

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING AMENDED PUBLIC AREA REQUIREMENTS FOR THE DOWNTOWN AREA.

WHEREAS, the Public Area Requirements were first adopted by Council on September 19, 2000, as public works standards, as authorized by Chapter 15.36 of the Milwaukie Municipal Code; and

WHEREAS, the Public Area Requirements define public area elements for the Downtown area, guide the development of capital improvement programs for public right-of-way areas, and provide standards and requirements for public improvements; and

WHEREAS, revisions to several design standards, streetscape specifications, project names and diagrams have been proposed to better guide public right-of-way improvements in the downtown and reflect current projects; and

WHEREAS, Exhibit A to this resolution describes the amendments to the Public Area Requirements that have been proposed by staff; and

WHEREAS, Exhibit B to this resolution includes the original language for sections of the Public Area Requirements that are proposed to be amended; and

WHEREAS, Exhibit C to this resolution shows proposed revisions to the Public Area Requirements;

NOW, THEREFORE, BE IT RESOLVED:

SECTION 1: The Public Area Requirements as amended as described and shown in the attached Exhibits A and C are hereby adopted as public works standards, superseding the previously adopted Public Area Requirements.

SECTION 2: This resolution is effective immediately upon passage.

Adopted by the City Council on June 7, 2005.

James Bernard, Mayor

ATTEST:

APPROVED AS TO FORM:
Ramis, Crew, Corrigan & Bachrach, LLP

Pat DuVal, City Recorder

City Attorney

Summary of Changes to Public Area Requirements

Notes:

- Page numbers referenced are those on the “Proposed Revisions” in Attachment C.
- Only pages with significant changes are attached. Those pages are listed below in **bold**.

Cover: Post-adoption will reference revised date and ordinance number.

Table of Contents: Updated to reflect page and content changes to body of document.

Most references to: “Transit Center” changed to “North Main Redevelopment Site” throughout document.

1.7 Bikeways Diagram (p. 11):

- Bike Facility removed.
- Additional Shared Travel Lane added.

1.8 Transit Center (p. 12): All text replaced by “Information to be supplied once new Transit Center determined.”

1.9 Transit Routes Diagram (p. 13): Note text changed from:

“Routes northbound from Transit Center through downtown to be determined (either McLoughlin or Main Street).”

to

“Existing routes are subject to change pending final site selection of the Transit Center.”

1.10 Tri-Met Transit Center Plan (diagram) (old p. 14): Removed.

1.11 Transit Oriented Development Concept (3 diagrams) (old pp. 15-17): Removed.

Subsequent Sections 1.12-1.19 (pp. 14-21): renumbered as Section 1.10-1.17.

1.11 Required On-Street Parking (p. 15):

- Added angled parking on east side of Main St. north of Harrison St.
- Added parallel parking on north side of Harrison St. between Main St. and 21st Ave.
- Added parallel parking on east side of 21st Ave. extension in front of Library.

1.12 Parking Access Restricted Streets (p. 16): First paragraph, text added at end:

“ . . . (subject to exceptions that may be granted by the Planning Commission.)

1.13 Parking Access Restricted Streets Diagram (page 17): Missing map background restored (housekeeping only).

1.15 Street Trees Diagram (p. 19): Deleted erroneous Scott St. lines (housekeeping only).

1.17 Required Street Lights Diagram (p. 21): Deleted erroneous Scott St. lines (housekeeping only).

2. Street Standards (p. 23): paragraph added, “Implementation of Street Standards” with footnotes added to pp. 28-51 (sample on p. 28).

2.2 Street Classification Diagram (p. 25):

- Deleted erroneous Scott St. lines. (housekeeping only).
- Corrected erroneously switched colors for Arterial and Collector streets (housekeeping only).

2.3 Street Right-of-Way Widths (p. 26) (housekeeping only):

- Legend text adjusted to match up with color boxes.
- Color added for “Vacated” on legend and map.
- Deleted erroneous Scott St. lines.

2.4 Street and Pathways Designations Diagram (p. 27): Diagram references updated (from T,U,V to H,U,T).

2.5 Street Sections and 2.6 Pathway Sections (of Street Standards) (pp. 28-51): Footnotes added re: implementation.

2.5.A Main Street Parallel & Angled parking (p. 28):

- Travel Lanes widened (12’/13’ to 14’).
- Angled Parking narrowed (19’ to 16’).

2.5.B Main Street Adjacent to North Main Redevelopment Site (p. 29):

- Eastside parking changed from 8’ parallel to 18’ angled.
- Two 5’ bike lanes removed.

2.5.H(1) 21st Avenue Extension—South Section (p. 35): New page replaces old section 2.5.T, related to North Main Redevelopment.

2.5.H(2) 21st Avenue Extension—North Section (p. 36): Revised old section 2.5.H, related to North Main Redevelopment.

2.5.P Harrison Street – East of Main Street (p. 44): Addition of 8’ north-side parallel parking for North Main Redevelopment.

2.5.T and U (pp. 48 & 49): Renumbered from previous 2.5.U and V (after deletion of old 2.5.T).

3. Design Details (p. 53): paragraph added, “Implementation of Street Design Details” with footnotes added to pp. 54-56 and 58-80 (sample on p. 28).

3.1 Streets (Design Details) (pp. 54-56) and 3.2.C,D,E Sidewalks (Design Details) (pp. 58-80): Footnotes added re: implementation.

3.2.D.5 Paving: Illustrative Plan – Main Street Plaza & Main Street Plaza Zone (p. 65): Incorrect drawing replaced (housekeeping only).

3.3.D Transit Center Wall Details (old pp. 89 & 90): deleted.

3.4.B & C Fixture Types and Components (p. 87 & 88): updated selections (text & graphics).

Current Pages “As Is”

MILWAUKIE DOWNTOWN AND RIVERFRONT PLAN

PUBLIC AREA REQUIREMENTS



*Adopted September 19, 2000
(Ordinance No. 1880)*

MILWAUKIE, OREGON

Public Area Requirements

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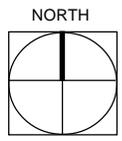
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General Circulation Requirements

1.7 Bikeways Diagram

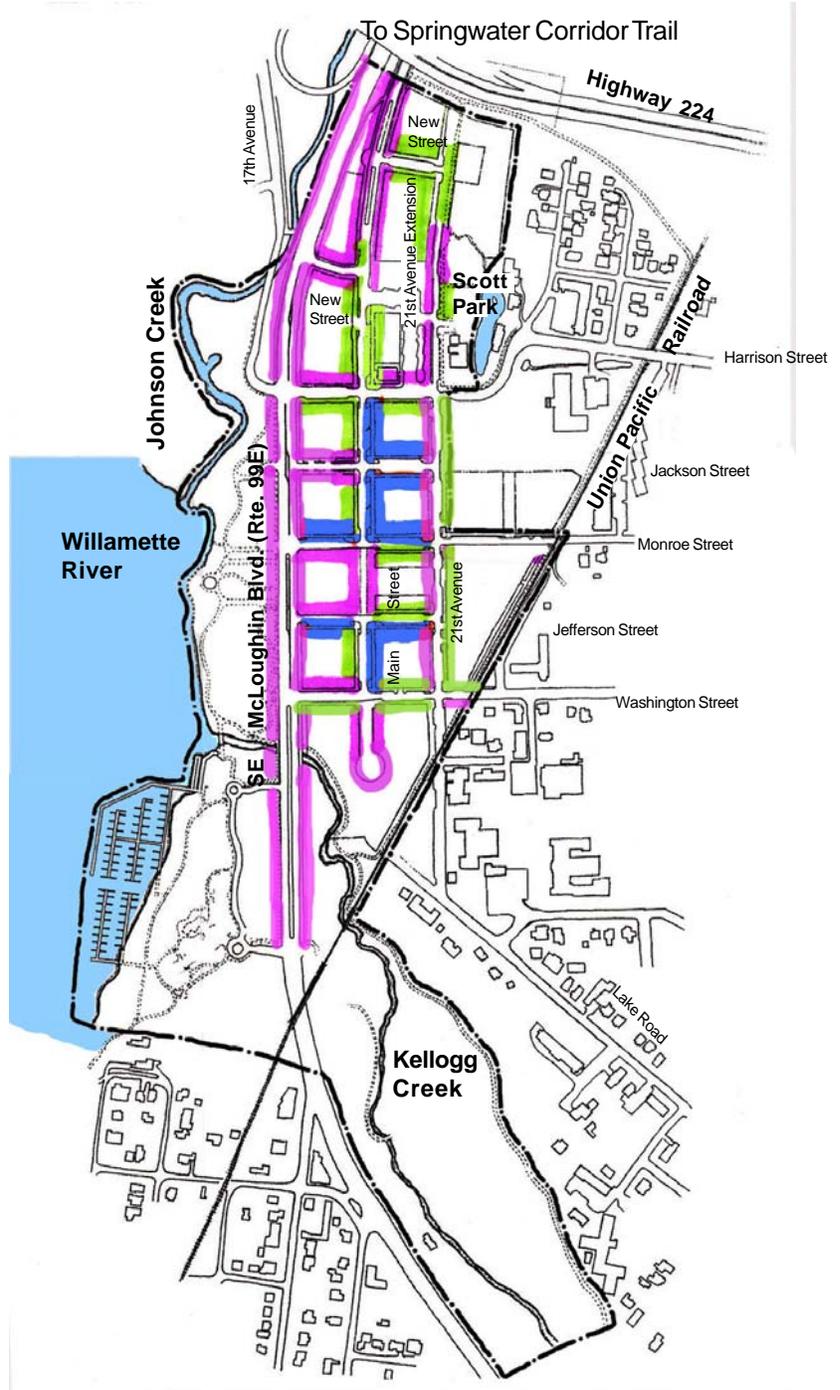
-  Existing Bike Lane
-  Planned Bike Lane
-  Planned Signed Bike Route
-  Existing Recreation Trail (Shared with Pedestrians)
-  Proposed Recreation Trail (Shared with Pedestrians)
-  Bike Facility
-  Shared, 13'-6" Travel Lane in Westbound Direction



General Circulation Requirements

1.13 Required On-Street Parking

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



General Circulation Requirements

1.14 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 nonconforming with the city's existing zoning ordinance. Existing access points which do not conform will be allowed to remain until time of alteration of the existing use or reconstruction of McLoughlin Boulevard.

