

ORDINANCE NO. 1772

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING ORDINANCE NUMBER 1437, THE MILWAUKIE COMPREHENSIVE PLAN (CPA 94-03).

WHEREAS, the City of Milwaukie desires to review, amend and revise its Comprehensive Plan on a regular basis; and

WHEREAS, the Planning Commission has reviewed the Comprehensive Plan amendments at two worksessions on August 23, 1994 and September 13, 1994, and at a duly noticed public hearing on September 27, 1994, resulting in a recommendation to the City Council that certain amendments be adopted to the Milwaukie Comprehensive Plan; and

WHEREAS, the Milwaukie City Council held a hearing on said matter on October 18, 1994;

NOW, THEREFORE, THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Findings. Findings of fact and support of the proposed amendment language contained in CPA 94-03 are as follows:

1. CPA 94-03 is a legislative action and is being processed as stipulated by provisions of Section 1011.5(B) of the Milwaukie Zoning Ordinance.
2. Objective #1, Chapter 2 of the Milwaukie Comprehensive Plan lays out the requirement that the City:

Review, revise and amend the Comprehensive Plan on a regular basis, assuring that the Plan and implementing ordinances meet regional, State and Federal guidelines.

The amendments to the Comprehensive Plan are consistent with and meet applicable regional, State and federal standards. A specific amendment to the Residential Land Use and Housing Element, has been proposed in order to be consistent with State definitions for multi-family dwellings. The Willamette Greenway Element amendment conforms to the regional Greenspaces Plan. Overall, all amendments are consistent with Statewide Planning Goals.

3. Objective #1, Chapter 2, Policy 7 of the Milwaukie Comprehensive Plan states that:

All Plan amendments will be evaluated based on the following criteria:

-conformance with the Comprehensive Plan, its goals, policies and spirit,

All amendments are in conformance with the Comprehensive Plan as is demonstrated in the specific findings contained in the Staff Report for CPA-94-03.

-public need for the change,

Public need for change is best served by these amendments, since most of the amendments are minor, yet improve the consistency of the Plan with other ordinances and regulations, and update text and maps. In the case of the Willamette Greenway Element amendment, State, regional and local emphasis on the importance of greenways for public protection and use is reinforced with the proposed changes and best serves the public's need for natural resource protection and open spaces.

-public need is best satisfied by this particular change,

Public need is best satisfied by the amendments. The Plan will be updated and inconsistencies removed. In terms of the Willamette Greenway Element amendment, the proposed Central Riverfront Area Master Plan and implementing policies strengthens the public purpose and commitment of the City to satisfy public need.

-the change will not adversely affect the health, safety and welfare of the community,

No testimony has been presented to indicate that adoption of the proposed Plan amendments will adversely affect the health, safety and welfare of the community.

-the change is in conformance with applicable Statewide Planning Goals.

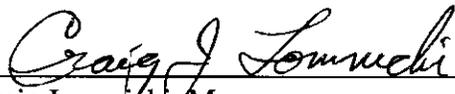
4. All of the amendments are in conformance with applicable Statewide Planning Goals. These include: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources), Goal 8 (Recreational Needs), Goal 10 (Housing), Goal 12 (Transportation) and Goal 15 (Willamette Greenway). See specific findings for the proposed amendments in the Staff Report on CPA-94-03 for further detail on conformity.

Section 2. Comprehensive Plan Text Amendment. The Comprehensive Plan text and maps of Ordinance Number 1437 are amended as described in Exhibit A.

Read the first time on October 18, 1994, and moved to a second reading by unanimous vote of the City Council.

Read the second time and adopted by the City Council on October 18, 1994.

Signed by the Mayor on October 18, 1994.



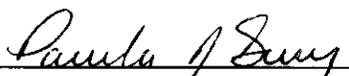
Craig Lomnicki, Mayor

ATTEST:



Pat DuVal, City Recorder

Approved as to form:



O'Donnell, Ramis, Crew & Corrigan

City Attorney

EXHIBIT 1

COMPREHENSIVE PLAN AMENDMENTS

(CPA-94-03)

CHAPTER 4 - LAND USE

WILLAMETTE GREENWAY ELEMENT

CPA-94-03A Amendments to the
Comprehensive Plan
(1 page)
Redline = Proposed new text
Strikeout = Proposed deleted text

OBJECTIVE #7 - CENTRAL RIVERFRONT

To reexamine the designated uses of the central Willamette riverfront and to acquire property necessary for public open space, public trails, riverfront access and riverfront-related development.

Policies

1. The City will prepare a Central Riverfront Master Plan to supplement the Greenway Design Plan by focusing specifically on the riverfront west of McLoughlin Boulevard from the southern boundary of Clackamas Service District #1 Sewage Treatment Plant to the confluence of Johnson Creek. The Master Plan will reexamine the Commercial and Public Land designations and address the following issues:
 - Public access.
 - Safe pedestrian access across McLoughlin Boulevard.
 - Public recreational use.
 - Natural resource protection.
 - Historic resource protection.
 - Visual access.
 - Transportation.
 - Riverfront-related commercial development and redevelopment.
 - Public-private partnerships for the riverfront.
 - Redevelopment of Kellogg Creek Sewage Treatment Plant.
2. The City will consider acquisition of appropriate property within the central riverfront area for trails, public access to the riverfront, and other uses identified in the Central Riverfront Master Plan.
3. The City will participate in appropriate public-private partnerships to develop property in the central riverfront area for uses identified in the Central Riverfront Master Plan.
4. The City will endeavor, by other appropriate means, to provide for public trails in the central riverfront area, public access to the riverfront, and other uses identified in the Central Riverfront Master Plan.
5. In the development of the Central Riverfront Master Plan, applicable policies and directions that are contained in the Recreational Needs Element, in the Open Spaces, Scenic Areas, and Natural Resources Element, and in other portions of the Willamette Greenway Element will be reviewed and incorporated, where appropriate.

CHAPTER 4 - LAND USE

RESIDENTIAL LAND USE AND
HOUSING ELEMENT

CPA-94-03B Amendments to the
Comprehensive Plan
(5 pages)
Redline = Proposed new text
~~Strikeout~~ = Proposed deleted text

- Five percent (5%) of gross site area that is devoted to single-family attached, ~~townhouse~~, or multifamily units will be reduced for purposes of right-of-way dedication.

A general definition of housing types are:

Single family detached - a house normally occupied by one family with no structural connection to adjacent units. The unit may be situated at a specified distance from lot lines, or with one wall on a side property line. Typical density is 4 to 6.7 units per acre.

Single family attached - ~~two or three houses~~, units within one dwelling structure, each normally occupied by one family, sharing common structural walls. ~~Each dwelling and lot may or may not be under single ownership.~~

~~Townhouse - four or more houses, usually two story and each normally occupied by one family, sharing common structural walls. Each dwelling and lot are usually under single ownership, or each dwelling is owned individually with lots jointly owned.~~

Multifamily (Condominium) - a single structure containing ~~a number of 3~~ or more individually owned dwelling units, with all other common elements, including lot, jointly owned on a specified basis.

Multifamily (Apartment) - a single structure containing ~~a number of 3~~ or more dwelling units, usually for rent. Each structure and lot are usually under single ownership.

2. Areas may be designated Low Density residential if any of the following criteria are met:
 - a. The predominant housing type will be single family detached.
 - b. Low Density areas are residential areas which are developed at Low Density and little need for redevelopment exists.
 - c. Within Low Density areas, transportation routes are limited primarily to collectors and local streets.
 - d. Low Density areas may include sites where sensitivity to the natural environment or natural hazards necessitate a reduced density.
3. Areas may be designated Moderate Density Residential based on the following policies:
 - a. The predominant housing types will be single family detached on moderate to small lots, and single family attached units.
 - b. Moderate Density areas are residential areas which are currently developed at Moderate Density and little need for redevelopment exists.

