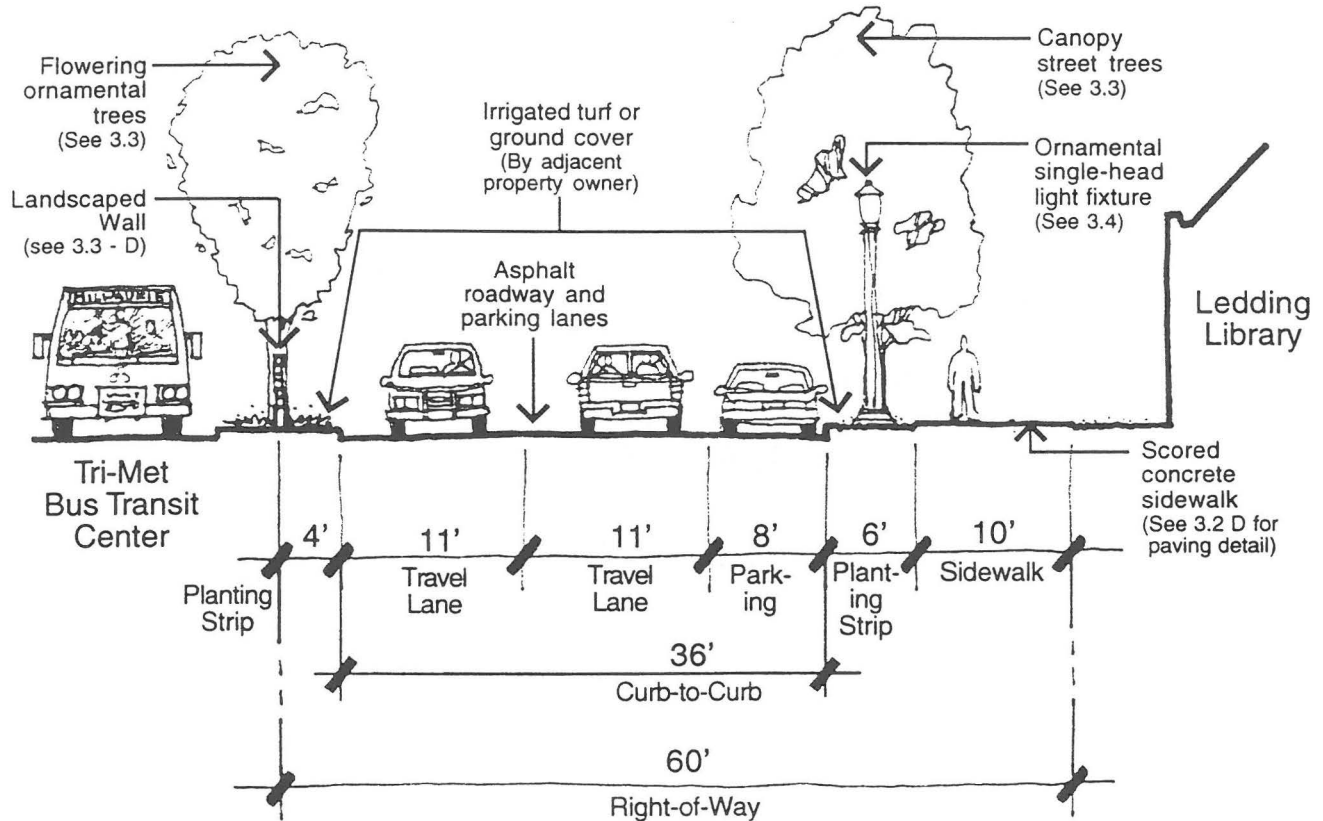
Type S - 21st Avenue, Harrison Street

- 21st Avenue from Monroe Street to Harrison Street; Harrison Street East of 21st Avenue
- Development on one side only
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

2.5 Street Sections

Section T: 21st Avenue Extension



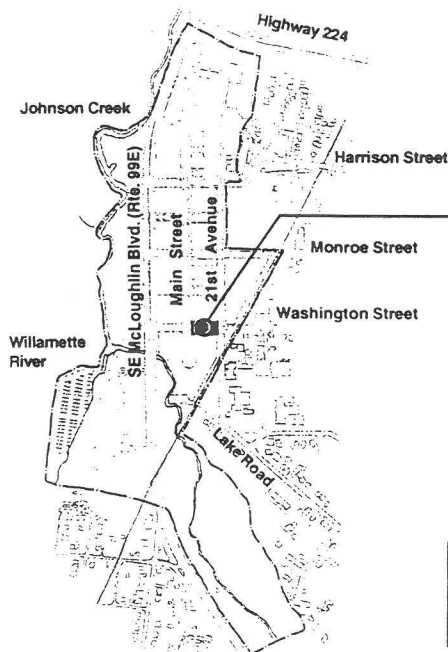
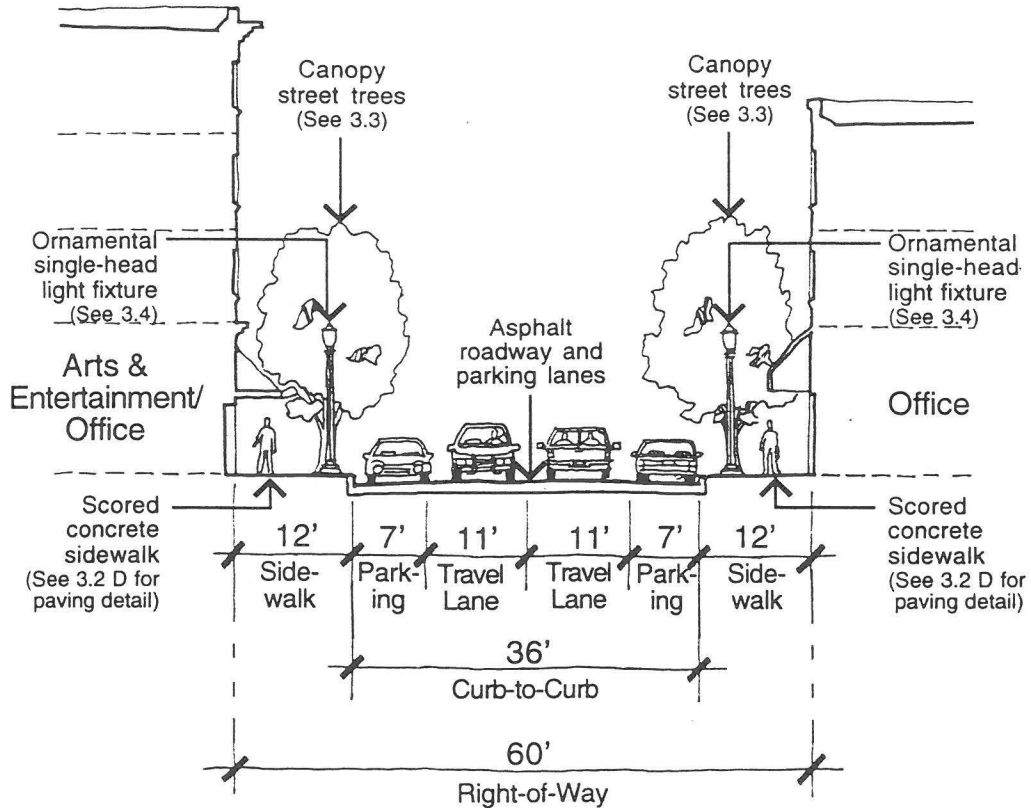
Type T - 21st Avenue

- North of Harrison, adjacent to Transit Center only
- No parking or sidewalks on west side
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

2.5 Street Sections

Section U: Washington Street - Between Main Street and 21st Avenue



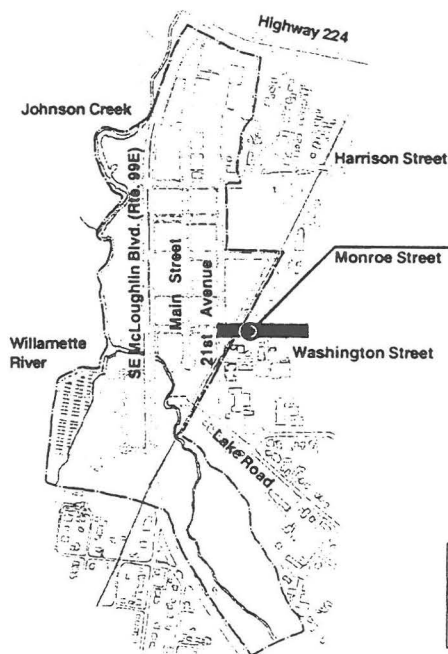
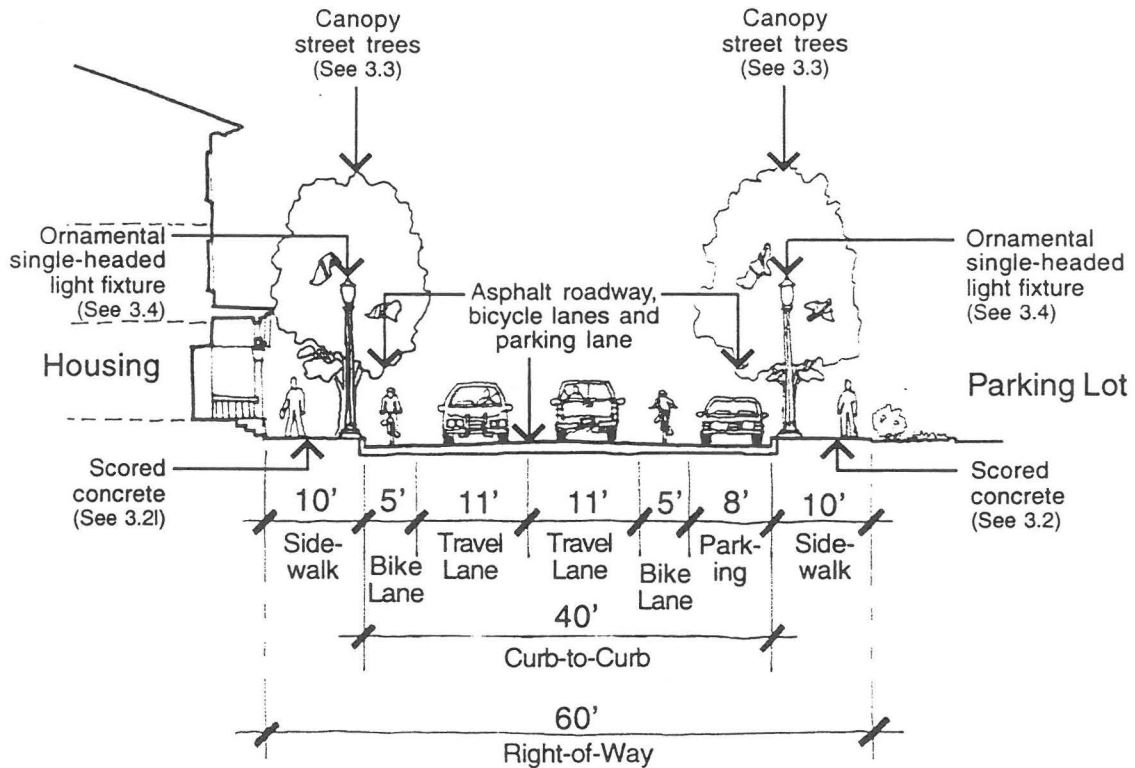
Type U - Washington Street

- Main Street to 21st Avenue
- No landscape strip
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

2.5 Street Sections

Section V: Washington Street - East of 21st Avenue



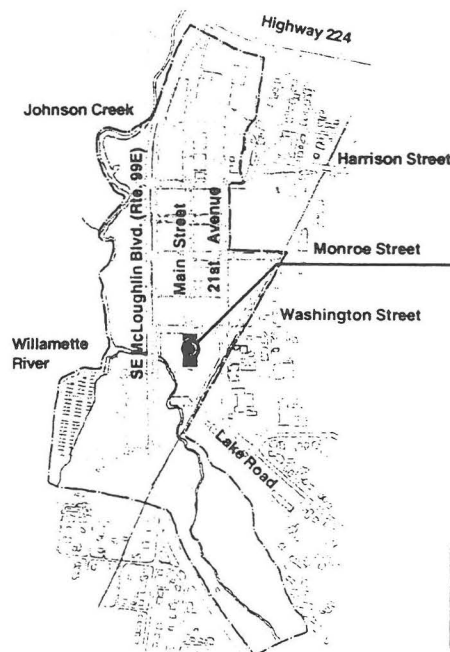
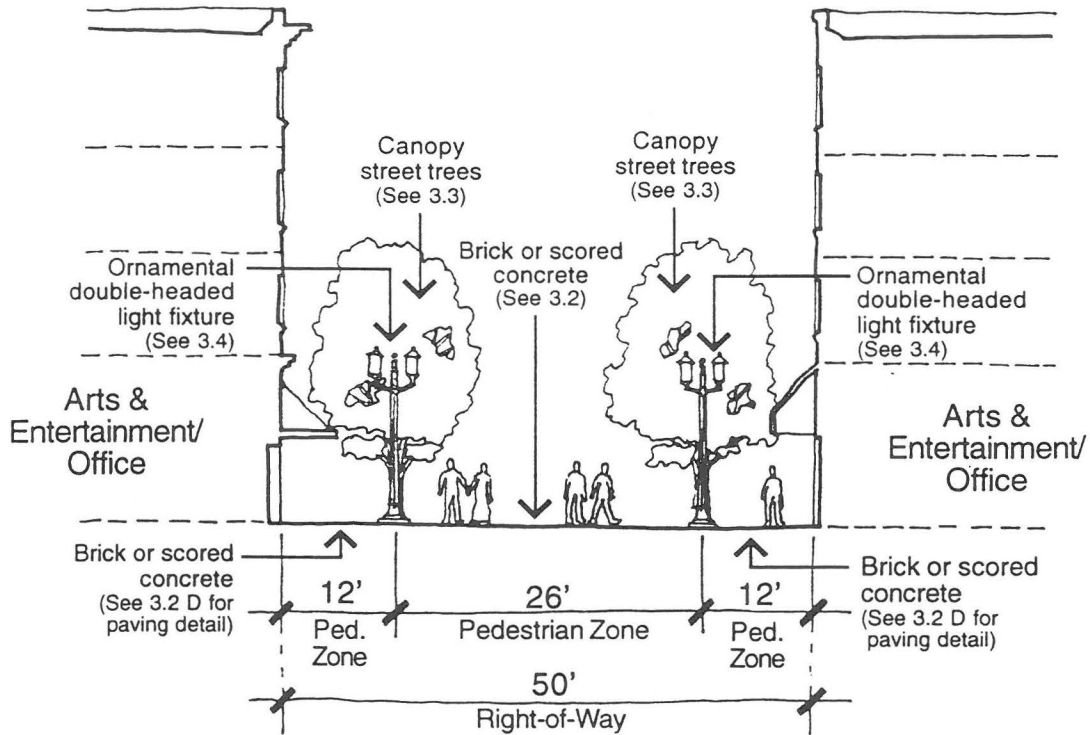
Type V - Washington Street

- East of 21st Avenue
- Setbacks required on both sides
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Street Standards

2.6 Pathway Sections

Section AA: Main Street Walk



Type AA - Main Street

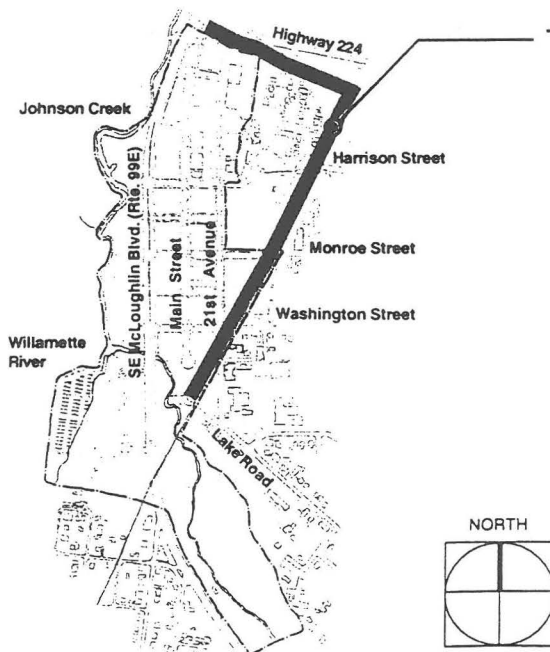
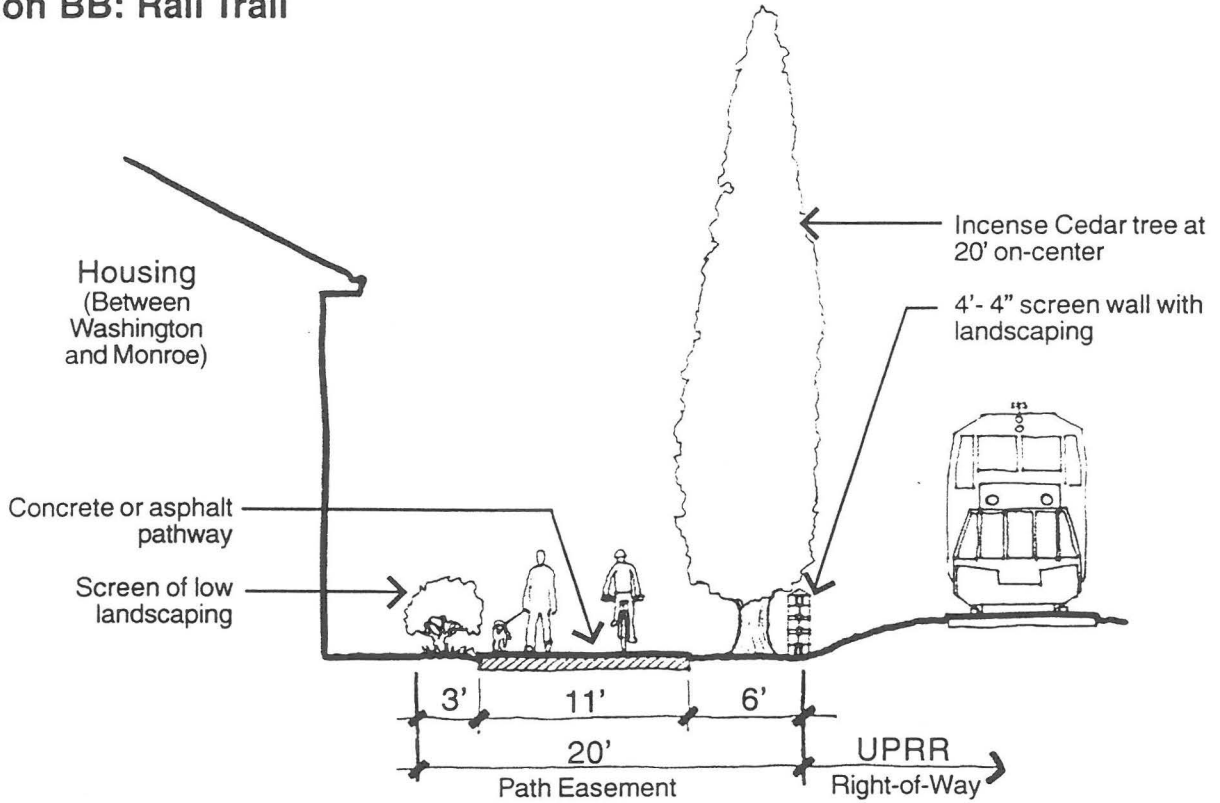
- South of Washington Street.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

Note: Existing right-of-way is 80'. The 50' dimension should be centered on existing right-of-way centerline. The remaining 30' of the right-of-way is to be vacated.

Street Standards

2.6 Pathway Sections

Section BB: Rail Trail



Type BB - "Rail Trail"

- Recreational path adjacent to the Union Pacific RR right-of-way from near the intersection of Main Street and Adams Street heading north-east to the Highway 224 right-of-way. The path then heads west and concludes at Main Street.
- No RR along this section
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

3. Design Details

The design details provide specific construction details and design criteria for critical elements of public areas - streets, parks and trails. These detailed requirements assure high quality and unified design in public areas.

