

FOR THE PURPOSES OF STUDY ONLY

**A Pattern Language**  
**for**  
**THE SOUTH DOWNTOWN**  
**OF MILWAUKIE, OREGON**

**JUNE 2009 DRAFT**  
**FOR THE PURPOSES OF STUDY ONLY**

**CENTER FOR ENVIRONMENTAL STRUCTURE**  
**Berkeley, California**

In May of 2008, 35 people who live, work, or have interests in Milwaukie were interviewed by the Center for Environmental Structure (CES) team, as a first step to developing a Pattern Language for the South Downtown. In those interviews, we hoped to glean their deepest feelings about Milwaukie, and we are very appreciative of the information, hopes and dreams they shared with us. Our conversations with them tended to be about Milwaukie as a whole, and all of their comments were recorded in an earlier document we produced for the City of Milwaukie, entitled “WORKING DRAFT SUMMARY OF ISSUES AND INFORMATION RAISED BY MILWAUKIE COMMUNITY MEMBERS, June 20, 2008 (revised July 15 2008)”.

Following in this present document, is the Pattern Language that has been developed for the South Downtown of Milwaukie.

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8. As an additional support for the Plaza, 25% of the boundary land that surrounds the plaza will be restored to its natural state, preserved as an ecological area for Parkland, Fish and Wildlife.	page 36
9. The prevailing form of buildings in the SDT are Shop/Houses -- small mixed-use buildings, which contain both dwellings and workplaces on the same lot, and are owner occupied. In many cases adjacent buildings share party walls or floors. Each lot will include some commercial workspace, some domestic living space, and some outdoor work area or garden.	page 42

10. The overall building density in the South Downtown will be limited to a floor area ratio of 1.51 for the 119,000 sf of buildable land within the SDT perimeter. Thus the buildings in the SDT, in their aggregate, will be limited to 140,000 sf of built space. page 51
  11. All buildings (and exterior works) in the SDT will be built by individual craftspeople working in a masonry tradition that emphasizes brickwork and cast stone, with lesser amounts of stone, concrete, ceramic tile, plaster, and metalwork. Smaller buildings may be built in wood frame with exterior woodwork. page 53
  12. From very the start, owners and owner-occupiers will be strongly encouraged to ornament their own buildings, perhaps give them an individual touch. This also means that the construction management will be organized to allow individual and personal qualities to appear in each building that is built. Furthermore, a subsidized maintenance program will assist and encourage owners to look after their properties, and keep them in sparkling order. page 56
  13. Throughout the South Downtown, there is a web of connected paths, roads, cars, electric cars, incentives for electric cars which need small parking areas, small buses, mini-parking, bicycles, sidewalks, paved areas, and parkland. They work unobtrusively and work smoothly together. page 58
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## What is a Pattern Language?

A pattern language is a word-picture that describes the wholeness of a place, envisioned as the place might and can become over time. It describes *what* the place can become, and also *how* it can become. Each pattern language is unique to the place for which it is constructed, but naturally shares some elements with other pattern languages created for other places – just as people’s desires for their neighborhoods are unique but also share certain universal desires with one other.

A pattern language is comprised of a series of patterns. Each pattern describes a certain element, or piece of the built environment, or a relationship between such pieces. It provides direction as to how that element or relationship should be generally configured. A pattern language taken as a whole is intended to convey and evoke the overall feeling that a place will have. It does not provide an overly detailed and highly specified picture (like, for instance, typical construction drawings or city plans do). That detailed level of configuration and differentiation is worked out through a careful process of adaptation at the time when each of the buildings and streets are built. As each thing is built over time, the detailed configurations are developed, evaluated, and modified to ensure that the proposed configuration for that building or street has both an overall feeling which stems from the pattern language, and which works in its particular place.

A pattern statement is the simplest expression of a quality that will help evolve a community toward greater and greater life and health. The simple statements string together, and gradually build a picture of what the place will be like. These statements are not intended to nail down details or establish rules. They are intended to capture elements that in combination comprise places in which people want to spend their time. As one contemplates each simple pattern

statement, one by one, the setting, the streets, the buildings, the environment take shape in the mind's eye.

The patterns range in scope from very large to very small. In other words, the piece of the built environment with which a particular pattern concerns itself might be large, small, or somewhere between. Certain patterns in a regional planning context might operate at the scale of miles. At another extreme, a pattern concerned with building and construction might operate at the scale of inches. So a pattern language always contains patterns at a variety of scales, working together, typically arranged within the pattern language nested from large to small.

The most essential thing in a pattern language is that it works as a whole – that it actually generates holistic structure for a specific place from its specific nature. This means the pattern language is capable of generating the large-scale and small-scale configurations, and the relationships between these elements, that will bring life to the place.

This cannot be done just by assembling a lot of small points. That approach would lead to a haphazard patchwork with no clear overall structure or coherence. Crafting a pattern language is a very difficult thing to do, because when we start by interviewing people – talking to them, listening to what they say, writing it down, studying it – the process which follows is not a straightforward one. We gradually and carefully distil people's expressed feelings and desires to arrive at global insights and craft them into statements that describe generative patterns and their interrelationships.

We have all the statements from the actual interviews, and they are very rich and wonderful. Almost all of them, are at the scale of about 100 feet or less. This is toward the small end of the range of scale of which urban structure is made. The pattern language, on the other hand, addresses several levels of scale, beginning with the largest ones. So in all pattern languages, there is an effort to arrive at the

global and wholeness structure, which stands on the many important details expressed by residents. The wholeness structure then, in turn, becomes an ongoing support structure to those details expressed by Milwaukie citizens.

The pattern language, and in particular its handful of top level large-scale patterns, has to be able to deliver a coherent whole, even if that whole is actually constructed piecemeal – project by project, over many years. The pattern language itself has to be able to tell you and show you how to gradually make a coherent whole out of the South Downtown that is nestled in the surrounds of Milwaukie.

Relative to Milwaukie's South Downtown, we have been charged with developing the plaza and connection to the train station there. Many of the residents' comments did relate to that area, and those comments are included with the pattern they help describe.

There were also many comments that relate to Milwaukie as a whole. In the previous report mentioned above, these were listed as the Overall Feeling and Vision for Milwaukie, and they are the ground from which this pattern language has sprung. Here are some examples:

Keep the downtown pedestrian in feel. Lots of small businesses could come in without destroying the small town feel, if the town is kept pedestrian.

All day long there is activity, vibrance and life. And there is a reason to be here, not just a place to stop.

Create a safe environment where you feel happy to be there. You feel invigorated by all the stuff going on around you.

Things to do at night: I could come to Milwaukie after 6PM and there would be things going on here. Social dancing, indoors because of weather; some sort of community center; people coming together to talk; having coffee at outdoor cafes or the cafes that are already here.

An affordable place. The average person can get a good meal, or a boutique. Not an upscale feeling. It is a very blue collar city now; keep it that way. Be careful of gentrification. We do not want to be NW Portland or the Pearl District, which are too upscale. But, we do want some touches of it.

What is it that creates the small town feeling of Milwaukie? A bounded zone around the core of the downtown, so that it cannot sprawl outward.

It is a place with trees, shops, bookstores, galleries, and cafes, concentrated together. Milwaukie can be a beautiful place for people to come on a Saturday.

We need to maintain the good schools,  
friendly neighborhoods.

People of all ages mixing downtown.

Families with strollers, people on their bikes,  
bikes locked up to bike racks. In good  
weather people are sitting outside in the  
plaza and at sidewalk tables of little  
restaurants.

All of Overall Feeling and Vision comments are listed in the  
appendix of this document.

Down to earth comments like these are the basis for the work CES  
has done to formulate this approach to building up the South  
Downtown over time. You will see that Milwaukie citizens gave us a  
lot of material that directly pertains to several of the patterns, and  
these comments really help describe the spirit of the place.

In April 2009, the Ad Hoc Pattern Language Committee<sup>1</sup> evaluated  
the patterns and suggested additions, changes, and detail that better  
describe the place they and their neighbors want to see. Their  
findings are reflected throughout this document. Please remember  
that the document which now lies before you is a collectively created  
document that currently has the consensus of the Ad Hoc Committee  
together with that of the full architectural team. We hope, therefore,  
that the present state of the document will satisfy most people in the  
Milwaukie community, even those who have not yet seen it.  
However, there will inevitably be some points which still need fine  
tuning. As you discuss the draft document with the Committee,

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<sup>1</sup> At this stage of the process, the work required broad representation of people, skills, and insight. In choosing the group of nine who agreed to form the Ad Hoc Pattern Language Committee, we carefully considered many criteria, and all the people who were interviewed in May of 2008. The criteria that served as the basis for selection included age and gender; where people live in town; skills; ability to access their deep reactions to natural areas and the built environment; that their involvement did not present potential conflicts of interest; ability to make time for frequent and lengthy meetings; their passion about their feelings for Milwaukie; that they knew what they were talking about and probably represented people their age to a fair degree; people who had lived in Milwaukie for varying lengths of time, so that the interests of the old-timers would be represented as well as the interests of the newly located; people with children, people without children, people from the Waldorf School, and others who were not. In the group of nine people who were selected, each one brought several different important elements to the challenging work they undertook. They were aware of the concerns of people throughout Milwaukie, and took the task to represent Milwaukie as a whole very seriously.



please keep your discussion within the spirit that the document contains. That will ensure your insights will be helpful to the community. Finally, please remember this is a working draft.

It is all of this together – the hopes and dreams of Milwaukie residents, the contents of this booklet, and the continuing exploration together of what this place can be – that makes up the pattern language for the South Downtown of Milwaukie.

Even after the forthcoming discussions, the content of the pattern language will still be open to change. As members of the community become involved in using the patterns, there will inevitably be a learning curve, as people encounter better ideas, or find flaws in the existing patterns. These opportunities for learning and for further improvement will only help to make the South Downtown better and better, as time goes by.

We at CES appreciate your commitment to making the best place possible for Milwaukie. The Ad Hoc Pattern Language Committee (Scott Churchill, Sara Smith, Dion Shepard, Jeff Klein, Dave Aschenbrenner, Mark Gamba, Mike Miller, Lisa Batey, and Carlotta Collette) have invested considerable time and effort in the evolution of this document so far. We look forward to your reactions to the material presented here.

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## **The Milwaukie Patterns**

# 1 RELATIONSHIP OF THE SOUTH DOWNTOWN TO ITS SURROUNDING AREAS

**1.1 SOUTH AND NORTH DOWNTOWN.** The South Downtown is anchored by the North downtown.

**1.2 THE SIX BLOCKS OF MAIN STREET.** The north and south downtowns are connected by six blocks of Main Street, with City Hall at the north end, and the tower at the south end.

**1.3 MAIN STREET IS A WALKING STREET, MIXED WITH VEHICLES.** The organization of Main Street between these two anchors provides for and encourages a rich mixture of pedestrians, bikes, cars, and trucks and buses. *It is, however, primarily a walking street -- one which allows easy access to these different vehicles.*

**1.4 THE AREA OF THE DOWNTOWN AS A WHOLE.** Informs and enlivens each of its major parts. The south downtown, the north downtown, and the spine of Main Street which connects the two.

**1.5 INNER CORE AND TRANSITION.** The south downtown as a whole contains an inner core of half a dozen city blocks, and an outer zone which partly includes (but does not entirely contain) some additional blocks which will act as transitional blocks between the SDT and its surrounding neighborhoods.

**1.6 THE SDT PROVIDES A FOCUS FOR THE SURROUNDING AREA.** The core of the SDT acts as a focus for the surrounding area. It achieves this focal quality by creating views, passages, and pedestrian connections that provide 1) views from the center outwards, and 2) gateways to focus experience towards the core.

## *INSPIRATION AND IMAGINATION FROM MILWAUKIE RESIDENTS*

The following are suggestions and comments made by Milwaukie residents. They add helpful detail to the patterns listed above.

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It must be OK for a six-year-old to go around alone, and kids from the high school to be safe. It needs to be comfortable and safe – that should be our goal.

Downtown is easily accessible to the neighborhoods- streets coming into the city with a minimum of traffic back up.

Do not want to have a lot of traffic down on the south end.

Must slow down the traffic on McLoughlin. When I was younger, McLoughlin wasn't a knife cut through the city. Traffic increased and made it so.