- c. Within Moderate Density areas, convenient walking distance to a transit stop or close proximity to major trip generators shall be considered.
4. Areas may be designated Medium Density residential based on the following policies:
 - a. The predominant housing types will be single family attached ~~and townhouse~~ units.
 - b. Medium Density areas are residential areas with access primarily to major or minor arterials. Siting should not result in increased traffic through Low Density Residential areas.
 - c. Medium Density areas are to be located near or adjacent to commercial areas, employment concentrations or transit stops.
 - d. Medium Density areas may include areas of deteriorating dwellings or structures in neighborhoods in order to stimulate private investment, infilling and redevelopment, provided one or more of the preceding policies apply.
5. Areas may be designated High Density Residential based on the following policies:
 - a. The predominant housing types will be ~~townhouse and~~ multifamily units.
 - b. High Density Residential areas shall be located either adjacent to or within close proximity to the downtown or district shopping centers, employment concentrations and/or major transit centers or transfer areas.
 - c. Access to High Density areas should be primarily by major or minor arterials. Siting of High Density projects shall not cause traffic to move through adjacent lower density designated areas.
6. High Density in Mixed Use Areas will be based on the following policies:
 - a. Within the Mixed Use Area designated on Map 7, a range of different uses including residential, commercial and office are allowed and encouraged. It is expected that redevelopment will be required to implement these policies, and that single structures containing different uses will be the predominant building type.
 - b. Commercial uses will be allowed at the ground floor level, and will be located relative to the downtown area so that pedestrian access between areas is convenient and continuous.
 - c. Office uses will be allowed at the ground and first floor levels.
 - d. High Density residential uses will be allowed on all levels. At least fifty (50) percent of the floor area within a project must be used for residential purposes.
 - e. Within the Mixed Use Area, a residential density bonus of fifteen (15) percent over the allowable density may be granted in exchange for exceptional design quality or special project amenities.

- f. All parking must be contained within a project.

OBJECTIVE #3 - RESIDENTIAL LAND USE: DESIGN

To encourage a desirable living environment by allowing flexibility in design, minimizing the impact of new construction on existing development, and assuring that natural open spaces and developed recreational areas are provided whenever feasible.

Planning Concepts

Residential design policies are intended to ensure a high quality of environmental design, a flexible design approach, and a smooth integration of new development into existing neighborhoods. Density bonuses and transfers will be encouraged so that full development potential on individual parcels may be realized. Transition policies will be applied to reduce any negative impacts of development on adjacent uses. The transition policies will have little or no effect on the number of new units calculated in Table 2.

Policies

1. Access driveways to less than four residential units will not be allowed onto arterials unless it can be shown that no other alternative is possible.
2. Development in new ~~townhouse and~~ multifamily housing projects in ~~Moderate, Medium and High Density~~ areas within 100 feet of adjacent Low and Moderate Density areas where those housing types are not allowed, will provide one or more of the following transitions to reduce the impact on lower density areas. Transition measures, subject to approval, include:
 - a. Roadways separating projects.
 - b. Open areas (developed or undeveloped) separating new structures from adjacent parcels. A minimum distance equal to the required front yard setback of adjacent parcels will be designated as open area. Natural vegetation, landscaping or fencing will be provided sufficient to screen living rooms from direct view across open areas.
 - c. Gradual density changes. A new project may not have a density greater than 25 percent of the allowable density on lower density residential parcels abutting the project. If abutting parcels have a variety of allowable residential densities, parcels with similar allowable densities abutting the highest percentage of the project perimeter will govern.
 - d. Planned Unit Development design concept is encouraged whenever possible. When feasible, density transfer will be encouraged so that full development potential may be realized. Encourage units which would be permitted by zoning on hazardous or environmentally sensitive lands to be transferred to areas which are less hazardous or less expensive to develop. Resulting density on the developed portion of a site shall not exceed the density allowed in the next highest residential plan category.

3. In all Planned Unit Developments, a density bonus up to 20% over the allowable density may be granted in exchange for exceptional design quality or special project amenities.
4. All Planned Unit Developments will have at least one third of the gross area devoted to open space and/or outdoor recreational areas. At least half of the required open space and/or recreational areas will be of the same general character as the area containing dwelling units. Open space and/or recreational areas do not include public or private streets.
5. All projects in Medium Density and High Density areas will have at least one third of the gross area devoted to open space and/or outdoor recreational areas. At least half of the required open space and/or recreational areas will be of the same general character as the area containing dwelling units. Open space and/or recreational areas do not include public or private streets and parking areas, but may include private yards.
6. In all cases, existing tree coverage will be preserved whenever possible, and areas of trees and shrubs will remain connected particularly along natural drainage courses.
7. Specified trees will be protected during construction, in accordance with conditions attached to building permits.
8. Sites within open space, natural hazard or natural resource areas will be protected according to specifications in the Natural Hazard and Natural Resources Elements.

OBJECTIVE #4 - NEIGHBORHOOD CONSERVATION

To maximize the opportunities to preserve, enhance and reinforce the identity and pride of existing well-defined neighborhoods in order to encourage the long-term maintenance of the City's housing stock.

Planning Concept

Milwaukie is predominantly a built-up city. It contains several districts, however, where neighborhood character, available buildable areas, and existing lotting patterns suggest different approaches to new residential development are appropriate. Within High Density areas reconstruction of older neighborhoods is encouraged; within Moderate and Medium Density areas infilling consistent with local scale is emphasized, and in Low Density areas conservation of single family character will be maintained.

Policies

1. Within High Density areas, clearance and new construction will be allowed, as will construction on currently vacant lands. Identified historic resources will be protected as outlined in the Historic Resources Chapter. The predominant housing type will be ~~townhouse and~~ multifamily.

2. Within Moderate and Medium Density areas, the rehabilitation of older housing is encouraged in lieu of large area clearance and new construction. When projects involve destruction of older housing, it must be shown that rehabilitation is not justified because of structural, health or other important considerations.
3. Within Moderate and Medium Density areas, residential infill which maintains existing building heights, setbacks, yard areas and building mass will be encouraged. Of particular importance is the maintenance of existing residential scale when viewed from the street. The predominant type of new housing in Moderate Density areas will be single family detached on moderate to small lots and single family attached units. The predominant type of new housing in Medium Density areas will be single family attached ~~and townhouse~~ units. Multifamily housing may be allowed in Medium Density areas.
4. Within Low Density areas, the rehabilitation of older housing is encouraged in lieu of large area clearance and new construction. When projects involve the destruction of older housing, it must be shown that rehabilitation is not justified because of structural, health or other important considerations. The predominant type of new housing in Low Density areas will be single family detached. Single family attached units will be allowed based on location criteria in the Zoning Ordinance. A public hearing is required.
5. Within Low Density areas, new projects will maintain a single family building bulk, scale and height when abutting existing single family areas, or when abutting a street where existing single family houses face the project.
6. When feasible, a Design Review function will be incorporated into the City's development review process to interpret and enforce Residential Land Use: Design, and Neighborhood Conservation policies.
7. When a Design Review function is implemented, a Neighborhood Design Guide will be developed for each neighborhood area. The Design Guide will identify any consistent and desirable architectural styles, elements, materials or landscape features existing in the neighborhood together with appropriate building standards to serve as guidelines for new housing construction as well as rehabilitation projects. The Design Guide will be enforced as part of a Design Review function.

OBJECTIVE #5 - HOUSING CHOICE

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

Planning Concept

While the predominant housing type is expected to continue to be single family detached, the City will encourage a wide range of housing types and densities in appropriate locations within individual neighborhood areas including single family attached and detached multifamily, manufactured housing, mobile home parks ~~and townhouses~~.

CHAPTER 1 - CITIZEN INVOLVEMENT

CPA-94-03C	Amendments to the Comprehensive Plan (1 page)
Redline	= Proposed new text
Strikeout	= Proposed deleted text

CHAPTER 1 - CITIZEN INVOLVEMENT

GOAL STATEMENT: To encourage and provide opportunities for citizens to participate in all phases of the planning process, to keep citizens informed and to open lines of communication for the sharing of questions, problems and suggestions regarding the Comprehensive Plan and land use regulations.

Background

In March of 1976, the Milwaukie City Council established a Comprehensive Planning Steering Committee to ensure adequate citizen involvement in the City's planning process. Representatives of each of five Neighborhood Organizations within the City were appointed early in 1977 to work with the City Planning Staff and consultants in preparing a Comprehensive Plan.

Several other groups were involved in the planning process. Neighborhood Organizations helped develop, administer, and collect a Community Survey, reviewed background information, and developed goals and objectives. A Technical Advisory Group, comprised of representatives of City and County staffs, special service districts, and regional, State, and federal agencies, also participated in reviewing and evaluating the Preliminary Plan. Special Task Forces were created to advise on unresolved policy areas including Housing, Transportation, Parks and Willamette Greenway, and City Growth and Governmental Relationships.