Unity

Often downtowns have general standards without explicit detail, relying on individual development projects to determine details and construction of right-of-way improvements. As a result, this incremental approach provides a variety of different paving detailing, street furniture and lighting. While the implicit intent may be to provide individual expression, it more often results in chaos.

To avoid chaos, the Downtown and Riverfront Plan prescribes specific details and criteria with the intent of establishing a common thread throughout the area, linking the many different land uses and architecture styles.

Function and Aesthetics

Downtown cannot prescribe to a "one-size-fits-all" approach. The details recognize that roads, walks, paths and trails often serve many different and conflicting roles. The details and criteria recognize that specific details are appropriate only if they respond to the function or use of the street. However, in no case is the pedestrian environment compromised. For the downtown to again become the heart of the community, the pedestrian must always be the priority.

The aesthetics of the streets are very important. They signal to the community and potential investors that our downtown is a desirable, safe and clean place to be - a place worthy of investment. The details in many cases exceed minimum requirements or standard details. While some additional costs may be incurred initially, high-quality, well-built infrastructure will be more durable, and, when amortized over time, more cost effective.

Details are provided for:

- Streets and Pathways
- Sidewalks
- Landscape
- Streetlights
- Street Furniture
- Bicycle Facilities

Street Details and Design Criteria

Details and criteria are provided for curbs, gutters, parking lanes and crosswalks for public right-of-way areas only. Construction of street elements within private parcels must be consistent with existing City of Milwaukie Public Works Standards. New construction of all streets within the downtown and riverfront area must be consistent with these details and criteria.

Design Details

3.1 Streets

A. Mid-block Parking Lot/Structure Access

Entrances into off-street surface or structured parking areas should be through driveways located approximately at mid-block and a minimum of 50' from the corner right-of-way line. The design should make clear that drivers are crossing a pedestrian zone by maintaining sidewalk paving across the driveway, and ramping the driveway to maintain as level a walking area as possible.

- Size:** 24' maximum driveway width
- Location:**
- Approximately mid-block
 - A minimum of 50' from the corner right-of-way line
- Application:** Driveways are encouraged on east-west Cross-streets:
- Harrison
 - Jackson
 - Monroe
 - Jefferson
 - Washington

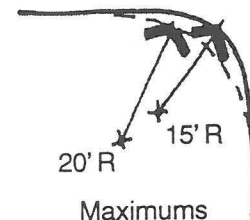
B. Corner Radii

Street intersections are curved at their corners to allow vehicles enough space to turn safely, without adversely impacting pedestrian crosswalks.

- Size:** 15' maximum radius: Typical street corners
20'± maximum radius: Bus and truck routes*

* Radii will likely be larger than 15', and determined case by case, depending on curb-to-curb width, the presence of bike lanes and curb-side parking locations.

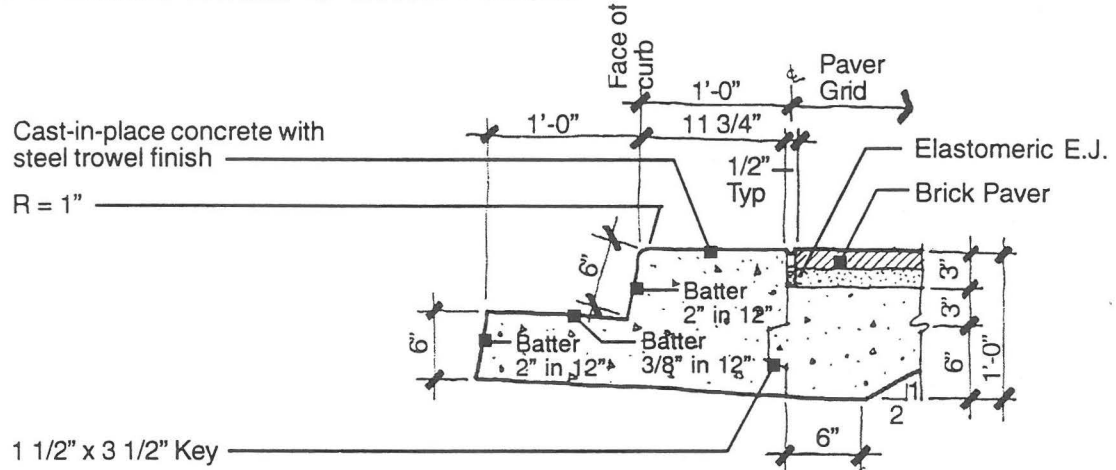
- Application:** 15' R: All intersections, except those noted below
20'± R: Limited to certain intersections along transit routes (see transit route diagram - 1.11):
- Main Street/New Street
 - Harrison/McLoughlin Boulevard
 - Harrison/Main Street
 - Harrison/21st Avenue
 - Washington/McLoughlin Boulevard
 - Washington/21st Avenue



Design Details

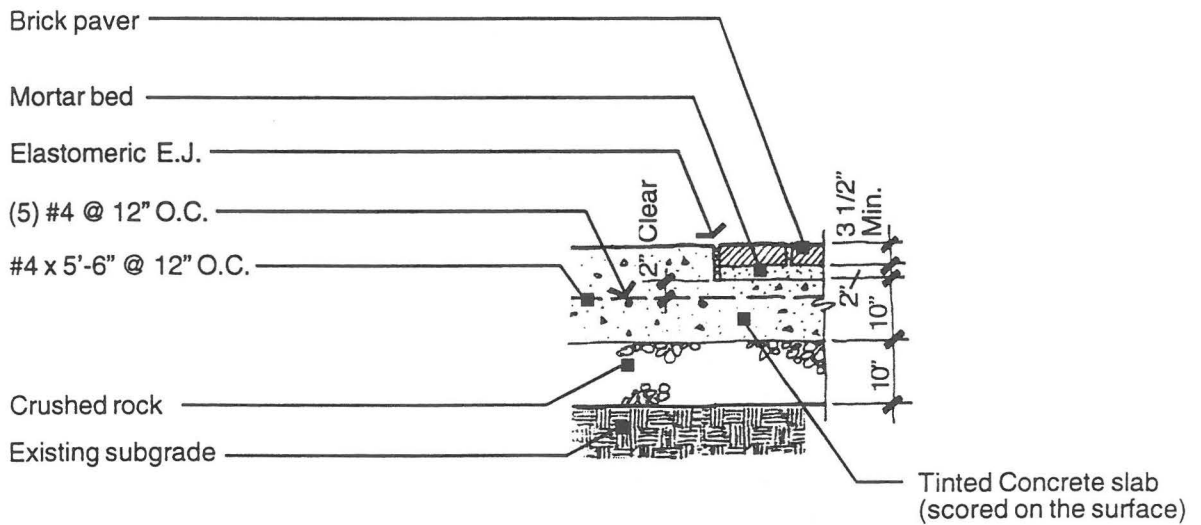
3.1 Streets

C. Curb & Gutter Detail @ Brick Pavers



Application: Tri-Met's bus transit center and Main Street from the transit center to Monroe and from Jefferson to Washington Street (See street sections A & B in section 2.5)

D. Main Street: Brick Pavers to Concrete Street Transition

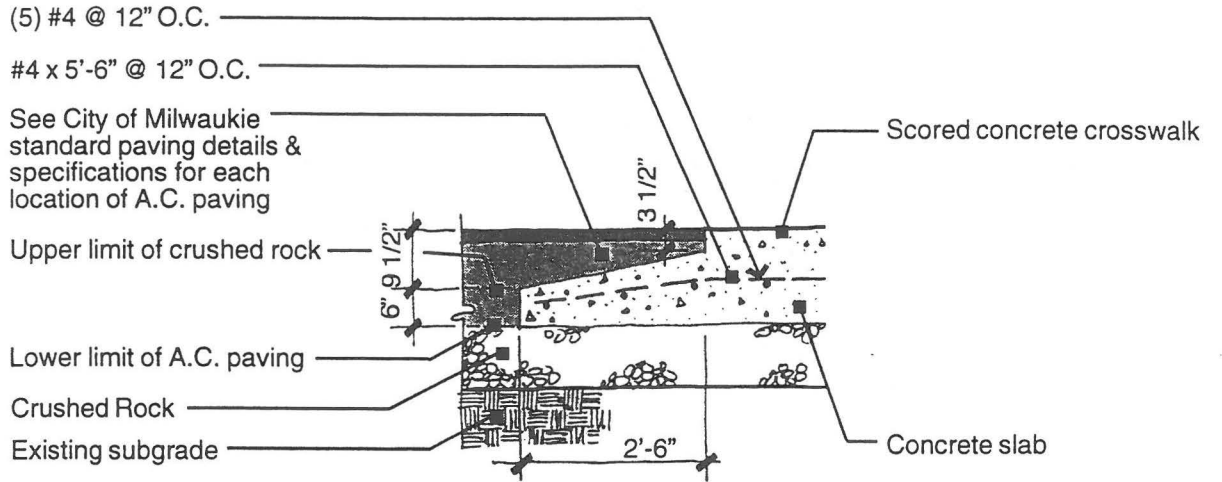


Application: Portions of Main Street Plaza between Monroe and Jefferson Street

Design Details

3.1 Streets

E. Asphalt Street to Concrete Crosswalk Transition



Application: All Crosswalks

Design Details

3.2 Sidewalks

Details and design criteria are applicable for construction or reconstruction of sidewalks in all public right-of-ways. Construction of walkways within private development parcels must be consistent with existing City of Milwaukie Department of Public Works existing standards.

A. Sidewalk Zone Requirements

See "Pedestrian Criteria: Sidewalk Widths and Zones" following in Section 3.2-C for sections illustrating the three sidewalk zones. See Plan Details in Section 3.2-D "Paving" for brick layout, concrete scoring, and tree and light fixture locations

Through Pedestrian Zone

The Through Pedestrian Zone (TPZ) is the area of the sidewalk where pedestrians can pass through without obstructions side-by-side.

Furnishing Zone

The Furnishing Zone (FZ) is the space along the length of the sidewalk for elements encouraging pedestrian use of the right-of-way. Such elements include landscaping, lighting, benches, bike racks and transit shelters. In all pervious areas, landscaping must be soft (grass or groundcover). In limited high-traffic areas, rigid pavement may be used. Vertical elements--such as "loading zone" signs--permanently located in the Furnishing Zone must be set back 18" from the face of the curb.

Building Frontage Zone

The Building Frontage Zone (BFZ) is the area of the sidewalk adjacent to the building itself. The BFZ is not a part of the Pedestrian Through Zone, and thus may contain such elements as pedestrian furniture (cafe tables and chairs, etc.), signs or planters in front of the building.

B. A.D.A Requirements

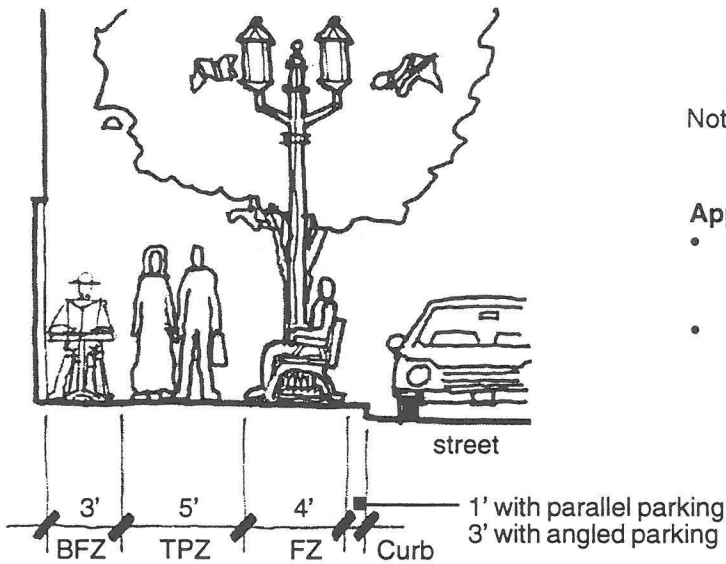
Curb ramps, access routes, warning strips, etc., must conform with the requirements of the Americans with Disabilities Act.

Application: On all streets.

Design Details

3.2 Sidewalks

C.1 Pedestrian Criteria: Sidewalk Widths and Zones Main Street 13' 15' Sidewalks

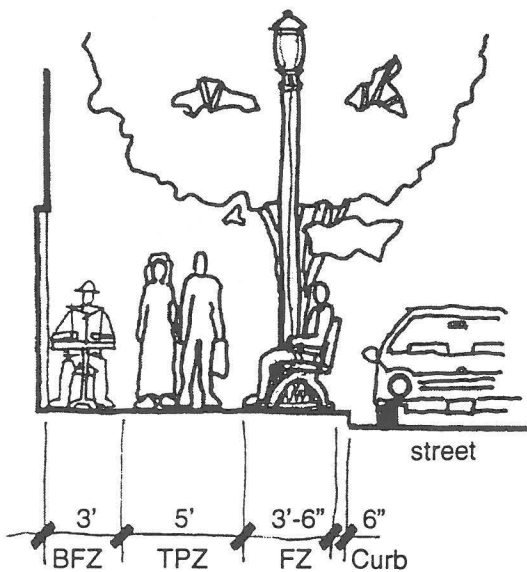


Note: 15' condition occurs with angled parking

Application:

- Main Street between Tri-Met Bus Transit Center and Monroe Street
- Main Street between Jefferson and Washington Street

C.2 Pedestrian Criteria: Sidewalk Widths and Zones 12' Sidewalks



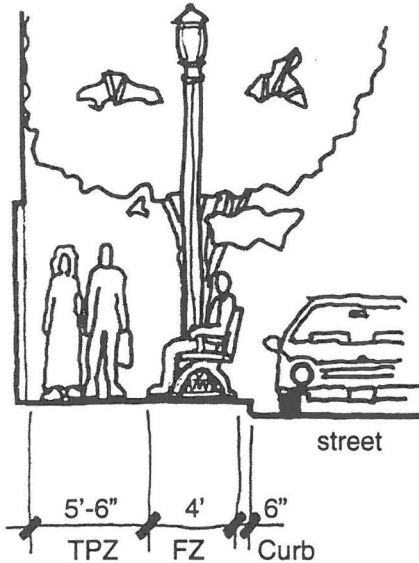
Application:

- Monroe Street west of 21st Avenue - North side only
- Jefferson Street - south side only

Design Details

3.2 Sidewalks

C.3 Pedestrian Criteria: Sidewalk Widths and Zones 10' Sidewalks

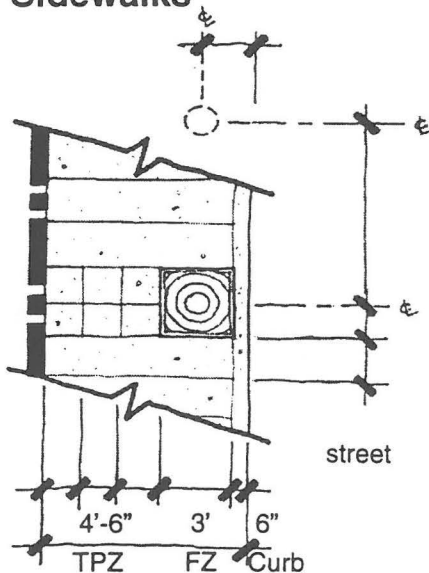


Application: *

- Jackson Street
- Monroe Street west of 21st - south side only
- Jefferson Street - north side only
- 21st Avenue south of Harrison
- Harrison Street west of Main
- Washington Street west of Main

* Note: At bus stops along transit routes, the Furnishing Zone is reserved for bus shelters and passenger waiting areas

C.4 Pedestrian Criteria: Sidewalk Widths and Zones 8' Sidewalks



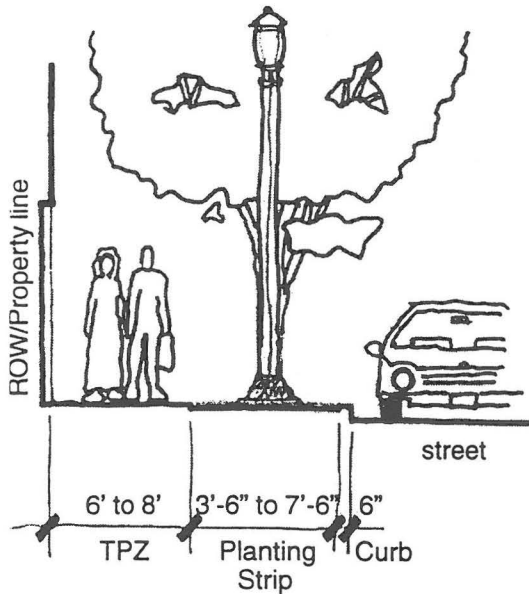
Application:

- McLoughlin Bridge (street lights only in the FZ)
- Monroe Street east of 21st

Design Details

3.2 Sidewalks

C.5 Pedestrian Criteria: Sidewalk Widths and Zones Sidewalks with Planting Strips



Application:

- McLoughlin Boulevard excluding bridges
- Main Street north of transit center
- 21st Avenue north extension
- new streets

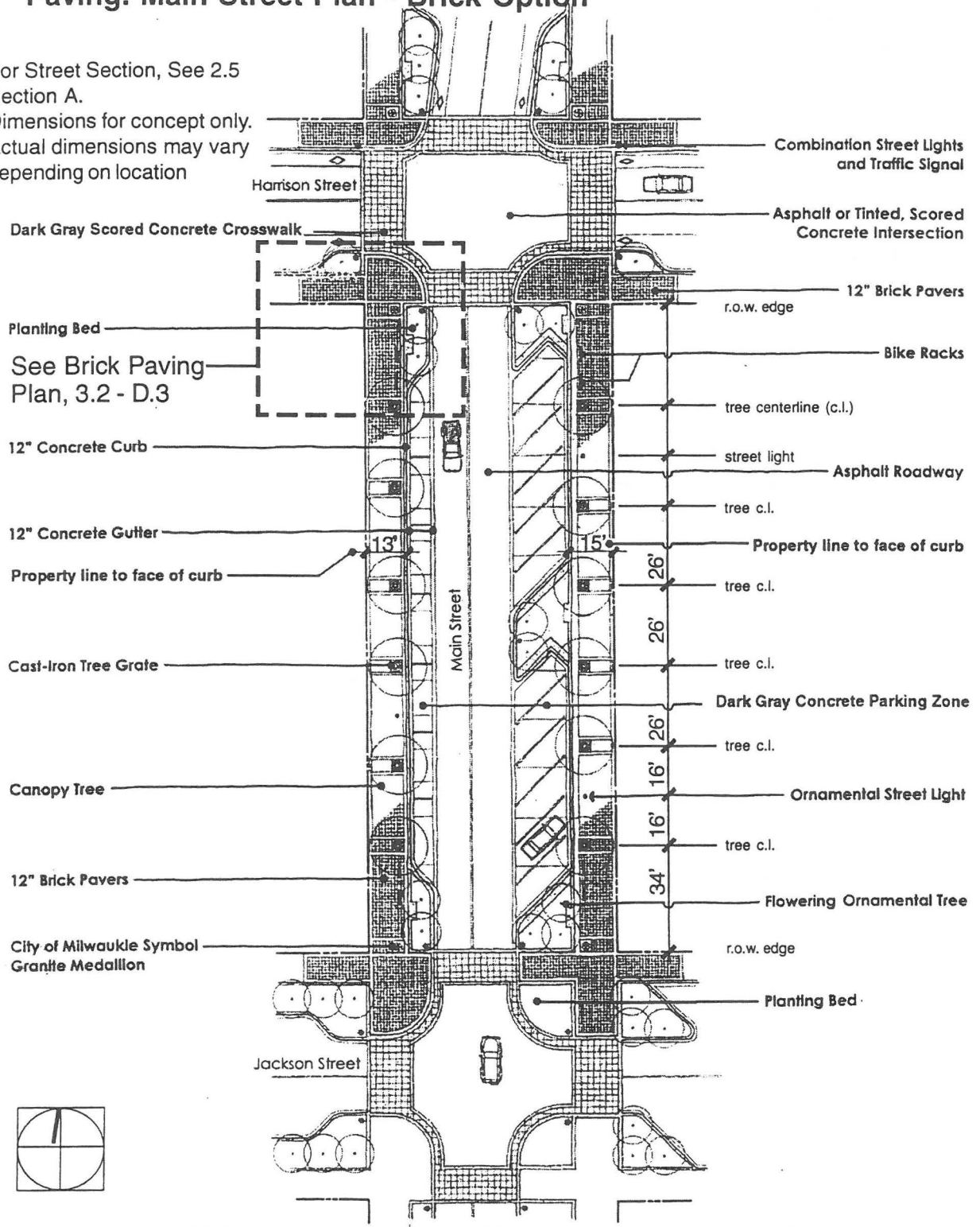
Design Details

3.2 Sidewalks

D.1 Paving: Main Street Plan - Brick Option

Note:

- 1. For Street Section, See 2.5 Section A.
- 2. Dimensions for concept only. Actual dimensions may vary depending on location



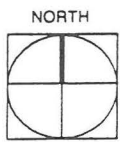
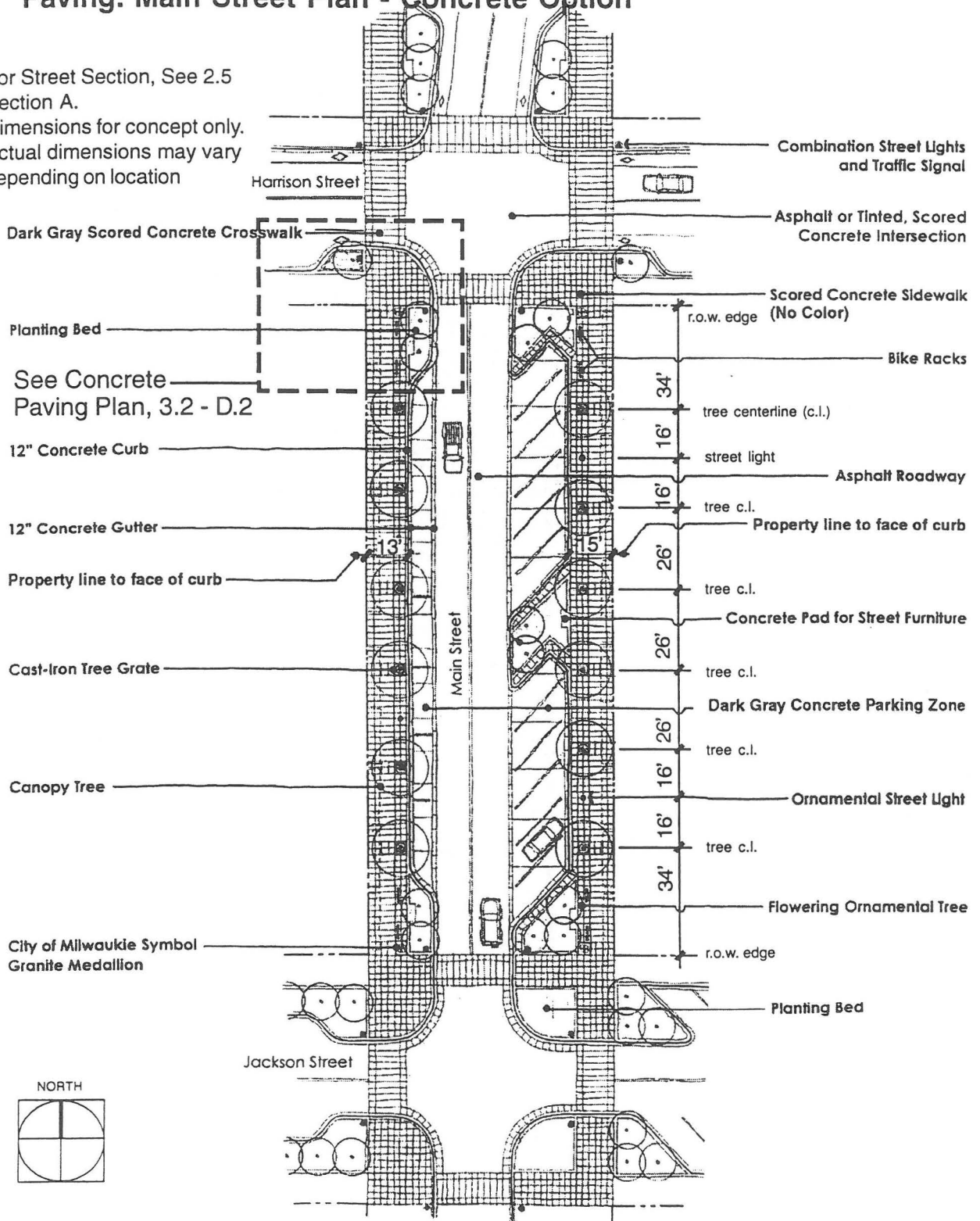
Design Details

3.2 Sidewalks

D.1 Paving: Main Street Plan - Concrete Option

Note:

1. For Street Section, See 2.5 Section A.
2. Dimensions for concept only. Actual dimensions may vary depending on location



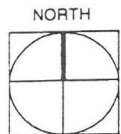
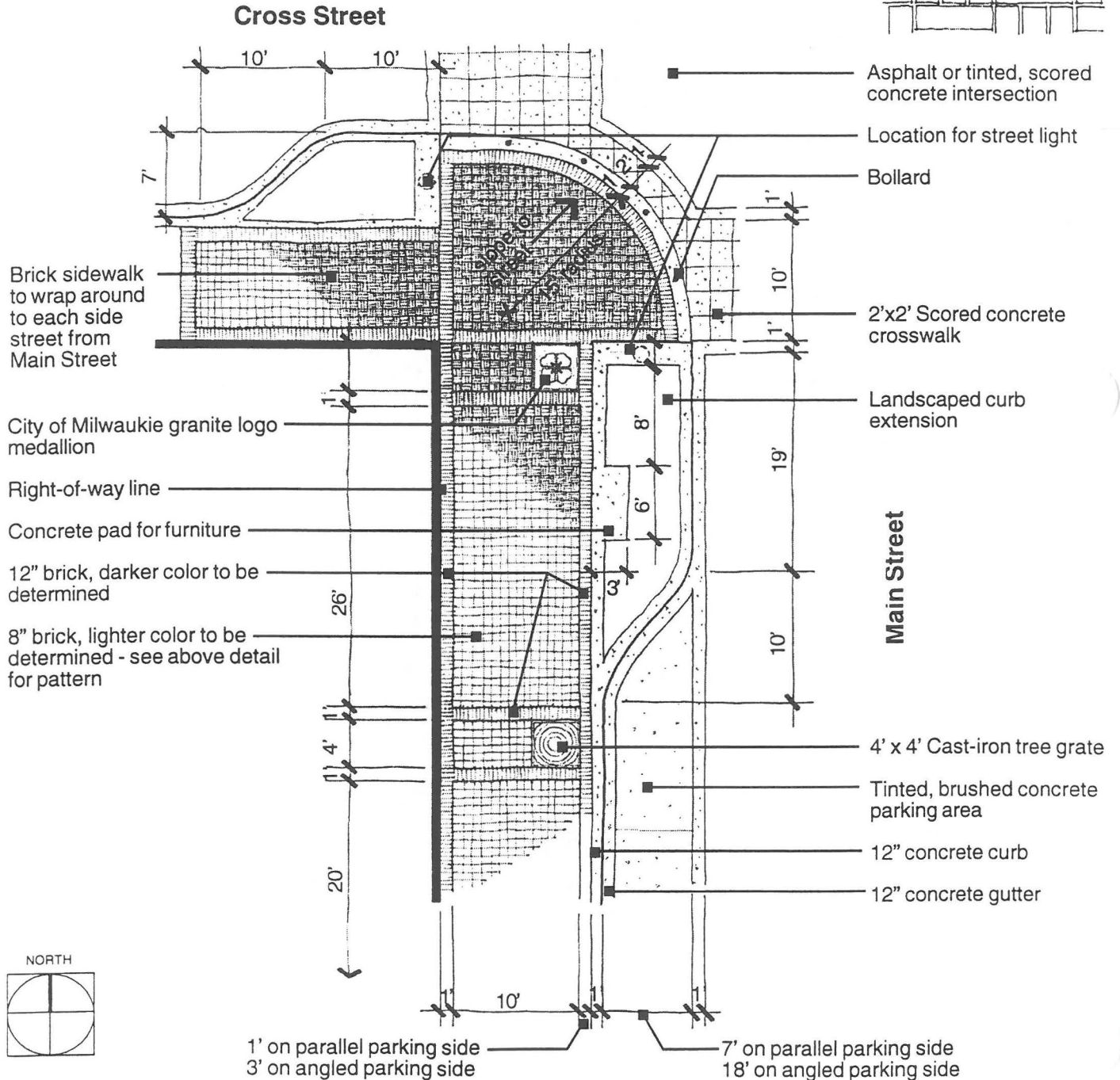
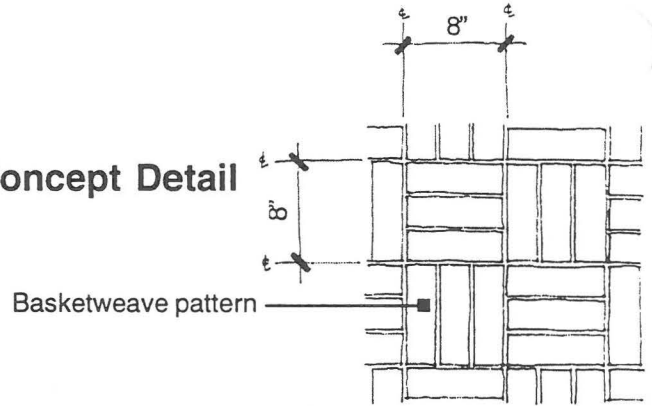
Design Details

3.2 Sidewalks

D.3 Paving: Brick Option Corner Plan Concept Detail

Note:

- 1. Dimensions for concept only. Actual dimensions may vary depending on location



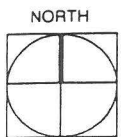
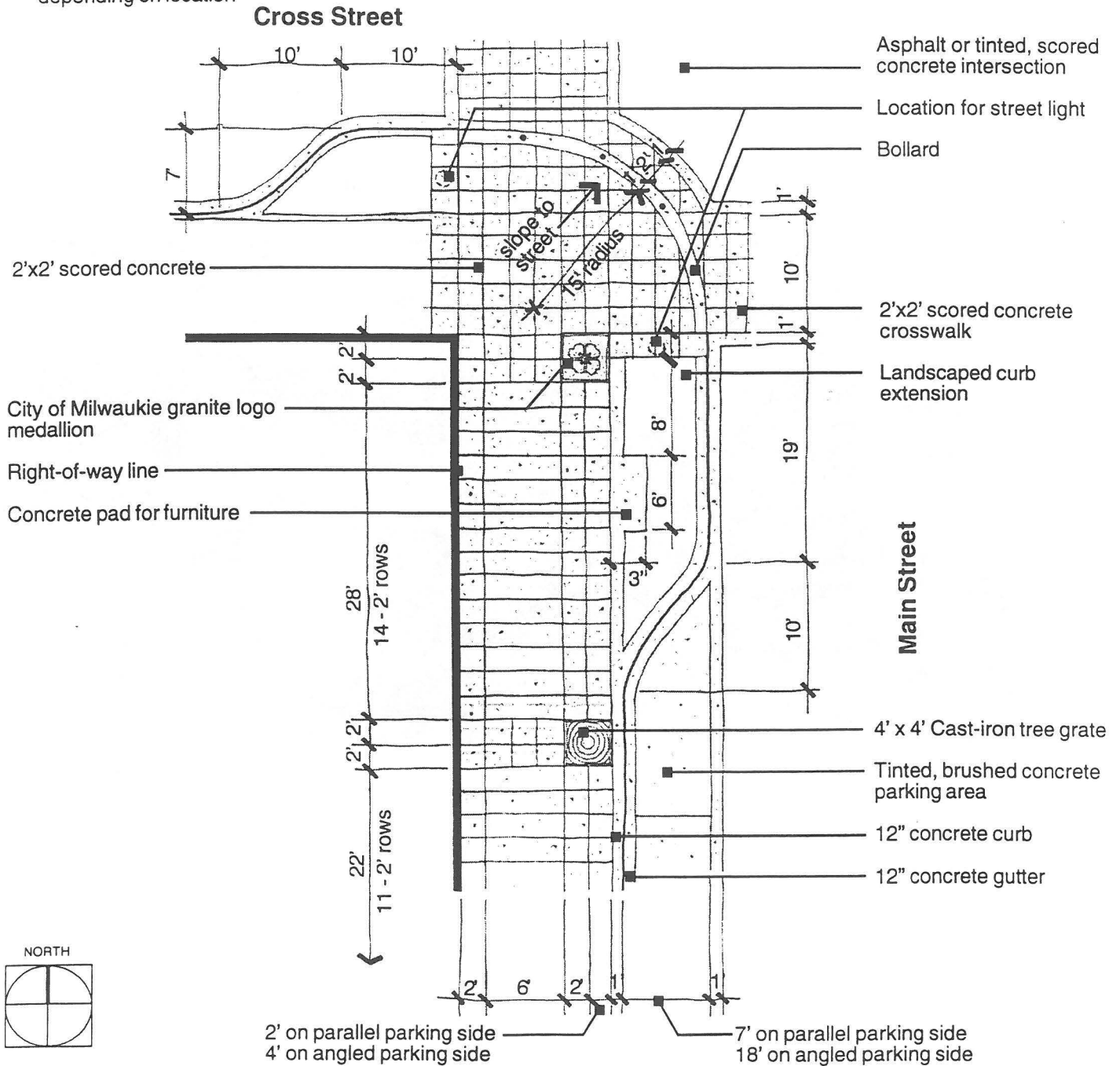
Design Details

3.2 Sidewalks

D.4 Paving: Concrete Option Corner Plan Concept Detail

Note:

1. Dimensions for concept only.
Actual dimensions may vary depending on location



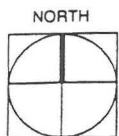
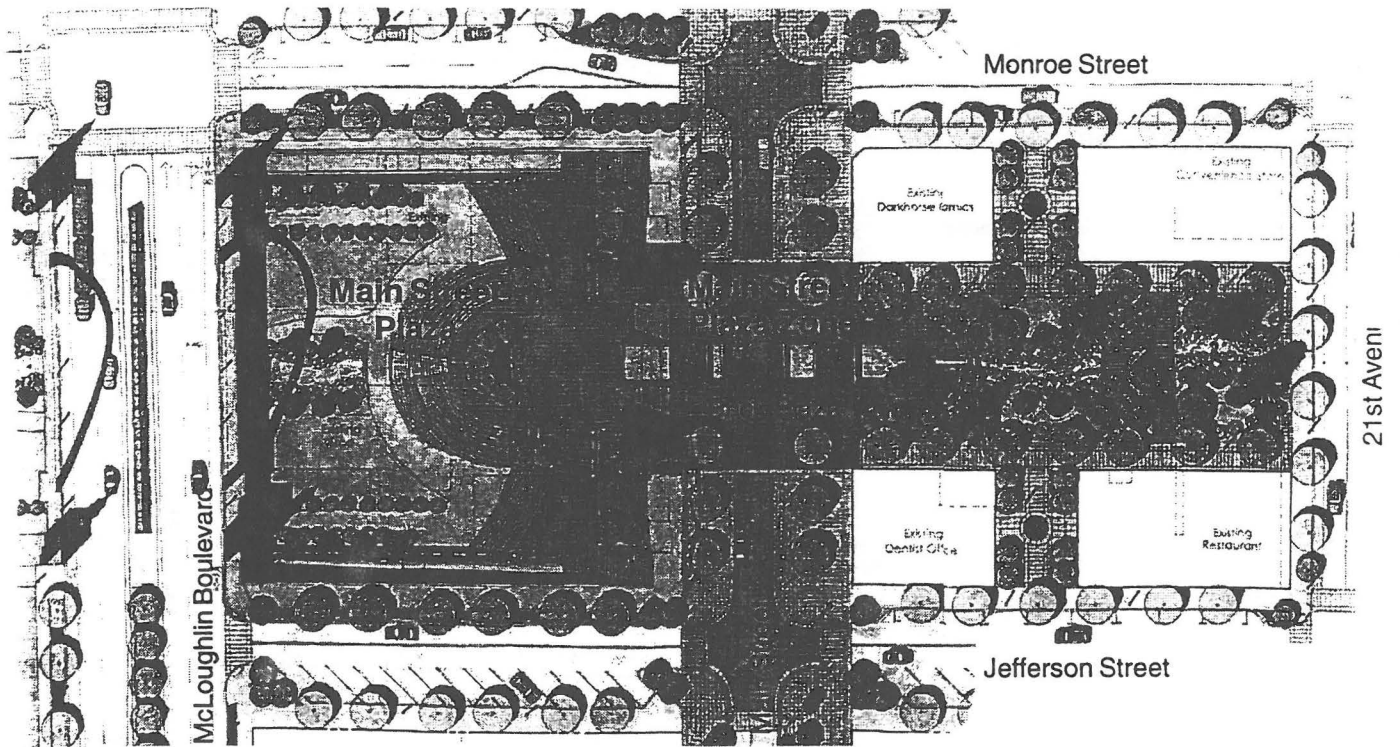
Design Details

3.2 Sidewalks

D.5 Paving: Illustrative Plan - Main Street Plaza & Main Street Plaza Zone

Note:

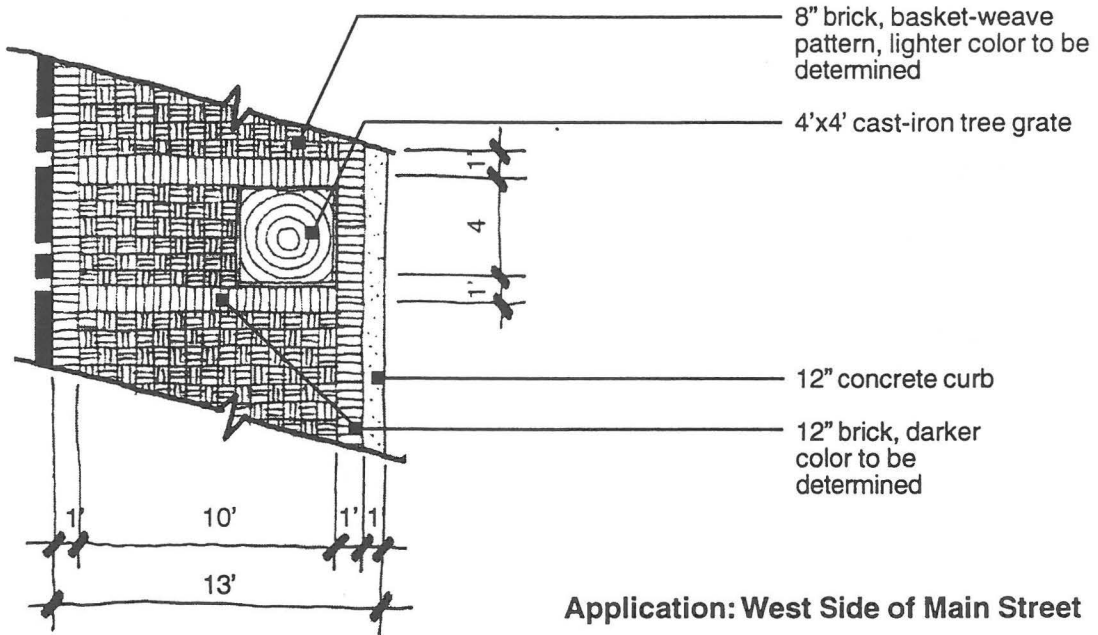
- 1. See Section 3.2-D10, D11, D12, and D13 for paving plan details.
- 2. Plaza Concept Plan for reference only. Final Plaza plan to be refined.