General Circulation Requirements

1.15 Parking Access Restricted Streets Diagram



Streets where parking access prohibited or is limited



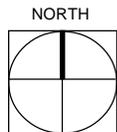
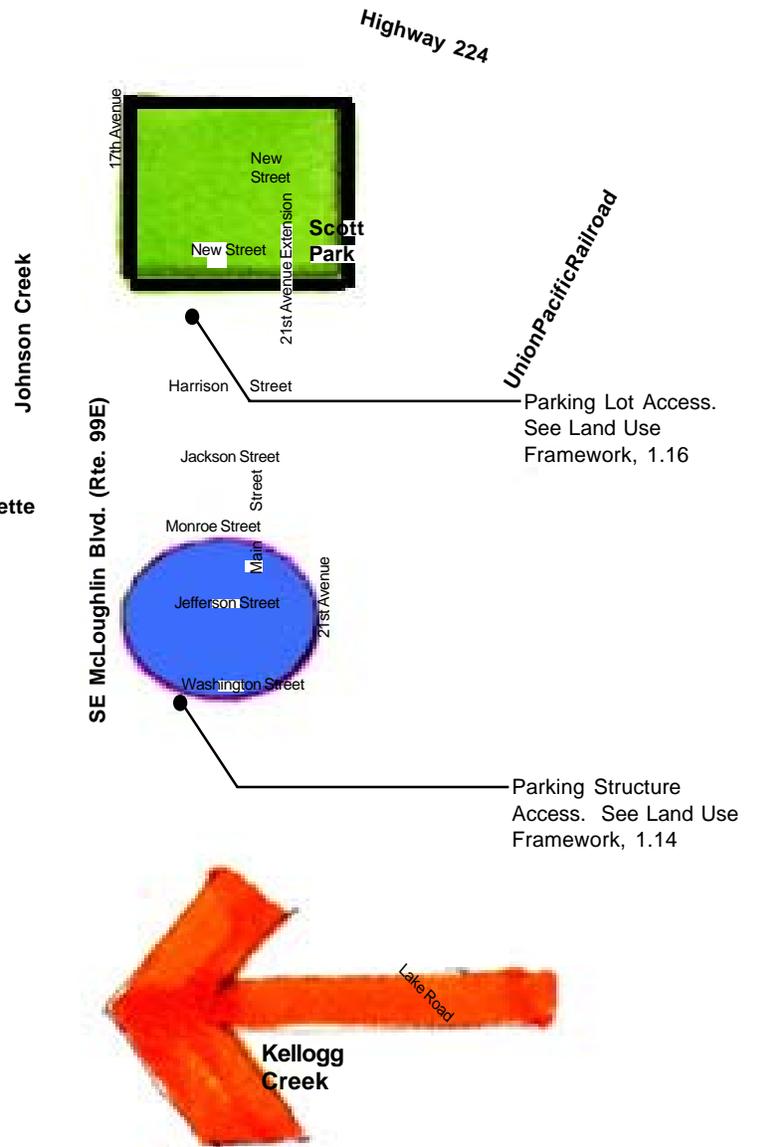
McLoughlin Boulevard Limited Access Point (no left turn)



Restricted Riverfront Park Access Points

Note:

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



2. Street Standards

The street sections in Section 2.5 of this document 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).

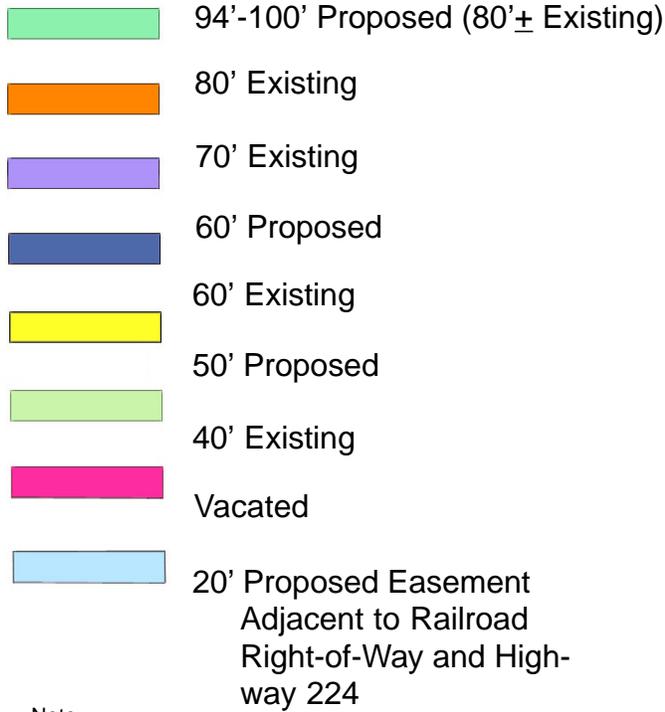
Regional Classification

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

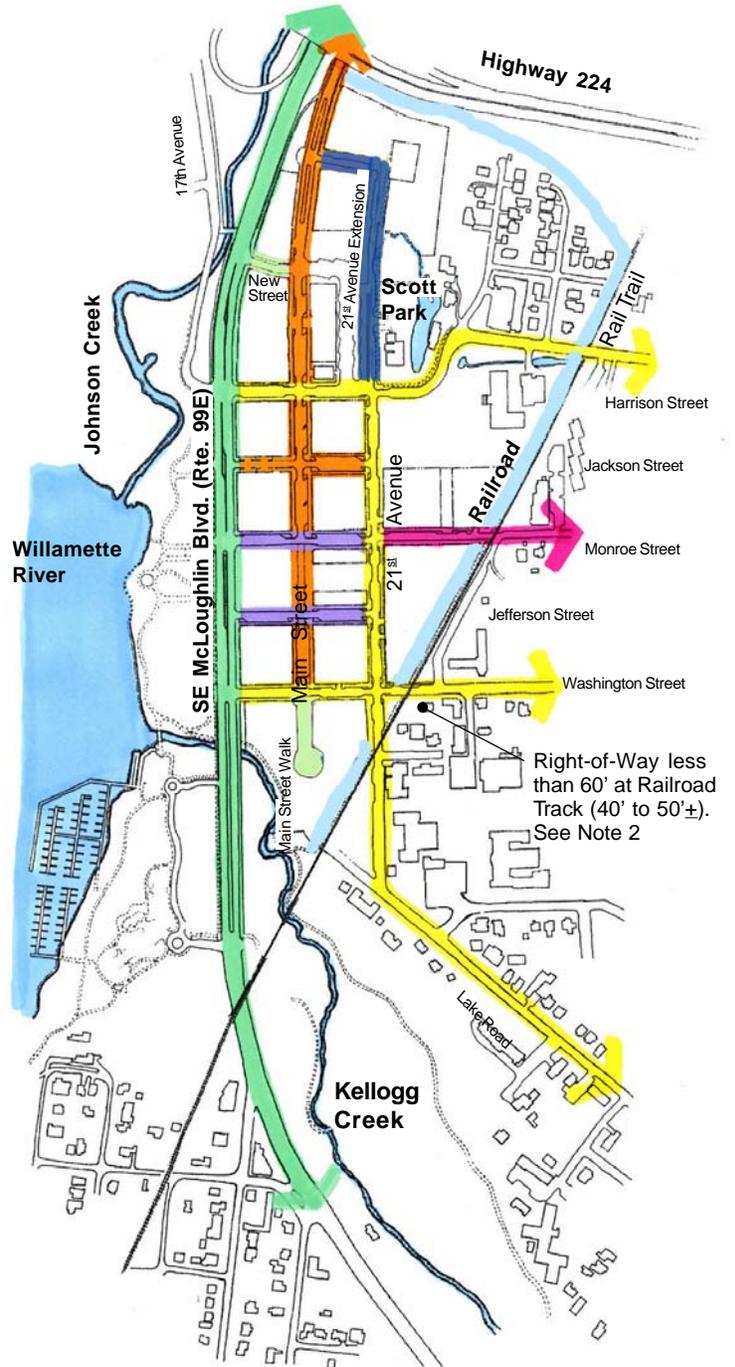
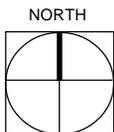
2.3 Street Right-of-Way Widths

Proposed and Vacated R.O.W.'s



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.

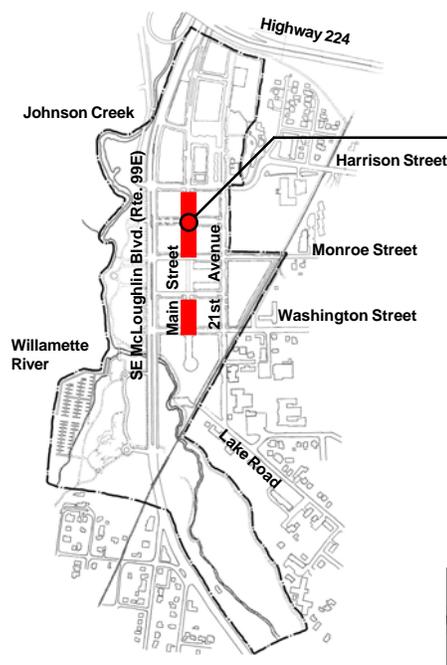
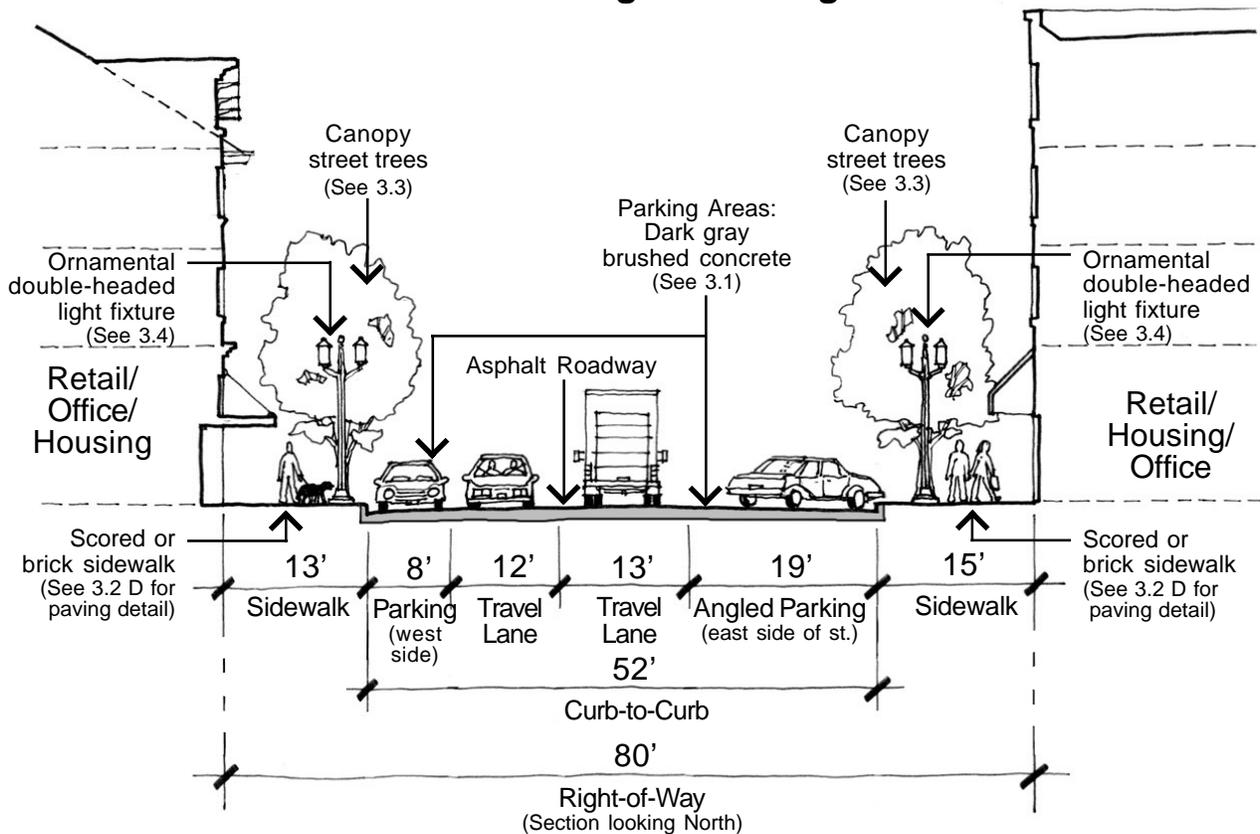