During the 1987-88 Plan update, a Comprehensive Plan Review Committee (CPRC) was established. This group made recommendations regarding State required changes to the Plan as well as suggestions for overall Plan improvement, clarity, and coherence. The CPRC also evaluated the existing citizen involvement process and created the following goal, objectives, and policies to better involve Milwaukie citizens in the planning process:

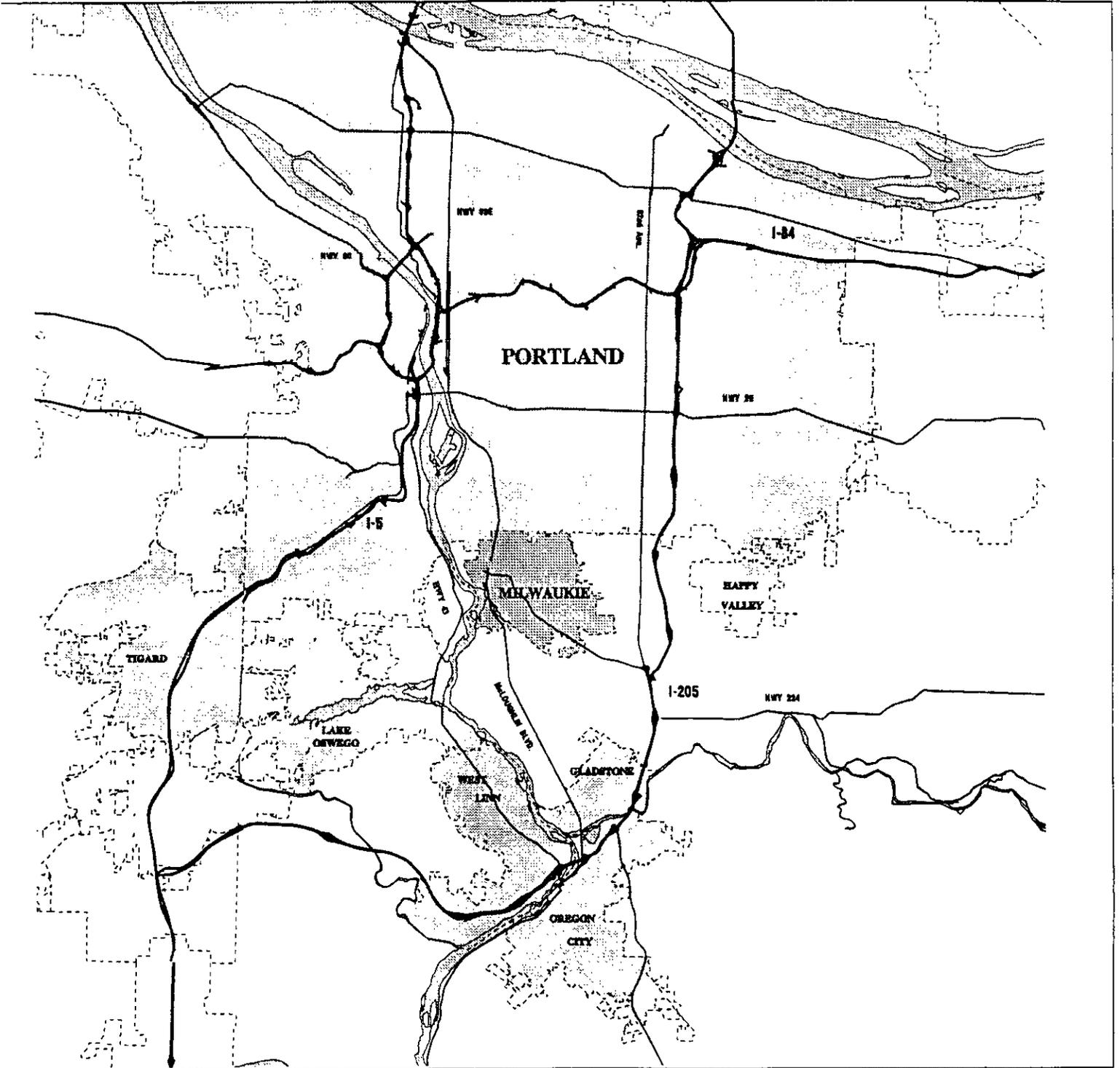
OBJECTIVE #1 - NEIGHBORHOOD ASSOCIATIONS

The City will promote citizen participation in the planning process primarily through the 9 Milwaukie Neighborhood Areas which follow the boundaries as illustrated in Map 2. The City Council will recognize Neighborhood Associations which meet the following requirements:

- a) That one or more well-publicized general neighborhood association meetings have been held for purposes of information, organization, adoption of bylaws, and election of officers.
- b) That all community meetings shall be publicized in advance of the meeting date in accordance with existing state law, and participation should be open to any property owner, resident, business owner, or representative of any non-profit organization located within the neighborhood area. Criteria regulating voting shall be included in the bylaws.

LOCATION MAP

Milwaukie Comprehensive Plan Map 1



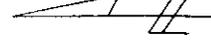
NEIGHBORHOOD DISTRICT ASSOCIATION BOUNDARIES

Milwaukee Comprehensive Plan
Map 2

- 1 - WAVERLY/DOWNTOWN
- 2 - ISLAND STATION
- 3 - LAKE ROAD
- 4 - LINWOOD
- 5 - HECTOR CAMPBELL
- 6 - LEWELLING
- 7 - ARDENWALD
- 8 - MCLAUGHLIN INDUSTRIAL
- 9 - MILWAUKEE BUSINESS/INDUSTRIAL

PUBLIC BUILDINGS

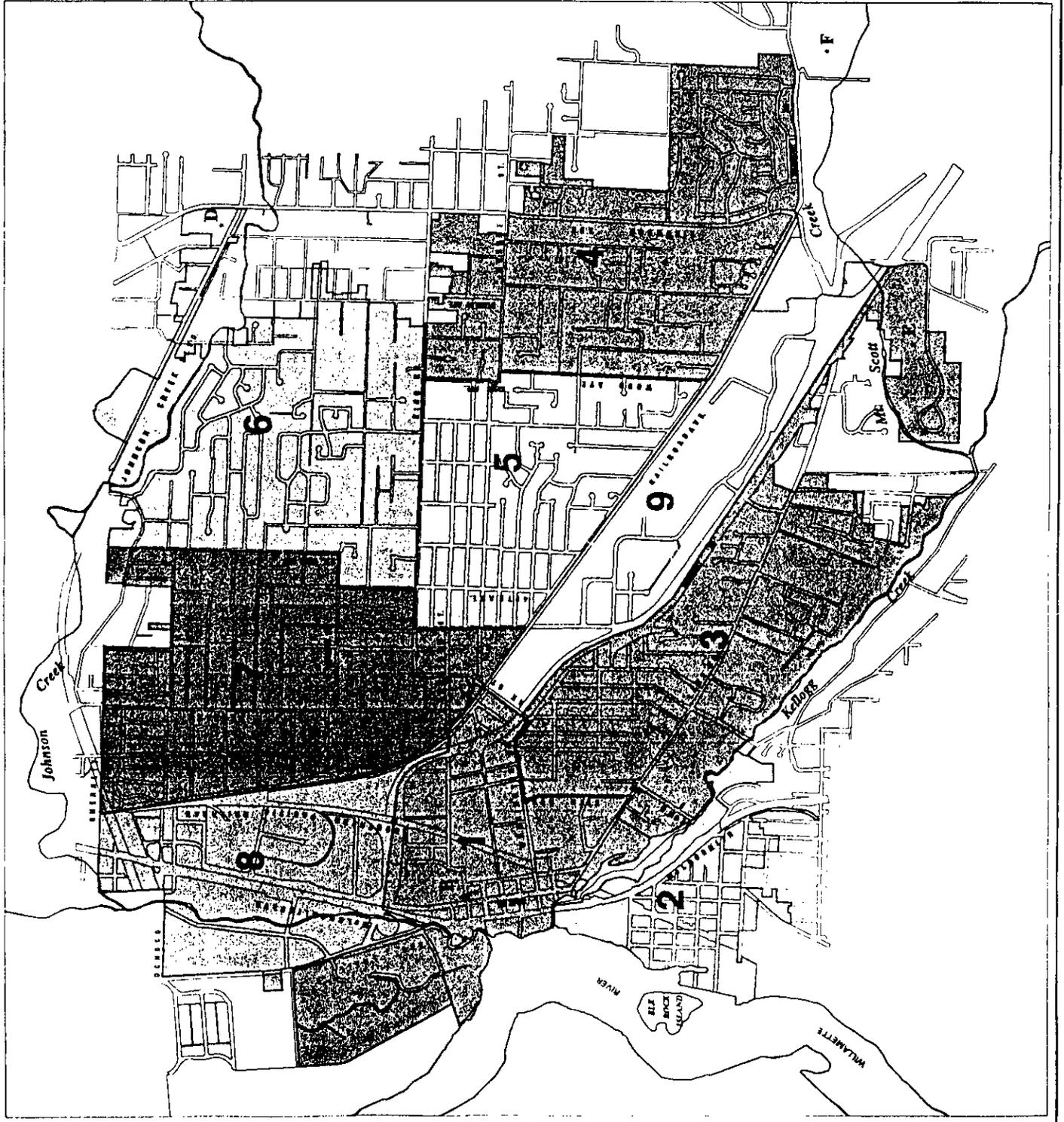
- A - CITY HALL
- B - LEWIS LIBRARY
- C - PUBLIC SAFETY BUILDING
- D - PUBLIC WORKS BUILDING
- E - MILWAUKEE CENTER
- F - CLACKAMAS AQUATIC PARK