## 2 A MAJOR PLAZA FORMS THE CORE AND FOCUS OF THE SOUTH DOWNTOWN

- 2.1 POSITION.** The plaza and perimeter of the plaza are positioned in such a way as to make the connections to next door stuff work as well as possible. It is not necessary that it be a simple shape.
- 2.2 CONNECTIONS.** To make the plaza work effectively as the core of the SDT, it forms relationships and connections *going out in all directions* that tie the south downtown to the outer SDT, and to specific parts of the city beyond.
- 2.3 THE CONNECTIONS FORM A STAR.** These connections are streets or lanes, and occasionally roads, or trails literally forming a kind of distorted star, shaped by terrain and by existing buildings.
- 2.4 BUILDINGS AROUND THE PLAZA.** The plaza is surrounded by businesses, workshops, and residences, all creating life, day and night.
- 2.5 PERIMETER IS SEMI-ENCLOSED AND SEMI-OPEN.** This means that the plaza is partially enclosed by buildings, not *too* enclosed. There are views out to the city, the park and the river.
- 2.6 PLAZA DIAMETER.** The approximate size and shape of the plaza is perhaps 250 feet long, and about 100 feet wide. It may be rectangular or egg-shaped, according to diagnosis and terrain.
- 2.7 PLAZA SHAPE.** In shape, the Plaza is roughly symmetrical to the axis of Main Street, like a lollipop on a stick. However, the shape of the plaza's perimeter is based on the local conditions, creating an off-symmetrical shape, which varies along the perimeter.
- 2.8 TOWER.** At the southern end of the plaza there is a tower, perhaps four stories high. The tower is placed so that it becomes a focal point within the plaza, which can be seen from the distance: something that forms a natural center, but not necessarily in the middle of the plaza.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

- 2.9** The Plaza is contained on the left (facing south), by the embankment of the old railroad track.
- 2.10** The right hand portion of the plaza is a lawn, with the three beautiful dogwood trees, possibly separated and connected with the plaza itself by a wall or screen of columns and beams and arches.
- 2.11** At the Plaza, Main Street is closed, from Adams Street to E. 21<sup>st</sup> Street.
- 2.12** There is a Fountain in the plaza, and also running water in the Plaza, running in rills and over stones.
- 2.13** At the south end of Main Street, west of Main and between Adams and Washington, there is a terrace, elevated, and quiet, so that people can drink beer, have coffee or light meals, enjoy the river, watch the sunset.
- 2.14** There is a pedestrian bridge which connects the terrace -- at Main Street level -- to the waterfront. This pedestrian bridge crosses over McLoughlin Blvd. There is also an underpass to the riverfront.
- 2.15** There is a parking structure, near the plaza, but which is largely lower than the grade of main street.
- 2.16** There are canvas awnings, small in size but numerous, attached to poles. They can be raised to provide shade, or taken down quickly.
- 2.17** The plaza floor is a gently curving dish, not perfectly flat, but like a very flattened parabolic dish, so that people feel related, and it has a certain intimacy.
- 2.18** Paths crossing the plaza and surrounding the edge are well lit by rows of small lamps at night, making the plaza beautiful, and helping people in the plaza to feel safe.
- 2.19** There is a double row of trees, on the former main street block south of Washington, leading to the plaza. Could they be dogwood trees??
- 2.20** In order to minimize runoff of rain water into the creek, the plaza paving will be permeable in some places, and will have living green (grass, plants) in some places.
- 2.21** The tower is a building which people can inhabit and interact with, not only something to look at. There is a business in it on the ground floor.

People can climb up into the tower and see the view from upper floors.  
There are readerboards.

*INSPIRATION AND IMAGINATION FROM MILWAUKIE RESIDENTS*

The following are suggestions and comments made by Milwaukie residents.  
They add helpful detail to the patterns listed above.

We should have both a pedestrian bridge to riverfront, and underpass to riverfront.

When possible, small parking lots should be used.

Create a multi-purpose, open, safe, well lighted plaza. The city could organize events in this plaza.

There should be a plaza near the light rail station.

A pedestrian mall, focused on trees, gardens, natural look, fountains, and art, with lots of shade and plantings. Some people are sitting, some playing music, some talking; a happy place.

The pedestrian-only area is walking cobblestone and walkable ground cover that can take ground traffic, like pervious pavers.

The plaza area has no need to have cars in it. But it has to be accessible so people can get to it to use it.

Plaza should not be a place where it is easy to sell drugs. If people are always around, then the druggies etc. will not be comfortable sitting around.

Make sure plaza is not a place for high school kids to smoke dope and homeless people to sleep. More activity will help prevent this. Worried that south location will not have the needed level of activity (not central, and underutilized buildings and park surround it.)

Plaza should have a hang out area, with cascading water falls flowing over tiles and natural rock to have soothing feeling.

Create a town square or a communal area such as in Europe; there are places next to churches, which were town squares. Markets are there and people doing different things.

Create an area where the public could congregate and would maintain a small town feel, a place where people can feel that they are a part of their city.

Plaza should be central to downtown, rather than at south end. At Washington St at 21st St.

A plaza is good, need to make it in a fashion which doesn't attract loafers. The plaza is near the light rail.

There are public parks and a plaza, a gathering area.

A secondary plaza is at south end of downtown, but it would not be the major plaza.

Make a plaza at south end of town. Plaza needs nearby shops, with a bookstore. In plaza, pieces of canvas that are cool sails that can attach to poles so that if it is too hot can quickly put up a cover over people's heads. Not one big piece, rather several pieces. Some could be up, some down depending on light.

Colorful flags in the plaza- dealing with Milwaukie in a historical fashion.

Milwaukie needs a town square—it feels like it has one, only on farmer's market Sundays.

Main Street should stop at the plaza, not go through.

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The plaza is adjacent to the light rail at Lake Road.

The plaza should be like the plazas in Portugal and Spain, a large area in the center of town where all public stuff will be.

Connect plaza with Kellogg Creek park area.

Make a rill on the surface of the plaza, with river rock on the bottom of it. (instead of a fountain) The rill should be 6" wide, with tile at the bottom and on the sides. Little fish embedded on the tiles at the bottom of the rill. South from the plaza, the rill goes through the center of the walkway, merging into the park. Have tile fish embedded into the walkway, which goes under the bridge that will be built.

The plaza would look like the plazas in Spain with hanging baskets of flowers.

Benches (not wooden), rather concrete aggregate with river rock – colored blue or purple.

Plaza should be open. Nothing higher than waist height. You can see all the facilities.

There would be summer carts with foods, veggies, hot dogs and snow cones.

The farmer's market would be held there too.

A European deli on the plaza, bakery with tables and chairs outside, so people can have coffee and enjoy kids playing.

A sternwheeler dock. The plaza is a place where the people can be picked up and dropped off for boat tours. The sternwheeler could come into a new dock, which would be there by enlarging the small boat ramp. It would be just below where the plaza is, so that the sternwheeler could tie up and load. This would be part of the integration of the river and downtown.

It would be a bright open sunny space with beautiful vibrancy.

Plaza has colored concrete; even when it is cold and gray out, colored concrete makes it brighter.

Integrate the plaza with the rest of the south end of the development.

Keep cars out of the plaza.

The plaza is a meeting place for the citizens of Milwaukie.

Plaza which would be tree lined with outdoor areas for people to congregate, have lunch, use computer, read at picnic tables.

Sunken plaza with steps that people could sit at different levels. Remember, this is not the square in Portland, and stepped seats may not be consistent with the natural terrain!

The Sunday market can use the plaza.

Temporary, not permanent, stage.

Frequent garbage pails with frequent pick ups, so that it is clean.

A plaza like in Fort Collins, that is blocked off to cars, with benches, and access to business that are around it. It is a great place to gather.

A gathering place where you could see a vendor of coffee, people would know that if they said "Hey, we'll meet you at the plaza after work and we'll go shopping, have a drink."

A friendly open environment where people can feel safe.

The plaza is in the park.

The plaza could have live music, instead of at the library.

Should be stores near the station, in a building which would be curved with a glass front. It would have: a store selling food sandwiches and coffee; a shop for magazines and newspapers, which could be separate or part of the food place; a "Boots the Chemist"-like store there too; a dry cleaner (drop off their dirty shirts in the am and pick them up in the pm); a shoe repair shop; a key maker.

The store building near the light rail station should be open from 6 AM to 7PM, so the people using the light rail can use the space. Kids from the high school could sit and play and eat lunch.



The shops at the plaza have blue metal roofs. So that light shines on them and shoots back to the plaza.

There should be reflections of light and movement all over. (The glossy tiles would reflect light) Have surfaces reflect light and make the spaces feel bigger. The exterior of the shops should reflect light as well. Make Main Street dead end at Adams and create more of a pedestrian area. Use 21st as the main route in that area.

Near the station should be a plaza, coffee shop, and gallery. Maybe a Post Office. Wide sidewalks in front of a grocery at Cashspot site (above parking), with a timber trellis overhead, trellis looks similar to the trestle. Roll-up doors in front of grocery, produce can be rolled out. Grocery becomes almost part of the farmers market. Tied together, grocery is semi-continuous with farmer's market.

A timber trellis runs around to south from a grocery store, into the plaza, toward the rail trestle. Houses the farmers market. Could connect down to a way to walk across the lake.

Don't allow dogs there.

Plaza and other public places can be paid for by individuals. Pioneer Square was paid for by people buying the bricks that make it up.

Locate a precinct police office at the station or on the plaza for Milwaukie police, sheriff's office and Tri Met police to use.

Closed Circuit TV cameras there. ?? Better not??

Safety and security – continuity of open and lighted walkways so there are no places for people to grab others.

### *COMMENTARY: WHY IS THE PLAZA A FUNNY SHAPE?*

Let's look carefully at what the concept of expanding and intensifying the whole actually means. In the area of the plaza, let's examine the context. We've got a little bit of green where the three dogwood trees are. It's a beautiful little spot, though somewhat amorphous in shape. As one comes south on Main Street to the South Downtown, it is sitting at the end of Main on the west or on your right-hand side. Then on the left you have something less defined, the rough triangle of land currently containing the Archery shop and Post Office, and on the far left, you have the diagonal line that is created by the railroad tracks. Also, this is the end of Main Street, and we have Kellogg Creek and the park straight ahead, as the land falls away into the creek's valley.

To do justice to Main Street, you do need to walk into the plaza directly. Some plazas are not like that – quite a lot of them, actually. The space is often to one side of the main thoroughfare that leads to it. But such a configuration can often create a plaza which struggles to feel alive. In this particular instance, in Milwaukie's South Downtown, there is a very strong feeling that the center of this plaza, to some degree, needs to be on axis with Main Street. In other words, it shouldn't be on one side of Main or the other, but actually should straddle both sides. If you then say, we've got this sort of amorphous shape containing the three small dogwoods on the west, which just begins to go down into the canyon,

you've got the diagonal of the rail line to the east, which is a little bit of an awkwardness, then the question is, how do you shape the plaza given these real and important conditions? What shape emerges naturally from that to reinforce the wholeness or the overall configuration that is already there, but makes it stronger and more meaningful and more beautiful?

It's likely that the answer to this question is not the typical square one might find in a small city, but rather something that fits into the overall configuration described here, in a lovely, gentle way. A simple square forced upon this situation would be ignoring the context and the forces at play described above. And so the plaza needs to be a bit more complex as a shape, in order to do justice to Main Street, to the river, to the park, to the train station, to the shape of the land.

### 3 THE PLAZA LIES AT THE HEAD OF MAIN STREET

- 3.1 PLAZA FORMS THE HEAD OF MAIN STREET.** Just as a body has a head at one end thus completing the trunk it sits on, the Plaza has a similar relationship to Main Street.
- 3.2 PEDESTRIAN MAIN STREET.** The Main Street/main drag is essentially pedestrian.
- 3.3 BLEND OF VEHICLES AND PEDESTRIANS.** Where vehicles are allowed, vehicles and pedestrians interweave smoothly, slowly, and safely along Main Street, making a practical blend of automobile flow, bike flows, trucks and deliveries, and people walking comfortably. (Exact configuration not yet established).
- 3.4 VIEW FROM MAIN STREET.** Walking south on Main Street, you see an expanding view of the plaza that draws you in. This is a subtle issue since there is a bump which presently hides the plaza. It will be fixed.
- 3.5 A GRADIENT DOWN MAIN STREET.** Physical elements on Main Street vary in such a fashion, as to lead one down toward the plaza. For example, there are more and more benches as one goes south toward the plaza; or more and more hanging flower baskets; or more and more street trees.
- 3.6 SHORT TERM PARKING.** There is short term parking along the edge of the street.
- 3.7 PUBLIC BENCHES.** There are benches all along Main Street, and along both sides so that people can possess the street, and stay there as long as they want, without having to pay money.
- 3.8 COVERED ENTRANCES.** All entrances to businesses and restaurants have a generous outdoor covered entrance area, freely accessible to all the public, so everyone can be comfortable in rainy weather.
- 3.9 MAIN STREET ENDS AT PLAZA.** Main Street dead ends at Adams, where the plaza begins. Main Street south of Adams is pedestrian in nature, possibly part of the plaza. East 21st becomes the main route in that area.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**3.10** There is a double row of trees, on the closed portion of Main Street: the block and a half south of Washington, leading to the plaza. They continue and connect to the trees that currently exist on Main Street, north of Washington.