Right-of-Way less than 60' at Railroad Track (40' to 50'±). See Note 2

Street Standards

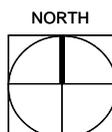
2.5 Street Sections

Section A: Main Street Parallel & Angled Parking



Type A - Main Street

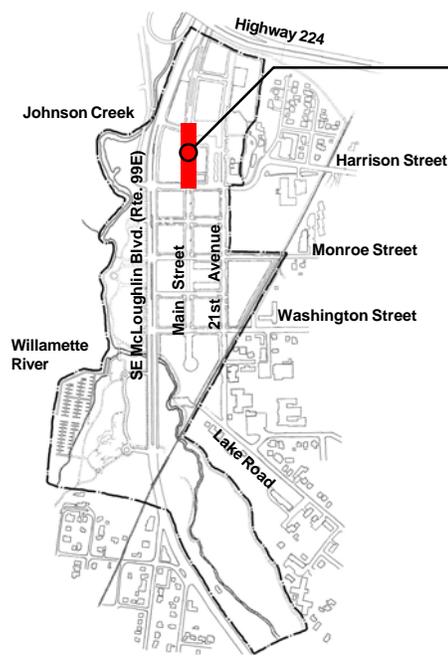
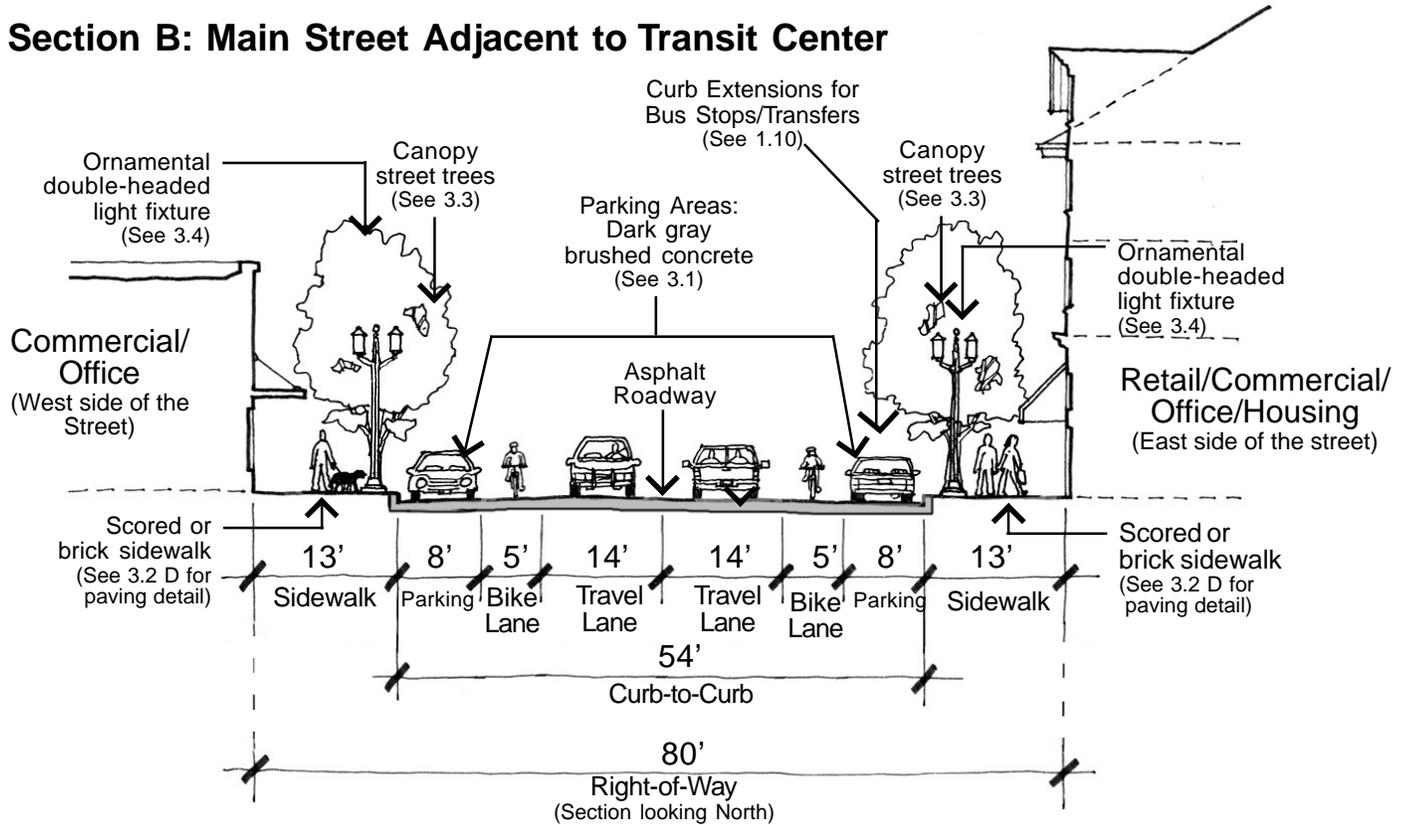
- Washington to Harrison Street (Excluding block with Type D)
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

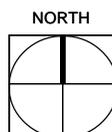
2.5 Street Sections

Section B: Main Street Adjacent to Transit Center



Type B - Main Street

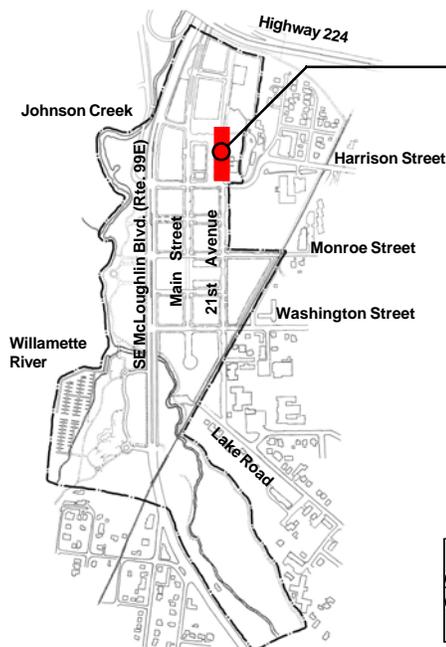
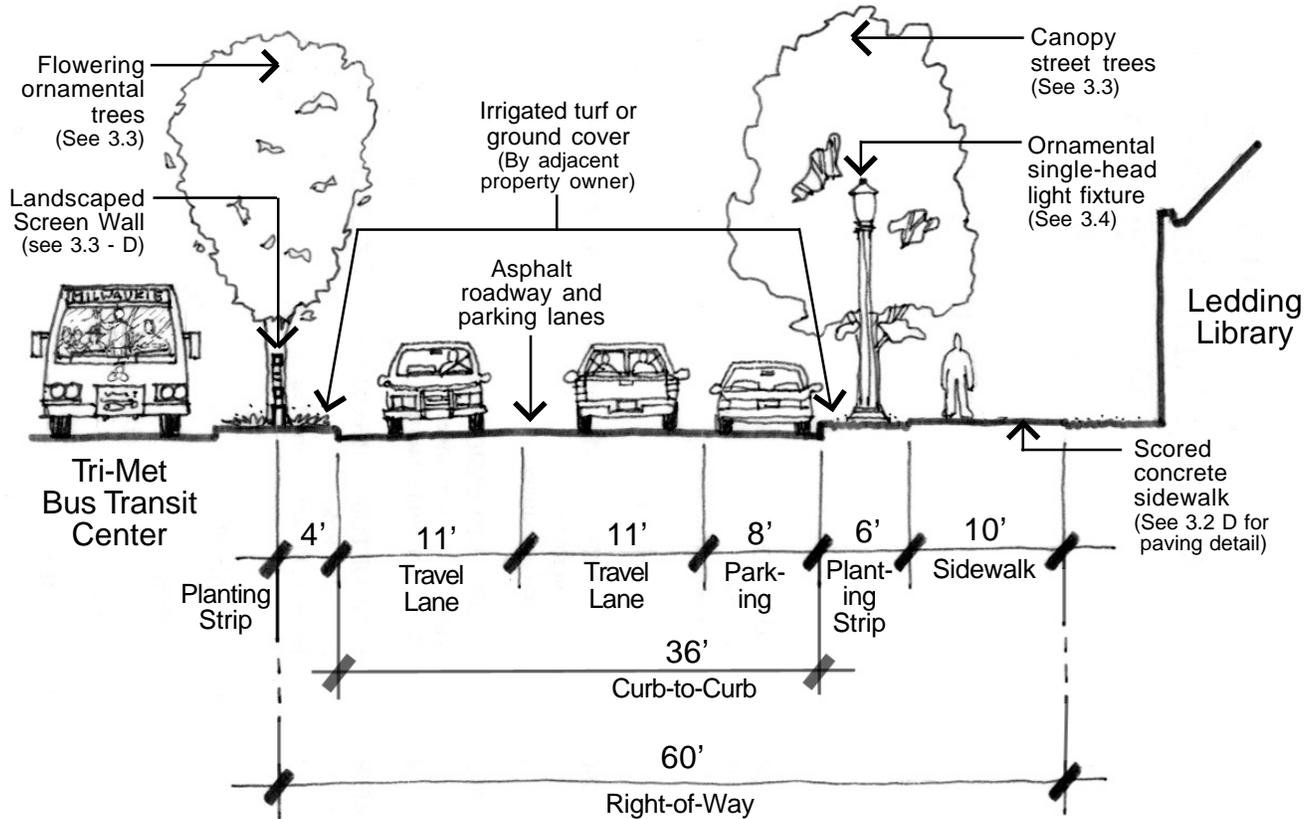
- Harrison to Transit Center driveway.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