MAP DATE : 09/13/94



City of Milwaukee

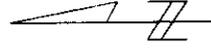


NATURAL HAZARDS

Milwaukee Comprehensive Plan

Map 3

-  SEVERE CONSTRUCTION RATING
-  100 YEAR FLOOD PLAIN
-  FAULT LINE
-  CITY BOUNDARY

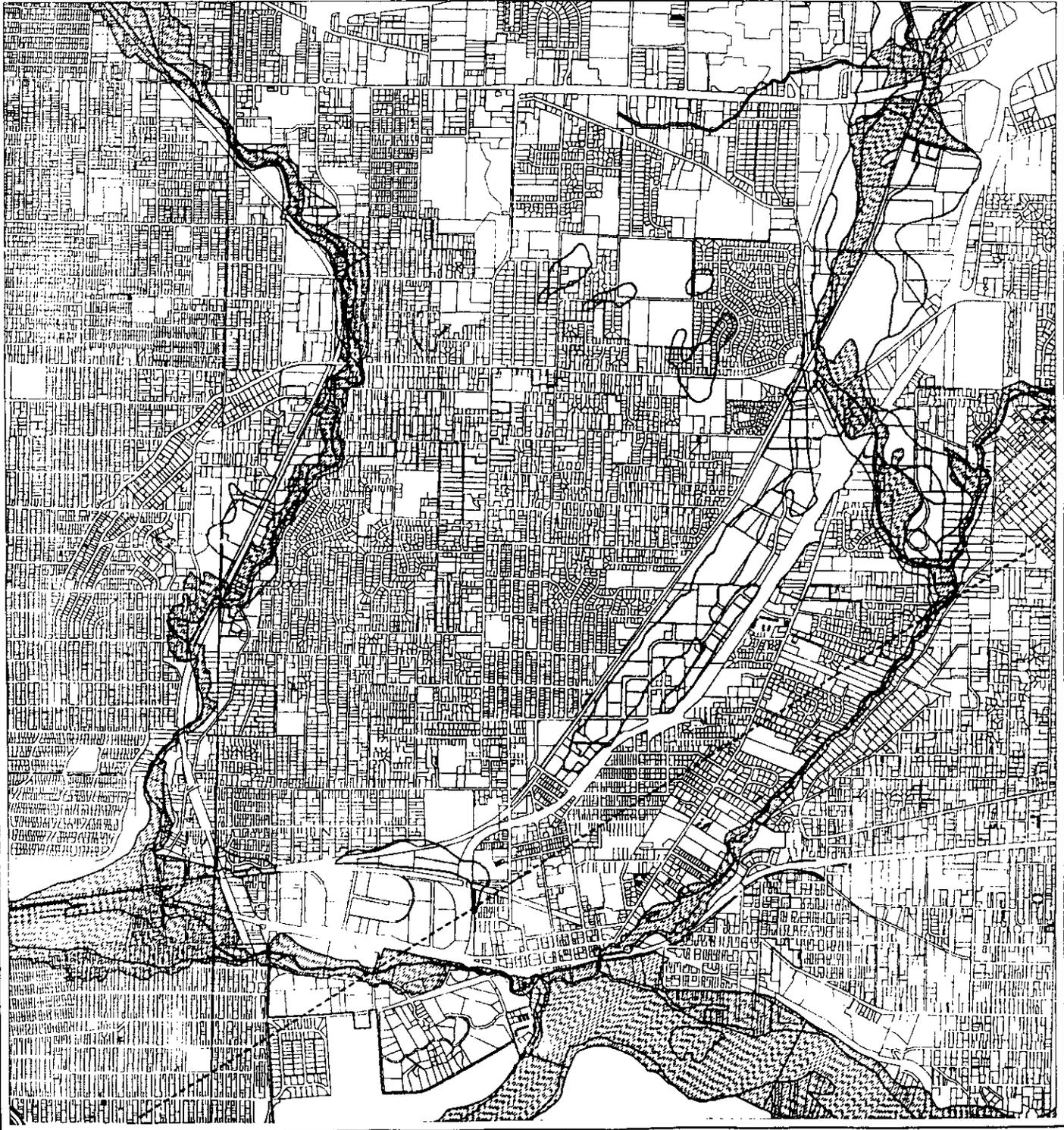


Data Source:
Soils - USGS Soil Inventory
Flood Plain - Metro RLIS Database

MAP DATE :09/13/94



City of Milwaukee

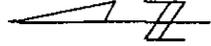


HISTORIC RESOURCES

Milwaukee Comprehensive Plan

Map 4

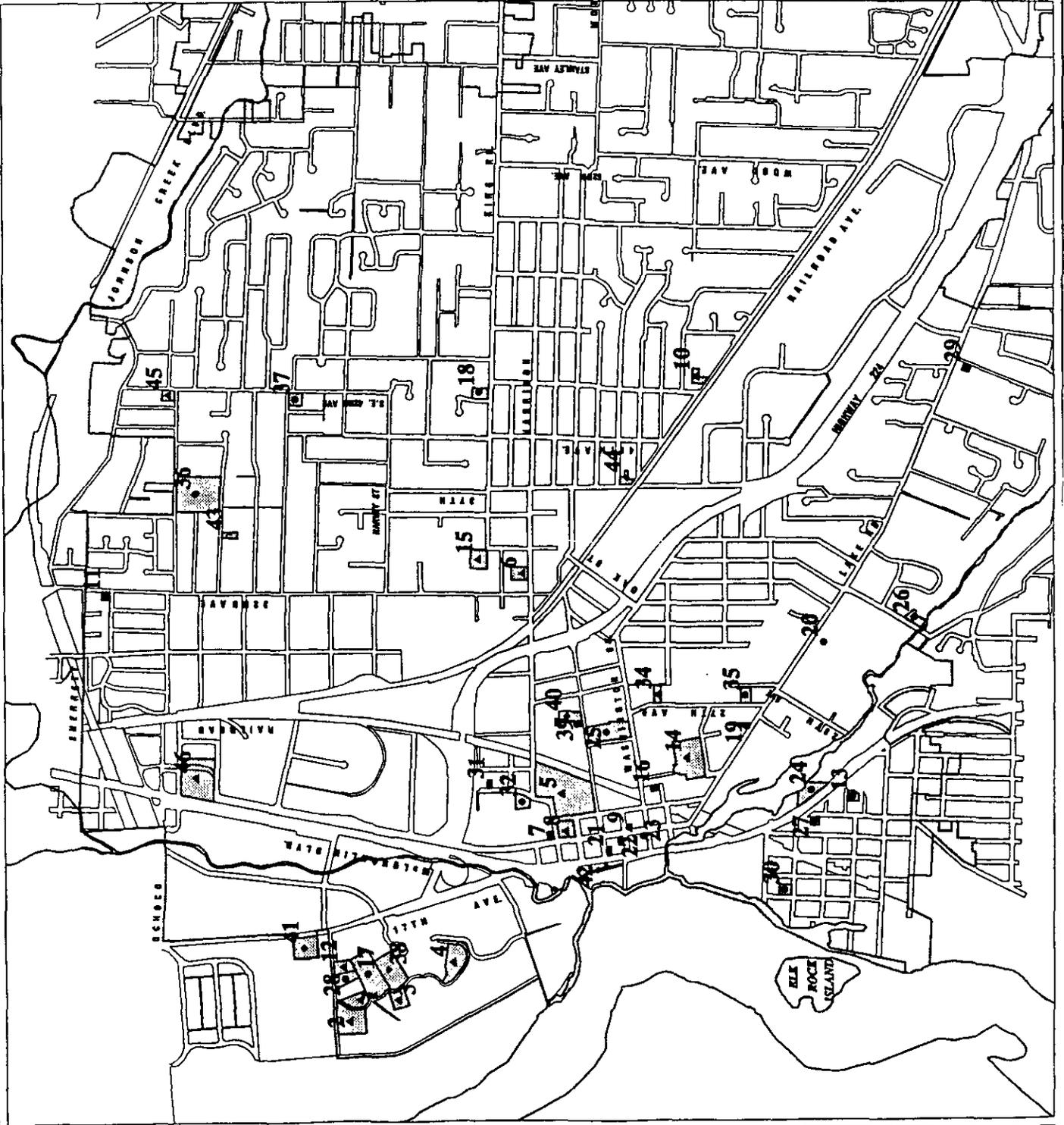
- ▲ SIGNIFICANT RESOURCE
- CONTRIBUTING RESOURCE
- ◻ UNRANKED RESOURCE