**3.11** There are bike racks up and down Main Street.

**3.12** The density of seats, lights, etc on Washington Street, increases towards Main Street from either direction, in such a fashion as to lead you toward Main Street and therefore towards the north end of the plaza.

**3.13** Just south of the intersection of Main Street and Washington Street, there is a place to drop off and pick up passengers from cars – a “kiss and ride.”

*INSPIRATION AND IMAGINATION FROM MILWAUKIE RESIDENTS*

More public art on Main Street.

People need to take care of the plants. There needs to be a plan for taking care of them.

Bring out the cherry orchard incorporated in the park with an explanation of the history.

Fix the hump on Main Street. May disturb the view of the tower, and the pleasure of approaching it.

If there is something cool on both ends (of the six blocks), it will activate Main Street.

The downtown business Association might pay for baskets of flowers in the downtown.

The awnings and benches help business owners. Some of it should be public expenditure.

Put up signs that identify each business – e.g. Pharmacy, Flower Shop.

We need a more historic feel to downtown. The history of the community ought to be represented as well.

## 4 FROM THE PLAZA THERE ARE VIEWS OF THE WILLAMETTE RIVER AND THE WESTERN SETTING SUN.

**4.1 TERRACE.** There is a river sunset terrace that opens from the plaza, and has public access from three sides.

**4.2 PARKING STRUCTURE.** This terrace is built over a newly built parking structure to the west of Main Street, cut into the slope below the spot where the dentist has his office.

**4.3 CONNECTION TO RIVER.** There is also a generous connection from the plaza to the ACTUAL riverfront and access to the water, and grass along the river's edge. (*Detailed engineering studies have yet to be made*).

**4.4 BUILDINGS WRAP PARTIALLY AROUND THE TERRACE.** Buildings wrap partially around two or three sides of the terrace, leaving the west open to the view. The buildings rise only one or two stories higher than the terrace.

**4.5 VIEW FROM BUILDINGS ACROSS THE TERRACE TO THE RIVER.** The buildings which wrap around the plaza and around the terrace, have a view across the plaza and terrace to the Willamette river.

### *PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**4.6** Traffic sound from McLoughlin is buffered, so that the plaza does not receive too much noise.

**4.7** The trees which stand between SDT and the river should not be cut; the trees are important and filter the view, particularly from the plaza. The view from the terrace is naturally somewhat more open.

*INSPIRATION AND IMAGINATION FROM MILWAUKIE RESIDENTS*

I want to be able to access the terrace without going through a business. It's not the business' terrace, it's our terrace.

Tables and chairs are for everyone's use, not only paying customers.

The parking structure is under the 100 year flood plan.

The size of the parking structure should be based on a determination of how many cars need to be parked there

Strengthen views to the river from Main St. Watch the sunset.

Utilize the beautiful views of the river.

Make it so one can see the lake.

View from inside buildings across water.

Open up the view to the river by getting rid of junk buildings that obscure the view. The view to the far evergreens and hills to the west across the river. Important to see this from City Hall area and elsewhere.

Build things on this side of McLoughlin with a view of the river.

It is important and meaningful that the river is so close.

I love the river, its always changing and evolving.

Make McLoughlin easier to cross – I am afraid to cross it at rush hour.

Unite waterfront with downtown. Currently McLoughlin divides them. When I think of downtown I forget to even include the waterfront.

We need to make it so you can get back and forth from downtown to riverfront. Pick up your ice cream and be able to walk over to the park.

Create better connectivity to the waterfront, in a pedestrian friendly way. The recently added traffic light helps, but not enough.

Riverfront could be the heart of the city. Love Joann's plan.

Need to improve problematic access to waterfront. Access could be developed through Kellogg Creek conduit.

Pedestrian bridge to the waterfront. A safer way to get to the waterfront than crossing McLoughlin. It could be underground.

Need better access to river: two pedestrian bridges, 1 in the south and 1 in the north end of town, connecting Main Street area to Riverfront Park.

Connect the river to Milwaukie without having to cross the highway.

Friendly easy access to the river. Focus on the river. That is the draw.

Make river front more accessible and usable.

Connection to river is not good, should be two pedestrian overpasses. Underpasses are smelly. One overpass starts from the Dogwood Park area, out to the river. Because this place is well above McLoughlin, don't have to climb much in order go over McLoughlin toward the river. Could call it "Dogwood Overpass", with ironwork railings with dogwood ornaments in the railing. Another pedestrian overpass at the north end of town, around Jackson Street.

Need more crosswalks across McLoughlin, between the two overpasses. At least one more than currently. Perhaps a light and crosswalk at every corner?

Pedestrian overpass to riverfront.

Loves the waterfront, needs more strengthening, need to connect to it more.

Would love a comfortable integration of the downtown and the river.

Have a safe easy connection between downtown and the riverfront, making the riverfront the heart of the city. Have great big wide walkways across the McLoughlin Boulevard. It can go overhead too; if the walkway is raised, make it wheel chair accessible. It cannot be an underground walkway, which

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becomes public urinals and are scary at night.

He has only been down to the shore at Milwaukie, one time. Yet he and his wife moved from San Francisco and need to be near water. The access to the Willamette has not been solved by the crosswalks.

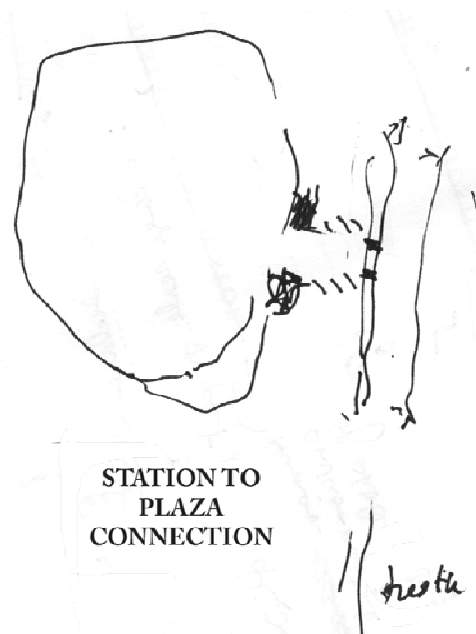
Strengthen connection between Main Street and the river – don't put up tall buildings between Main Street and the river.

An interconnectivity to the river – a safer way to get to the river.

Connection between the shops and the river. (like San Antonio)

## 5 THE TRANSIT STATION LEADS DIRECTLY INTO THE PLAZA.

- 5.1 THE STATION IS A BUILDING,** enclosed, with a roof and walls.
- 5.2 STATION SHAPE.** The station building is shaped so that the wings of the building embrace the plaza.
- 5.3 STATION CREATES CONNECTION.** The station creates a connection between the light rail platform, and the Plaza.
- 5.4 PASSAGE THROUGH.** The connection is a narrow gate-like passage, passing through the frontage building on the plaza, a triumphant and pleasant place, which opens into the plaza in a way that makes you appreciate the beauty of the plaza.



- 5.5 BACK SIDE IS BLOCKED.** On the far side of the station (away from the plaza), access to the neighborhood is restricted (except for emergencies), so that the people who come to and from the station will be encouraged to pass through the plaza.
- 5.6 TRACK LEVEL.** Track level of the light rail is at the same elevation as the railroad track (*thus making it easy for pedestrians to cross both sets of tracks, at grade, when entering the plaza, and also making it possible for*



*continued truck traffic from Lake to the Plaza*). This statement needs to be rewritten after the issue of track elevation has been clarified according to current ongoing discussions.

**5.7 RIGOROUS SAFETY MEASURES** The movement of pedestrians from trains and station platforms, to and from the plaza, will be separated from heavy rail tracks and trains.

**5.8 DARK TIMBERS.** The station itself is built of dark heavy timbers, like the current trestle.

**5.9 FACE NORTHWEST.** The station entrance faces roughly to the northwest, as it enters the plaza.

**5.10 LOW BARRIERS.** There are low barriers along the light rail right of way, as it nears the station from the north. Low wall barriers enclose the light rail, to reduce sound, visual impact, and encourage safety. The lower parts of the train (especially the wheels and undercarriage), are shielded sound-wise and sight-wise from the downtown, particularly from the Waldorf School.

**5.11 ACCESS FROM LAKE ROAD.** Pedestrians and vehicles can access the station, and the plaza, from the east side, and from Lake Road.

**5.12 MAINTAIN A VERY MODEST SCALE FOR THE PHYSICAL ELEMENTS OF CONSTRUCTION PERTAINING TO PLATFORMS, STATION, TRACKS, ENGINEERING, BRIDGE, AND TRACK RAMPS.**

**5.13 KEEP THE HEIGHT OF THE BRIDGE ACROSS THE CREEK, AT AN ABSOLUTE MINIMUM SO THAT IT RESPECTS THE SMALL SCALE AND HUMANE QUALITY OF THE PLAZA AND BUILDINGS THAT SURROUND THE PLAZA.**

**5.14 MAKE CERTAIN THAT ANY ELEVATED STRUCTURES ARE KEPT TO A MINIMUM.**

**5.15 MAKE CERTAIN THAT THE TRACK-STRUCTURES ARE KEPT TO MINIMUM WIDTH, SINCE THEY CAN WITHOUT CAREFUL REGARD, EASILY DESTROY THE SCALE AND INTIMACY OF THE SOUTH DOWNTOWN PLAZA AND ITS BUILDINGS.**

**Note:** Patterns 5.12 through 5.15 have only come to our attention in recent weeks, and during the next work phase, we shall do everything possible to avoid the destructive effects of harmful scale on the pleasantness of the SDT.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**5.16** We recommend that the light rail line is likely to continue to Park Boulevard, and terminates there. It does not terminate at the Milwaukie stop, this location (Lake Road).

**5.17** The trains are as quiet as possible, as they pass through Milwaukie. No whistles at intersections at night. Can this be true for both light rail and freight trains??

**5.18** Platform is well lit, so as to keep waiting passengers safe.

**5.19** There is a visitor's center, associated with the station. In this center, there is a concierge for the city, who gives information about Milwaukie. There one can find out about shops, get a walking map, where to find groceries, and so on.

**5.20** As one enters the station, there is a clear view of the entire platform, so that one feels safe when entering.

**5.21** The new light rail bridge across the creek is built in a similar style to the existing freight train trestle.

**5.22** The light rail bridge is constructed in a fashion so as not to disturb the beauty of the existing freight train trestle.

**5.23** Lake Road is closed to through traffic west of SE 21<sup>st</sup> Avenue.

**5.24** There is a Kiss-and-ride at the remaining cul-de-sac of Lake Road, just east of 21<sup>st</sup> Avenue.

**5.25** There is a waiting room – a place to wait and keep warm and out of the weather while waiting for a train.

**5.26** You can see through to the station from the plaza – they are not disconnected.

**5.27** There are public restrooms available for train passengers at the station.

- 5.28** In addition to the waiting room, the platform is roughly half-covered, so there is a place to wait out of the rain for who are passengers on the platform.
- 5.29** There are handicapped parking spots immediately adjacent to the station.
- 5.30** There is a police booth in the SDT staff with a police officer.
- 5.31** The station is manned at all times whenever trains are running. This person could have other duties to help cover the cost.
- 5.32** The station is a beautiful building– enough to stand alone for a while until other elements of the SDT gradually get built.
- 5.33** Pedestrian and bike commuters have access across the new light rail bridge.
- 5.34** The crossing at 21<sup>st</sup> and Adams will be safe.

*INSPIRATION AND IMAGINATION FROM THE MILWAUKIE RESIDENTS*

Safety is a concern. Access points to the station are key.