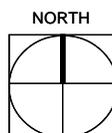
2.5 Street Sections

Section T: 21st Avenue Extension



Type T - 21st Avenue

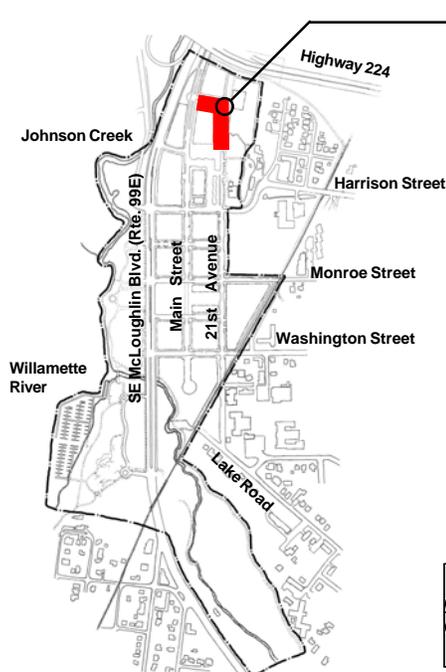
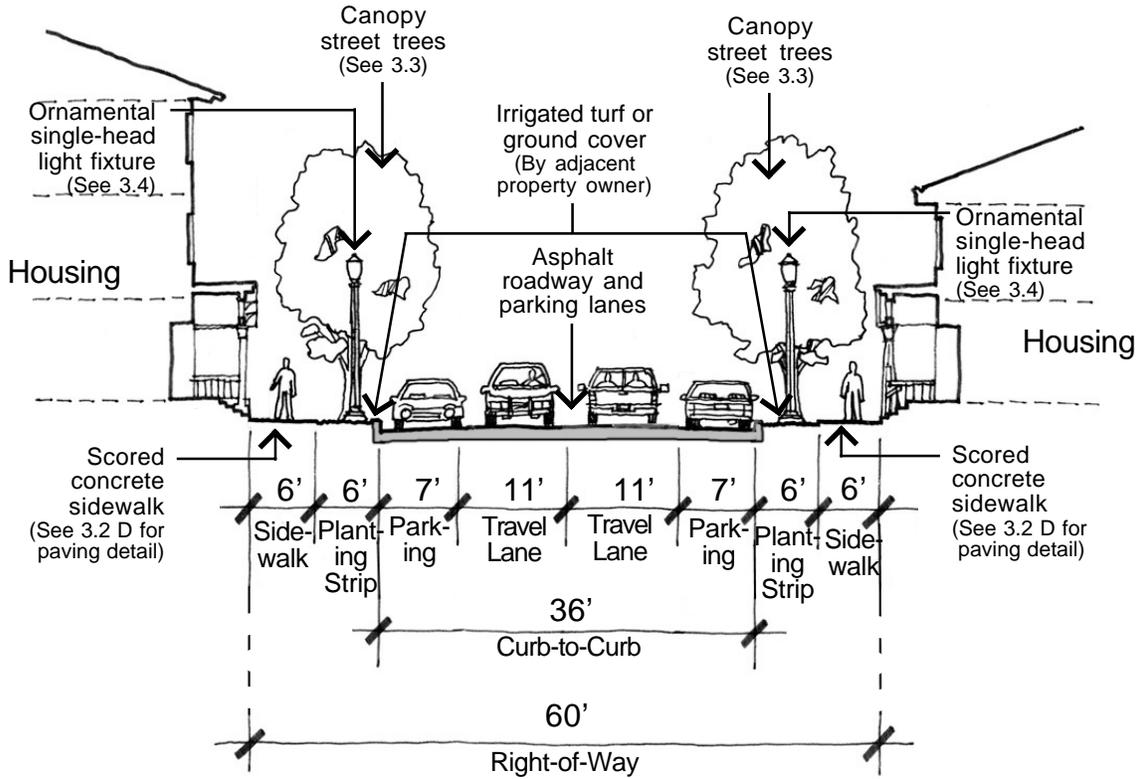
- North of Harrison, adjacent to Transit Center only
- No parking or sidewalks on west side
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections

Section H: 21st Avenue Extension North of Transit Center



Type H - 21st Avenue Extension

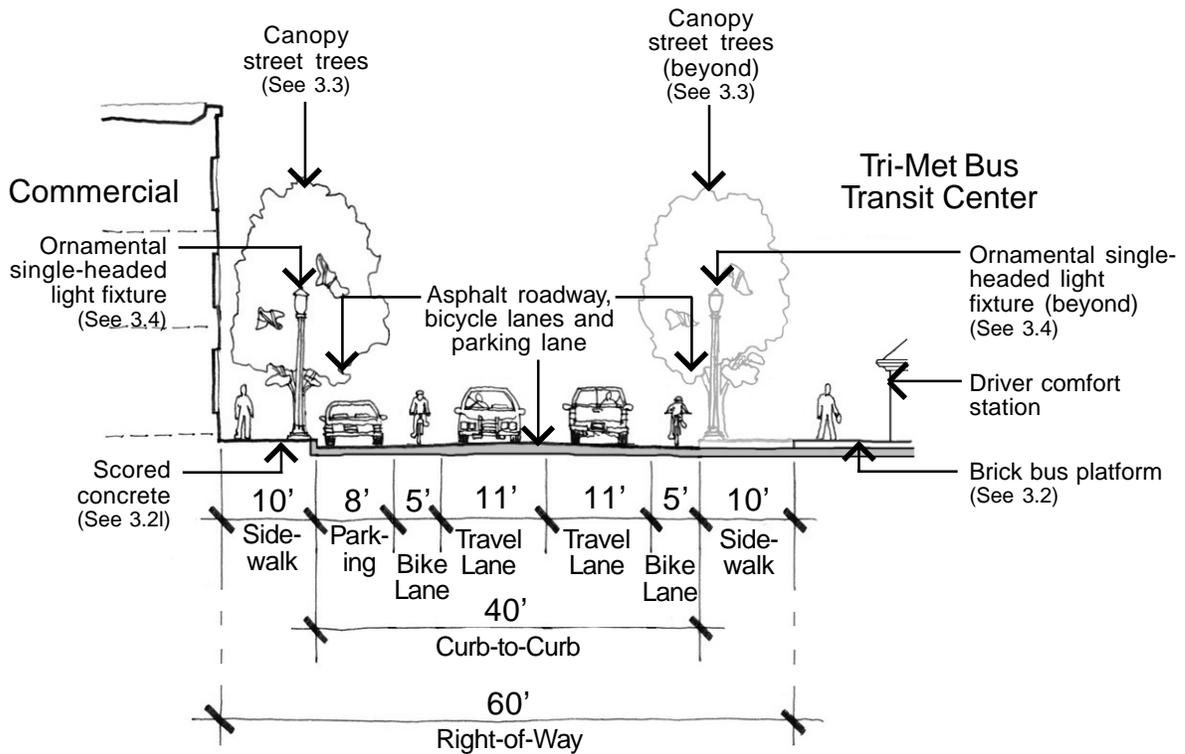
- Extends 21st Avenue north of Transit Center and then connects to Main Street
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

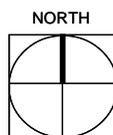
2.5 Street Sections

Section 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.



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

* Main Street Brick Details may also apply to the Tri-Met Transit Center

Street Details and Design Criteria

Details and criteria are provided for curbs, gutters, parking lanes and crosswalks for public right-of-way areas only. However, construction of all streets within the downtown and riverfront area, including street elements within private parcels, must be consistent with all basic provisions and uses of the City of Milwaukie Zoning Ordinance.

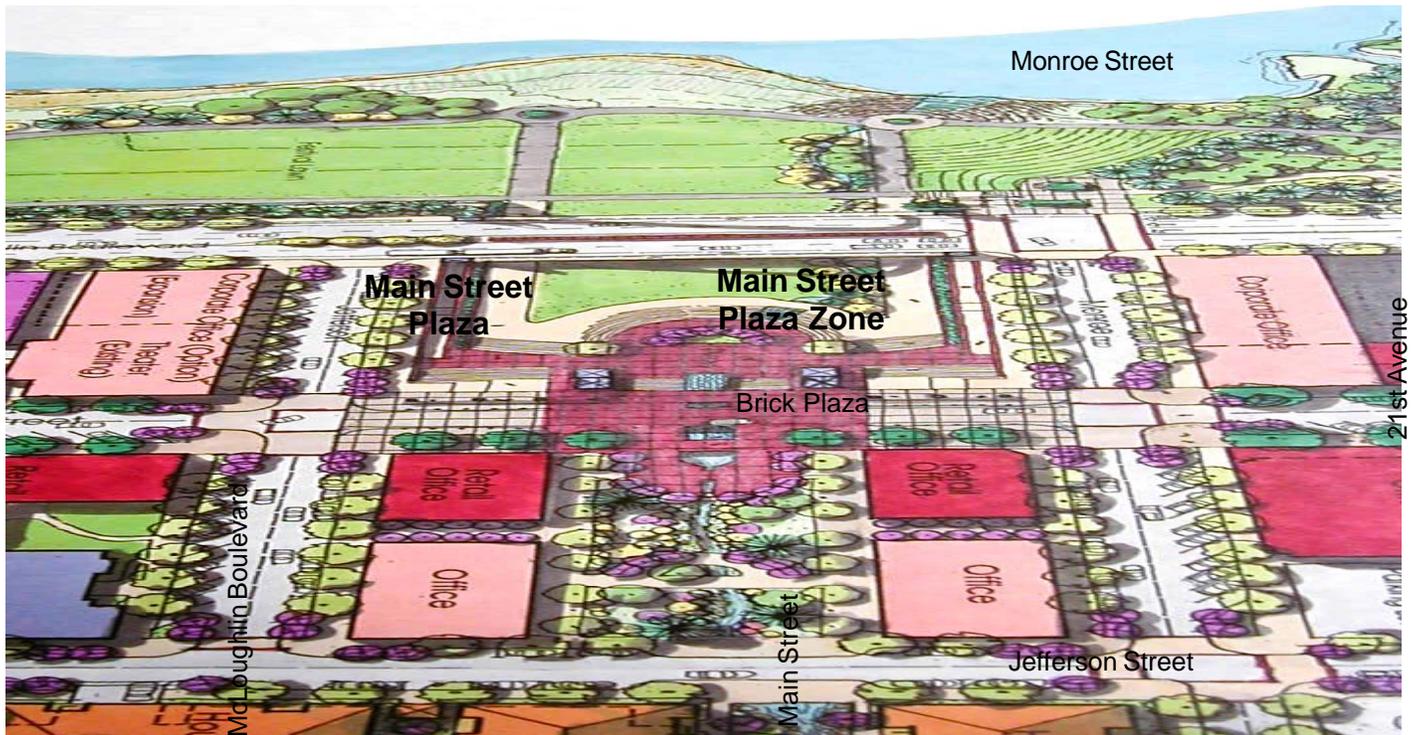
Design Details

3.2 Sidewalks

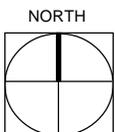
D.5 Paving: Illustrative Plan - Main Street Plaza & Main Street Plaza Zone

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.



The location and design of the Main Street Plaza is conceptual only and illustrates the City's proposed land use framework for this area. The final plaza are design, size and location will be refined and finalized as the opportunity becomes available for tis development. Until such time as the plaza plan is approved for development, the block bounded by Monroe, Main, Jefferson and McLoughlin may be used and developed consistently with applicable zoning.