MAP DATE : 09/19/94



City of Milwaukee

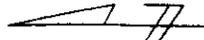


NATURAL RESOURCE SITE

Milwaukee Comprehensive Plan

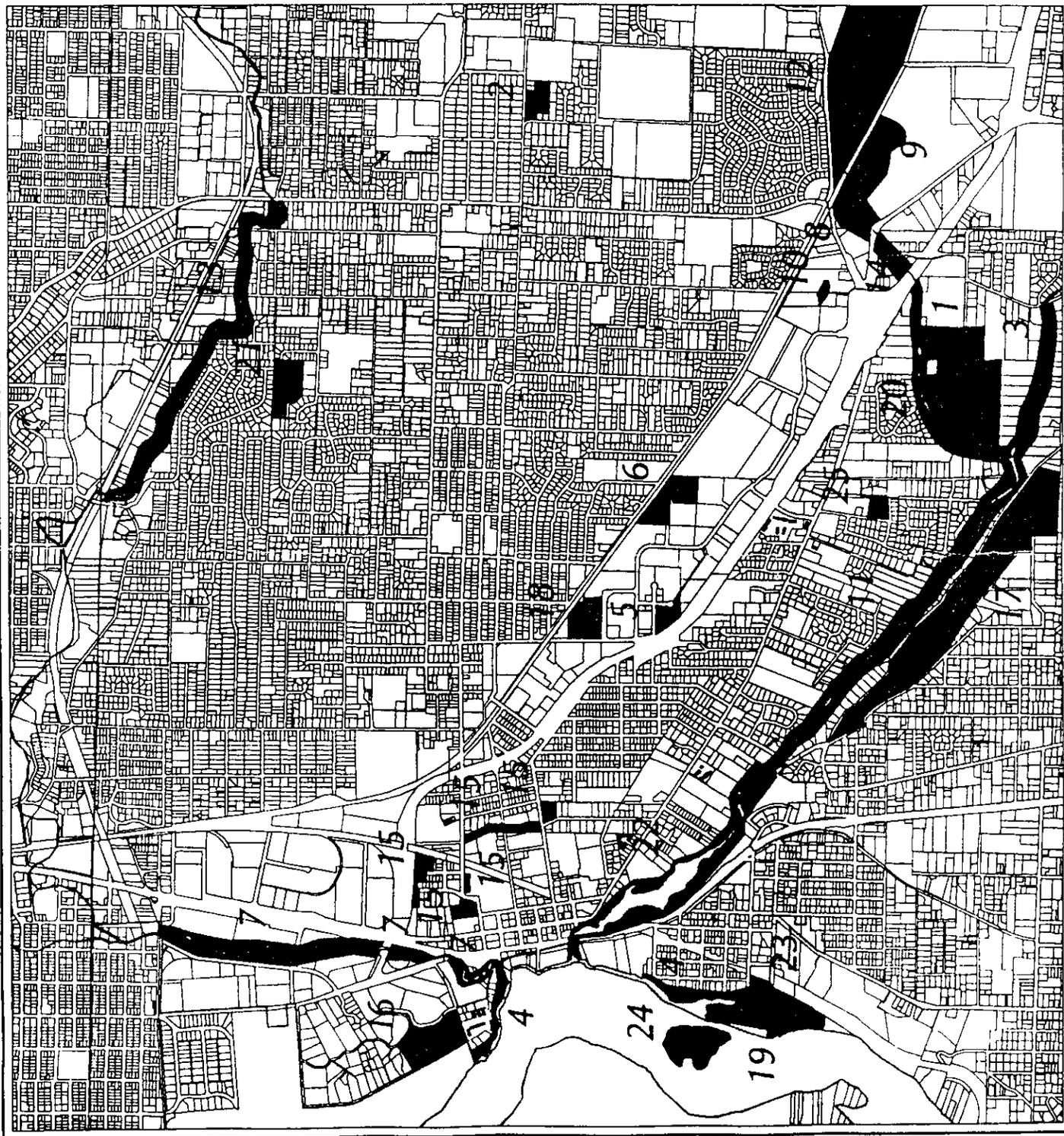
Map 5

NATURAL RESOURCE SITES



City of Milwaukee

MAP DATE : 09/16/94

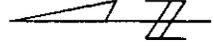


LAND USE

Milwaukee Comprehensive Plan

Map 7

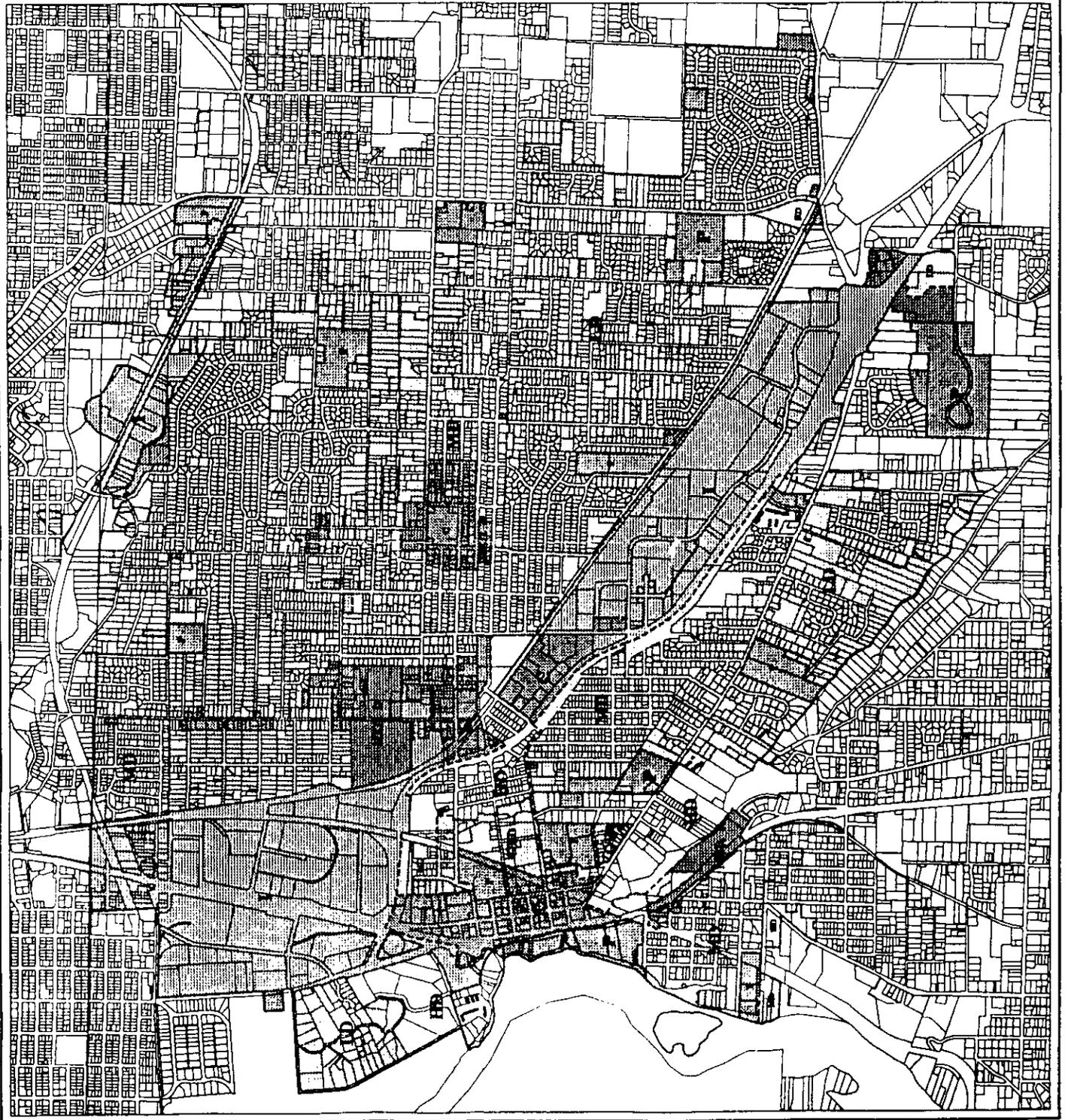
- | | |
|---|-------------------------|
|  | LD - LOW DENSITY |
|  | MD - MODERATE DENSITY |
|  | MED D. - MEDIUM DENSITY |
|  | HD - HIGH DENSITY |
|  | C - COMMERCIAL |
|  | CHD - MIXED USE |
|  | I - INDUSTRIAL |
|  | P - PUBLIC |