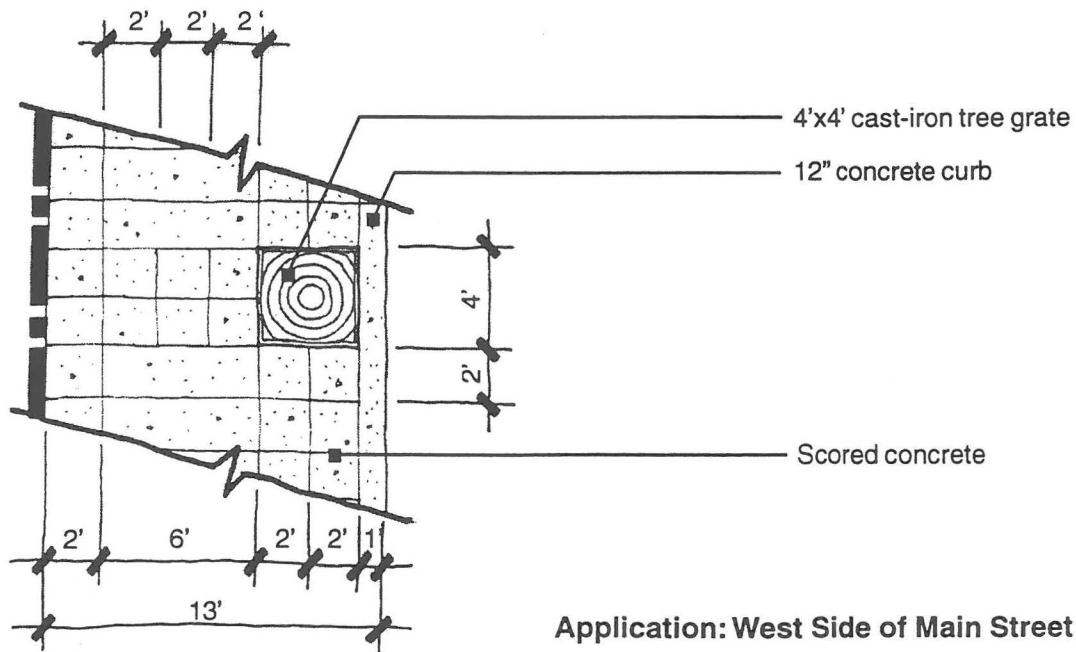
Design Details

3.2 Sidewalks

D.6 Paving: Main Street - Brick Option Plan Detail @ 13' Sidewalk



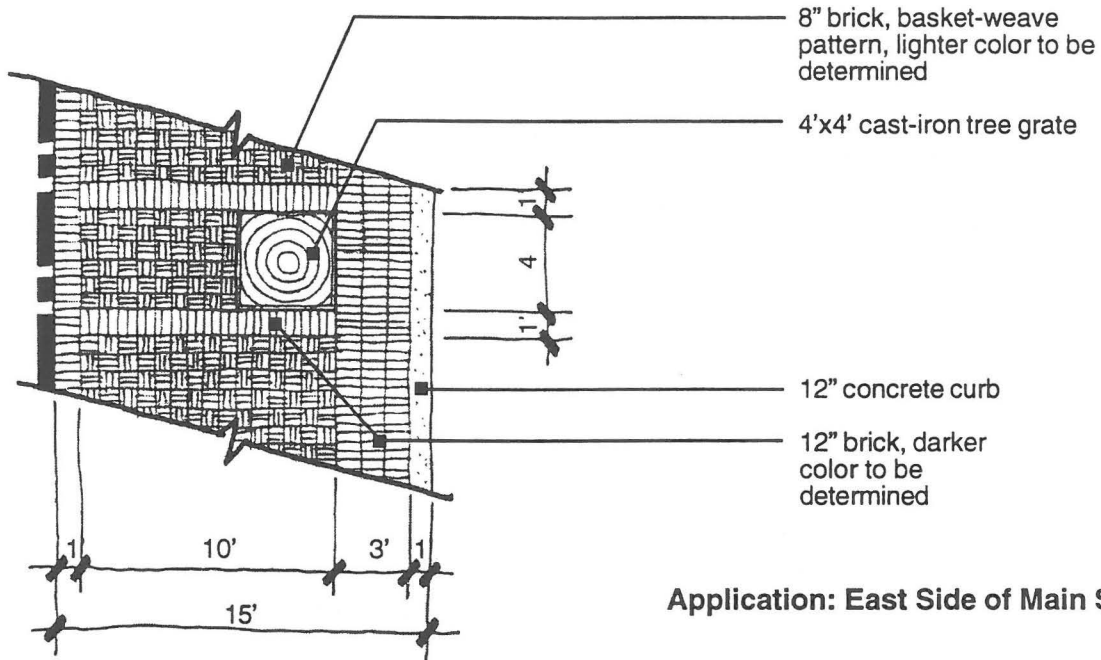
D.7 Paving: Main Street - Concrete Option Plan Detail @ 13' Sidewalk



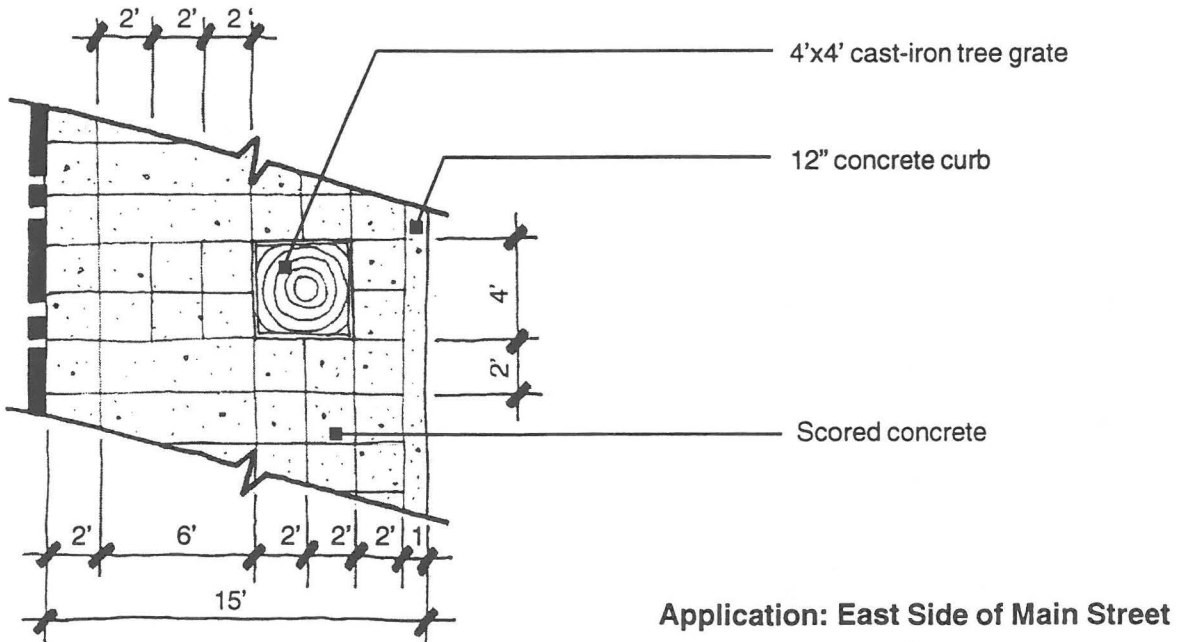
Design Details

3.2 Sidewalks

D.8 Paving: Main Street - Brick Option Plan Detail @ 15' Sidewalk



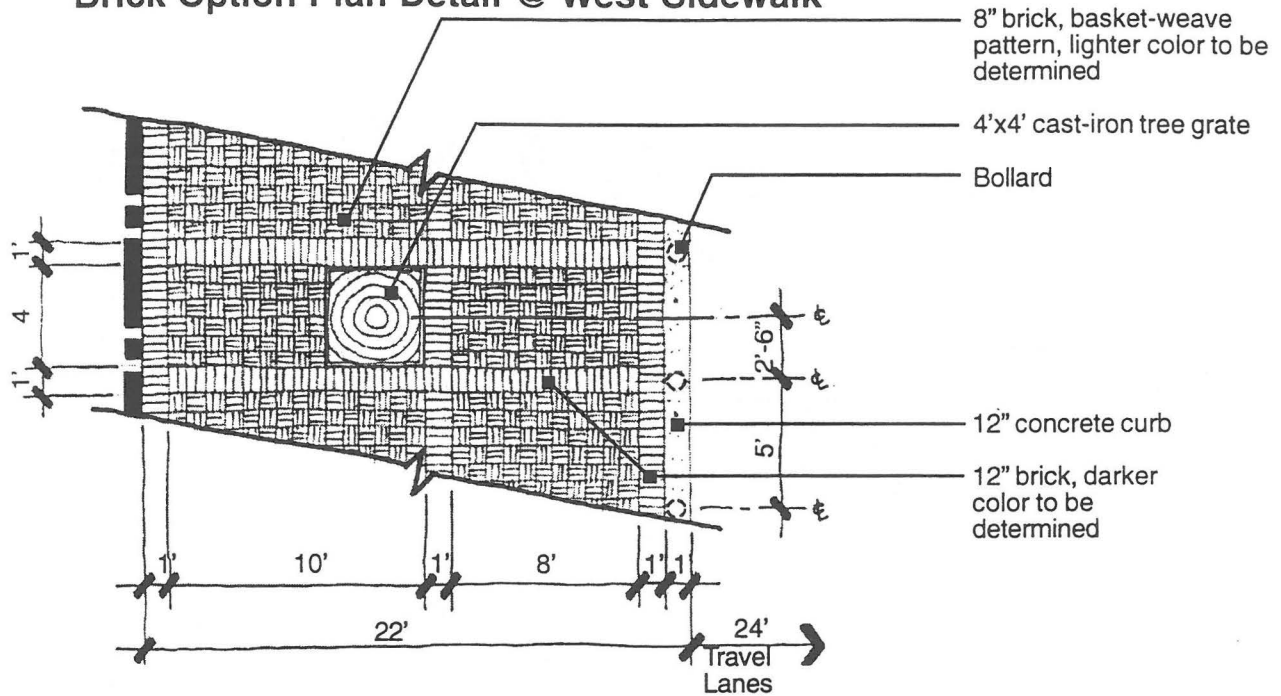
D.9 Paving: Main Street - Concrete Option Plan Detail @ 15' Sidewalk



Design Details

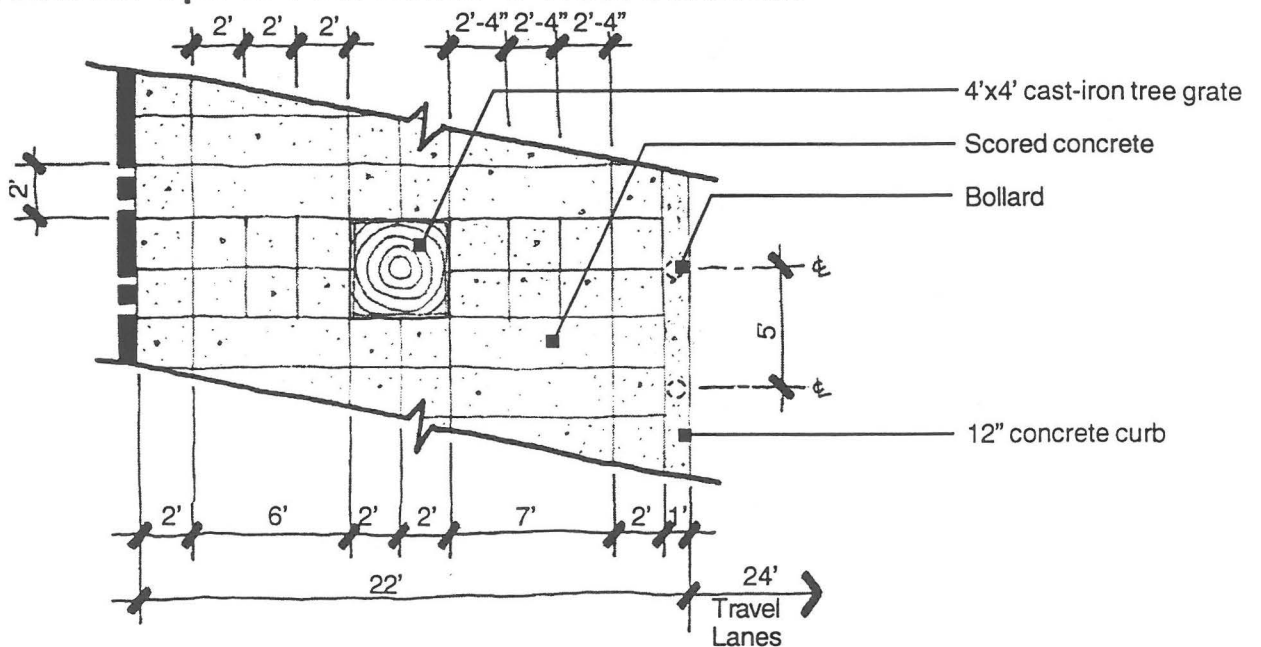
3.2 Sidewalks

D.10 Paving: Main Street Plaza Zone Brick Option Plan Detail @ West Sidewalk



Application: West Side of Main Street Plaza

D.11 Paving: Main Street Plaza Zone Concrete Option Plan Detail @ West Sidewalk

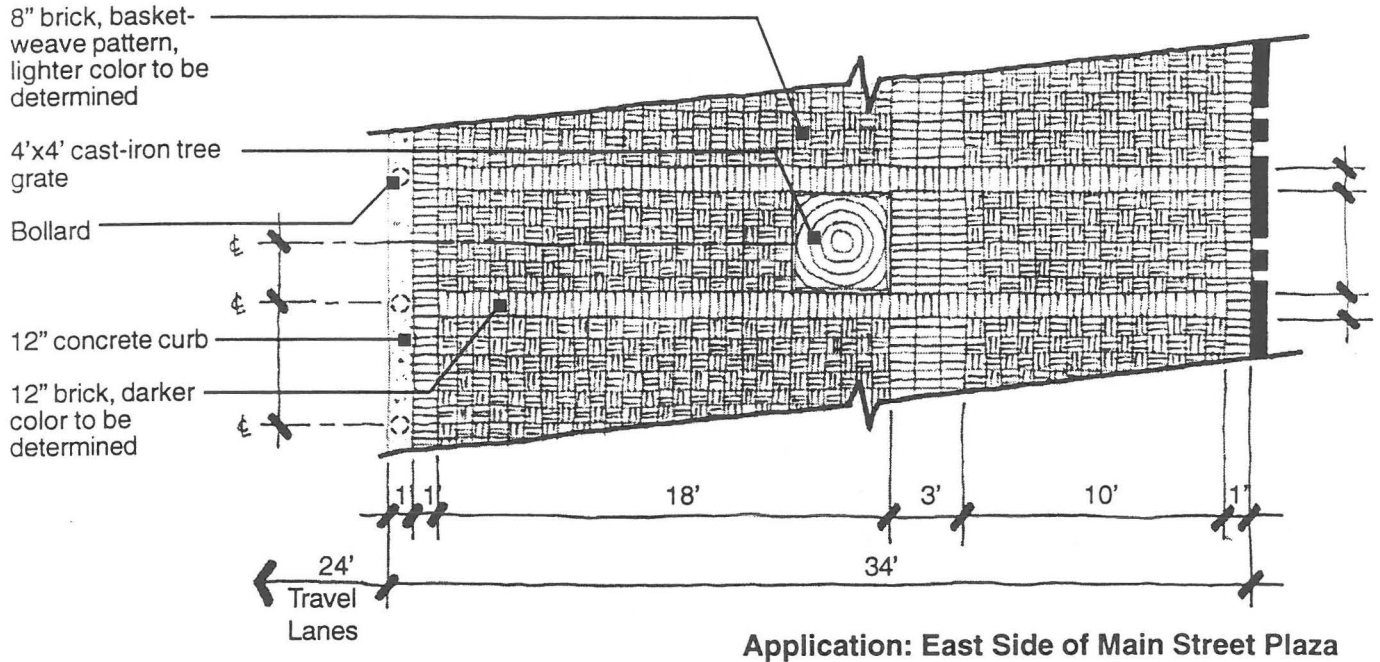


Application: West Side of Main Street Plaza

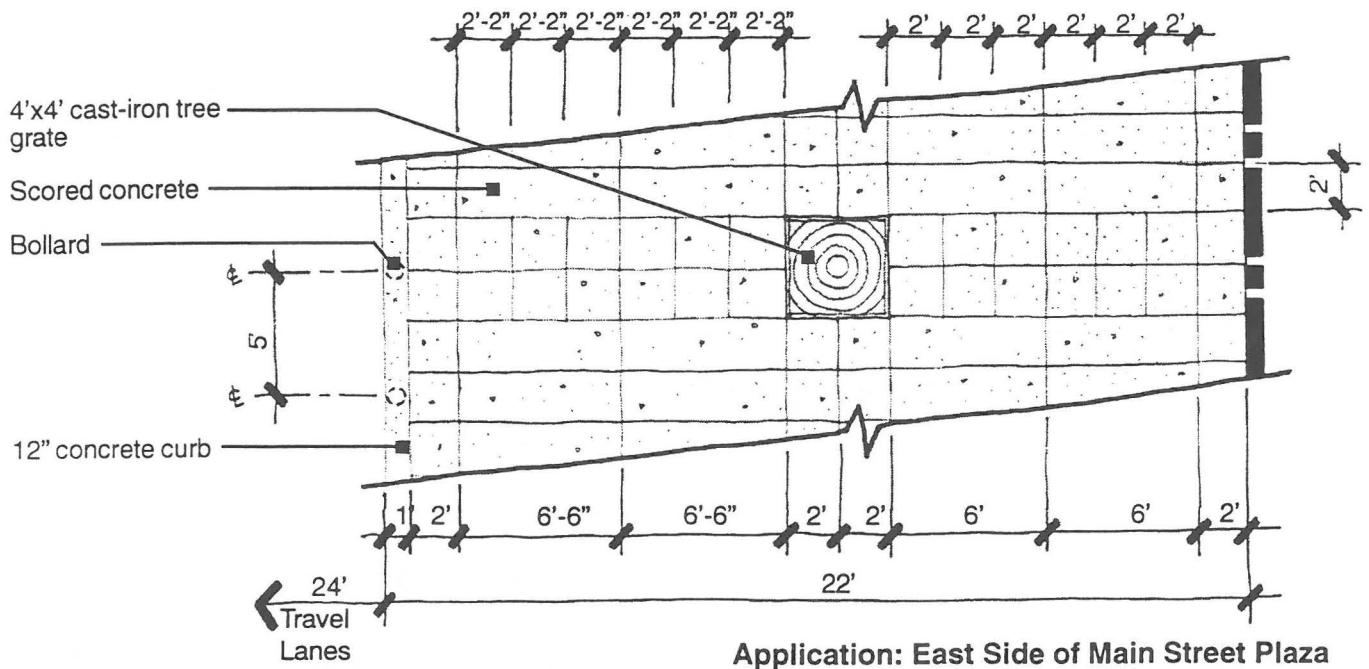
Design Details

3.2 Sidewalks

D.12 Paving: Main Street Plaza Zone Concrete Option Plan Detail @ East Sidewalk



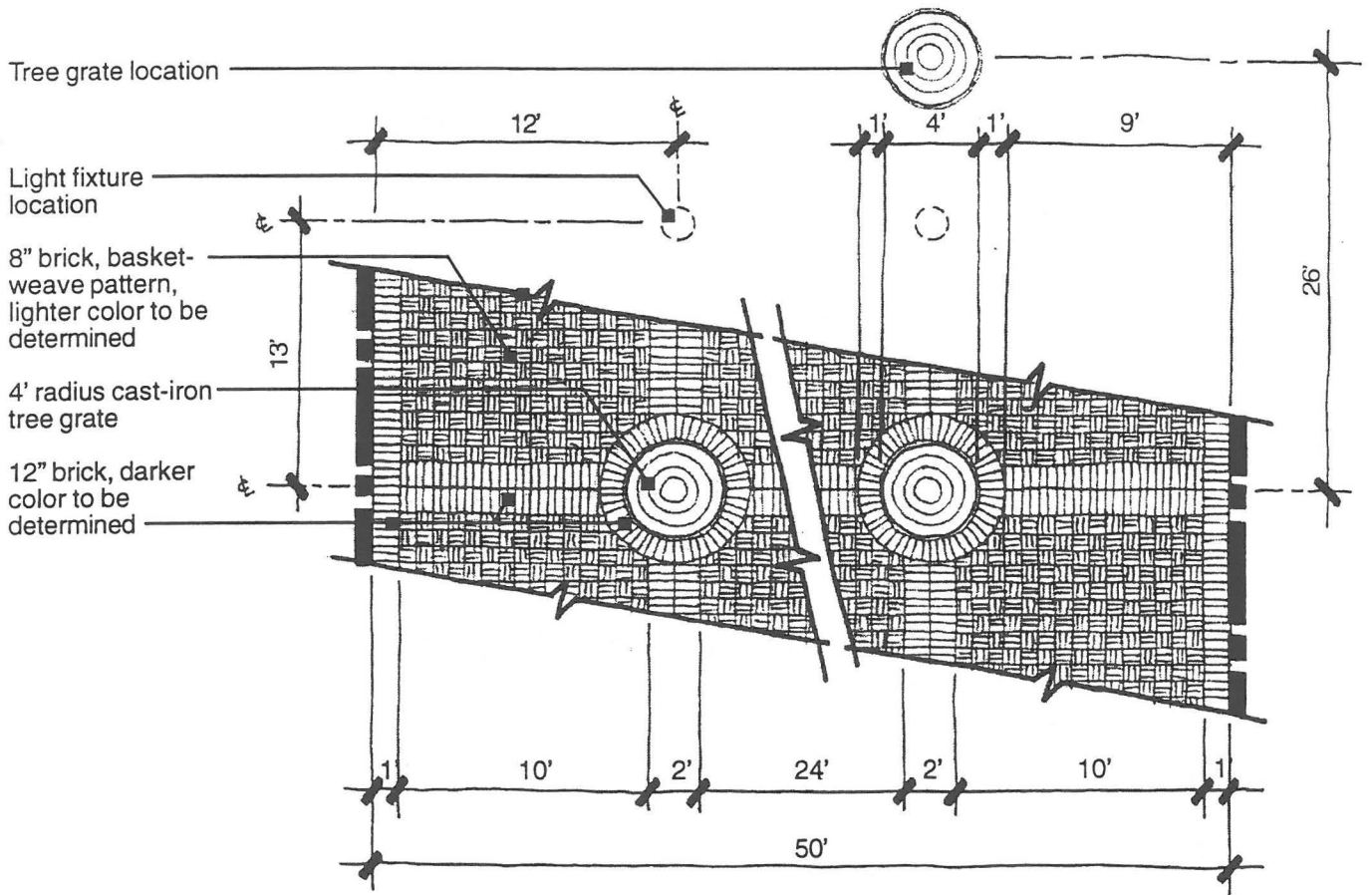
D.13 Paving: Main Street Plaza Zone Concrete Option Plan Detail @ East Sidewalk