Design Details

3.4 Street Lights

B. Fixture Types

Ornamental “Cobra Head” Light

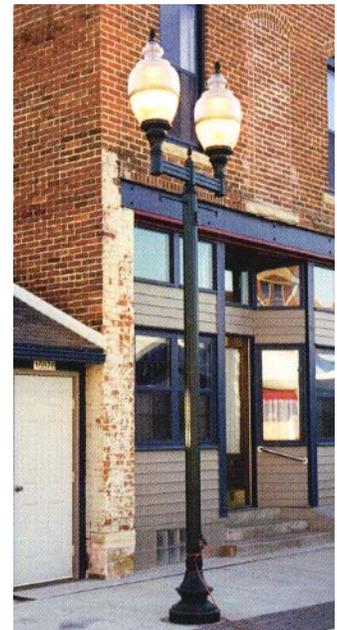
Sternberg Summit fixtures’ prismatic surface to spread light efficiently are mounted on long arms to reach over the street. Mounted on Somerset post base, the height is to be 18’ to allow plenty of clearance for tall trucks to pass safely.



Application:
McLoughlin
Boulevard

Twin Ornamental Light

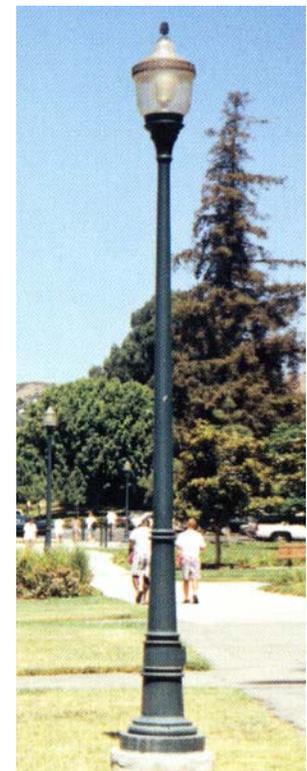
Double Sternberg Boulevard fixtures typically include energy-saving 150w high-pressure sodium with Type III glass refractors for optimum efficiency. The D650 fixture scales 16”x34” while the Somerset ornamental pole sits on a 20” by 50” high base and tapers from 5” to 3” with .125 to .250 wall thickness.



**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 (or equal) 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

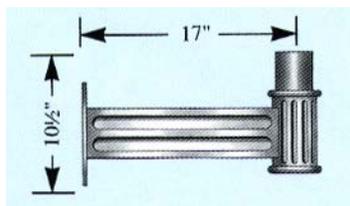
Sternberg Boulevard vintage lighting fixture (or equal) measures 16" x 34", and comes in a special dark bronze finish. It fits a 5" fluted pole and carries a globe of tough, high-impact polycarbonate or acrylic DR with a vintage "glasslike" appearance. The fixture holds an integral ballast and is welded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



Application: All Streets except McLoughlin

Bracket

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



Application: Main Street only

Proposed Revisions

MILWAUKIE DOWNTOWN AND RIVERFRONT PLAN

PUBLIC AREA REQUIREMENTS



*Adopted September 19, 2000 (Ordinance No. 1880)
Revised MONTH DAY, 2004 (Ordinance No. #####)*

MILWAUKIE, OREGON

Public Area Requirements

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General Circulation Requirements

1.7 Bikeways Diagram

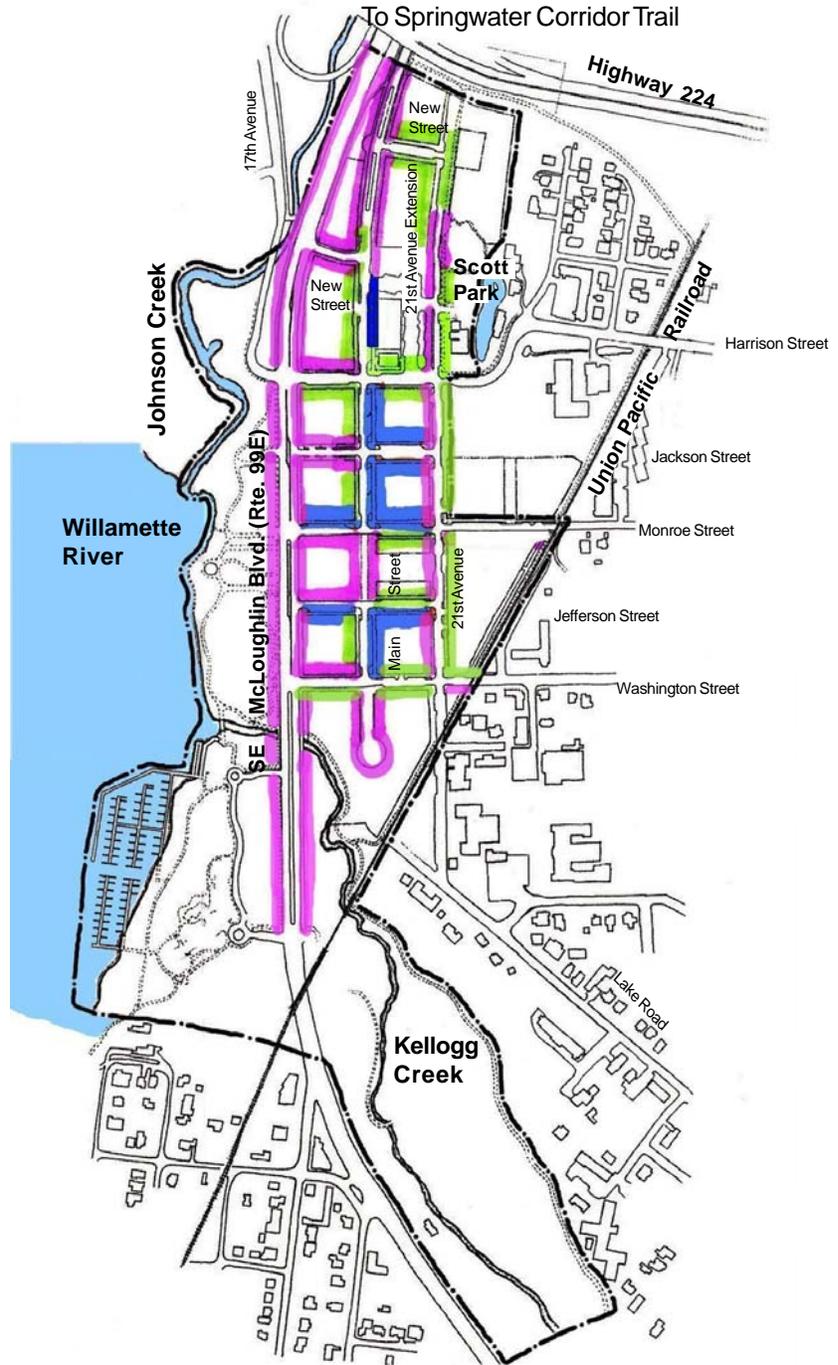
-  Existing Bike Lane
-  Planned Bike Lane
-  Planned Signed Bike Route
-  Existing Recreation Trail (Shared with Pedestrians)
-  Proposed Recreation Trail (Shared with Pedestrians)
-  Shared Travel Lane



General Circulation Requirements

1.11 Required On-Street Parking

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



General Circulation Requirements

1.12 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 (subject to exceptions that may be granted by the Planning Commission.)

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 nonconforming with the city's existing zoning ordinance. Existing access points which do not conform will be allowed to remain until time of alteration of the existing use or reconstruction of McLoughlin Boulevard.

General Circulation Requirements

1.13 Parking Access Restricted Streets Diagram



Streets where parking access prohibited or is limited

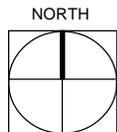
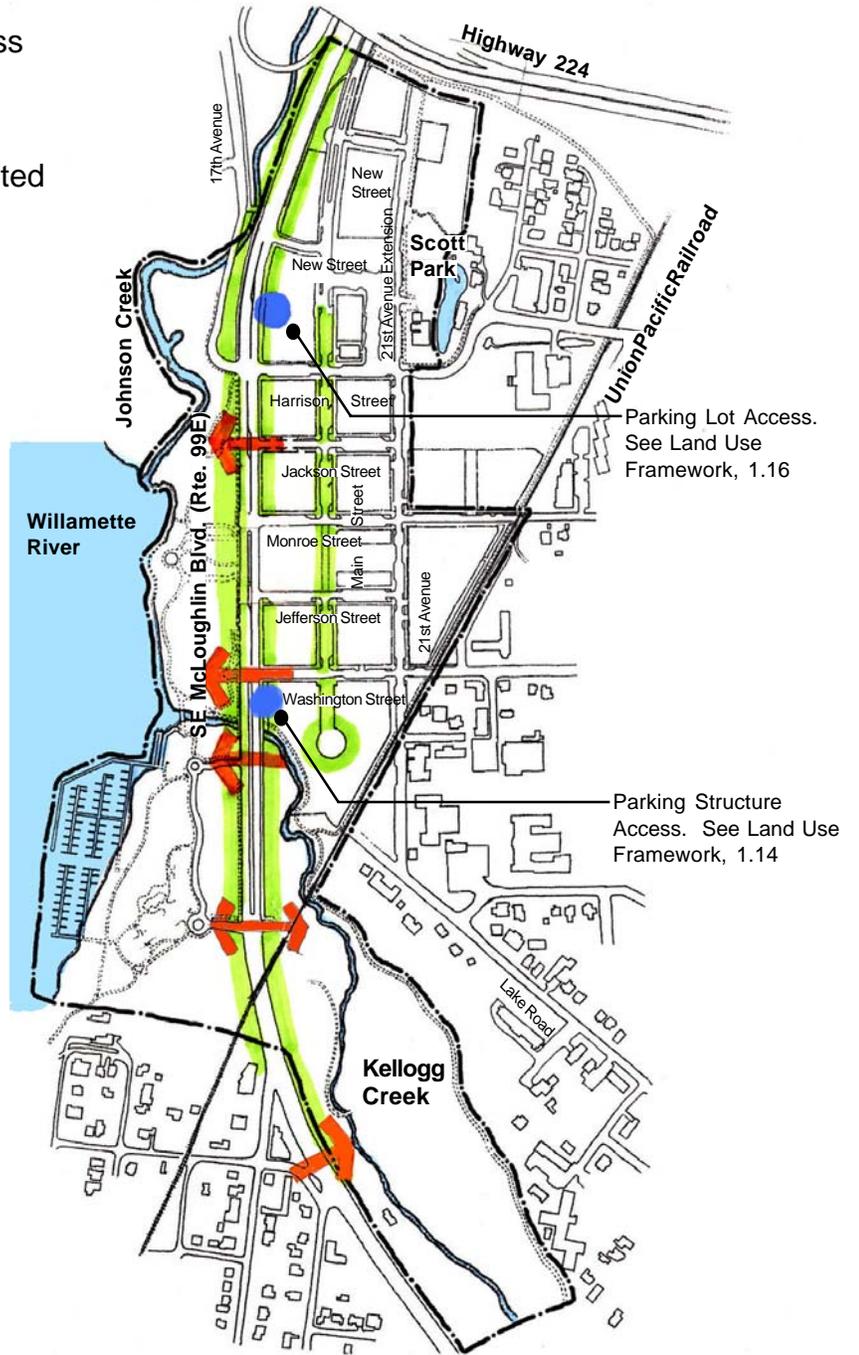


McLoughlin Boulevard Limited Access Point (no left turn)



Restricted Riverfront Park Access Points

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



2. Street Standards

The street sections in Section 2.5 of this document 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".