MAP DATE : 09/19/94



City of Milwaukee



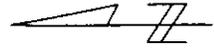
TRANSPORTATION

Milwaukee Comprehensive Plan

Map 8

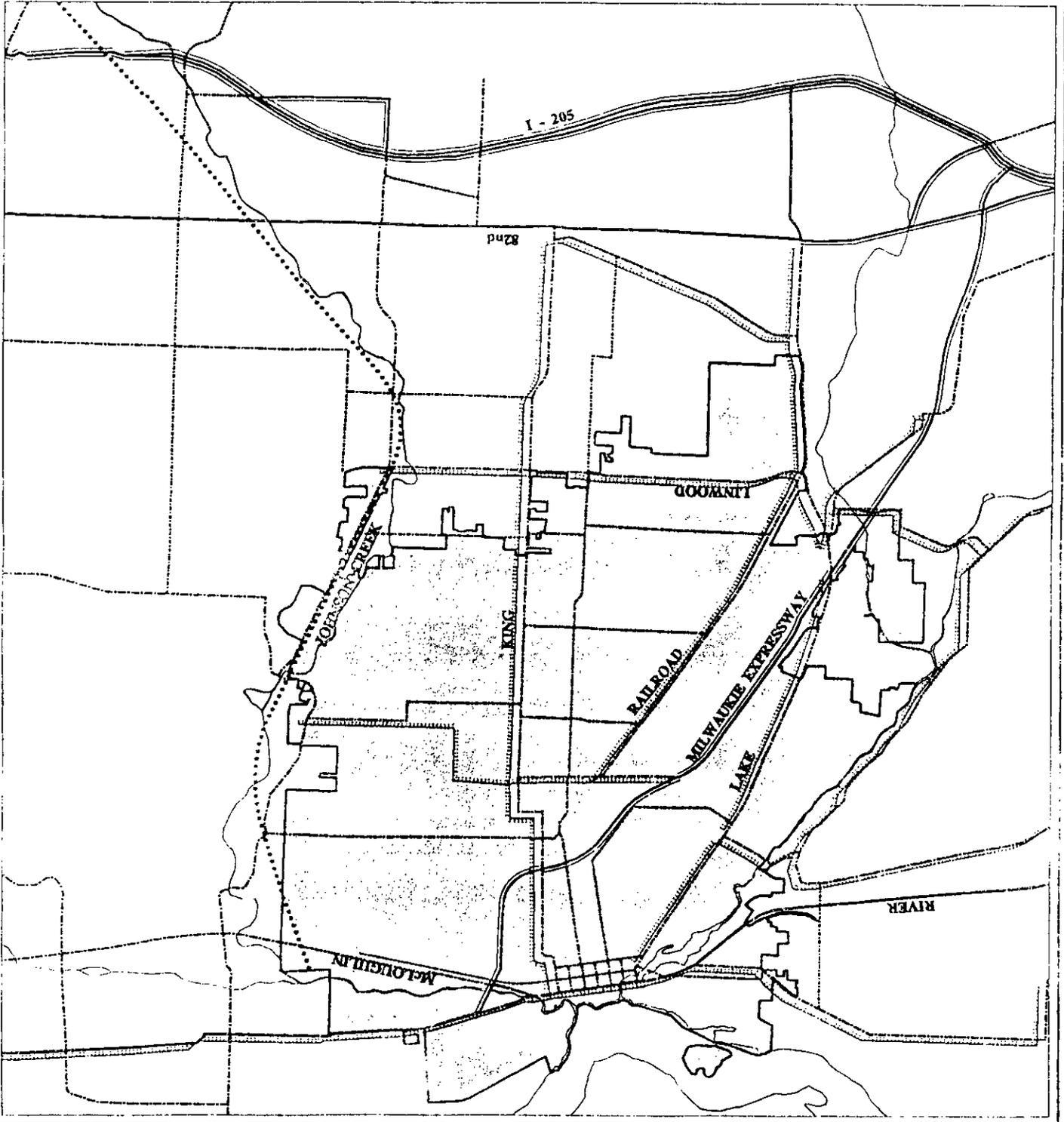
-  - FREEWAY
-  - MAJOR ARTERIAL
-  - MINOR ARTERIAL
-  - COLLECTOR
-  - 40 MILE LOOP
-  - BIKE / FOOT WAY CORRIDOR

Data Source:
Metro Enhanced TIGER Line files



MAP DATE : 09/13/94

City of Milwaukee



BUILDABLE LANDS

Milwaukee Comprehensive Plan

Map 6

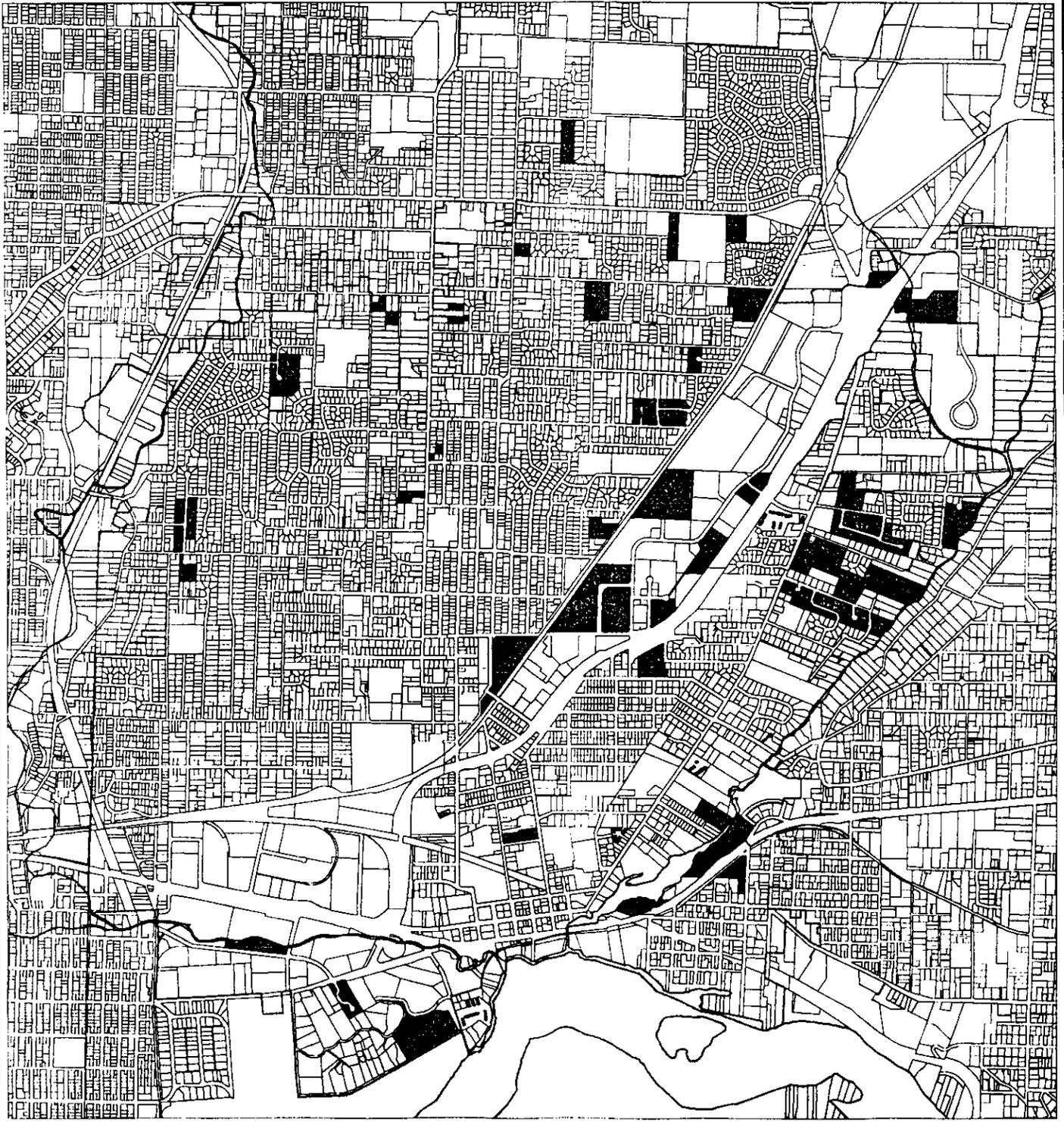
As of October, 1989

UNBUILT LANDS



City of Milwaukee

MAP DATE : 09/27/94



CHAPTER 5 - TRANSPORTATION, PUBLIC FACILITIES AND ENERGY CONSERVATION

TRANSPORTATION ELEMENT

CPA-94-03D Amendments to the Comprehensive Plan (2 pages)
Redline = Proposed new text
Strikeout = Proposed deleted text

OBJECTIVE #1 - ROADWAYS FUNCTIONAL CLASSIFICATION

Policies

1. To classify all roadways within the City for the purpose they serve.

The City street network includes arterials, collectors and local streets. Expressways and freeways complete the roadway system to provide for through traffic movements. The following definitions apply for each type of street.