Design Details

3.2 Sidewalks

D.14 Paving: Main Street Walk - Brick Plan Detail

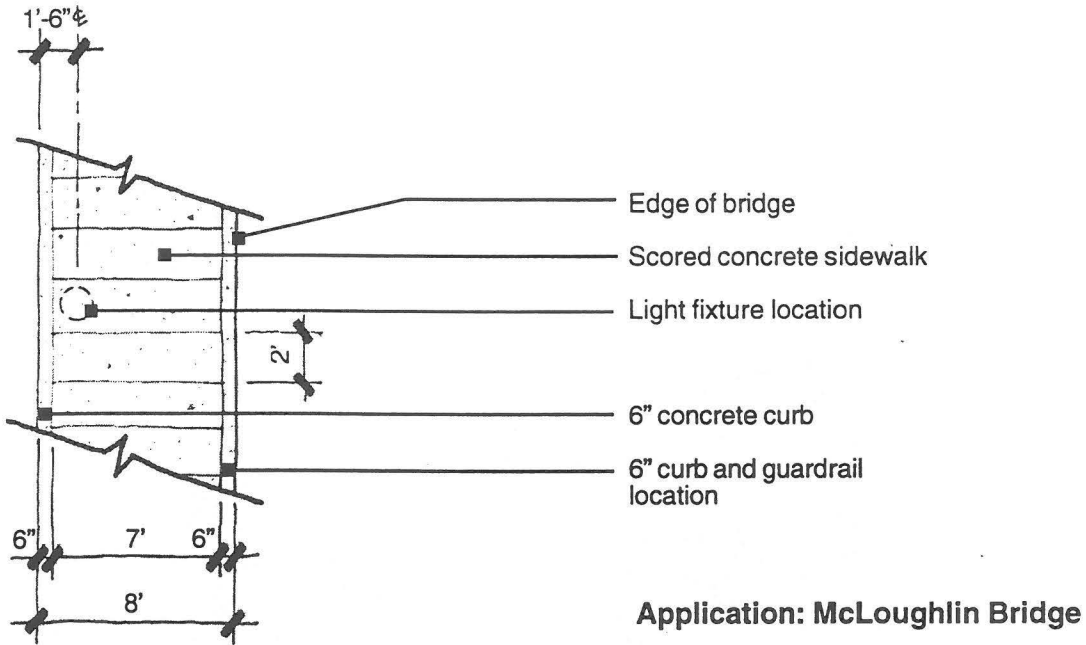


Application: Main Street Pedestrian Zone south of Washington Street

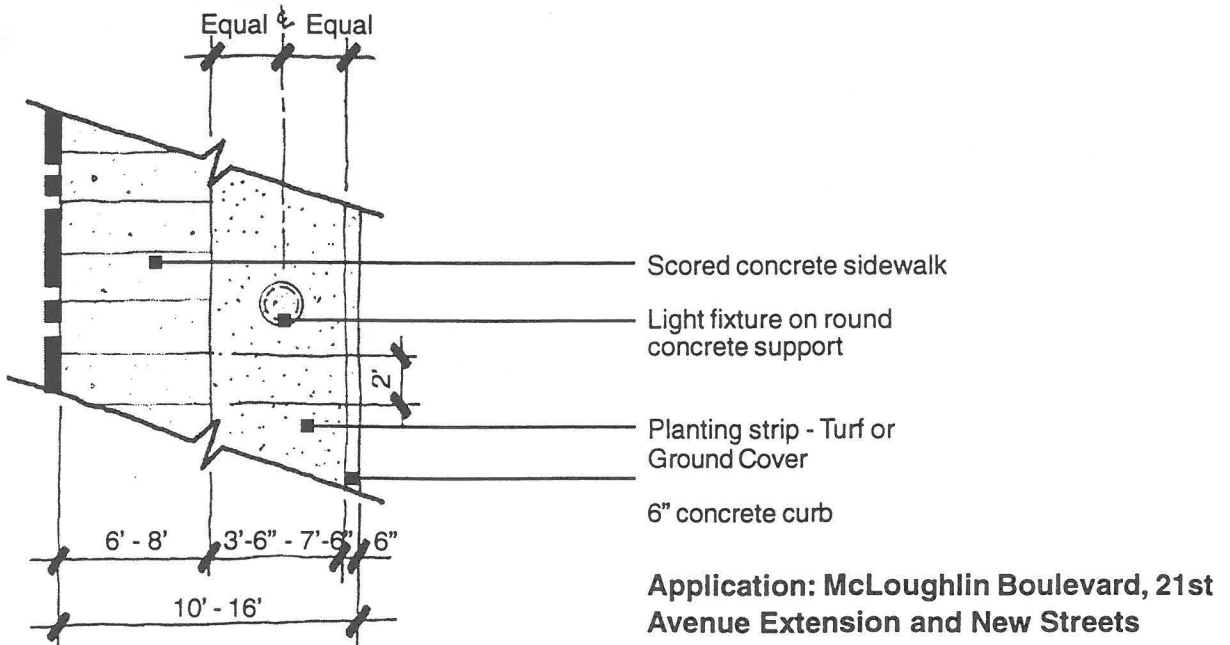
Design Details

3.2 Sidewalks

D.15 Paving: McLoughlin Bridge - Sidewalk Plan Detail



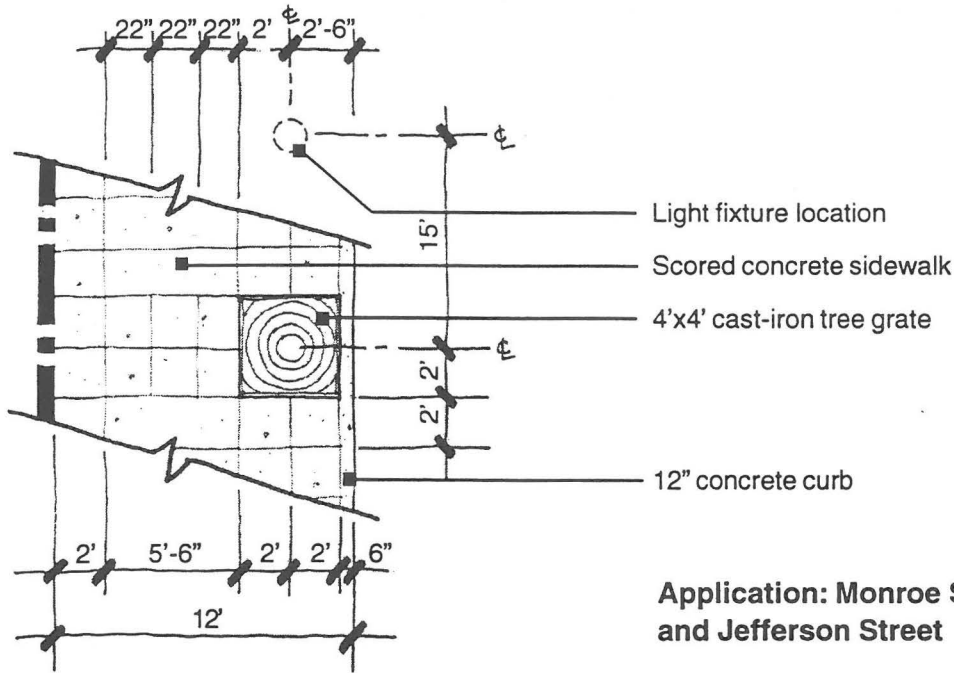
D.16 Paving: Sidewalk with Planting Strip Plan Detail



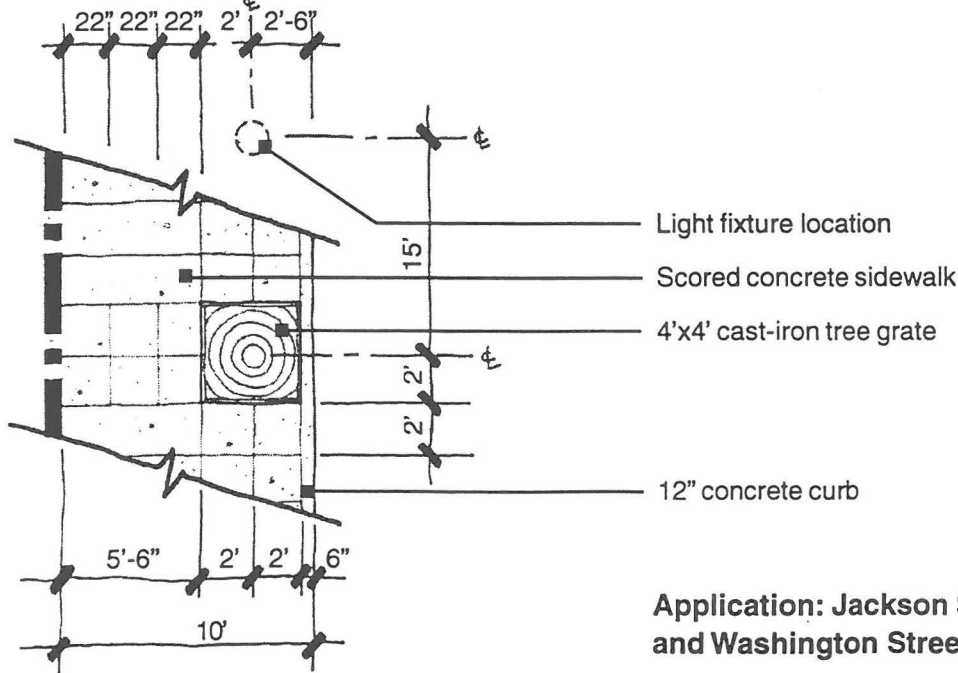
Design Details

3.2 Sidewalks

D.17 Paving: Concrete Plan Detail @ 12' Sidewalk



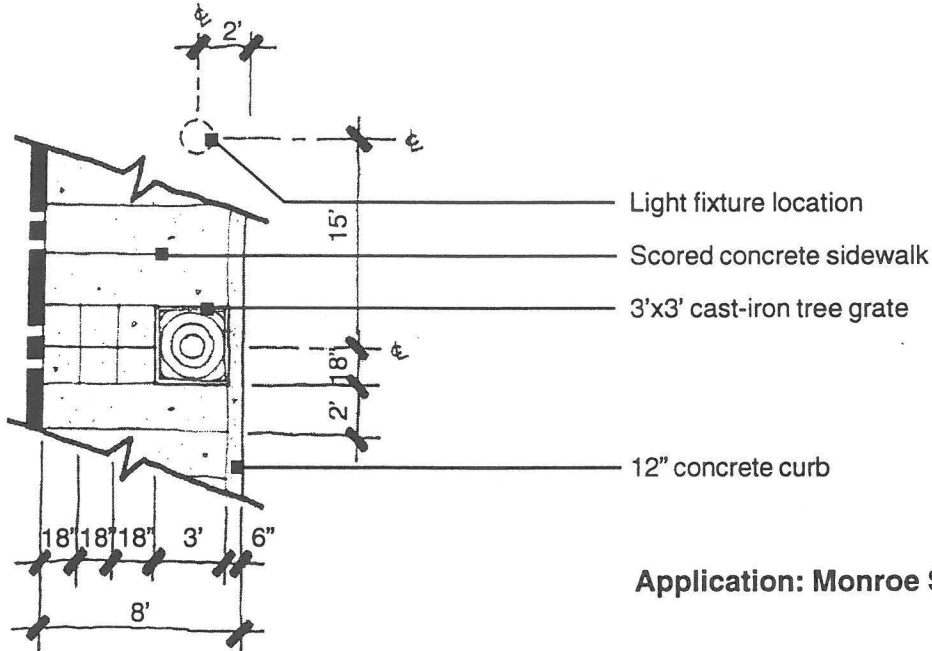
D.18 Paving: Concrete Plan Detail @ 10' Sidewalk



Design Details

3.2 Sidewalks

D.19 Paving: Concrete Plan Detail @ 8' Sidewalk

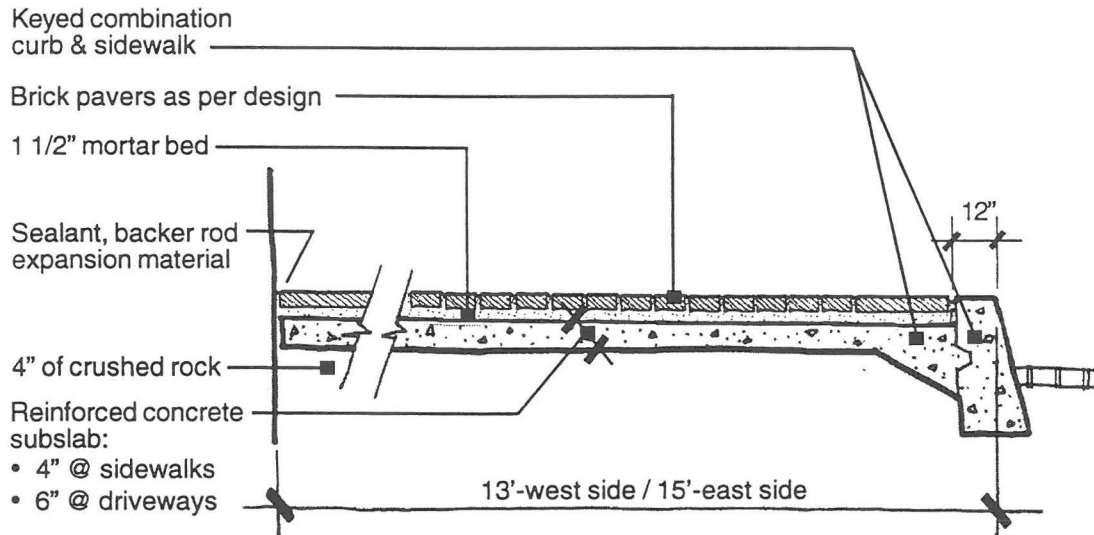


Application: Monroe Street East of 21st

Design Details

3.2 Sidewalks

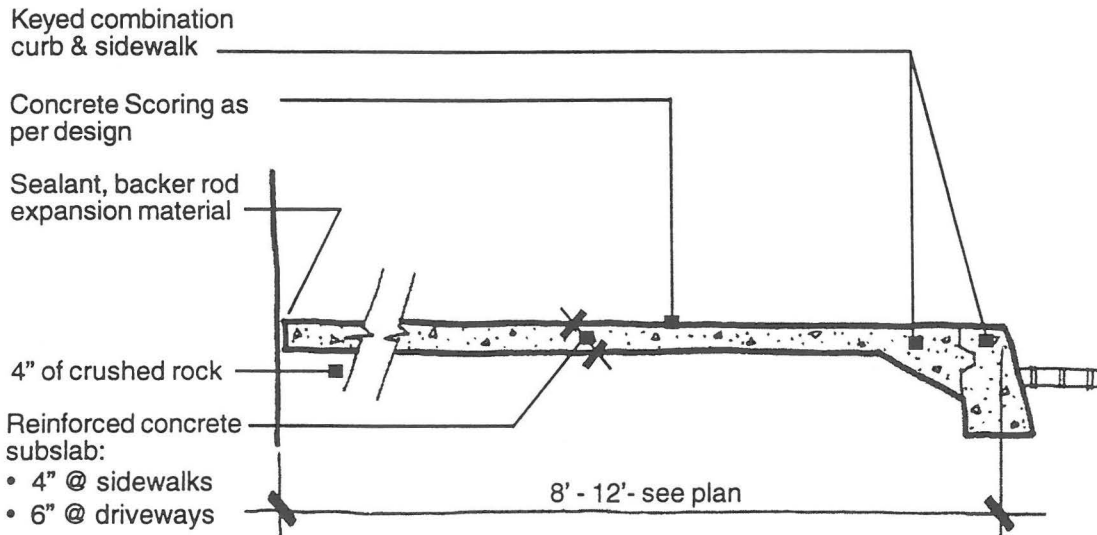
D.20 Paving: Main Street - Sidewalk Section Detail Brick Pavers