Implementation of Street Standards

Section 2.5 illustrates typical street cross sections and streetscape amenities for various downtown locations. Design details in Sections 2.5 and 2.6 shall be followed to the greatest extent practicable. However, certain features shown in the typical designs may require modification at the design stage due to dimensional constraints, design requirements for traffic management, or future needs not presently known.

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).

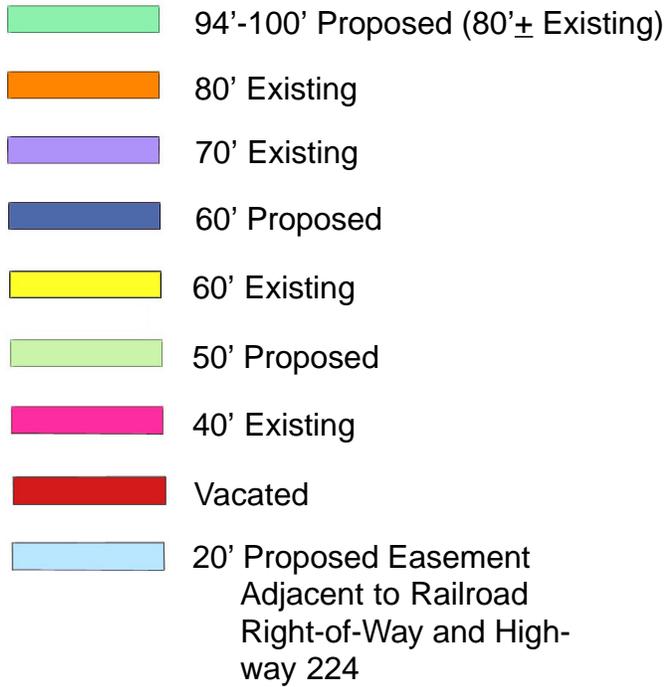
Regional Classification

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

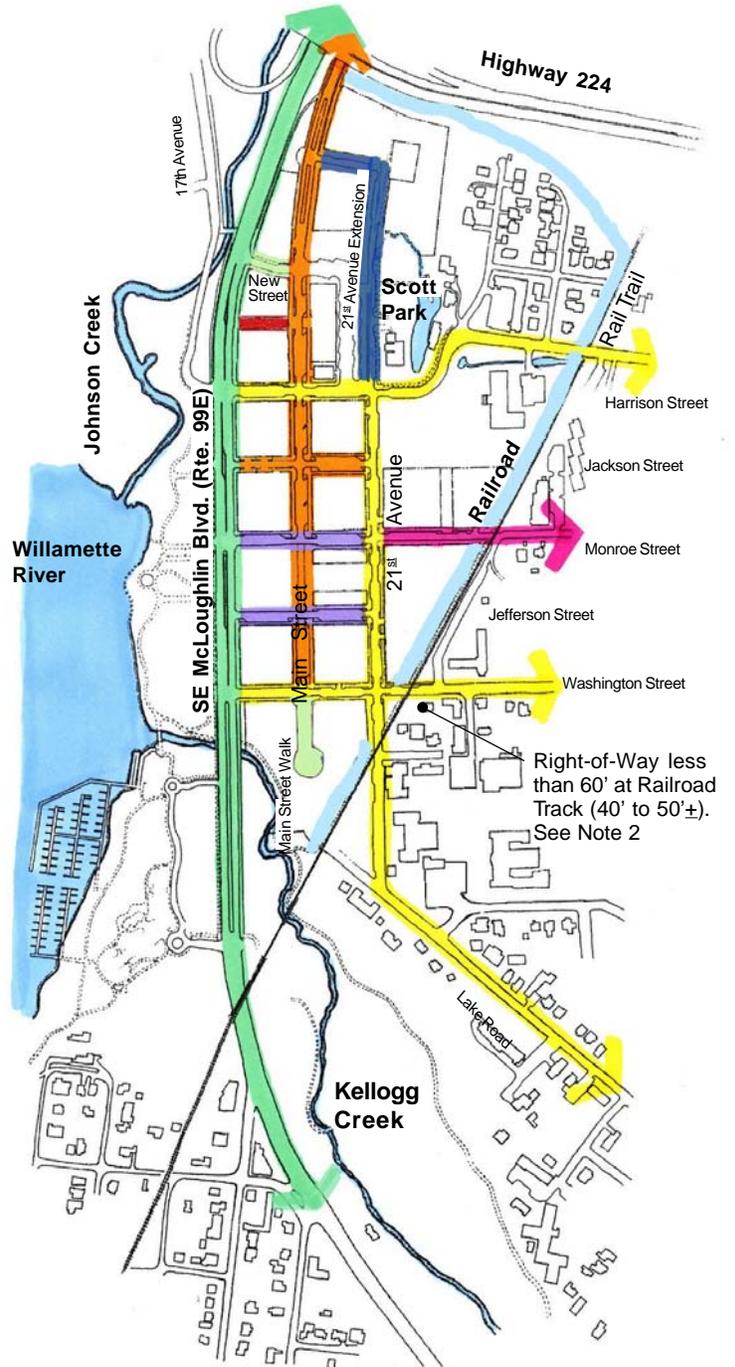
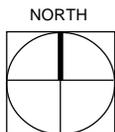
2.3 Street Right-of-Way Widths

Proposed and Vacated R.O.W.'s



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.

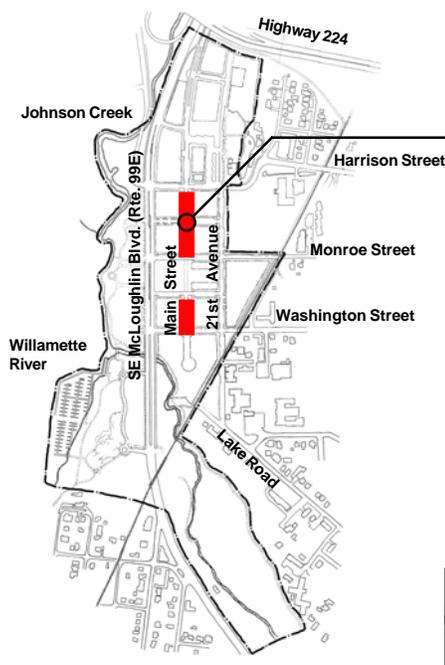
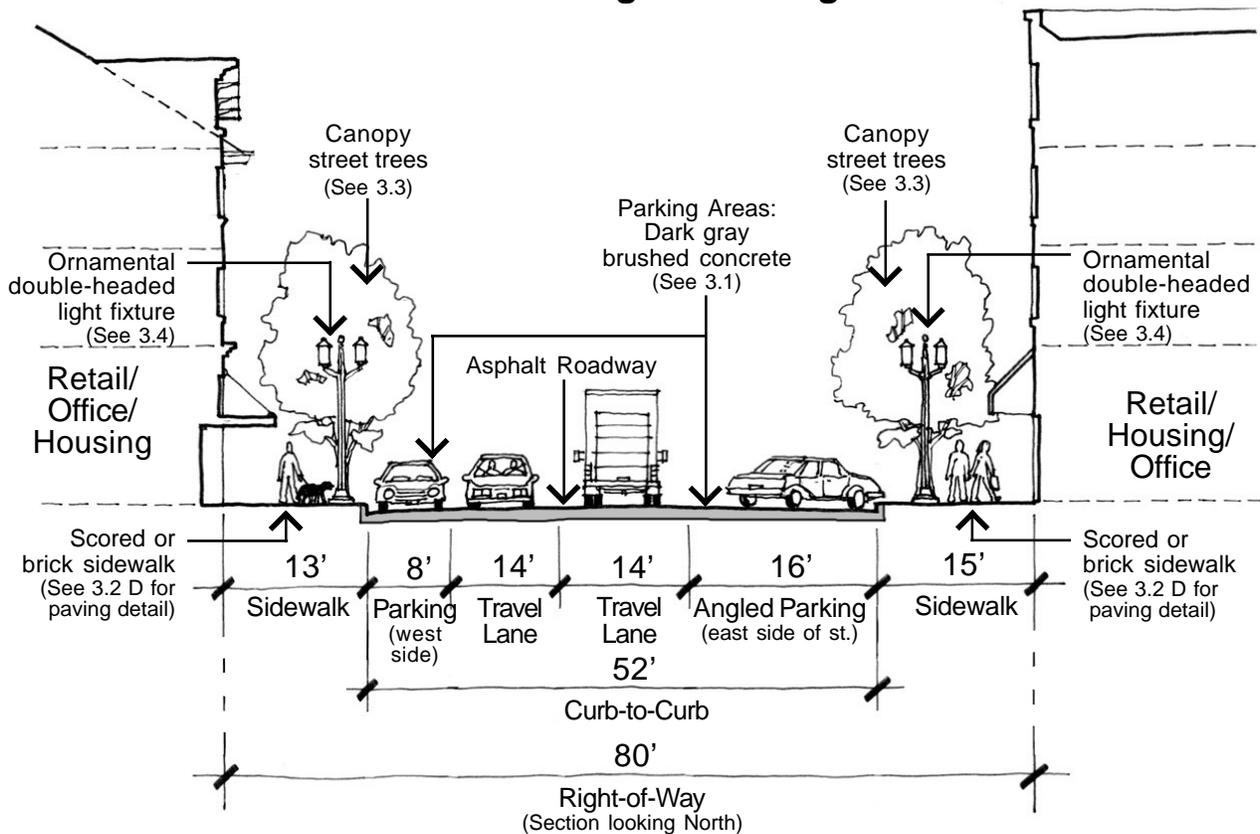