Pedestrians and bikes should be up high on the new bridge, not low down near the water. For people commuting from the south toward the downtown or the transit station, this higher path, roughly level, avoids the hassle of going down into the creek valley, crossing low to the water, and climbing back up. Pedestrians and bikes can come from the Trolley rail (Island Station neighborhood) right into the plaza.

In addition to dark timbers, can we also allow stone (perhaps local basalt) for the station? Other consistent materials should be OK, too.

Dark timbers – wood may not be possible. Perhaps we could say it should feel or look more like dark wood.

The low bridge should also be there – for leisurely walks, not for commuting.

The light rail bridge should have pedestrian and bike access.

Silent crossings – quiet zones.

We don't want a solid white concrete structure.

Put pillars in berms of soil so we can plant things where the soil goes up to the pillars.

We need handicapped and senior access for station that is close. Perhaps the triangle could have some H/C parking spots.

Integrating the light rail station is our biggest problem. We want it cozy and village-like.

In favor of a light rail stop. It can create energy around itself.

A south downtown rail station; it will have good access to downtown businesses.

Create a real station house for the light rail (like the old one in Bend Oregon).

There should be a proper, good-sized station building. It should look like a mini Paddington Station. It would have food vendors.

I want light rail, I will use it. But I don't like it stopping at the Waldorf School.

Platform at Lake Road may affect some things negatively.

Would like to see a real rail station, in the old station model; built like the existing trestle with heavy beams.

Want better public transportation.

Keep transit places active with people, for a feeling of safety. There is a transit mall behind city hall where buses layover. It's isolated and there have been problems there.

Ok to have light rail – the potential problems can be handled well if everyone works together to solve them. Light rail station should be centrally located. If only one station, it should be at

Don't put obstacles in the way of the platform, so that people can see what is going on the platform or around the platform.

The light rail should be in the center of the town to be more centered in a larger commercial area.

Washington. If two, one at this end and one on Lake Road. Light rail should go all the way to Park Road. Has been to new stations in North Portland that feel safe – no crime reported.

Protect Waldorf school from effects of light rail.

Is it possible to reduce the scale, length, car-size, noise, of the light rail? In addition, the light rail should be tangent to the downtown.

Love light rail, but I am concerned about the footprint. The size and the swath of how much room it will take up with two railroad lines. I am sure it could be somehow hidden. Maybe it is because all the buildings down there are so small. Just seems like it is such a small area for it to be coming in here.

Have a major light rail station at north end of town, rather than south end of town and a termination at Lake Road.

In favor of light rail for getting to work.

Light rail should be in the major street; this is how it is in Beaverton, Hillsborough, and Gresham. It makes more sense to have the light rail in McLoughlin, or in Main, or as a pair of lines in Main and 21st.

All of the things close to the light rail should have a natural feel. The rail line should fit in with Dogwood Park and Kronberg Park, not disturb them.

Don't let the light rail be a knife that slices through the city, for instance in the way that McLoughlin currently does.

**6 THE PLAZA IS GIVEN ITS SHAPE AND CHARACTER BY A NARROW FRONTAGE RING OF TWO-STORY BUILDINGS FACED ALL ALONG ITS LENGTH WITH A GENEROUS COLONNADE. THE RING CREATES BEAUTIFUL AND COMPREHENSIBLE OUTDOOR SPACE.**

**6.1 FRONTAGE RING.** The ring of land contains an inner, plaza-frontage belt, immediately adjacent to the plaza, and is about 40-50 feet wide (deep). What is built in this Frontage Belt will provide the front face of the plaza, and will largely guide its architectural character.

**6.2 OPENINGS IN THE RING.** The ring is not continuous. The total length of openings and views is about 30 percent of the total perimeter.

**6.3 SEVERAL LONG OPENINGS.** There are likely to be long breaks in the ring, thus making views and openings towards the river, up Lake Street towards the southeast, and up Main Street.

**6.4 FRONTAGE BUILDINGS TWO STORIES HIGH WITH TWO-STORY COLONNADE.** The buildings in the frontage ring are mainly two stories high, with a spacious colonnade possibly including low roofs, eaves, and ceilings here and there. Buildings four (or three) stories or higher are not allowed.

**6.5 SMALL LOTS.** The buildings themselves may be built on individual parcels, (and may *possibly* be made by different builders), often with subtly different details and layout -- but always conforming to the layout and detailing of the colonnade.

**6.6 THE STATION ENTRANCE IS PART OF FRONTAGE RING.** The entrance to the light rail station is part of the Frontage ring of buildings. It is continuous with the buildings of the ring, and forms part of the wall defining the plaza.

**6.7 THE PLAZA COLONNADE AND ITS COMMON ELEMENTS.** All of the plaza frontage buildings will have certain common elements, columns, arcades, windows, which are different in dimension, but made from the same patterns, thus making a friendly and coherent whole. The buildings of this narrow frontage ring will form a coherent envelope

that has a vital and varying, but nevertheless definite, repeating structure of columns and windows that gives the plaza form and meaning.

**6.8 LARGE MULTI-PANE WINDOWS.** The buildings have large windows, divided into elegant panes.

**6.9 HEAVY STRUCTURE.** The windows are set directly into heavy structural frames which are visible, and which form the structure of the buildings.

**6.10 BUSINESSES AROUND THE PLAZA.** There are many businesses around the plaza in the Frontage ring. They bring additional pedestrian traffic to the plaza. The shops in turn gain customers because of foot traffic from the light rail stop.

**6.11 A FIRST (FEELING) SKETCH GIVING A ROUGH SENSE OF THE OVERALL FEELING OF THE COLONNADE**



**6.12 COLONNADE IS MADE IN A FASHION WHICH IS COMPATIBLE WITH MILWAUKIE'S IDENTITY AS A NORTHWESTERN CITY.** There are arches, which are found in northwestern architecture. The colonnade is made of native materials common to the area – for instance, timber, stone such as basalt, and cast concrete showing delicate detail for arches, balustrades, columns, capitals, and so on.

*INSPIRATION AND IMAGINATION FROM THE MILWAUKIE RESIDENTS*

All of these buildings will block the view of the trestle from the north. I want to see at least a bit of it.

There is signage indicating how to get to the train and other places.

The buildings should be sustainable and environmentally sensitive structures. We can surpass LEEDS.

We should not have a McMansion effect. Create it as ours. No pseudo grandeur.

Noise from McLoughlin will amplify more. With that of the freight trains, it is critical that this be addressed.

The 12 buildings should be continuous – not 12 different buildings.

Building heights: 2 floors maximum.

The buildings should be beautiful, with big arches. Not just a big block of concrete.

**7 THERE IS A SECOND, WIDER AND DEEPER OUTER RING OF LAND, CONTAINING MORE LOOSELY PLACED ONE, TWO & THREE STORY BUILDINGS AND OPEN LAND. IN THE OUTER RING, ESPECIALLY, THERE IS A TANGLED NETWORK OF NARROW LANES, RESIDENCES, BUSINESSES, AND OPEN SPACE.**

**7.1 NOT CONTINUOUS BUILDING.** This outer ring is not a continuous building like the inner ring, but an intricate system of buildings, open space, outdoor work areas, lanes and gardens, practical for business, and very pleasant and informal for customers.

**7.2 SMALL LOTS.** The buildings stand on individual small lots, and these separate lots may not be aggregated into a single-owner large monolithic structure.

**7.3 TANGLED NETWORK OF LANES.** Within this outer 150-foot-wide ring, there is an entangled network of small streets and paths and lanes and buildings.

**7.4 STREETS *THEMSELVES* ARE ENCOURAGED TO GROW PIECEMEAL.** The streets and lanes inside this belt are not planned but will be allowed to grow piecemeal, as needed, so that the quality of this wide belt is shaped by its buildings, which are then connected by lanes and small streets.

**7.5 ACCESS FOR EMERGENCY AND DELIVERY.** The network of lanes will be configured so as to allow emergency access to all lots. Delivery vehicles will have clearly marked paths which they can access, and places they can stand while making deliveries.

**7.6 ONE, TWO, AND THREE STORY BUILDINGS.** The buildings in this outer belt will be a mix of one, two, and three story buildings, the shape of each building being constrained by access to sunlight and views. This will have the effect of creating an irregular harmonious structure according to these impacts of the surroundings of every lot and nearby building.

**7.7 BUILDINGS AND SPACE.** About a third of the total area of the outer ring consists of open space, park and views (mainly in the direction of



the park and the Willamette River). The rest is a dense zone of small buildings that will (as a whole) typically be about 100 to 150 feet in width.

**7.8 HOUSES AND BUSINESSES IN OUTER RING.** Both residences and businesses will be allowed and encouraged within the outer ring. The essential quality which they will all share is that the lots are small, and may not be aggregated.

**7.9 DENSITY IN THE SDT.** The density (measured by FAR or *floor-area ratio*) is critical. We believe (but have not yet established) that the ultimate built-out square footage of built space within the SDT could go as high as approximately 180,000 square feet of built space, with an average overall FAR greater than 1.5. (*We are still calculating this number*).

The FAR in an area of land is defined as: the total built square-footage built on the land summed over all built stories, building by building) divided by (The total square-footage of buildable land parcels, when all parcels are summed over the same land area.

**7.10 CHEAP SHOP SPACE.** Shops below (if they are below), will be very cheap to rent (comparable to the rent of old buildings like disused garage buildings), to make them commercially viable for start-up businesses.

**7.11 EACH BUILDING OR BUILDING-LOT HAS AN APPROXIMATELY EQUAL NUMBER OF SHOP SPACES AND HOUSES.** Each building is comprised of some number of “units”. Units come in pairs: one work space and one dwelling; or, for a smaller version, the workspace and dwelling are in a single unit, with some rooms dedicated to living, others to work, and the whole unit being given the permissions that normally apply to both workspace and to living space.

**7.12 THREE SIZES OF BUILDING.** Small is 1 unit; Medium is perhaps 3-4 units; Large perhaps 6 units and above. The large appear in the Frontage ring, and the small and medium appear in the Outer ring.

**7.13 SMALL SHOP/HOUSES.** Small shop/houses (1 unit) will house one family, living and working in the same building. Most of them will be on small lanes away from the plaza; a few may be on the plaza itself. They will be two or three stories tall.

**7.14 MEDIUM-SIZED SHOP/HOUSES.** These buildings will be close to the plaza or on the plaza itself. They will be two-three stories tall.

Medium-sized shop/houses will contain from 2-4 units, each of which may be subdivided into a dwelling and a workplace. Each unit will have the same characteristics of flexibility as the small shop/houses, and will each incorporate outdoor space that can be used for either a garden or workspace, or both.

**7.15 FLEXIBILITY.** These buildings will have an additional feature of flexibility beyond that of the single shop/house. They will be built so that commercial space at the ground floor may be easily combined, allowing for larger businesses to locate at the ground floor of two or more adjacent businesses. The stairs to upper floors will need to be placed in positions that maximize this possible connection while at the same time allowing for maximum flexibility of use of the individual building.

**7.16 OUTDOOR SPACE.** Each unit includes some outdoor space, which can be used for gardens if the owners wish for it, or it can be used for various business uses, parking, storage of outdoor materials – also for children’s play and pets. All these uses together will make the ring better for the inhabitants.

**7.17 WINGS OF LIGHT<sup>2</sup>.** The buildings are made of wings no more than 25 feet thick, in order to have good natural light within the buildings.

**7.18 NARROW LANES.** The small lanes can be very small where building heights are lower. If buildings on both sides of a lane are one story, the lane can be as narrow as 8 feet. If one building is one story and one is two story, the lane is minimum of 11 feet. If both buildings are two story or more, the lane width needs to be at least 14 feet.

#### *PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**7.19** The small buildings may include a variety of architectural styles and materials.

**7.20** Each small building will have a small piece of outdoor space that may be used for work activities, as a garden, or both. They will be flexible

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<sup>2</sup> Wings of Light is pattern 107 in *A Pattern Language* (Christopher Alexander, 1975). It explains that “modern buildings are often shaped with no concern for natural light. Buildings that displace natural light as the major source of illumination are not fit places to spend the day...If we treat the presence of natural light as an essential – not an optional – feature of indoor space, then no building could ever be more than 20-25 feet deep, since no point in a building which is more than about 12 or 15 feet from a window can get good natural light.”

in their use of space, so that the activities of dwelling or work may expand and contract as family life changes over time.