Application: Main Street

D.21 Paving: Main Street - Sidewalk Section Detail Concrete

Sidewalk Section - Concrete

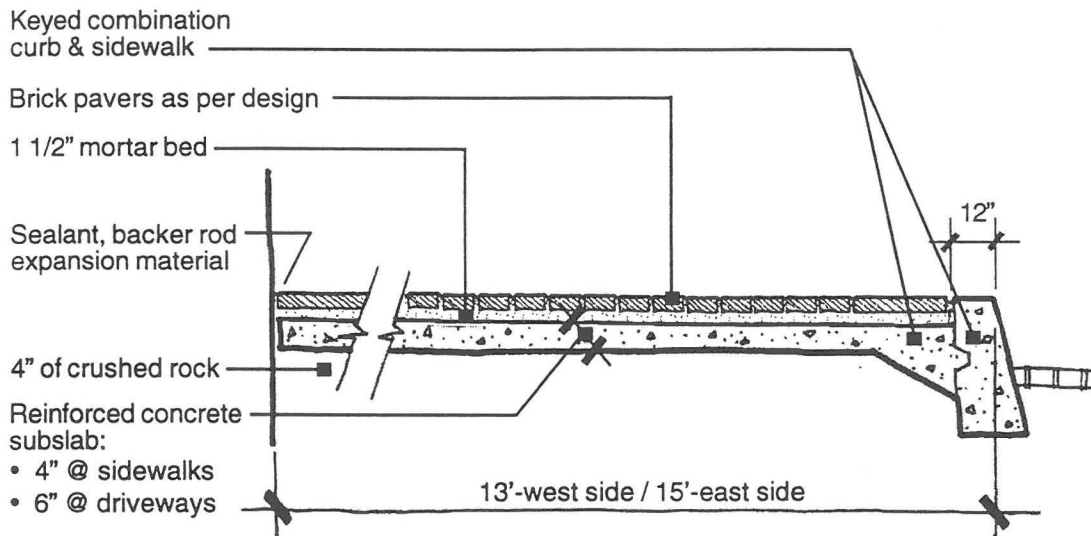


Application: All streets except Main Street brick paver option

Design Details

3.2 Sidewalks

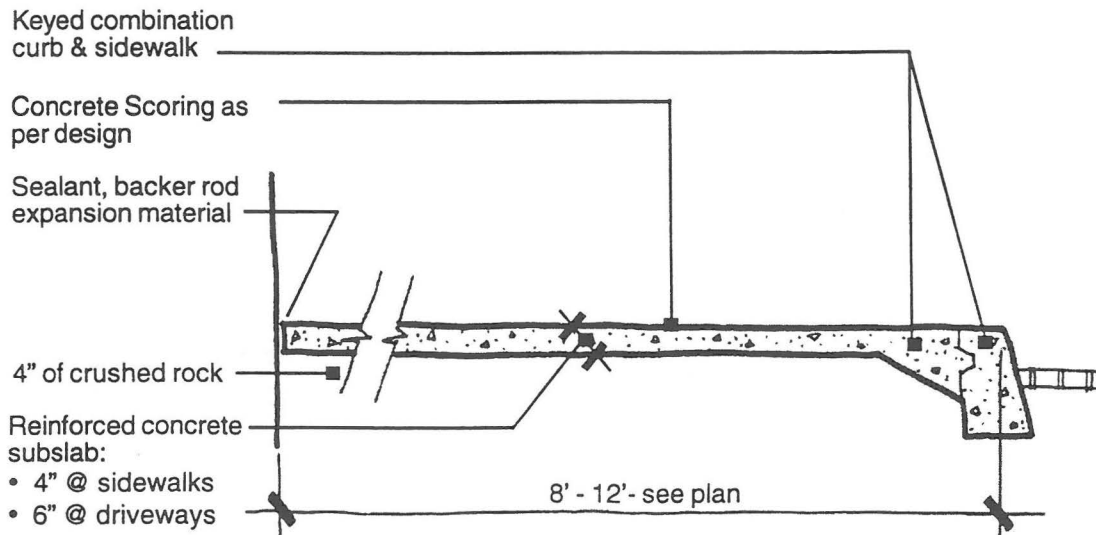
D.20 Paving: Main Street - Sidewalk Section Detail Brick Pavers



Application: Main Street

D.21 Paving: Main Street - Sidewalk Section Detail Concrete

Sidewalk Section - Concrete

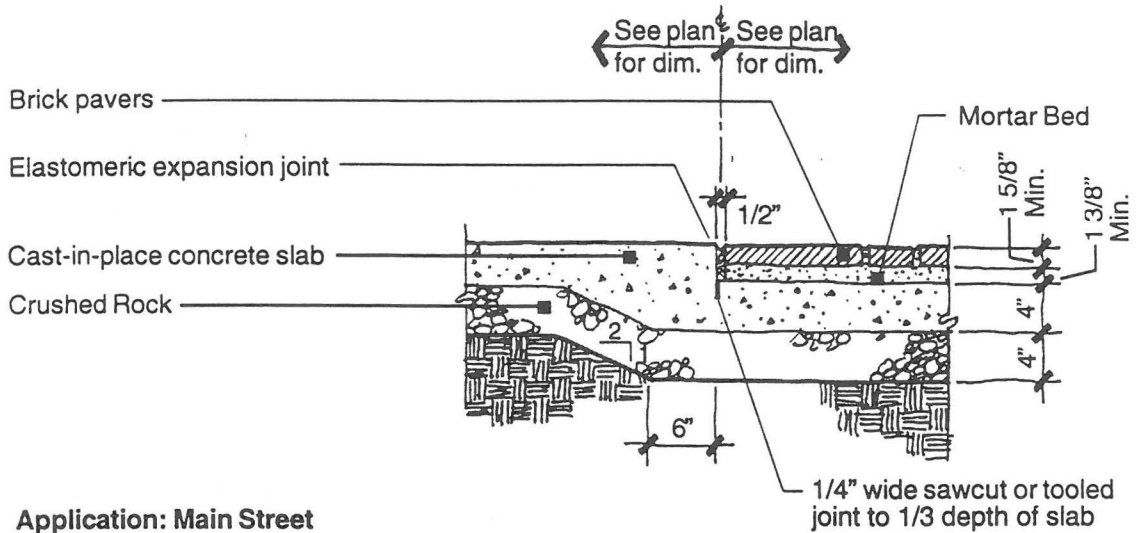


Application: All streets except Main Street brick paver option

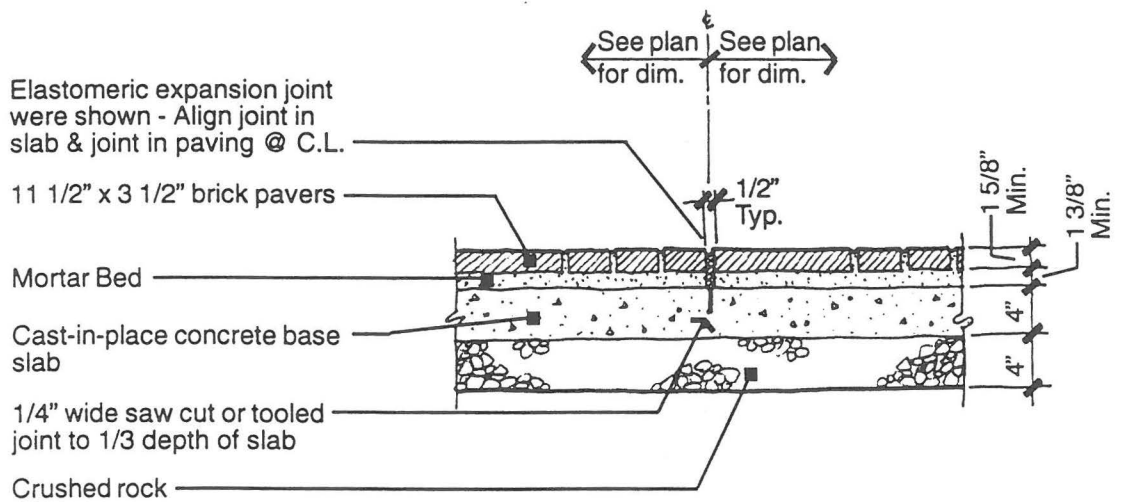
Design Details

3.2 Sidewalks

D.22 Paving: Main Street - Brick Pavers to Concrete Transition



D.23 Paving: Main Street & Transit Center: Expansion Joint @ Brick Pavers

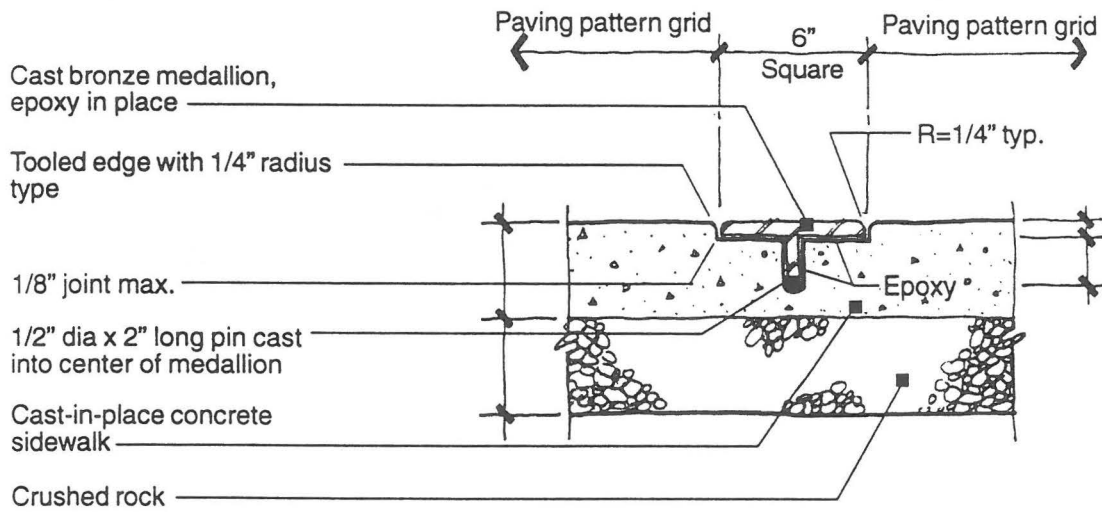


Application: Tri-Met's bus transit center and Main Street from the transit center to Monroe and from Jefferson to Washington Street (See street sections A & B in section 2.5)