Right-of-Way less than 60' at Railroad Track (40' to 50'±). See Note 2

Street Standards

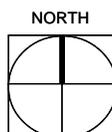
2.5 Street Sections*

Section A: Main Street Parallel & Angled Parking



Type A - Main Street

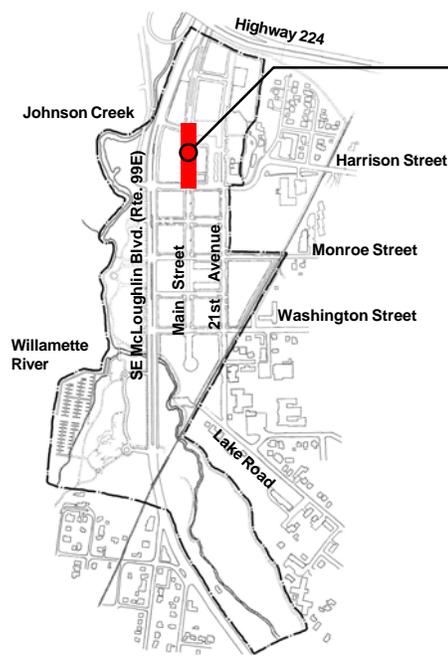
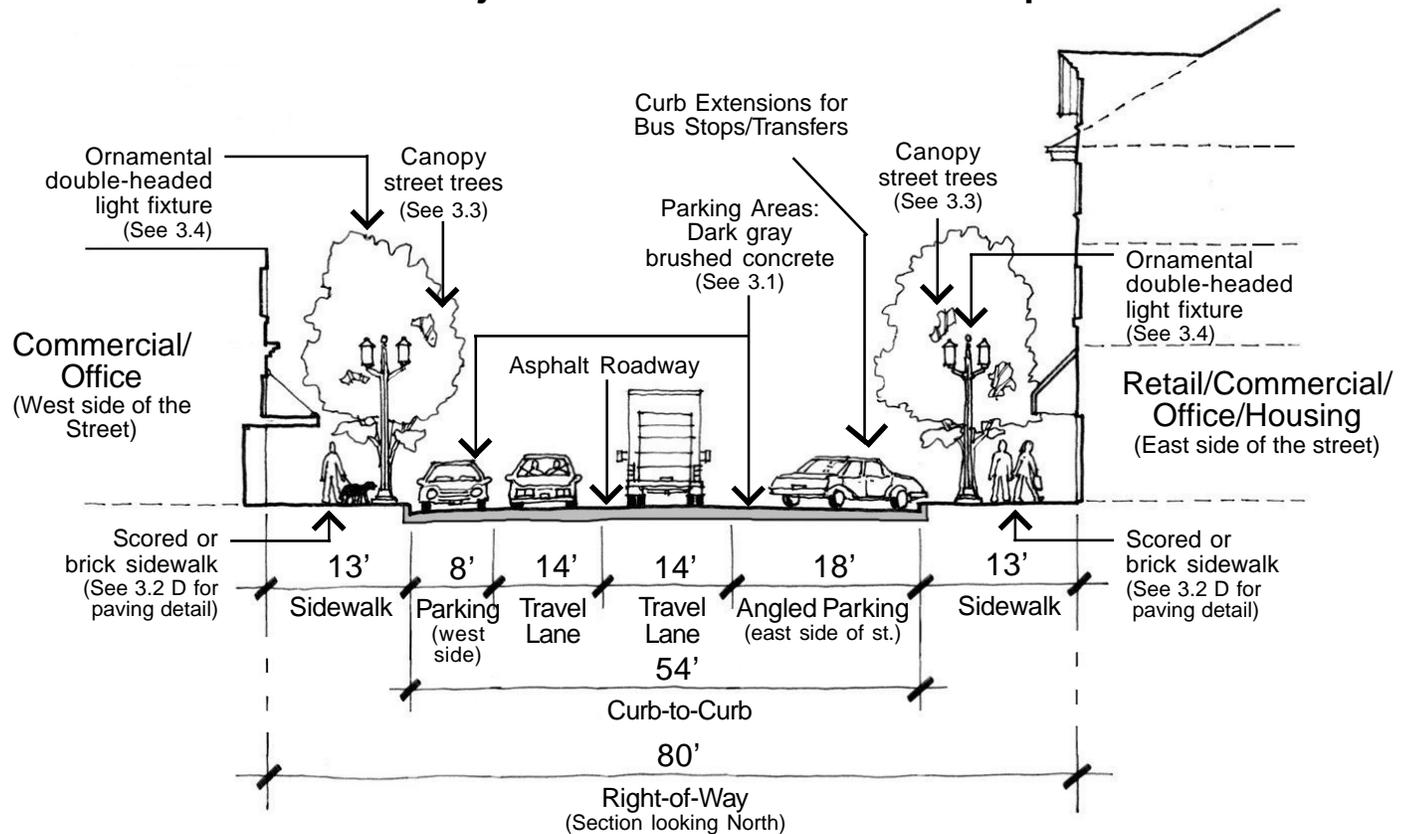
- Washington to Harrison Street (Excluding block with Type D)
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

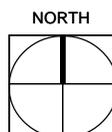
2.5 Street Sections*

Section B: Main Street Adjacent to North Main Redevelopment Site



Type B - Main Street

- Harrison to North Main Redevelopment Site.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

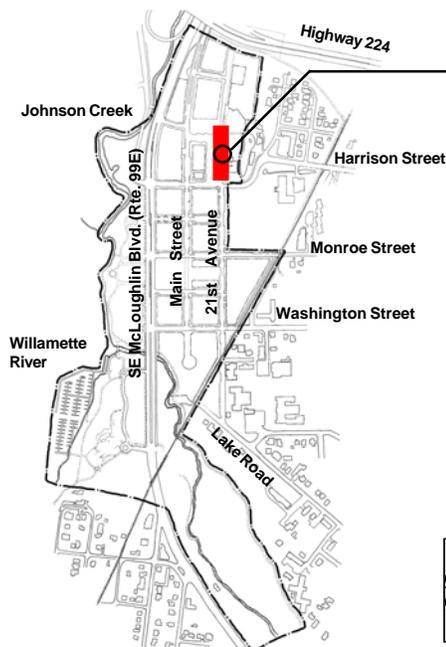
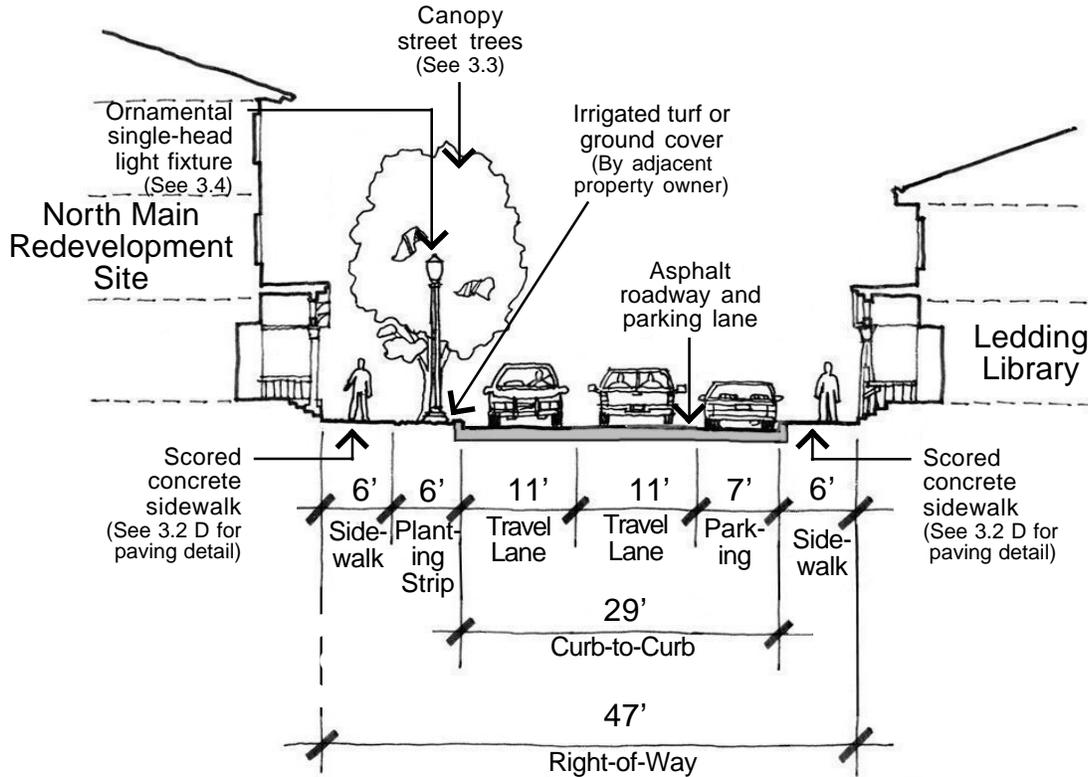


* Final construction design is to be consistent with dimensions and design details to the greatest extent practicable. Modifications of typical dimensions may be required due to right-of-way or other dimensional and design constraints and needs.

Street Standards

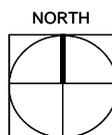
2.5 Street Sections*

Section H(1): 21st Avenue Extension—South Section



Type H(1) - 21st Avenue Extension—South Section

- Extends 21st Avenue, adjacent to North Main Redevelopment Site, to south side of Scott Park.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.

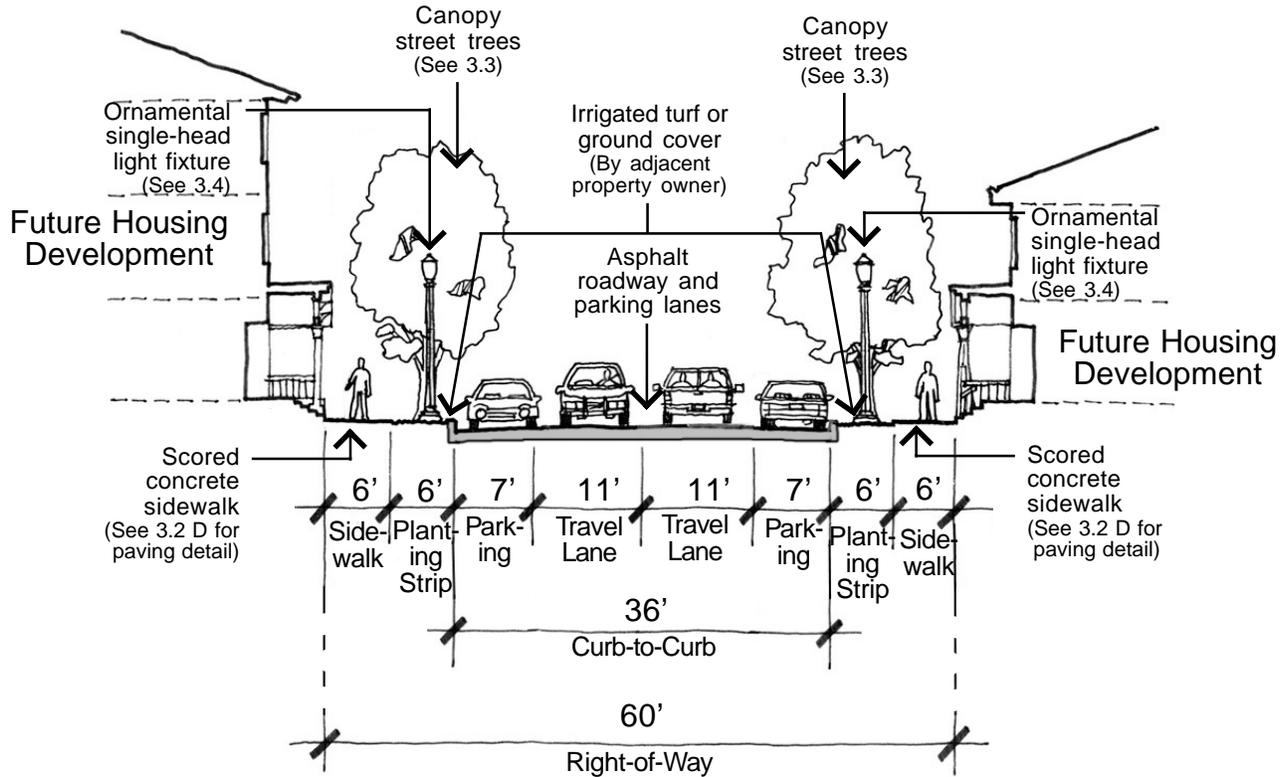


* Final construction design is to be consistent with dimensions and design details to the greatest extent practicable. Modifications of typical dimensions may be required due to right-of-way or other dimensional and design constraints and needs.