**7.21** For flexibility of use, the small houses will have a stair placed along one side of the building, toward the front, so that it may be used either to access an independent apartment or workspace on upper floors, or to allow the family to move easily from the ground floor to the upper floors. This will allow the lower floor to be used as either a workplace or a dwelling.

**7.22** Flat roofs will be configured if possible to be used as roof-top terraces that people can go out and enjoy.

*FURTHER STUDY REQUIRED:*

Emergency access in the Red Ring.

Business that are allowed and not allowed.

How to establish rents.

*INSPIRATION AND IMAGINATION FROM THE MILWAUKIE RESIDENTS*

We should encourage sustainability – especially with the roofs.

Small parks every other block, like Buenos Aires.

**8 AS AN ADDITIONAL SUPPORT FOR THE PLAZA, 25% OF THE BOUNDARY LAND THAT SURROUNDS THE PLAZA WILL BE RESTORED TO ITS NATURAL STATE, PRESERVED AS AN ECOLOGICAL AREA FOR PARKLAND, FISH AND WILDLIFE.**

**8.1 BOUNDARY AREA.** In the area of Kellogg Creek there is a boundary area where water, and green, and wild animals, birds, butterflies and fish can make their homes (Kellogg Park).

**8.2 PEOPLE IN CONTACT WITH NATURE.** In this area, people can come in contact with the natural ecology of birds and fish, in a fashion which does not disturb them. Goal of a limit of x visitors per day, distances of yy.

**8.3 GRASSY TRIANGLE.** Especially important is the small patch of green with dogwood trees that lies directly west of opening of the plaza.

**8.4 DOGWOOD PARK.** Also part of the Plaza, and attached to it, is a small Green park, beautifully articulated, with fresh creek water running in it.

**8.5 PLAZA EDGE GIVES APPROACH TO NATURE PATHS.** The west edge of the plaza, where the land drops away towards the creek, when it is re-established, will be carefully shaped, so that paths and walks lead gently towards the creek.

**8.6 RESTORE CREEK.** Kellogg Lake is drained and restored to be a creek.

**8.7 PATHS IN PARK.** There are paths which lead down from the plaza into the park, and which then join with a path that meanders roughly parallel with the creek alignment. The paths are narrow and quiet, inviting and yet tranquil in quality. They form an immediately accessible alternative to the more town-like and busier nature of the plaza. The path that parallels the creek is not too close, in order to allow the fish a peaceful habitat. The average distance from path to creek edge is xxx feet, with observation points allowed to be yyy feet away.

**8.8 BRIDGE.** There is a pedestrian bridge across the creek that connects Dogwood Park and Kronberg Park. This bridge is low, not far

above the water. It is reached by the paths from the plaza, and joins to paths in Kronberg Park on the other side of the creek.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**8.9** The lake is drained slowly over time, to allow time for all concerned parties (City, CES, Army C.O.E., State government, et al.) to design for the creek path and walking paths, based on impressions gained after actually seeing the once-submerged landscape. The Army C.O.E may wish to modify this regime as the time approaches, and will coordinate the parameters and overall surface geometry of the east bank of the creek as set by CES .

**8.10** Pools, paths, benches, other improvements to the creek area, will be designed after the creek has been drawn down.

**8.11** The park is connected to the waterfront park by an open, light, and well-lit tunnel. (This needs careful engineering study)

**8.12** The park connects to other parks through pedestrian trails, and bike trails clearly marked.

**8.13** Wildlife well-being in the boundary area is very important and will be monitored. Access by people will be modified if wildlife are found over time to be adversely affected by high levels of people in the park.

*FURTHER STUDY REQUIRED:*

Values for xx's and yy's above

Water levels vis a vis low bridge level

*INSPIRATION AND IMAGINATION FROM THE MILWAUKIE RESIDENTS*

Bike paths and paths for quiet and tranquil walking are not easy to mix. Perhaps there is one bike path that is fairly straight, and other paths for walking but not for bikes.

Perhaps there are two bridges that make a loop for leisurely walking. One near the trestle, and one upstream.

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Material of path could control bike usage. Make a smoother surface for bikes, and rougher paths for walking.

Fish and birds should be around.

Geese and ducks.

Plants- landscaping like the area outside of City Hall. Grass where people can hang out. It gives the location a kind of calm feel and a place that you want to hang out.

I would see lots of trees.

Interesting mixture of trees and grass (not overly maintained grass, not golf club grass).

Keep the trees.

A great variety of native northwestern trees in the park.

Growing up in the Philippines, had classes outside under growing bamboo. Perhaps Milwaukie could have a version here: a place outside, shaded by a native plant or tree, within which people could picnic, enjoy the moonlight or just sit. Plants and trees and flowers.

Leafy trees that look beautiful and play off each other.

Flowers and hanging baskets.

A lot of green landscaping that is sustainable.

Flowers and landscaping that you can smell in the air.

Preserve significant trees.

More street trees.

Loves green; need trees and plants downtown.

Likes the two dogwood trees in front of City Hall.

Protect trees: he loves the big tree in front of Ledding Library, on Harrison Street.

Create a Bing cherry orchard.

Flowers and decorative plants downtown.

Use natural grasses and plants like salal and huckleberries. The grasses would be in motion from the wind.

Use plants in an informal way, rather than formalized rows of trees.

Keep Dogwoods in the downtown.

Use natural planting whenever can so that it does not require a lot of care.

Trees which create a canopy. I like tree lined streets, there are not enough.

Really like the trees up and down Main Street.

Shade is important. Birds are drawn to the trees that give shade. Shade draws people in.

Perhaps some area might be devoted to a fruit farm or orchards. Mayberry quality of life.

Flowering baskets on every light pole.

Easily maintained landscapes.

Have community supported agriculture.

Bring back the Old Pacific Dogwoods to downtown.

Downtown should have a nice park setting – someplace where there is a desire for people to go. People can enjoy their lunch or go somewhere after work.

There is a sense of peace in the park, like on Lake Road. Less car traffic, open space with the trees. One can enjoy the sun and walk around.

Protect green space.

Create a nice park by joining both banks of the creek into a single park.

More parks – more formalized parks, which have a sign that says this is a City of Milwaukie park. Rather than an undeveloped plot of land that nobody really knows what it is there for.

Connection with nature –not necessarily like you are in the middle of an old growth forest, but there is a connection to nature well within your grasp.

Better access to Elk Rock Island, with bike rack and allow dogs.

Green spaces which are different than parks, which are reserved for wildlife, and landscaped in a way that humans are not encouraged to go in. Like the area behind the library. There should be some in downtown or area surrounding downtown. Open spaces, park for kids to play in.

Create local neighborhood parks.  
Create a park at the Kellogg Creek area, a place for people to do things like play Frisbee and still have a natural area.  
A community garden – a Pea patch.

Maybe a dog park.

We need a lot more parks, not just small pocket parks but real significant sized neighborhood parks that people can walk to and enjoy.

The waterfront and plaza will take care of parks for downtown, but need a park at Lake Road area.

A city park setting without any grass, and a close by area of grass where you can sit down and have a lunch or a festival. Meet a girl or guy close by. It is a nice relaxing area where everyone feels comfortable.

Integrate Dogwood Park into the downtown. A flow and an inviting approach.

In Dogwood Park create small public plaza or meeting area as one approaches down to the level of the creek. Progression from public sidewalk, into the park, then from there down to small meeting areas, and then down to the creek so it does have water access.

Create 2 kinds of gardens: a) for people to pray and b) to socialize. (eg: Japanese garden, and Mediterranean European garden) .

Create informal natural places integrated into the urban environment, where people can communicate with nature. The waterfront is no longer a natural place, but there are a lot of opportunities to do informal nature places.

A pedestrian bridge on the trestle.

Preserve parks; don't let them be used as the next parking lots.

Parks need lighting and trimming so that police can monitor and keep them from being used as hangouts for kids.  
Create access to Kellogg Lake.

Integrate buildings and developed parkspace with natural environments, in a way that allows the community to experience this integration.

Must preserve wilderness areas in Milwaukie. Johnson Creek, Kellogg Lake.  
Re-establish native biological diversity around the edges of the lake.

Restore the Kellogg Lake to a creek, but it must be well done, the habitat must be restored for the fish and other animals – beavers, eagles, osprey, etc. This is a quiet place where the animals thrive, as very few people go back there.

Link the parks in the city with bike paths. One can walk or bike from one park to another.

Efforts to clean up the trails should especially include restoration of water edges and improvements for fish.

A natural park, separate from the built-up downtown.

Community gardens in Kronberg Park. The community gardens would supply local food into the farmers market.

Preserve areas in each neighborhood that are used for recreation.

Don't cover natural areas with development.

Keep the south end of town natural.

Dogwood Park becomes the termination of the downtown.

If they drain Kellogg Lake, it needs to be a park, so nothing is built on it, because it will be open to flooding in the future. We should not build in the flood plains.

Keep the mouths of Johnson and Kellogg Creeks, and the riverbank between them, as natural as possible.

Connect the three parks: Riverfront, Dogwood Park, and Kronberg Park.

Restore connections such as trails: The Spring water trail, the Trolley Trail, and so on.

There should be a bridge connecting two banks of Kellogg – joggers could go over, jog around a circuit in a safe neighborhood around the area. It would connect to other bike paths.

Put in a pedestrian bridge over the creek to Kronberg Park .

Integrate Kellogg Lake with the river.

Connect riverfront with Dogwood Park and the south downtown.

Doesn't want park development to be concentrated only in the south downtown. Wants other areas of the city to be connected through the parks.

Incorporate Dogwood Park and the south end of town with the riverfront. Develop Kellogg Lake area and connect it to the Willamette.

Beautiful walkways along the Kellogg Creek, pedestrian bridge(s) across it; maybe a stone arch bridge down low – you

go down the bank, cross that stone arch bridge close to water, then go up again.

When Kellogg lake is lowered, create a walkthru to the river.

There would be paved and unpaved trails for walking and running.

Unpaved trails for teenagers with dirt bikes, they need to have a safe place to use them.

Complete the Trolley Trail.

A path that runs into the new Trolley Trail, so that the Trolley Trail is easily accessible from the downtown Milwaukie area.

Continue efforts to clean up and complete the Spring Water Trail, including restoration of water edges and improvements for fish. This trail on an old rail line is a very important connection – a trail that one can access by the riverfront, that goes to Gresham, then south, and loops around. It feels good to use it.

### *WATER ELEMENTS*

I would like the fountain to be an interactive water feature. You can play in it. It's on when people aren't there.

Water feature should not be just driven by storm water (as is the one in the North Main project). It needs to run all the time.

Clean water for public use. Everyone should protect and nurture it.

Fountains in the plaza which are simple, for kids to enjoy.

Fountains in the park for kids to play in too.

Simon Benson bubble features like in downtown Portland. Get a drink and wander on.

Bring creeks back up above ground, with walking bridges crossing them. On Harrison we have a creek that runs from the Waldorf school under Harrison street

to the Pond house and then it goes underground till it dumps in the river. You could have a walking bridge across it to get from the Pond House to the Library. So you can see the water, rather than have it shoveled underground.

Restore Kellogg Creek so you can hear the sounds of the trickling water.

Leave Kellogg Lake as is, without draining.

Running water from water features. It is soothing and relaxes you.

The fountain in front of Ledding library – might be repeated, and the sound of water flowing could be heard in various places. Very much likes the fountain in front of Ledding library.

A water feature in the middle on the south end of the downtown. A more artful way



FOR THE PURPOSES OF STUDY ONLY

of getting the storm water to where it needs to be .

Small water feature where kids play.

Make a place to be near water.

Accessible water: maybe running water, trees, in a calm location which is not too close to car traffic. Must be able to get right up to the water.

Restore Kellogg Lake to a pretty little creek.

Need to be able to get to the creek.

Fountains that kids could run through to cool down.

I want water – fountains, features, cascading rocks.

I want the sound of water—a water feature that you can hear.

Make places where one can play in water.

I like the water feature at north Main.

A fountain for whole family to enjoy on hot days. The whole area of the fountain, within the white, line fills up and then recedes every few minutes. People put their feet in it. People could go to this location on their lunch hour, soak their feet. A grassy area nearby, people put blankets on the grassy area. Aspen or Birch provide shade and grow quickly.

I'm OK with restoring Kellogg Lake to a creek.

Special places: library/pond house and surroundings, Washington St. flour mill with water wheel (at Washington and 27th); the place where "Spring Creek" passes under Monroe – not visible from the road.