Design Details

3.2 Sidewalks

D.24 Paving: Main Street & Transit Center: Optional Medallion in Concrete

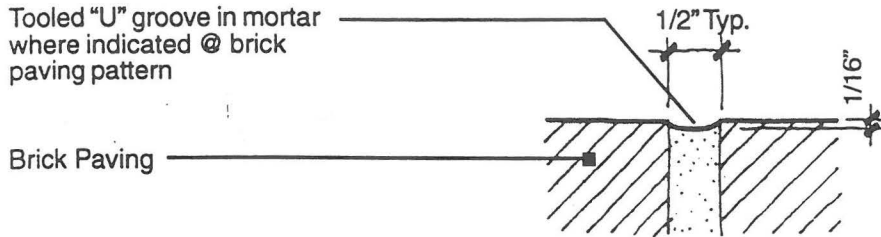


Application: Main Street

Design Details

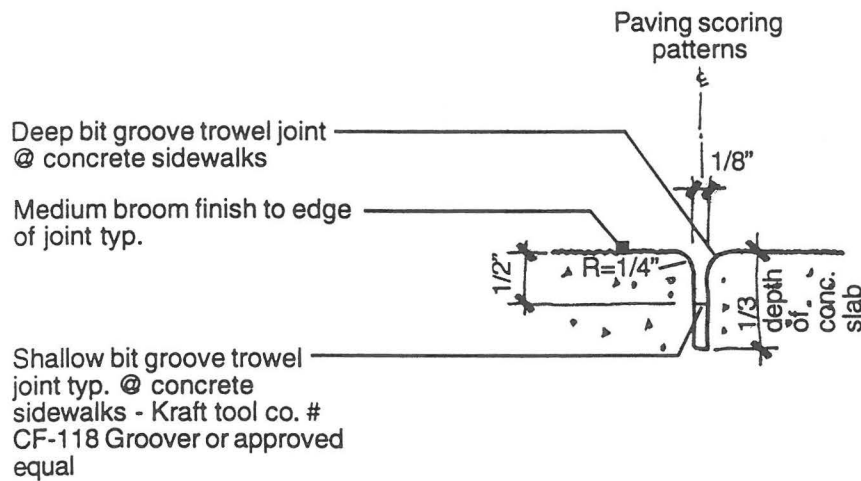
3.2 Sidewalks

D.25 Paving: Main Street - Tool Joint Profile @ Brick Pavers



Application: Main Street

D.26 Paving: Tool Joint Profile @ Concrete Slab

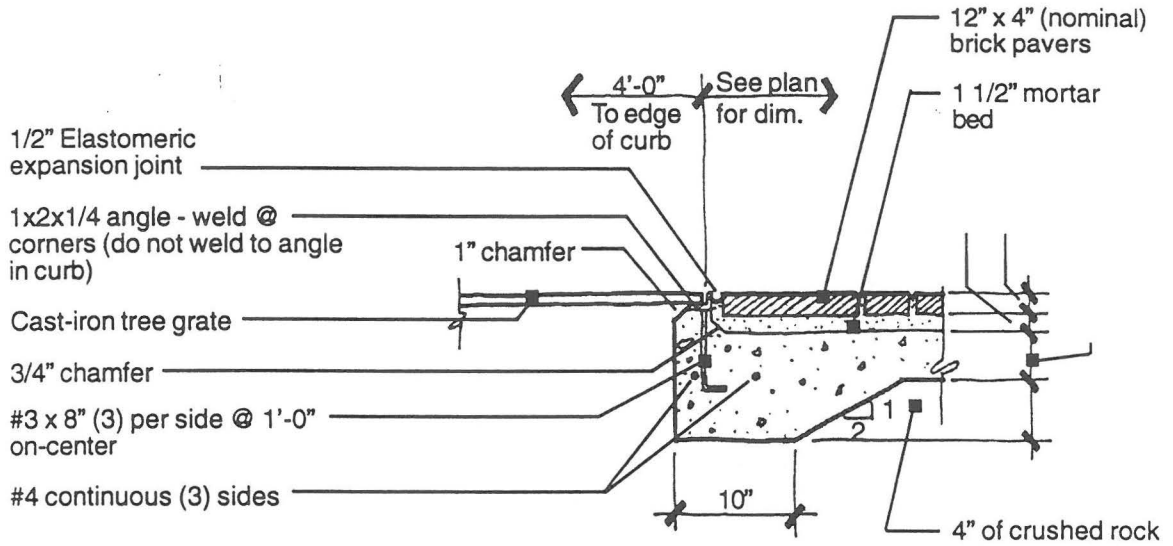


Application: All streets

Design Details

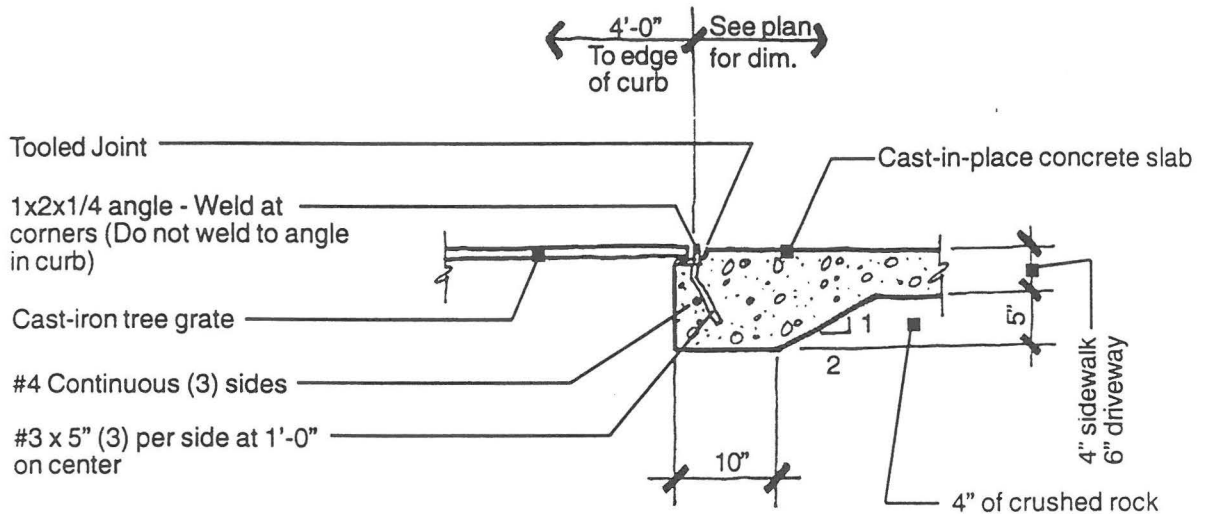
3.2 Sidewalks

E.1 Tree Grates: Main Street - Section @ Brick Pavers Option



Application: Main Street

E.2 Tree Grates: Section @ Concrete Option

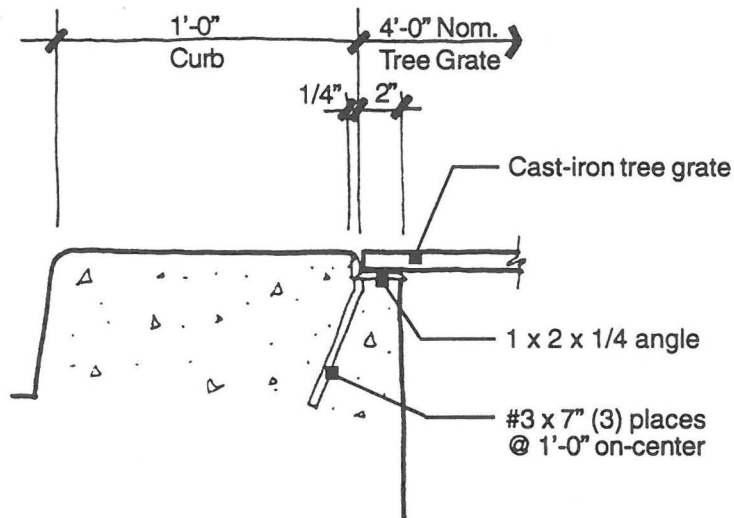


Application: All streets except Main Street brick option

Design Details

3.2 Sidewalks

E.3 Tree Grates: Section @ Concrete Curb

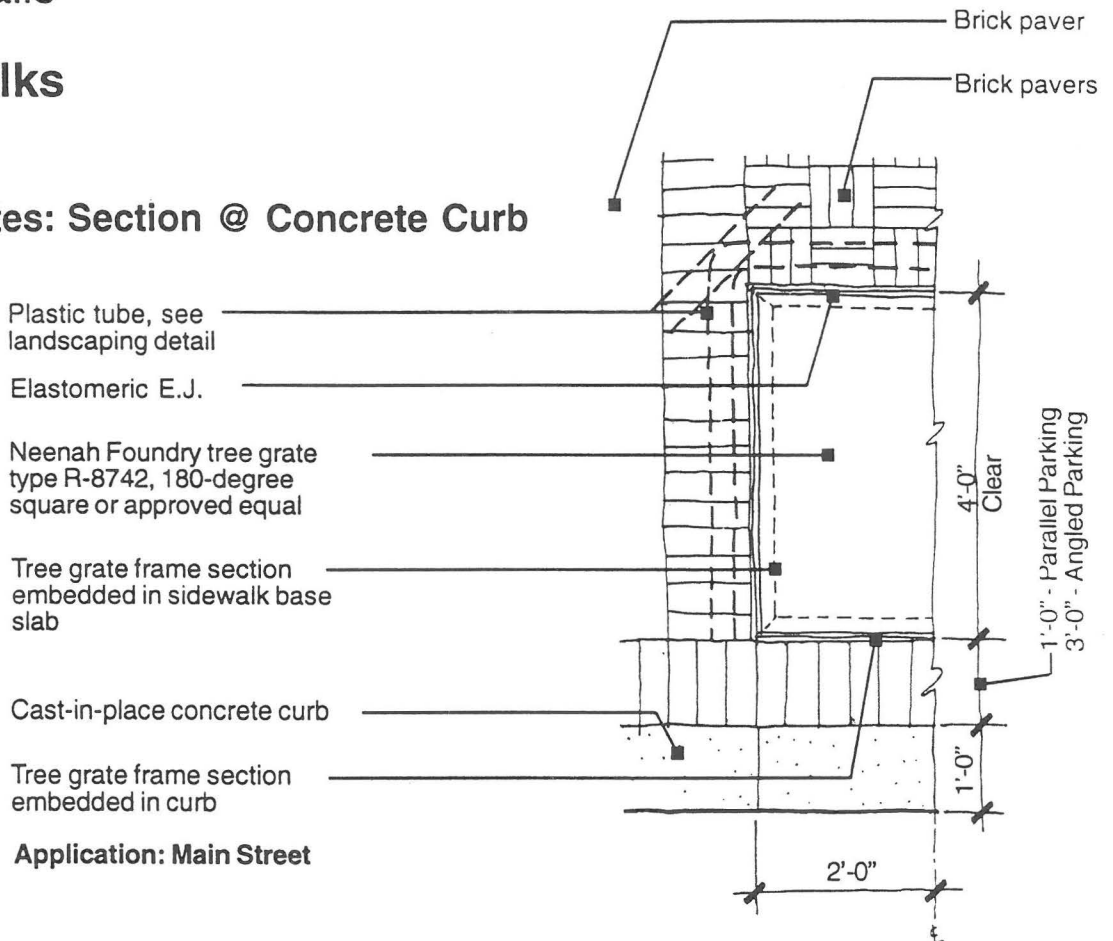


Application: All streets except Main Street

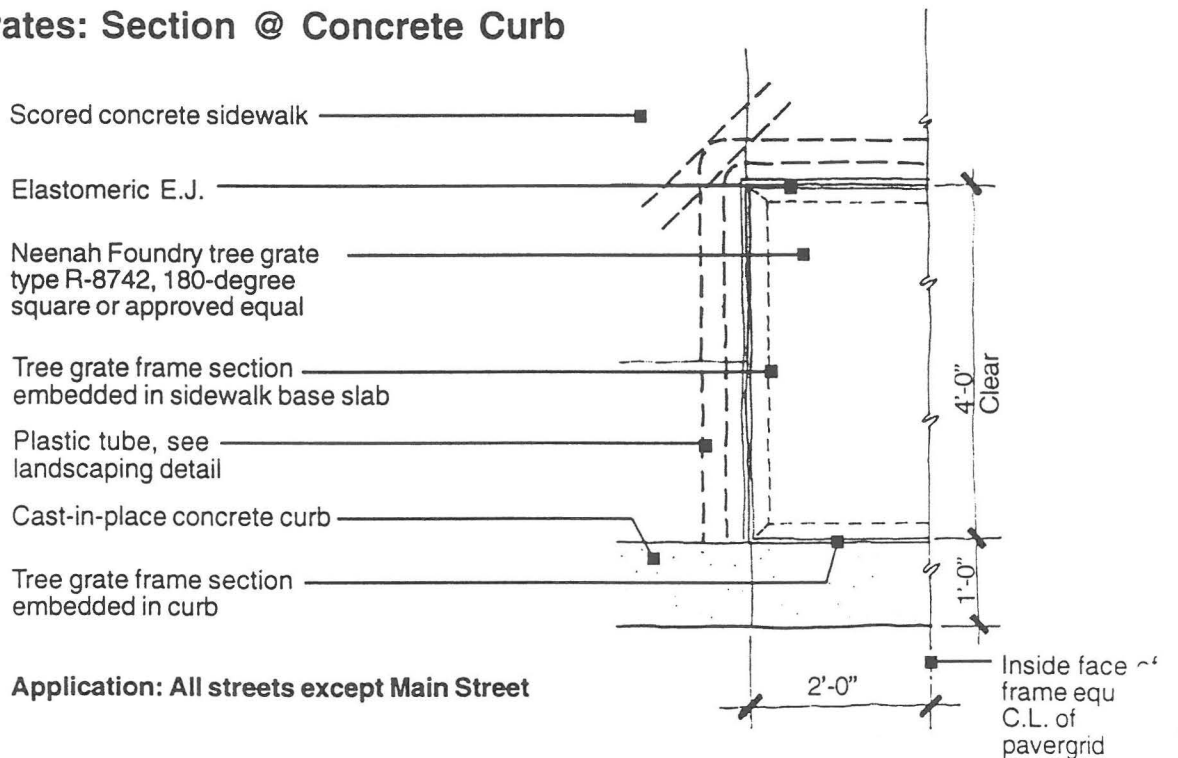
Design Details

3.2 Sidewalks

E.4 Tree Grates: Section @ Concrete Curb



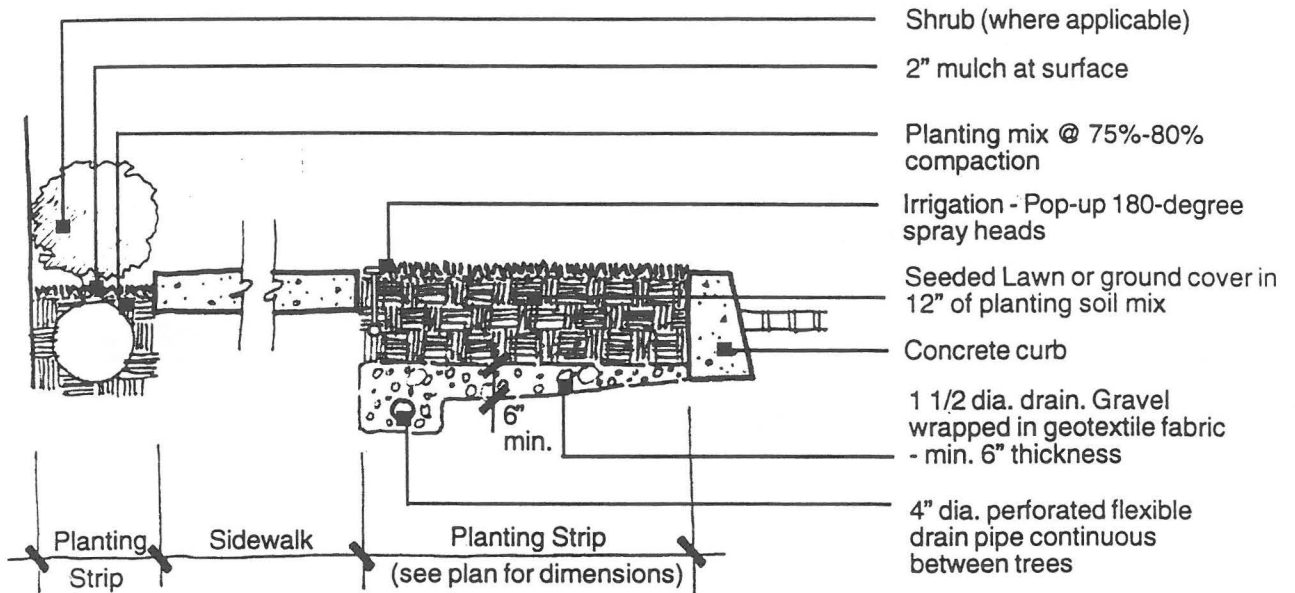
E.5 Tree Grates: Section @ Concrete Curb



Design Details

3.3 Landscape

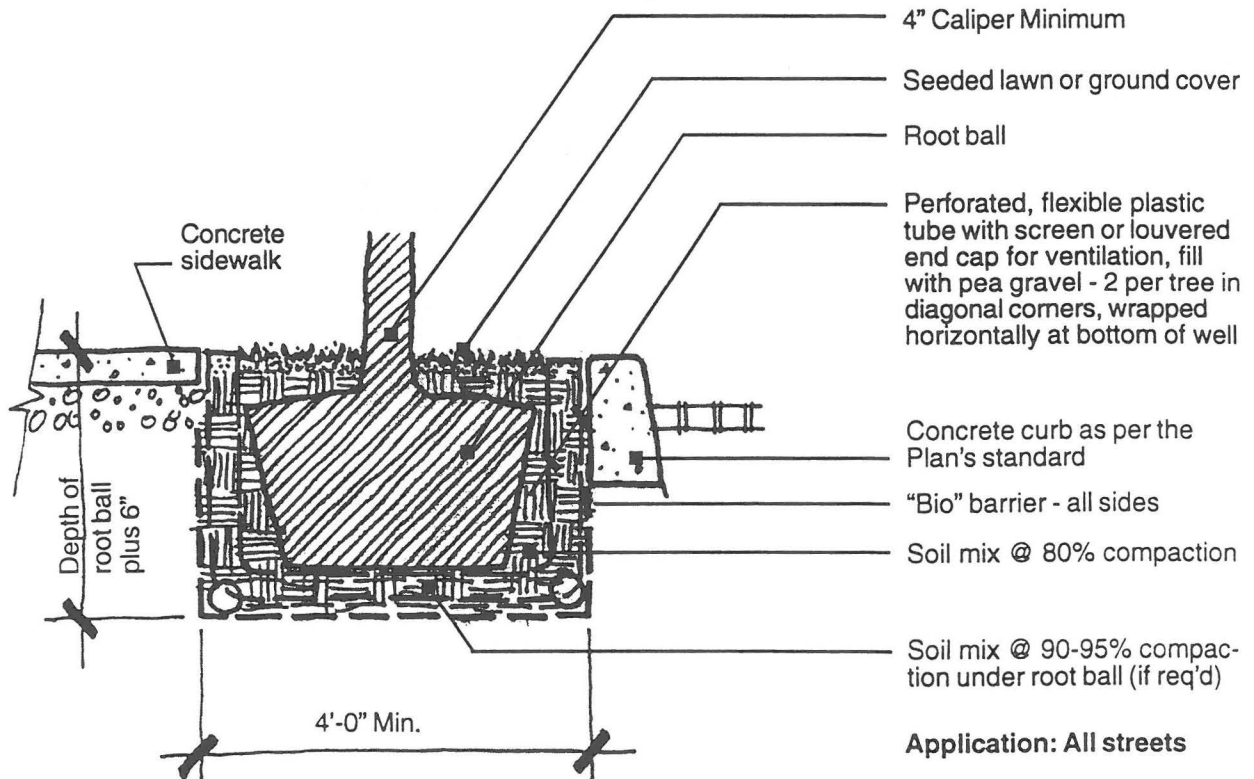
A. Pervious Continuous Landscape Strip



- Shrub (where applicable)
- 2" mulch at surface
- Planting mix @ 75%-80% compaction
- Irrigation - Pop-up 180-degree spray heads
- Seeded Lawn or ground cover in 12" of planting soil mix
- Concrete curb
- 1 1/2 dia. drain. Gravel wrapped in geotextile fabric - min. 6" thickness
- 4" dia. perforated flexible drain pipe continuous between trees

Application: All streets

B. Tree Well Section @ Landscape Strip



- 4" Caliper Minimum
- Seeded lawn or ground cover
- Root ball
- Perforated, flexible plastic tube with screen or louvered end cap for ventilation, fill with pea gravel - 2 per tree in diagonal corners, wrapped horizontally at bottom of well
- Concrete curb as per the Plan's standard
- "Bio" barrier - all sides
- Soil mix @ 80% compaction
- Soil mix @ 90-95% compaction under root ball (if req'd)

Application: All streets

Design Details

3.3 Landscape

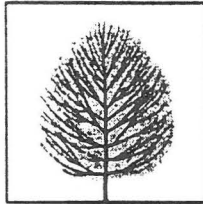
C. Plant Materials

Canopy Tree Planting

Sunset Red Maple (*Acer rubrum*)

The canopy street tree has attractive, bright red flowers that appear before the leaves. Its fall foliage ranges from orangey-red to scarlet.

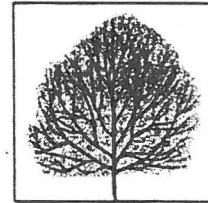
Height: 45'
 Spread: 35'
 Shape: Upright branching, oval
 Foliage: Dark green, glossy
 Fall Color: Brilliant orange-red to scarlet



Red Oak (*Quercus rubra*)

A fast-growing tree for big spaces. The leaves, which are lustrous dark green in the summer, turn a beautiful red in the fall.

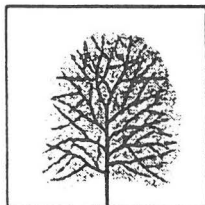
Height: 50'
 Spread: 45'
 Shape: Rounded
 Foliage: Dark green
 Fall Color: Red



Skyline Honeylocust (*Gleditsia triacanthos* 'Skycole')

Irregular branching pattern provides interest during winter seasons. The small leaflets create a filtered, dappled light on streetscape.

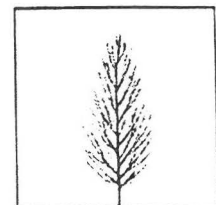
Height: 45'
 Spread: 35'
 Shape: Broadly Pyramidal
 Foliage: Fine textured, medium green
 Fall Color: Golden



Chanticleer Pear (*Pyrus calleryana* 'Chanticleer')

Full of white blossoms in the spring and colorful red foliage in the fall. Fruit is insignificant and does not pose a litter problem

Height: 60'
 Spread: 20'
 Shape: Upright, narrowly pyramidal
 Foliage: Green, glossy
 Fall Color: Reddish
 Flower: White, in clusters



Design Details

3.3 Landscape

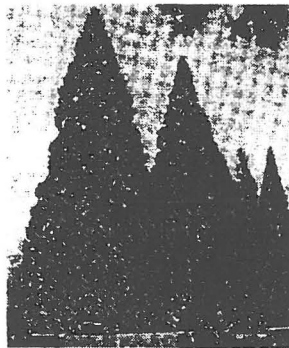
C. Plant Materials

Canopy Tree Planting

Giant Sequoia (*Sequoiadendron giganteum*)

Large, slow-growing and extremely long-lived tree. Their formal pyramidal form creates a distinctive skyline, such as the one formed along McLoughlin Blvd. just north of downtown Milwaukie.

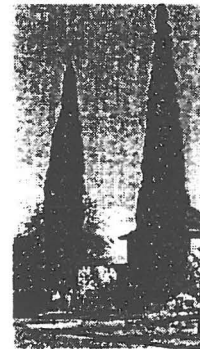
Height: 100' (est.)
Spread: 50' (est.)
Shape: Upright, narrowly pyramidal
Foliage: Dark green
Fall Color: No change



Incense Cedar (*Calocedrus decurrens*)

Large, slow-growing and extremely long-lived tree. Their formal columnar form will not encroach into railroad right-of-way significantly.

Height: 100' (est.)
Spread: 30' (est.)
Shape: Columnar
Foliage: Dark green
Fall Color: No change

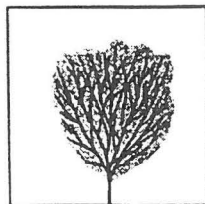


Ornamental Accents

Kwanzan Cherry (*Prunus serrulate* 'Kwanzan')

This Japanese Cherry tree has beautiful pink spring blossoms and insignificant fruit that does not pose a litter problem. It is appropriate for intersection accents.

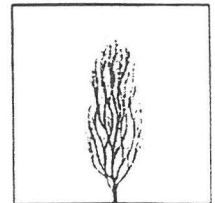
Height: 30'
Spread: 20'
Shape: Stiffly vase shaped
Foliage: Dark green
Fall Color: Bronze-orange to orange-red
Flower: Double, rosy pink in clusters



Frans Fontaine Hornbeam (*Carpinus betulus* 'Frans Fontaine')

The tree has a dense upright branching pattern. With glossy dark green foliage, it is appropriate for boulevard medians.

Height: 35'
Spread: 15'
Shape: Narrow, columnar
Foliage: Dark green
Fall Color: Yellow



Design Details

3.3 Landscape

C. Plant Materials

Groundcover, Shrubs and Turf:

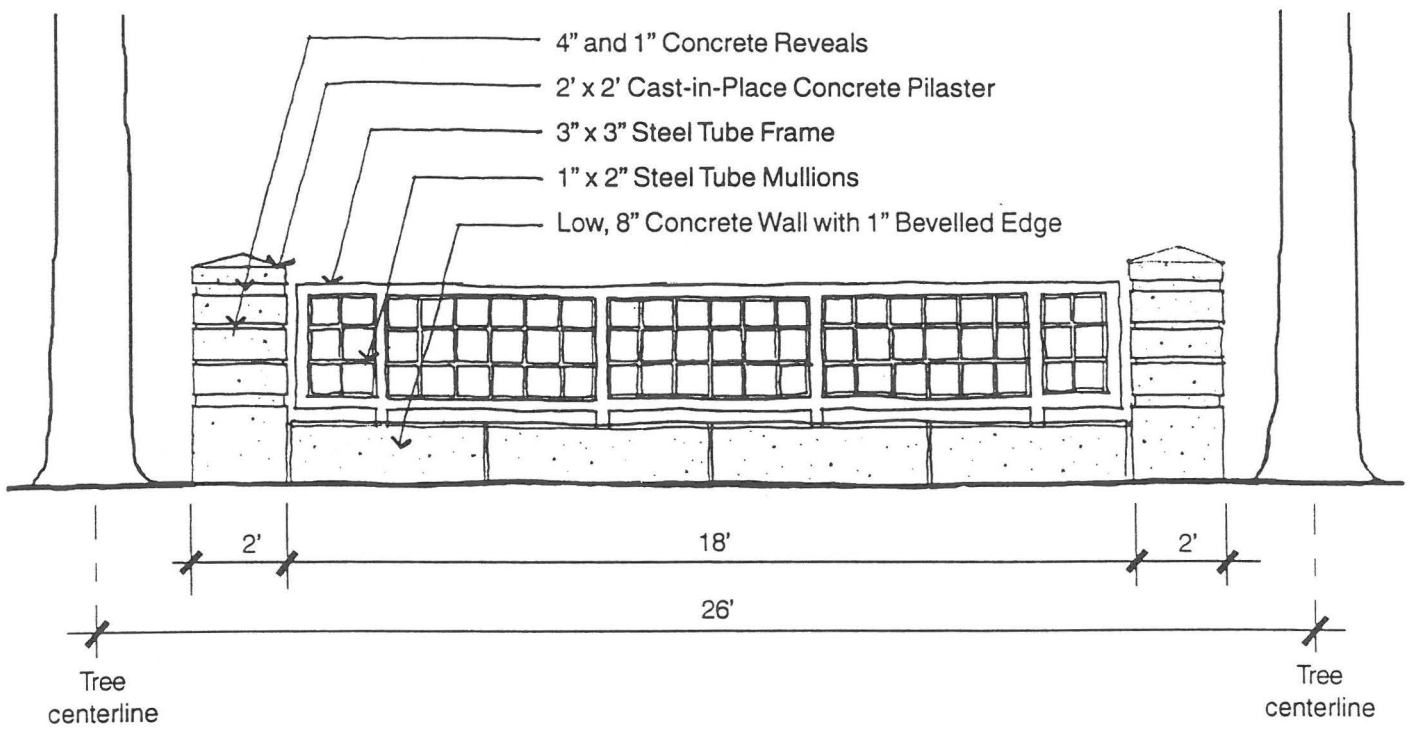
All shrubs and ground cover should be irrigated. They should be low maintenance, and provide color and interest. They should be low in height to avoid obstructing views or spreading. Groundcover should tolerate foot traffic.

Design Details

3.3 Landscape

D. Transit Center Wall Details

Wall Elevation

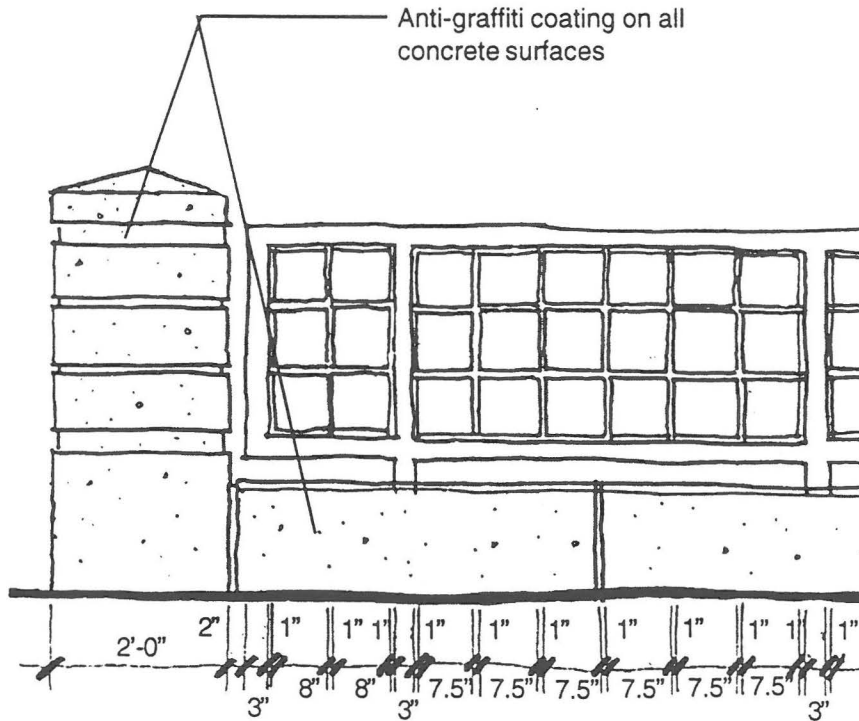


Design Details

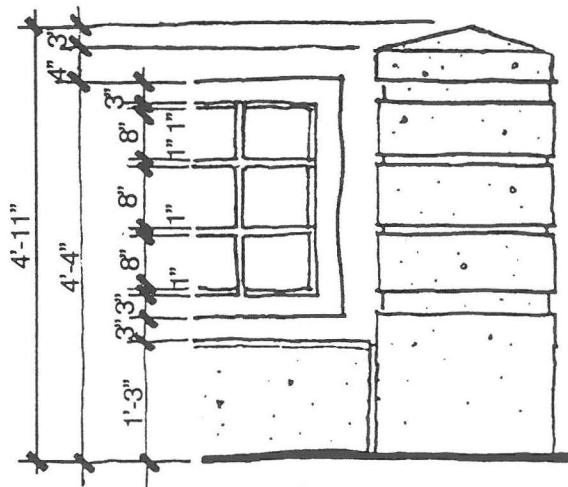
3.3 Landscape

D. Transit Center Wall Details

Wall Elevation



Wall Elevation



Design Details

3.4 Street Lights

These design details and criteria are provided for street lights throughout the Downtown and Riverfront planning area. The details apply to only public area rights-of-way. The design guidelines document addresses exterior lighting on buildings, parking lots and other private parcels. Temporary or seasonal lights installed within the public right-of-way are also addressed in the design guidelines.