- A Freeway or Expressway serves as a route of through travel between distant points within the region and state. Access is limited to arterials at intersections. High speed public transit serving different points in the region may use freeways or expressways.
- A Major Arterial will carry both local and through traffic to destinations outside the local community. A Major Arterial provides access to other communities as well as access through Milwaukie. Public transit to other communities generally uses a Major Arterial. McLoughlin Blvd. and 82nd Ave. are Major Arterials.
- A Minor Arterial carries local traffic between neighborhood areas or to regional facilities. The Minor Arterial provides access from neighborhood collector streets to community services and to other neighborhoods within, or immediately adjacent to, the City. Local public transit may use Minor Arterial streets. Examples of Minor Arterials are Lake Rd. and King Rd.
- Collector streets serve internal traffic within areas having a single land use pattern. The collector streets carry local traffic within a neighborhood area. They carry traffic from the local streets to the minor and/or major arterial network or to schools, local shopping centers, or other local streets within the neighborhood. Local public transit may use collector streets. Main Street and 32nd Ave. north of Harrison are Collectors.
- Local streets provide direct access to abutting property. Through traffic must be discouraged. Careful planning and the use of circuitous street layout will break up the continuity of traffic movement. Some form of street closure or traffic diverter can convert the typical grid street pattern into a form of circuitous street layout. When properly planned and designed, traffic control devices will not be necessary at intersecting local streets.

Map 8 shows the classification of streets within the City. ~~The Roadway and Traffic Safety Management Plan recommended~~ Design criteria for urban streets within the City. ~~These criteria~~ are found in ~~Table 3~~ the Transportation Improvement Standards Tables of the Zoning and Subdivision Ordinances.

Table 3

~~DESIGN CRITERIA FOR URBAN STREETS~~

Design Element	Arterial		Collector	Local
	Major	Minor		
Right-of-Way (ft.)	80-100	60-80	60	50-60
Pavement Width (ft.)	52-64	40-52	40-52	26-36
Through Traffic Lanes	4	2-4	2-4	2
Lane Width (ft.)	12	12	12	-
Median Width (ft.)	16	-	-	-
Parking	Restricted	Limited	-	-
Traffic Volumes (VPD)	5,000 to 20,000	2,000 to 10,000	2,000 to 8,000	-
Driving Speeds (MPH)	20-45	30-40	20-35	15-25

~~Source: Transportation Planning and Management, Inc., Roadway and Traffic Safety Management Plan, 1978.~~

- ~~2. The City will adopt the street classification map shown on Map 8 and the definitions and design criteria listed in Table 3 for all urban streets.~~
32. The City will continue to work with Metro, Clackamas County and the City of Portland to ensure a continuous roadway system is maintained, and compatible classifications and standards are enforced.
43. The City will continuously develop and refine street design standards as necessary, particularly for local streets where site-specific characteristics are most important.

OBJECTIVE #2 - REGIONAL TRAFFIC

To rely on existing Freeways/Expressways and Major Arterials for through movement of regional traffic.

Policies

1. The City will work with Metro, Clackamas County and ODOT to ensure that I-205, the Milwaukie Expressway, McLoughlin Boulevard and SE 82nd Avenue are the only major roads used for through traffic.
2. The City will continue to participate in the regional Joint Policy Advisory Committee on Transportation (JPACT) to identify solutions to the congestion problems along the McLoughlin Boulevard corridor. In evaluating alternatives, the following factors will be considered:
 - Plans for the downtown improvement and waterfront development will be integrated with highway improvements.

APPENDIX 1 - HISTORIC RESOURCES PROPERTY LIST

CPA-94-03E Amendments to the
Comprehensive Plan
(1 page)
Redline = Proposed new text
Strikeout = Proposed deleted text

APPENDIX 1 - HISTORIC RESOURCES PROPERTY LIST

<u>SITE NO./ADDRESS/(YEAR BUILT)***</u>	<u>TYPE</u>	<u>SCORE</u>
<u>"Significant" properties:</u>		
1	9712 SE Cambridge Lane (1941)*	House 56
2	9717 SE Cambridge Lane (1938)	House 52
3	9911 SE Cambridge Lane (1923)*	House 50
4	10200 SE Cambridge Lane (1915)*	House 45
5	2300 SE Harrison (1937)*	Milwaukie Jr. High School 60
6	3235 SE Harrison (1888)*	House 42
7	10636 SE Main (1925)*	Milwaukie Masonic Lodge 58
8	10722 SE Main (1938)*	Milwaukie City Hall 59
9	11008 SE Main (1905)*	Commercial Building 43
10	4217 SE Railroad (1885)*	House 38
11	3125 SE VanWater (1886)*	Ardenwald Cong. Church 62
12	1620 SE Waverly Dr. (1922)*	House 54
13	2316 SE Wren St. (1922)*	House 37
	(moved to Contributing)	
14	11300 SE 23rd (1925)*	Milwaukie High School 53
15	10399 SE 34th (1912)*	House 46
34	11188 SE 27th**	House 52
	(moved from Contributing)	
45	8835 SE 42nd (1923)	House 67
46	9002 SE McLoughlin (1938)	Commercial Building 71
<u>"Contributing" properties:</u>		
13	2316 SE Wren St. (1922)*	House 32
	(moved from Significant)	
16	2115 SE Adams**	House 19
17	9900 SE Cambridge Lane**	House 27
18	4141 SE King Rd.**	House 36
19	2515 SE Lake Rd.**	House 33
20	3182 SE Lake Rd.**	House 44
21	10914 SE Main**	Commercial Building 45
22	10999 SE Main**	Commercial Building 38
23	11073 SE Main**	Commercial Building 39
24	12006 SE McLoughlin**	House 32
25	2526 SE Monroe**	House 33
26	12374 SE Oatfield**	House 35
27	12021 SE River Rd.**	House 33
28	1612 SE Waverly Dr.**	House 49
29	12671 SE Where Else Lane**	House 36
30	11912 SE 19th**	House 38
31	10392 SE 23rd**	House 37
32	10565 SE 23rd	House 50
33	Deleted	
34	11188 SE 27th**	House 38
	(moved to Significant)	
35	11630 SE 27th**	House 34
36	8950 SE 36th	Ardenwald School 44
37	9405 SE 42nd**	House 36

APPENDIX 2 - NATURAL RESOURCES PROPERTY LIST

CPA-94-03F Amendments to the
Comprehensive Plan
(3 pages)
Redline = Proposed new text
Strikeout = Proposed deleted text

APPENDIX 2 - NATURAL RESOURCES PROPERTY LIST

- (City) = owned by City
- * = outside of City limits
- (+) = Sites Recommended by CPRC for exclusion due to either not being within the City limits or having only minimal resource value
- ◀ = Parcel for which Natural Resource Overlay boundaries have been established