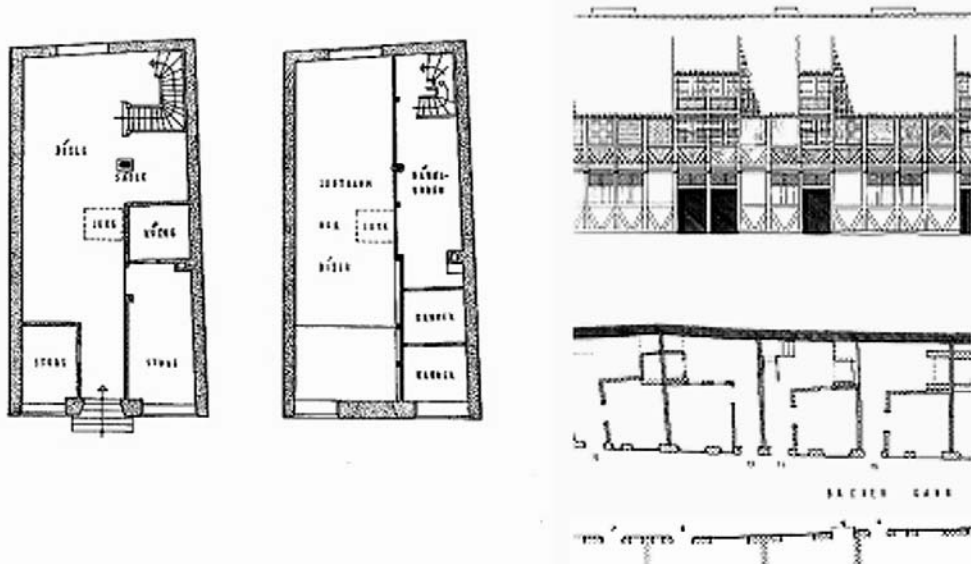
Use swales to take runoff and guide it into Kellogg Creek.

Clean up the two creeks, Johnson and Kellogg.

**9 THE PREVAILING FORM OF THE BUILDINGS IN THE SDT ARE SHOP/HOUSES : – SMALL MIXED-USE BUILDINGS, WHICH CONTAIN BOTH DWELLINGS AND WORKPLACES ON THE SAME LOT, AND ARE OWNER OCCUPIED. IN MANY CASES ADJACENT BUILDINGS SHARE PARTY WALLS OR FLOORS. EACH LOT WILL INCLUDE SOME COMMERCIAL WORKSPACE, SOME DOMESTIC LIVING SPACE, AND SOME OUTDOOR WORK AREA OR GARDEN.**

**9.1 SHOP/HOUSES.** Most buildings in the SDT are to be shop/houses; they will provide both work/retail space and dwelling space. Live/work use will be encouraged (the use of both types of space by a single occupant).

**9.2 LÜBECK SHOP/HOUSES.** These north German examples show archetypal examples of composite buildings which include residence, workshop, and courtyard or garden. Although archaic, they illustrate the spirit of the way space is allocated and distributed in a typical shop house. These diagrams convey a feeling and general sense of what the internal mixture and spatial flow of the shop/house interiors can be. The details of



what will work in the SDT of Milwaukee will be considered when they are built.

**9.3 THE SHOP/HOUSE CONCEPT IS EXTRAORDINARILY FLEXIBLE AND CONTAINS A VAST POSSIBLE MIXTURE OF FACILITIES AND OPPORTUNITIES.**

There are virtually no rules. Living space can be mingled with workspace. Indoor space, and outdoor space can be freely mingled. Private space and semi-public space can be interspersed. Miniature gardens may appear.

Interior stairs may be placed at will. Bathrooms and kitchens may be provided, or not;

The atmosphere of a shop/house can range from the atmosphere typically found in Manhattan lofts or warehouses. At another end of the spectrum, a magnificent house may be built within a modest framework.

**9.4 BECAUSE PEOPLE ARE LIVING AND WORKING AT CLOSE QUARTERS, THE USE OF MASONRY WALLS, AND SOLID FLOORS IS ESSENTIAL.**

**9.5 REASONABLE COST HOUSING.** The residences are reasonably priced. The for-sale apartments are 600 to 900 square feet in area on average for a price of ~\$135,000. The approach to pricing, construction operations, and methods of construction of buildings will be described in a separate report on implementation, to be issued some time in the next six months.

**9.6 ELDERLY HOUSING.** There is housing for the elderly in the downtown.

**9.7 HOUSING MIX.** The residential units are of varying size and configuration and number of rooms, in order to accommodate a mixture of people: elderly, couples whose children are away at college, young couples.

**9.8 HOUSING TAILORED FOR YOUNG PEOPLE.** Some of the housing units built will be specifically tailored for young people; the size, room count, and cost will be aimed at this market.

**9.9 SHOPS DOWNSTAIRS.** First floor spaces are for retail, restaurants, and the like.

**9.10 OFFICES UPSTAIRS.** Offices, to the extent they are there, are on the upper floors.

**9.11 HOUSING UPSTAIRS.** Housing to the extent it is there, is chiefly located on upper floors, but may also be at ground level.

**9.12 LOCATION OF DIFFERENT BUILDING SIZES.** The larger buildings will be located directly on the plaza (in the Frontage ring). The medium-sized buildings will be located in the Outer ring. The smaller buildings, too, will be located on small lanes away from the plaza, in the Outer ring. This distribution will result in visual mixture and variety. It will also give people choice as to the location and character of their own unit. Some people will want to be located in a building of their own, and others in a building shared with others.

**9.13 LARGE SHOP/HOUSES.** Some larger shop/houses will be concentrated on the plaza frontage, and each may be subdivided into a dwelling and workplace.

**9.14 FLEXIBILITY BETWEEN DWELLING AND WORK USE.** Each unit will be flexible, allowing for easy transformation between dwelling and work, and they will each incorporate outdoor space that can be used for either a garden or workplace, or both.

**9.15 LARGE OPENINGS.** The buildings will have large openings at the ground floor, suggesting their use for shops and businesses, and windows in walls at upper floors, allowing for privacy of dwellings.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**9.16** The small shop/house (1 unit) will be designed with a strong 'public face' toward the lane (or plaza), with a large opening that may be left open or closed in as the family living in it sees fit. At the same time, it will have a private 'back,' away from the lane (or plaza), facing the garden.

**9.17** The building (2+ units) will be designed with a strong 'public face' toward the street or plaza. The private space connected to individual dwellings/workplaces will be on the back, or raised up above the second floor of the building.

**9.18** Outdoor space is important for many business uses.

**9.19** When dwellings and businesses are mixed, it is important that noxious areas which can sometimes be associated with businesses should not offend, clutter up, or cheapen the environment of the family dwellings.

**9.20** There are small courtyards scattered through the south downtown, formed in the middle of and between buildings, half-hidden from the street. These spaces have some cover over part of them, so that they can be used in both fair and rainy weather.

**9.21** There are baskets of planted flowers overhead at sidewalks hanging from buildings and lampposts. The baskets are 18” deep, and 2 to 4 feet in diameter. They have nasturtiums and similar flowers hanging down.

The following patterns apply to the houses and businesses which appear in both the Frontage and Outer ring.

**9.22** Affordable rental space for businesses. In order to make it possible for new, small businesses to easily establish themselves in the neighborhood, work space – particularly work space that is located in shop fronts at the street level – will be made as inexpensively as possible, with only the basic structure and service that are required to meet building codes.

In addition, rents on at least some of these spaces will be further reduced through a system of cross-subsidies, in which building owners will agree to make cheaper units available.

This will allow for a mix of businesses that does not include only those sorts of businesses that typically are found in new developments—upscale restaurants and boutiques—but also modest businesses such as hair salons, tailors and small clothing shops, run by people who want to invest in a business with less money. This will make the neighborhood into a place of real, everyday life, where everyone can feel comfortable and everyone can benefit from the presence of other people and businesses.

It will include people going about their everyday tasks—bringing clothes to the drycleaners, picking up a pizza, getting a haircut, stopping at the pharmacy to have a prescription filled—and including patronizing the more upscale businesses that are typically found in new developments.

**9.23** Small half-public outdoor spaces, which may be extremely modest, in sunny spots, are scattered through the working and domestic areas, allowing for casual pleasant conversation.

**9.24** The privacy gradient<sup>3</sup> of outdoor spaces will be carefully established by experimenting with space around the buildings as they are designed and built.

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<sup>3</sup> This is similar to pattern 127 Intimacy Gradient in *A Pattern Language* (Alexander 1975). Unless the exterior spaces are arranged in a sequence which corresponds to their degrees of privateness, the visits made by strangers, neighbors, friends, guests, clients, family, will always be a little awkward.

*INSPIRATION AND IMAGINATION FROM THE MILWAUKIE RESIDENTS*

*HOUSING*

It would be nice to have a few more people living downtown.

Add residential – apartments above buildings – and that adds people to the street.

If there is housing, minimize it so the open space is not compromised.

People living downtown. It adds more life to the downtown. 5 stories might be ok, depending on where it is.

I don't want every balcony with a barbeque and lawn chairs on housing in downtown.

Elderly people living downtown, they do not have to drive places, but could walk to what they need. Parking has to be provided though. Should be a better quality building than the north Main building is.

Bring in residential: condos, apartments. Something with a little bit of upscale, nothing shabby that drives people away. Could be for people whose kids have gone to college looking to downsize, young ones looking to go to Reed College on the light rail. Have a variety of ages to join together.

*BUSINESSES*

Mixed use buildings for businesses + residential.

Variety of stores that feels homey.

Businesses that operate throughout the day, that draw people to the downtown.

Businesses rather than homes in the downtown. Like a bank, or post office and restaurants (serving healthy NW cuisine).

Coffee places as well.

Small local businesses selling things that are hand made or grown on their farm.

Don't build low income housing just because the light rail is here. Build what people want to own.

Don't build more condos right now. The condo market has gone soft, not worth building them at the moment.

Potential development areas which are outside of downtown, should be developed as residential rather than business, so that they don't compete with downtown businesses. (One is behind the Milwaukee marketplace and one near hospital).

Have real co-housing opportunities with a central gathering place and a central kitchen.

Have 3 ft wide doors for wheelchairs so people can live in places long term.

Milwaukee Lumber would be a good site for multi family projects that have a style which brings in young people and older people, so you would see people in school or out of school coming to town.

Could locate co-housing + other retail too, at Kronberg Park.

Above any new storefront buildings, make apartments; so there are people on the streets all the time.

You are talking to people who made the thing.

More restaurants. Independently owned restaurants. Low key. Mexican, delis, Internet café, vegetarian/vegan place. Non smoking.

Bar that has a different feel than the bars that are currently in town, like non smoking. The bar would attract younger people, 20 to 40 somethings – live music some nights, bluegrass or folk music or blues, jazz.

Have the education material store currently in the Waldorf School connected to the downtown.

Restaurants – variety, but no fast food. Nice to have a deli – slice meat etc. Small restaurants that have a specialty type food. Bookstore, though not competing with library, maybe a specialty store of Powell's.

A brew pub on the upper floor of one of these buildings that overlooks the river. A place where you can take the family and also meet friends, a place like McMenamans. I would like to sit with my friends and have a beer.

More mixed-use development. You could live in downtown Milwaukie and go someplace nearby and have a complete neighborhood. You could be born and die in your neighborhood.

There should be small specialized shopping – a small kitchen houseware shop, shops that are more local as opposed to national, northwest related clothing.

A bike shop at the north end of town near the bike trail.

Small movie theater which shows first run movies, classic movies too. Could be in conjunction with a theater group, interconnected.

Have businesses like attorneys, CPAs, graphic designers, they can be anywhere so it is nice to have them in your community. Then you have office people adding to the streets of downtown during the day.

Pizza place. Hair salon. (like new Safeway project in Milwaukie.) Local bank. Post office, to do your mailing – but it does not have to be a separate entity.

A hat store.

Downtown would have retail businesses like card store, small grocery store.

Need good informal restaurants downtown.

Restaurants should be accessible directly from the sidewalk.

A place to do events. A candidate comes to town and could speak there, a flower show, as opposed to having to close off the street every time to do something.

A really good place to meet people publicly -- a meeting room to meet a few people at. A social restaurant where you can take a team and have a meeting. Have a pitcher of beer, talk for an hour, then make room for the next people. Like a Pancake House with a separate meeting room, like a brewery that has a space for the meetings.

Move lumberyard to contaminated railroad creosote site in Hector Campbell neighborhood northeast of downtown. Might be difficulties associated with doing so.