Street Standards

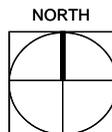
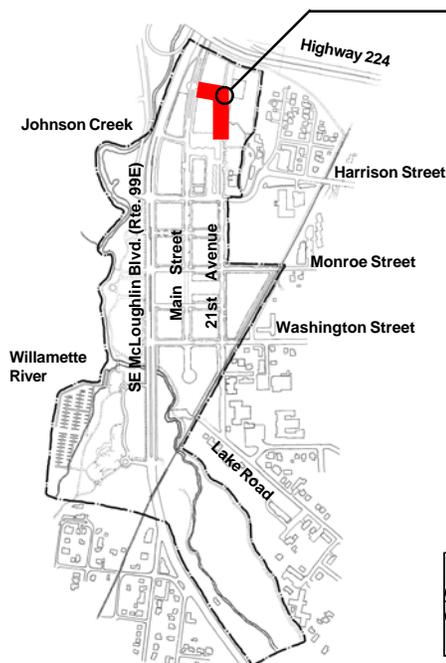
2.5 Street Sections*

Section H(2): 21st Avenue Extension—North Section



Type H(2) - 21st Avenue Extension—North Section

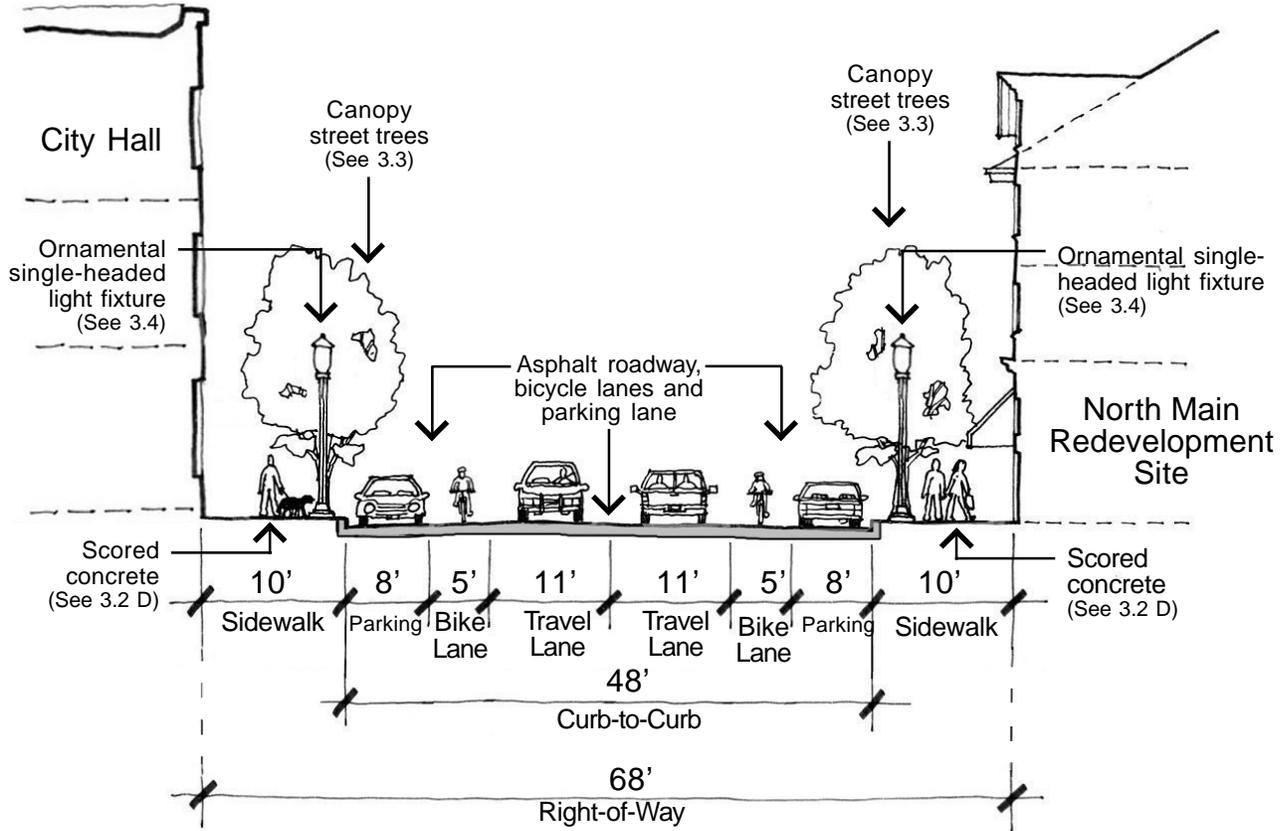
- Further extends 21st Avenue, from Scott Park to Main Street.
- Underground all utilities.
- For Street Furniture, see Section 3.5.
- For Bicycle Facilities, see Section 3.6.



Street Standards

2.5 Street Sections*

Section 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.
- Additional right-of-way to be acquired to accommodate north-side parallel parking.

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

* Main Street Brick Details may also apply to the North Main Redevelopment Site.

Street Details and Design Criteria

Details and criteria are provided for curbs, gutters, parking lanes and crosswalks for public right-of-way areas only. However, construction of all streets within the downtown and riverfront area, including street elements within private parcels, must be consistent with all basic provisions and uses of the City of Milwaukie Zoning Ordinance.

Implementation of Street Design Details

Section 3 illustrates typical materials and dimensions for design features including curb and gutter, corner radii, brick pavers, sidewalks, and others. Design details in Section 3 shall be followed to the greatest extent practicable. However, certain features shown in the typical designs may require modification at the design stage due to dimensional constraints, design requirements for traffic management, or future needs not presently known.

Design Details

3.2 Sidewalks

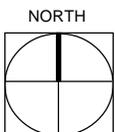
D.5 Paving: Illustrative Plan - Main Street Plaza & Main Street Plaza Zone

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.



The location and design of the Main Street Plaza is conceptual only and illustrates the City's proposed land use framework for this area. The final plaza are design, size and location will be refined and finalized as the opportunity becomes available for tis development. Until such time as the plaza plan is approved for development, the block bounded by Monroe, Main, Jefferson and McLoughlin may be used and developed consistently with applicable zoning.



Design Details

3.4 Street Lights

B. Fixture Types

Ornamental “Cobra Head” Light

Techtra light fixtures made of heavy cast aluminum with a protective cast aluminum cage. The fixtures utilize a 165W QL or 250W HPS lamp, which provides a color rendering white light. Mounted on Techtra decorative shepherd's crook pole, the overall height is 21' with the light center at 17' to allow for plenty of clearance for tall trucks to pass safely.

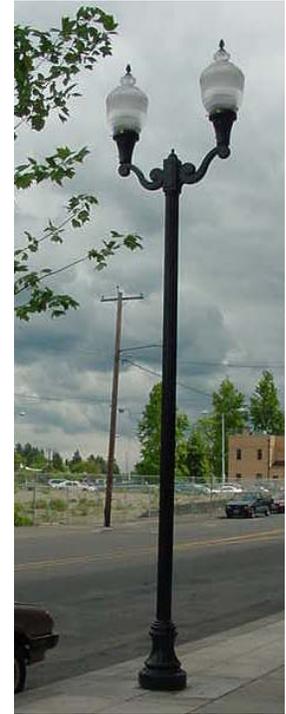
Application:
McLoughlin
Boulevard



Twin Ornamental Light

The WST Westminster, post-top acorn fixtures with band and finial typically include energy-saving 150W high-pressure sodium lamp with 9" polycarbonate globe for high efficiency. The WST Westminster fixture scales 15 9/10" x 37". The Hadco M0302 double-headed arm has a 44 1/2" width while the Hadco P-2065 ornamental pole sits on a 16" x 20" high base with a 5' diameter flat flute shaft and .186 to .260 aluminum wall thickness.

Application: Main Street only



Single Ornamental Light

The WST Westminster, post-top acorn fixtures with band and finial typically include energy-saving 150W high-pressure sodium lamp with 9" polycarbonate globe for high efficiency. The WST Westminster fixture scales 15 9/10" x 37". The Hadco P-2065 ornamental pole sits on a 16" x 20" high base with a 5' diameter flat flute shaft and .186 to .260 aluminum wall thickness.

Application: All streets except Main Street, and Pathways as indicated (See Street Lights Diagram, Section 1.19)



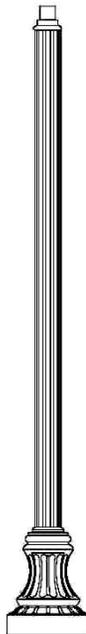
Design Details

3.4 Street Lights

C. Fixture Components

Ornamental Pole

The Hadco P-2065 light pole (or PGE-approved equivalent) has a base diameter of 16" and a height of 20". It has a 5" flat fluted shaft and .186 to .260 aluminum wall thickness.



Application: All streets

Bracket

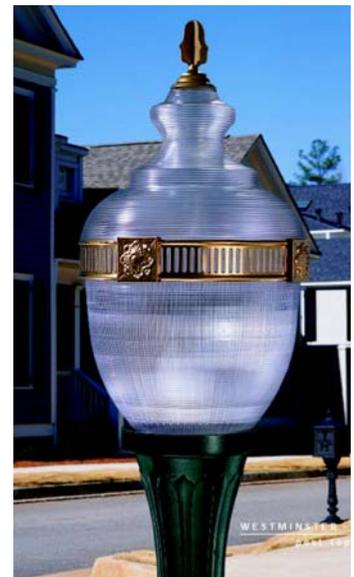
The twin ornamental light utilizes the Hadco M0302 double-headed modular arm bracket (or PGE-approved equivalent). Its heavy wall cast aluminum construction can carry large light fixtures with more than a 3' separation.



Application: Main Street only

Lighting Fixture

The WST Westminster, post-top acorn with band and finial lighting fixture (or PGE-approved equivalent) measures 15 9/10" x 36" and comes in a black cast aluminum housing. It fits a 5" flat fluted pole and carries a globe of tough high-impact polycarbonate or acrylic with a vintage glasslike appearance. The fixture holds integral ballast and is secured to the pole with three set mounting bolts.



Application: All Streets except McLoughlin