<u>#</u> <u>Map #</u>	<u>Site</u> <u>Lot #(s)</u>	<u>Ownership</u>	<u>Values</u>
<u>Site #1</u> 2 2E 6AC	N. Clackamas Park 100◀ (City)	Public	Parks and recreation
<u>Site #2a&b(+)</u> 1 2E 32BA*	Outside City limits 3000, 3100, 3101		
<u>Site #3(+)</u> 2 2E 6CA* 2 2E 6DB*	Outside City limits 100, 201, 300, 400, 600, 1800 600, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1801, 1900, 2000, 2100, 2200		
<u>Site #4</u> 1 1E 35AA 1 1E 35AB 1 1E 35AD 1 1E 35DA	Waterfront 2900, 3900, 4000, 4100, 4200, 4300, 4400, 4700, 4800, 4900 800, 901, 1000, 1200, ALSO RIVER ROYAL TERRACE CONDOMINIUM: All the following = 1400 S.E. Lava: 9010A, 9020A, 9030A, 9040A, 9050A, 9060A, 9070A, 9080A, 9090A, 9100B, 9110B, 9120B, 9130B, 9140B, 9150B, 9160B, 9170B, 9180B, 9190B 9200B, 9210B, 9220B, 9230B, 9240B, 9250B, 9260B, 9270B, 9280C, 9290C 9300C, 9310C, 9320C, 9330C, 9340D, 9350D, 9360D, 9370D, 9380D, 9390D All the following = 1550 S.E. Lava: 80101, 80102, 80103, 80104, 80105, 80106, 80107 80208, 80209, 80210, 80211, 80212, 80214, 80215 80316, 80317, 80318, 80319, 80320, 80321, 80322 900U1, 900U2, 1000, 1001, 1500◀, 1600◀ 100, 200, 200E1, 201, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700	Public/Private	Riparian, scenic, river access
<u>Site #5</u> 1 1E 36DA	PS Public Storage 1300, 1400, 1500, 2000◀, 5100	Private	Habitat, wetland
<u>Site #6</u> 1 2E 31C	OECO 200, 300, 400, 401, 500	Private	Partial wetland
<u>Site #7</u> 1 1E 26AA 1 1E 26AD 1 1E 26DA 1 1E 26DD 1 1E 35AA	Johnson Creek (N/S) 100 100 100, 101◀, 200, 300 Oregon State Hwy. Dept. (9002 S.E. McLoughlin) 2900, 3000, 3100, 3300, 3400, 3500◀, 3700, 3800, 3900, 3901U1	Public/Private	Riparian

APPENDIX 2 - NATURAL RESOURCES PROPERTY LIST

<u>#</u> <u>Map #</u>	<u>Site</u> <u>Lot #(s)</u>	<u>Ownership</u>	<u>Values</u>
<u>Site #8(+)</u> 2 2E 5B*	<u>Outside City limits</u> 200, 300, 2400, 2600, 2700		
<u>Site #9(+)</u> 2 2E 5B*	<u>Outside City limits</u> 400		
<u>Site #10</u> 1 2E 31D	<u>Minthorn Creek</u> 1300*, 1400*, 1500*, 1900*	<u>Private</u>	<u>Riparian</u>
<u>Site #11</u> 1 1E 36CD 2 1E 1AA 2 1E 1AD 2 2E 6BC 2 2E 6CA* 2 2E 6CB*	<u>Kellogg Creek</u> 900, 1000*, 1100, 1200, 1300, 1400, 1501, 1600*, 1800* 1600, 1638*, 1639*, 1640*, 1641* , 2600*, 2701, 3000, 3100, 3205, 3206, 3207 100, 200*, 300, 400*, 500, 600, 700, 800, 900, 1000, 1300*, 1400*, 1500*, 1600*, 1700*, 1800*, 1900*, 2000*, 2100*, 2200*, 2300*, 2400*, 2500*, 2600* 1700, 1800, 1900, 2000, 2804, 2805, 3300 , 3302*, 3400, 3500*, 3600*, 3700*, 3800* 1200, 1300, 1400, 1501, 1600, 1700 101, 200, 300, 400, 500, 600	<u>Private</u>	<u>Riparian, some upland habitat</u>
<u>Site #12*(+)</u> 2 2E 5A* 2 2E 5AD* 2 2E 5B* 2 2E 5BA*	<u>Outside City limits</u> 100, 200, 300, 500, 600, 700, 800 100, 101 100 100, 200, 300, 1200		
<u>Site #13</u> 1 2E 30AC 1 2E 30AD* 1 2E 30BA 1 2E 30BB 1 2E 30BD	<u>Johnson Creek (E/W)</u> 400*, 500*, 600*, 700*, 1405, 1406, 2100*, 2101*, 2200*, 2300, 2400*, 2500*, 2600*, 2700*, 2800, 2900, 3000, 3100, 3200, 3300, 3900 3500, 3600, 3700, 3800, 4000, 4200, 4302, 4400, 4500, 4600, 6200, 6300, 6400, 6500, 6900, 7000, 7200, 7300, 7800, 7801, 7900, 8000, 8100, 8200, 8300, 8400, 8700, 8800 1200*, 1300, 1400, 1500, 1600, 1700, 1800, 1900*, 2000, 2100 300*, 400, 500, 600, 700, 800, 801, 2200 100, 200, 201, 202, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200	<u>Private</u>	<u>Riparian, floodplain</u>
<u>Site #14</u> 2 2E 6AA 2 2E 6AD	<u>N. Mt. Scott Creek</u> 100*, 400, 601, 700, 800, 900* 100	<u>Private</u>	<u>Riparian</u>
<u>Site #15</u> 1 1E 25CC 1 1E 36BA 1 1E 36BB 1 1E 36BD	<u>Spring Creek area</u> 800, 900, 1001, 1100, 1500, 1600 (City), 1700, 2400, 2500, 4200 3400, 3900, 4000, 4100, 4200, 4400 100, 101, 200, 500, 600, 1500, 1600, <u>1800*</u> , <u>1900</u> , 4600, 5300 (<u>underlined</u> owned by City) 3000, 3100, 3200, 5400, 5500	<u>Public/Private</u>	<u>Riparian, habitat</u>
<u>Site #16</u> 1 1E 26DC	<u>Waverly Forest</u> 2100, 2200, 2400	<u>Private</u>	<u>Habitat, scenic</u>

APPENDIX 2 - NATURAL RESOURCES PROPERTY LIST

<u>#</u>	<u>Site</u>	<u>Ownership</u>	<u>Values</u>
<u>Map #</u>	<u>Lot #(s)</u>		
Site #17*(+)	Outside City limits		
2 1E 1AB	2400, 2501, 2600, 2601, 2700, 2701, 2800, 2900, 3000, 3001, 3100, 3200, 3300, 3400, 3500, 3600		
2 1E 1AC	100, 200, 300, 400, 500, 700, 800		
2 1E 1AD	2700, 2701, 2702, 2800, 2801, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 4000, 4100, 4200		
2 2E 6CB	700, 800, 801, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2101, 2200, 2300, 2301, 2400		
Site #18	Railroad/37th Avenue	Private	Partial wetland, habitat
1 1E 36AD	3900, 6000, 6500 , 6505, 6600		
Site #19	Willamette River/ Slough	Public/Private	Riparian, habitat
1 1E 35DD	2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3101, 3200, 3300, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6601, 6700, 6800* (<u>underlined</u> owned by City)		
2 1E 2AA*	800, 801		
Site #20	Mt. Scott Creek	Public/Private	Riparian, habitat
2 2E 6AB	414*, 415*, 416*, 417 (City), 600*, 690, 700, 800, 900*, 1600*, 1700*, 1800*		
2 2E 6AD	100, 600, 700, 800, 900, 901		
2 2E 6BA*	1143, 1144, 1145		
2 2E 6BD*	100, 1000		
2 2E 6CA	700, 901, 902, 1000		
Site #21	Winsor Court	Private	Habitat, wooded, wetland
1 2E 30CA	100		
1 2E 30DB	2900, 3000, 3100		
Site #22	Kellogg Lake	Private	Riparian, habitat, scenic
1 1E 36CA	3100, 4600, 4700, 4800, 4900, 6500, 6600, 6601		
1 1E 36CB	1301, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2600, 2700, 2801, 3000, 3100, 3300, 4500, 4600		
1 1E 36CC	100, 200, 201, 202		
1 1E 36CD*	1600, 1800, 1801		
Site #23	Spring Park area	Public/Private	Riparian, habitat, scenic
Map and Lots same as Site #22			
Site #24(+)	Outside City limits (Elk Rock Island)		
1 1E 35*	100 (Owned by City of Portland)		
Site #25	Grainger Wetlands	Private	Wetland, habitat
2 2E 6BB	500		

Primary values for the in-City sites are as follows:

- a. Wetland - sites 5, 6, 18, 21, and 25.
- b. Habitat (woodlot) - site 16.
- c. Riparian - sites 1, 4, 7, 10, 11, 13, 14, 15, 19, 20, 22, and 23.