A place in which you do speed dating.

On Cashspot site, would like to see 2 story garage, with a grocery like Trader Joe's or a Bi Mart on top, grocery is street level to Main Street.

Downtown should have a mix of shops where you can get everyday normal items: a shoe store, small Ace hardware store, a general mercantile. So you can just come downtown for much of what you need. Should be able to buy a nut and bolt, nightcrawlers, a sweatshirt, groceries.

Downtown should be more shops than restaurants.

Bring more business to downtown. Businesses are needed more than open space.

Milwaukie is a hub for medicine: hub of acupuncture, massage and chiropractor.

A movie theatre.

A live music venue.

A Trader Joes grocery store.

Update the Bowling Alley into a hot bowling alley, pool place, brew pub to make synthesis with the restaurants.

More of an active specialty niche retail scene. Dark Horse may be the starting point of that. Take that and broaden it into a wider arts community.



Coffee shops, bakery, florist, (we have had them but they don't make it), popcorn and Chinese food, restaurants of whatever they are making.

Brew Pub.

A junior college.

Used book store.

Cooking school.

Knitting store.

Clothing store. We have used one next to Sullys. Not a big store, a local one.

McMenamins

A good bagel shop – some sort of a deli. A small grocery store, bakery, dairy, that you could walk to. Doesn't have to be a super chain.

A child care center.

More destination restaurants, which carry local produce and farms, lots of desserts chocolate, not fast food chains.

Attract new small businesses: baker, upscale grocery/deli, restaurants, gourmet food.

A grocery store like Trader Joe's – a specialty store – would be great, a reason to come downtown everyday. Variety of different types of stores like antique stores, clothing store, grocery store Art galleries and shops.

A signature hotel and conference center, a meeting place. It would bring jobs and business here. A 700-1,000 room facility, with a 2,000 seat auditorium; smaller rooms for smaller meetings; shops and boutiques.

A marina.

Has got to be grocery store for all those things at the north end of town.

More boutiques type retail businesses – clothes, giftware, good card and paper shop, any kind of galleries, textile store with yarns etc.

More restaurants (any ethnic foods, Indian, Italian, Thai,) a bakery.

A grocery store that has a small footprint, like New Seasons. Like Select Market.

Restaurants which have outdoor tables on the sidewalk, build the sidewalks to accommodate that.

Have credit unions, banks, churches; things that draw people in. Upscale it a little bit.

Little boutiques, comfortable – mom and pop shops like candy shop.

Wonderful to have a grocery downtown.

Mixed use –ground floor retail, second and third story can be office/residential. If you have a small scale office that supports the retail that is below, that is good. Restaurants at right size and pricing, like Cha Cha Cha. It is an appropriately scaled restaurant, on the small side, and it will survive.

Don't do artificial subsidies to get development off the ground – if we do, we are propping something up that should not be.

It would be nice to have more services and shops here, so you do not have to get in car and leave Milwaukie. Need dry cleaner, florist, pharmacy, shoe repair.

Put a hotel on the Waverly Country Club; a destination conference place.

A bookstore. Maybe Powell's could have specialty book store related to youth books.

A Bed and Breakfast in the downtown. No fast food.

Really nice deli where you can get olives and pre-made salads and good meats and cheeses.

Hair salon, spa.

Clothing retail, New Seasons grocery store, small store like this, small boutiques, book store, a bakery.

Bring back theater to show real first run movies.

Need a grocery store downtown.

A good coffee shop in south downtown.

Shops should be locally owned.

Produce store featuring locally grown and raised produce.

Music store selling CD's etc.

Wine and cheese store (like Vino, sit down and taste wines, bring your own cheese etc. 5 different wines to taste for \$10.

More restaurants – no fast food. Good steak house with seafood that doesn't allow smoking. Quirky home style kinds of food du jour. Cajun café- like the Delta café, which is a lot of home cooking, soul food. Every meal comes with corn bread, homemade- real food. Slow food. Ingredients you didn't need a special degree to pronounce.

Brew pub – quality craft ale – menu not fried pub food- cheap foods, something on the fresher side as well. Microbrew tastings. Not smoky. Man in Estacada has a Fearless Brewing company and I would like to have him come here.

An espresso cart run by the church on farmer's market Sundays, perhaps at the SE corner of Jefferson and Main. This could be an extension of the church, and an extension of the farmer's market.

Quickie food and drink, but no fast food.

Street vendors -- all the time, but on holidays more of it.

There should be small cafes, bakeries, delis to attract everyone in Milwaukie. There should be ice cream stores and a movie theater.

Milwaukie should have a brew pub like Laurelwood Pub. Friendly, fun for the family and it has the entire brewing operation visible. I want a place where my friends and I can go to have a beer, here in my neighborhood, so I don't have to go to their neighborhood.

Not box stores or national chains.

An antique store would be nice.

Vibrant shops and restaurants.

There ought to be a variety of restaurants. Bring a diverse group of people by having diverse foods.

Rooftop restaurant with a view of the water.

A nice restaurant, where you can have drinks and sit on the deck watching the river traffic.

Create a place where people that are not yet successful, can be out there marketing and bringing their products to the market.

Have a food coop -- a small grocery store. Make this grocery store accessible by bike.

Indoor and outdoor cafes with large windows to see and be seen.

State, county and federal offices need to be downtown. The extra foot traffic caused by those offices being here would energize the downtown.

A municipal court in town. We should trade with the county commissioners. Build a court they could use for their court needs and we could use it too.

Could be higher density of offices down at the south end. Nothing commercial. Keep truck traffic out as much as you can.

Ballroom dancing for older people at night.

More restaurants; nice casual moderate to low priced.

Clothing stores, galleries, bakery.

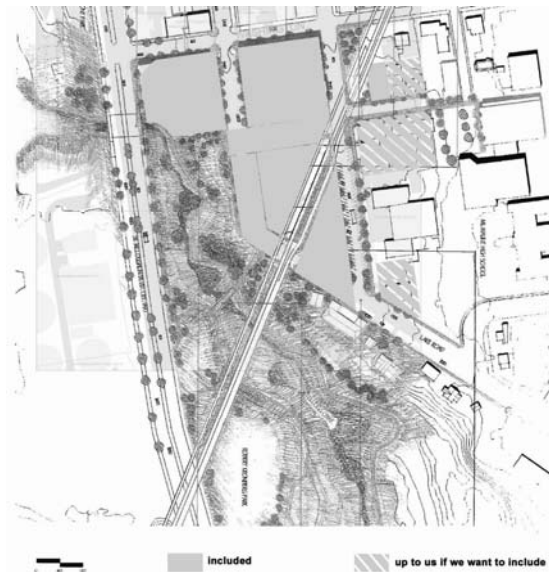
The downtown needs to be self sustaining: all major amenities like grocery, hardware store, and clothing store; so you don't have to drive elsewhere to get what you need.

Mother Goose store in Portland is a nice set up. That is a good kind of store for here -- high end craft and home accessories.

**10 THE OVERALL BUILDING DENSITY IN THE SOUTH DOWNTOWN WILL BE LIMITED TO A FLOOR AREA RATIO OF 1.51 FOR THE 119,000 SF OF BUILDABLE LAND WITHIN THE SDT PERIMETER. THUS THE BUILDINGS IN THE SDT, IN THEIR AGGREGATE, WILL BE LIMITED TO 180,000 SF OF CONSTRUCTION.**

**10.1 THE TOTAL (GROSS) AREA OF THE SOUTH DOWNTOWN IS 228,731 SQUARE FEET, or approximately five acres.**

**10.2 EXCLUDING ROADS, PUBLIC GREEN SPACE, RAILROAD LAND, PARKING SPACE, AND THE PLAZA ITSELF, THE REMAINING (NET) BUILDABLE LAND AREA IN THE SDT IS 119,000 SQUARE FT.**



**10.3 WE ESTIMATE THE TOTAL BUILT AREA AT BUILD-OUT, consistent with the provisions of this pattern language, will be approximately 180,000 square feet of usable, habitable space.**

NOTE: This density is a comfortable medium value – it is denser than the current Milwaukie downtown, but it is not a giant change. It indicates an approach of gradual change, of gradual addition to density, which is sensitive to the existing context in downtown Milwaukie. Some other

urban planners may believe that sudden and much higher increases in density are OK in an existing low density area like Milwaukie. We disagree. This density will be higher than current density, but not uncomfortable or overwhelming.

**10.4 IN THIS CASE, THE MAXIMUM POSSIBLE DENSITY OF THE SOUTH DOWNTOWN,** as a whole, and at completion, would be a Floor Area Ratio of approximately 1.51.

**10.5 IF THE BUILDINGS WERE TO BE BUILT BY CURRENT DEVELOPMENT METHODS,** using 2009 construction dollars as a benchmark, net construction costs for the SDT habitable buildings will amount to some \$27 million. This figure does not include exterior work, public works, roads, plaza, parking structure, courtyards, light rail station, terrace, sidewalks, street lights, trails, benches.

**10.6 HOWEVER, IF THE DEVELOPMENT PROCESS IS DONE IN PUBLIC-PRIVATE PARTNERSHIP,** with a degree of self-financed, non-profit development, and individual development of small projects by direct construction, the costs are likely to be substantially less.

NOTE: As part of this project, CES is investigating how a non-profit Land Trust can be formed to work with public and private organizations in the development of the SDT. CES' findings will be reported in a separate document.

**11 ALL BUILDINGS (AND EXTERIOR WORKS) IN THE SDT WILL BE BUILT BY INDIVIDUAL CRAFTSPEOPLE WORKING IN A MASONRY TRADITION THAT EMPHASIZES BRICKWORK AND CAST STONE -- WITH LESSER AMOUNTS OF STONE, CONCRETE, CERAMIC TILE, PLASTER, AND METALWORK. SMALLER BUILDINGS MAY BE WOOD FRAME, WITH EXTERIOR WOOD STRUCTURE.**

**11.1 REAL MASONRY.** Buildings will be masonry, not as a veneer on a stud frame, but as a reliable, and long-lasting structure. This may include brick, concrete block, and cast concrete, combined with portions of wood frame structure.

**11.2 HEAVY ARCHED COLONNADE.** In front of all the buildings fronting on the plaza, there is a deep colonnade, perhaps 8-10 feet deep, with cast concrete and terrazzo columns and arches, and ceilings with heavy timber beams.

**11.3 A MIXTURE OF MASONRY AND WOOD STRUCTURES.** Smaller buildings may have metalwork and exterior wood structure.

**11.4 EXTERIOR TERRACES, STAIRS, AND PORCHES,** making outdoor living possible and enjoyable.

**11.5 MULTI-PANE DOORS AND WINDOWS.**

**11.6 ROOF TYPE AND ROOF SHAPE.** Roofs will be flat more often than pitched or sloping.

NOTE: Craftspeople concentrate on the art of making, and they make things that fit in, and enhance, the environment that is being constructed. This is not to say that their work costs more. It is a difference in orientation to their work: whereas a contractor is likely to be more interested in cost and efficiency, a craftsperson focuses on making something beautiful for the space. That is the orientation we are looking for.

*INSPIRATION AND IMAGINATION FROM MILWAUKIE CITIZENS*

Include sustainable materials.

Building heights: 2 floors maximum.

The buildings should be beautiful, with big arches. Not just a big block of concrete.

Some amount of building restoration to encourage the sense of history. I would like to see more pride in the historical aspects of those buildings we have that are obviously not of our generation.

Encourage local ownership of buildings, rather than out-of-town owners, so that building owners are more engaged in civic matters.

No building over 3 stories.

A lot of the storefronts could use a facelift.

Development should not have a feel like a strip mall; should not have large national retailers like Walgreens.

Buildings should have an English cottage feel.

Buildings should not be overbuilt—we need enough walking space, parking space and open space. Should not feel surrounded by high buildings.

New development could have storefronts and condos on the street, and several parking levels in the center of the building.

Small buildings.

Storefronts should be retail businesses that use and encourage foot traffic. Office uses should be on 2nd floor, rather than first floor storefronts.

Through codes, we adopt a plan which says this is our niche and we are going to try to build our city this way. Make sure that when people sell a building, the new owner maintains the character.

Don't want more than 4 stories on buildings.

Two stories buildings are ideal. Three stories might be allowed, but only with special conditions. Four stories and above not allowed!

Businesses on Main and 21st Street need a face lift.