Design Details

3.4 Street Lights

A. Fixture Type and Placement

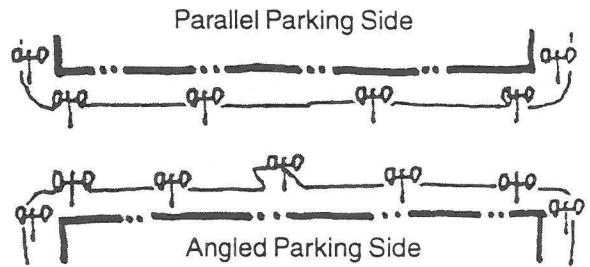
Twin Ornamental

Historic Portland-area fixture

Ideal Placement/Block: * nine: staggered, aligned at corners

Application: On Main Street

* Spacing may vary depending on specific conditions of each block



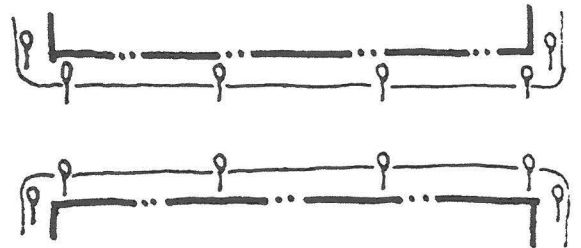
Single Ornamental

Historic Portland-area fixture

Ideal Placement/Block: * eight: aligned

Application: On 21st, Washington, Jefferson, Monroe, Jackson, Harrison, all new streets

* Spacing may vary depending on specific conditions of each block



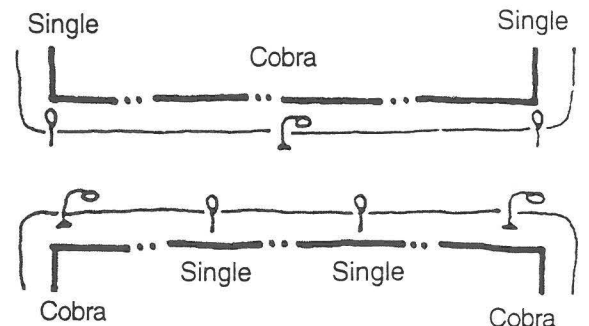
Single Ornamental and Ornamental Cobra Head

Historic Portland-area fixture and Traditional street light used on commercial and industrial streets throughout Portland area.

Ideal Placement/Block: * seven: staggered, aligned at corners

Application: On McLoughlin Blvd.

* Spacing may vary depending on specific conditions of each block



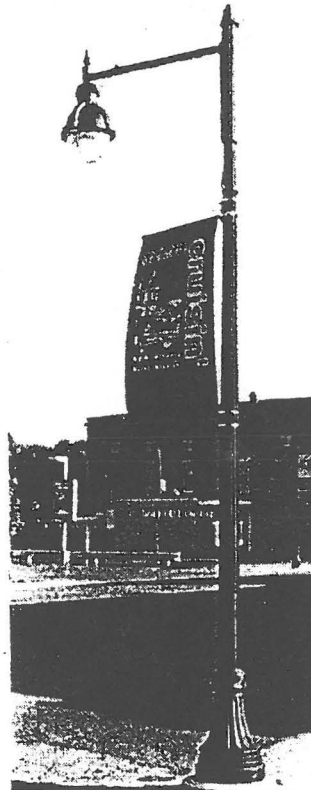
Design Details

3.4 Street Lights

B. Fixture Types

Ornamental "Cobra Head" Light

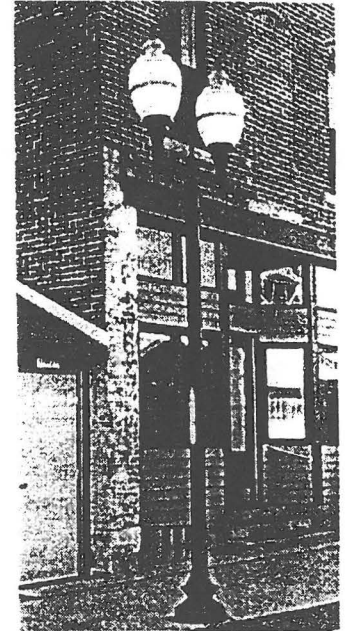
Sternberg Summit fixtures' prismatic surface to spread light efficiently are mounted on long arms to reach over the street. Mounted on Somerset post base, the height is to be 18' to allow plenty of clearance for tall trucks to pass safely.



Application:
McLoughlin
Boulevard

Twin Ornamental Light

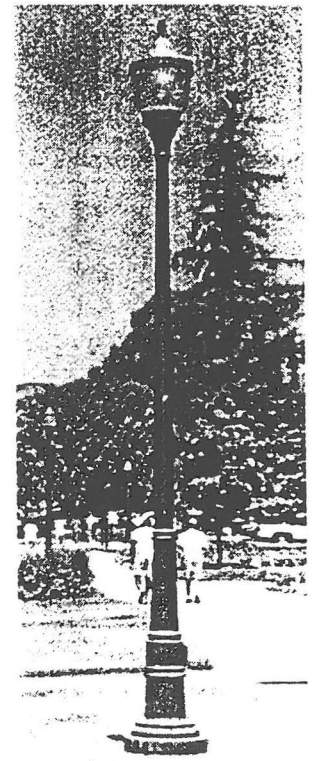
Double Sternberg Boulevard fixtures typically include energy-saving 150w high-pressure sodium with Type III glass refractors for optimum efficiency. The D650 fixture scales 16"x34" while the Somerset ornamental pole sits on a 20" by 50" high base and tapers from 5" to 3" with .125 to .250 wall thickness.



**Application: Main
Street only**

Single Ornamental Light

Sternberg Boulevard fixtures typically include energy-saving 150w high-pressure sodium with Type III glass refractors for optimum efficiency. The D650 fixture scales 16"x34" while the Somerset ornamental pole sits on a 20" by 50" high base and tapers from 5" to 3" with .125 to .250 wall thickness.



**Application: All
streets except Main
Street, and Pathways
as indicated (See
Street Lights Dia-
gram, Section 1.19)**

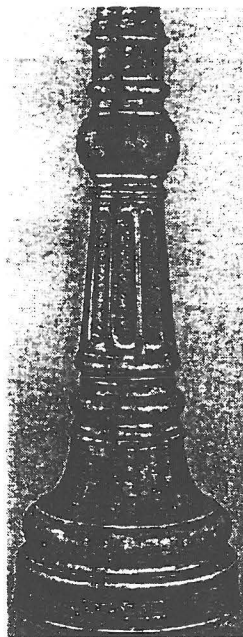
Design Details

3.4 Street Lights

C. Fixture Components

Ornamental Pole

The Sternberg Somerset light pole has a base diameter of 19" and a height of 48". The single ornamental light uses the 2714-TFP, (14' tapered fluted shaft), while the twin ornamental light uses the 2714-FP (14' straight fluted shaft). The TFP tapers from 5" to 3", while the FP is 5" throughout.



Application: All streets

Lighting Fixture

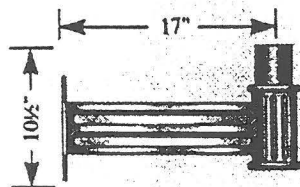
Sternberg Boulevard vintage lighting fixture measures 16" x 34", and comes in a special dark bronze finish. It fits a 5" fluted pole and carries a globe of tough, high-impact polycarbonate or acrylic DR with a vintage "glasslike" appearance. The fixture holds an integral ballast and is welded to the poles



Application: All Streets except McLoughlin

Bracket

The twin ornamental light utilizes the Sternberg TA PM bracket. Its heavy-wall cast-aluminum construction can carry large light fixtures with more than a 3' separation.



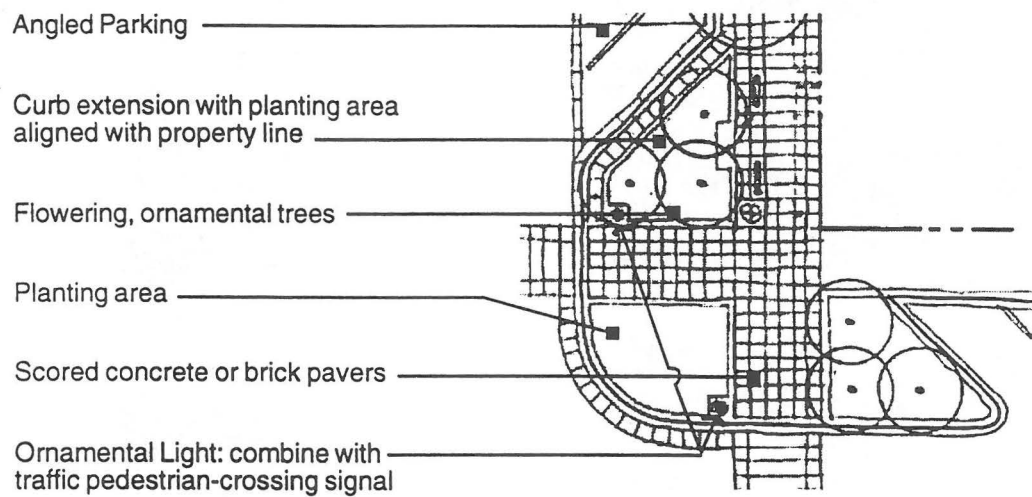
Application: Main Street only

Design Details

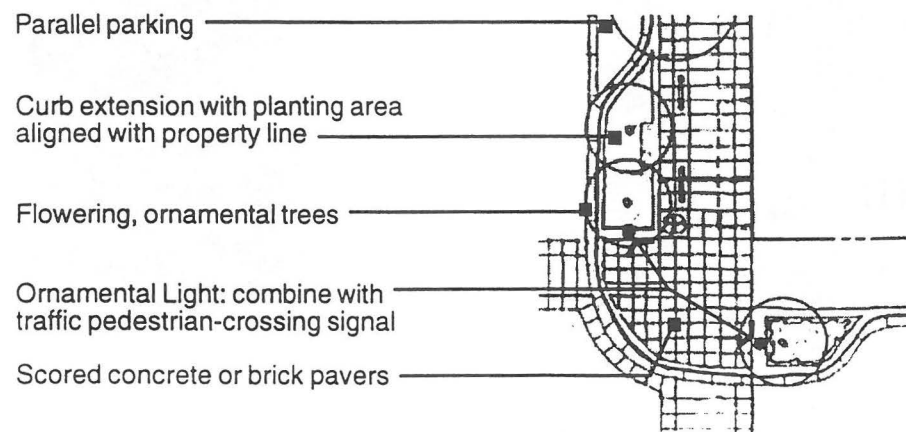
3.4 Street Lights

D. Fixture Placement - Corner Plan Details

Application: Main Street at Angled Parking Blocks



Application: Main Street at Parallel Parking Blocks Other Streets with Curb Extensions

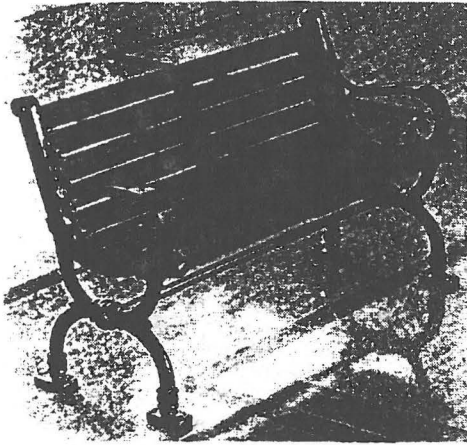


Design Details

3.5 Street Furniture

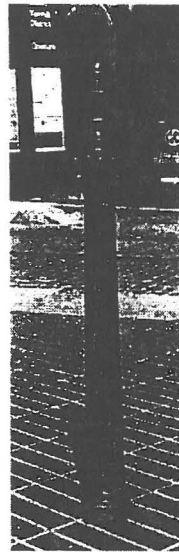
These specifications apply only to street furniture within the public right-of-way.

Benches



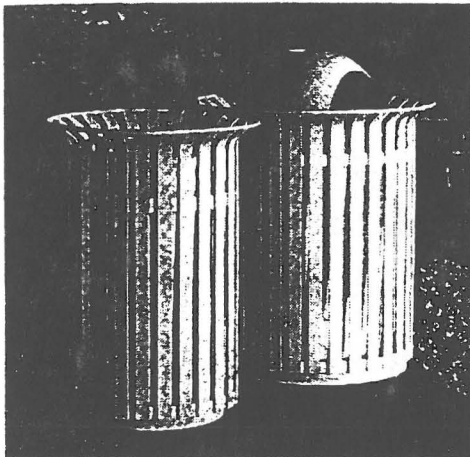
Victorian-era styled bench made of wood with cast-iron end frames. Fairweather Site Furnishings & Accessories Model TD-3

Bollards



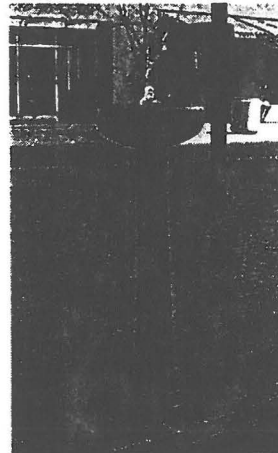
Ornamental bollard, black, height of 36" - 42"
Type to be determined.
Set bollards approxiatately 5' on-center

Trash Receptacles



Flared steel trash receptacles with an optional ash trap (or right). Fairweather Site Furnishings & Accessories Model TR-12.24, black

Fountains



Ornamental water fountain with continuous flowing bubbler to be determined

Design Details

3.6 Bicycle Facilities

These bicycle-facility details apply only to public right-of-way areas. Facilities with private redevelopment parcels must be consistent with existing standards and ordinances.

Design Details

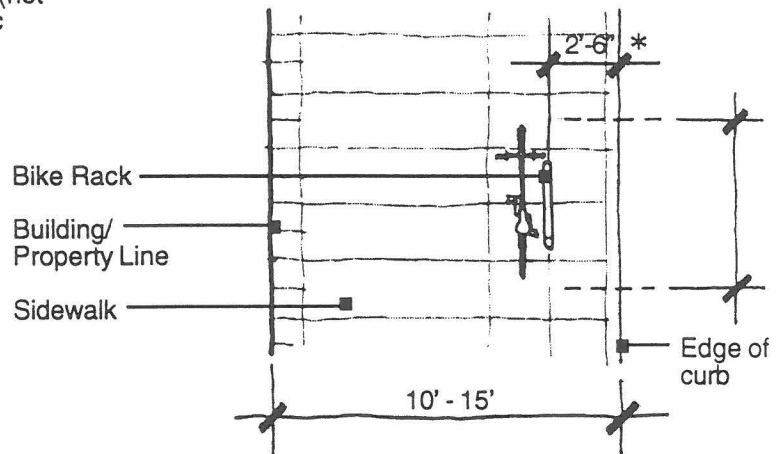
3.6 Bicycle Facility Details and Design Criteria

A. Sidewalk Bike Rack Location *

* - 4 racks per block on Main Street, and 2 racks per blocks on other streets (not including groupings in front of public facilities)



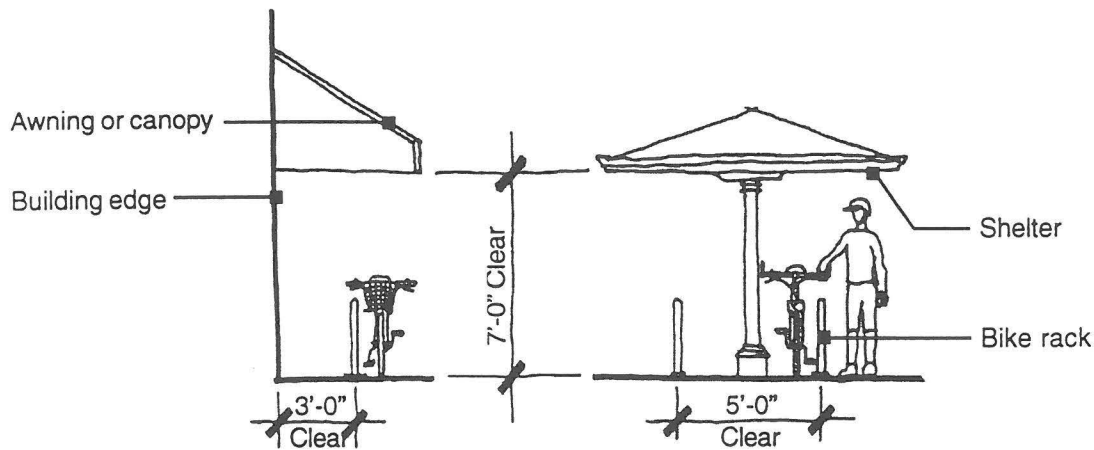
"Hitchin' Post" bike rack by Pilot Rock, color: black



* - 2'-0" dimension in an 8' sidewalk

B. Covered Bike Rack Requirements

(Optional: Where bicycles are covered, these minimum standards must be met)



Downtown Maintenance

It is important that the City of Milwaukie and the Milwaukie Downtown Business Association view clean and safe streets as a means to ensure good business and stable property values. In this sense, a downtown is only as good as its worst blocks.

Special services to ensure that downtown Milwaukie is safe, inviting and active for businesses, residents, and visitors include:

- Graffiti and litter removal
- Regular pressure washing of sidewalks
- Assistance in prompt repair of damaged windows and minimizing the occurrence of boarded up storefronts
- Downtown Milwaukie guides to assist visitors and provide security

Coordination of these services may take place through:

- A Business Improvement District (BID) which would assess building owners for services;
- The City of Milwaukie; or
- Individually, by property owners



Photo Credit: A

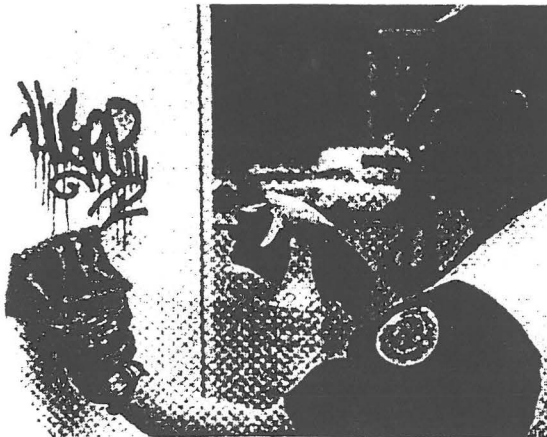


Photo Credit: Association for Portland Progress