Must shine up downtown a bit. You walk through downtown now and it is nice and quaint, but has a feeling of rattiness. You can tell the type of people you are asking to draw to the city by what the place looks like. I don't want the kind of people drawn to Milwaukie that our downtown speaks to. I don't want it to be snooty. Ask the business people who don't vacuum their rugs to vacuum. Raise up the blue collariness a bit so it isn't tawdry.

Buildings with a style and a feel that maintain a little bit of the home town feel but yet with an imaginary tone.

Openness. Keep views of the river as open as you possibly can. Maybe have archways throughout the buildings to give views to the river.

Find our own style, don't repeat what other areas have done (like Lake Oswego).

2 to 3 story buildings.

Big multi-pane windows, surrounded by big solid members.

Buildings should have a simple shape, and should be well sited which means tucked in, and surrounded by trees.

Prefer 2 to 3 stories downtown, instead of one story.

Likes brick on buildings, for instance on Ed Parecki's Main St building.

Buildings should have nooks and crannies in their facades, like the small commercial Horton Electric Building, on 21st Street. It's not the style of that building; it's the various different small volumes, the separate entrances, along the building edge.

5-story buildings OK, if they have a good relationship to the street.

Building height: 2 to 3 stories is ideal; 4 stories might be ok at either end of Main Street, and only if it's on the east side, as a backdrop for the plaza, not blocking the river.

Developments should be in small scale increments; this is realistic and cautious. Ed Parecki's renovations are a good example: small scale, re-use of existing buildings. He has 100% occupancy, very successful.

Buildings should be eclectic, not all the same. Likes that Milwaukie is eclectic, buildings are different styles.

Make sure that we don't wind up with retail on the street frontage and garbage alleys on the sides or back of a block. Retail and pedestrian friendly experience should be on all sides of a block.

Nothing should be over 3 stories.

Buildings shouldn't be higher than 4 stories.

The old Milwaukie feel should be kept.

Old buildings like "Wetzler 1913", with the old bricks on it, should stay.

Preserve height and character of Milwaukie buildings 1 to 2 stories, not like what was done in the north end.

Maintain the character of the buildings - what Ed Parecki is doing with the bank building is exactly what we should be doing. Don't turn it into a high rise Pearl district.

The City Hall building represents what the past was, the present and the future.

Spec development should not be a high price point - hard to rent if too expensive.

Need to incorporate 21st Street in the upgrades also; it is ugly and awful now.

Milwaukie needs its own unique style of buildings so people could say, "I have been there. I enjoyed being there and I want to go again."

Mixed use buildings.

Neon signs. Loves the neon letter "B" of Bernard's garage and the neon lights of the theatre/arcade.

Buildings no more than 3 stories tall.

No overly large buildings that build a wall between McLoughlin and the downtown.

South downtown area should have new 3 story buildings (Bernard Garage area and south).

**12 FROM THE VERY START, OWNERS AND OWNER-OCCUPIERS WILL BE STRONGLY ENCOURAGED TO ORNAMENT THEIR OWN BUILDINGS, PERHAPS GIVE THEM AN INDIVIDUAL TOUCH. THIS ALSO MEANS THAT THE CONSTRUCTION MANAGEMENT WILL BE ORGANIZED TO ALLOW INDIVIDUAL AND PERSONAL QUALITIES TO APPEAR IN EACH BUILDING THAT IS BUILT.**

**FURTHERMORE, A SUBSIDIZED MAINTENANCE PROGRAM WILL ASSIST AND ENCOURAGE OWNERS TO LOOK AFTER THEIR PROPERTIES, AND KEEP THEM IN SPARKLING ORDER.**

**12.1 SHOP/HOUSES WILL BE DESIGNED AND BUILT INDIVIDUALLY BY THEIR OWNER-OCCUPIERS,** so that they become personal in quality, and make areas which are unique, and which reflect the individuals who live and work in the SDT. As far as possible, absentee owners will be discouraged. The aforementioned unique quality will be easier to attain in the red-ring, and somewhat harder in the blue ring, where the beauty of the structures will require more coordination of dimension and proportion.

**12.2** In the same spirit, the buildings are marked, painted, ornamented, tiled, in a way which reflects the people who live there and work there.

**12.3** The space between the buildings is owned, emotionally, and psychologically, by the people who live and work there. So, one will expect to find tables, benches, signs, plants, pots, even games, in the areas between the buildings, thus leading to an inhabited neighbourhood.

**12.4** The buildings of the outer ring are the places where lots of variation can occur.

**12.5** And under the arcade the individual shop fronts can have a great deal of variation, too.



**12.6** The one place where there needs to be less variation is the colonnade itself. The colonnade is a structure that gives a kind of magnificence to the SDT. There will still be variations of spacing, of height, of details of thickness and dimension, ornament on different columns and arches, but they will all be made the same way, so that they produce a family of forms which creates a simple rhythm of repetition.

**13 THROUGHOUT THE SOUTH DOWNTOWN, THERE IS A WEB OF CONNECTED PATHS, ROADS, CARS, ELECTRIC CARS, INCENTIVES FOR ELECTRIC CARS WHICH NEED SMALL PARKING AREAS, SMALL BUSES, MINI-PARKING, BICYCLES, SIDEWALKS, PAVED AREAS, AND PARKLAND. THEY WORK UNOBTRUSIVELY AND WORK SMOOTHLY TOGETHER.**

**13.1 THE ESSENCE OF THE SDT IS THAT IT IS ABOVE ALL A PEDESTRIAN AREA.** It is a place where people walk around, and to some extent it is contained. The focus of the pedestrian paths and places within the area, is that they are pleasant, refreshing, and beautiful.

**13.2 AT THE SAME TIME IT MUST BE REMEMBERED THAT MOST PEOPLE WHO COME TO THE SDT WILL COME TO IT FROM OUTSIDE, BY CAR OR BIKE OR BUS OR TRANSIT.** Some people will walk from the North Downtown, or from nearby neighborhoods.

**13.3 THE NETWORK OF PEDESTRIAN PATHS NEEDS TO BE COHERENT, AND HAS WELL DEFINED CENTERS AND TARGETS TO WALK TOWARDS.** The purpose is that the SDT has a clear organization that can be understood and visualized as one thing, and takes into account all the oddities of the site, and its beautiful and important spots.

**13.4 THE BASIC RULE IS THIS:** To generate a comfortable interplay of vehicles and pedestrian movement, each path from a vehicle drop-off point, must lead in a natural way to become part of a major pedestrian path that leads towards one (or another) interesting and magnetic center that draws you towards it emotionally.

**13.5 ALL IN ALL, THERE WILL BE MANY IDENTIFIABLE AND IMPORTANT LARGE AND SMALL CENTERS IN THE SDT** – perhaps as many as 15-20 major centers and another 25-30 minor centers.<sup>4</sup>

**13.6 PARKING IS POSITIONED TO GENERATE MOVEMENT ALONG MAIN PEDESTRIAN PATHS, TOWARDS MAJOR PEDESTRIAN CENTERS.** Parking lots, bike storage, bus drop points, and structures and their pedestrian exits will be located such that the pedestrian exit from that parking feeds directly into a pedestrian center or major path, so as to generate pedestrian life along the major lines, in the correct places.

**13.7 AN OVERALL PARKING POLICY, WILL CREATE INCENTIVES FOR PEOPLE TO BUY AND USE VERY SMALL ELECTRIC CARS, AND TO DISCOURAGE THEM FROM USING LARGE CARS.** In conventional 20<sup>th</sup> century parking, each car required app. 300 sf/car for standing space and driving lanes. For small electric cars in the 21<sup>st</sup> century, space required can be reduced to about 150 sf/car, and the pollution is negligible, street traffic is halved in physical volume. We propose that The City of Milwaukie, Metro, together develop a public/private policy based on this conception of park and ride be implemented with

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<sup>4</sup> A center is a well defined, identifiable part of the built environment. For instance, a plaza is a center, as is a building, a column, a window, a tree, a courtyard, a room, a table sitting in the sun, the space inside a colonnade, a door, and the knob on a door. A center has a middle and a roughly defined perimeter or boundary. It may be large or small. Centers exhibit certain qualities, such as strong boundaries, rough symmetry, good shape, positive space (no leftover bits), and several other commonly recurring properties (explained in Christopher Alexander's *The Nature of Order*). In order to be part of a rich and comfortable city fabric, a given center should itself be made up of many smaller centers, and should also be part of, and contribute to, a center or centers larger than itself. A rich built environment is really like a tapestry of centers large and small -- the many smaller centers nested within and composing the larger centers. In the best human environments – the beautiful cities and comfortable neighborhoods which people really like – the various centers tend to be numerous, well defined, and strongly interrelated. In environments which people don't tend to like, it turns out the centers are few and weakly related to one another.

the South Downtown as a hub for this approach. Conceivably the City might make provision for some kind of subsidy, or lease lend, for these vehicles, to encourage people to try them out.

**13.8 PARKING FOR GASOLINE CARS.** Off-street parking for old style cars will be provided within the SDT at the following at a ratio to be determined.

**13.9 SMALL OR HIDDEN PARKING.** Parking will be in small lots of no more than 6 cars in one spot. Aggregations of more than 6 cars will be partially hidden.

**13.10 BIKES STORED AT STATION.** There is a place for bikes to be stored near the station entrance. The bikes are covered from rain and can be secured against theft.

**13.11 BIKE ROUTES FANNING FROM THE STATION TO EACH MILWAUKIE NEIGHBORHOOD.** These bike routes lead from the station, to the different residential neighborhoods in the city. They are comprised of dedicated bike paths, and dedicated bike lanes on streets. They have unique identifying signs for clarity and are configured for rider safety.

**13.12 THE SDT SUPPORTS THE WHOLE DOWNTOWN AS A PLACE WHERE PEOPLE CAN GET TO AND FROM NEIGHBORHOODS EASILY AND SAFELY.** Residents of neighborhoods must still be able to get downtown from their homes, easily, even if the SDT increases traffic and activity, and light rail creates more “guards-down” times. Traffic will not be diverted on to 27<sup>th</sup> Street.

*PATTERNS THAT PERTAIN TO SMALLER LEVELS OF SCALE*

**13.13** There is a parking structure just south of the CashSpot site, with the terrace built on top of it. The structure has two levels of parking. The pedestrian exit is at Main Street where it joins the north end of the plaza.

**13.14** Bike lanes on Lake Road.

**13.15** Cars flow around the edge of SDT. The major flow of through-traffic flows around the SDT, on streets such as Main Street, Washington, East 21<sup>st</sup>, and Lake Road.

**13.16** Cars are not allowed in the plaza. Only service vehicles or vehicles temporarily loading or unloading are allowed in the plaza.

**13.17** Slow local traffic in outer ring. Cars within the outer ring will be limited to speeds no more than 10 miles per hour. Within the SDT traffic will be primarily local.

**13.18** The intersection and rail crossing of 21<sup>st</sup> and Washington will function in a way that allows easy neighbourhood access.

**13.19** Washington Street will be used for bus stops. Bus riders can walk through the plaza to connect to the light rail.

**13.20** There will be a small bus service, running small size buses, which connects the Milwaukie neighborhoods to the SDT. The buses will run during all hours of the day and evening that the light rail runs.

*FURTHER STUDY REQUIRED:*

Parking requirements

Access to parking

Bus placement

*INSPIRATION AND IMAGINATION FROM MILWAUKIE RESIDENTS*

*PEDESTRIAN*

Hanging baskets of planted flowers high in the air, hanging off utility poles at sidewalks. (can see them in various cities, including Portland). Should be 18" deep, 4' diameter, with nasturtiums and the like hanging down.

Street side amenities – planters, benches, place for bikes to be parked, activity that happens on the street.

On the street restaurants have tables outside, people sitting and reading, there is some parking, but there is openness to that.

Places where people could stand and talk or sit and have a sandwich. A vendor could have a rack of clothes outside, or displaying their wares, so you see them when you are going by.

Small shade trees along street with small branches over the sidewalk, to shade me as I walk downtown. Not big trees overarching the whole street.

Garbage pails next to the trees, in sufficient numbers that one doesn't have to walk far to find one.

Garbage cans downtown, which have recycling containers on them.

Profound absence of car exhaust smell.

Do more of the sidewalk improvements from the downtown plan, for instance those installed by St John's church on Jefferson Street between Main and 21st.

More terrazzo medallions in sidewalk, like the one by City Hall.

Parking signs, which to tell me where to go to park, like at Pietros. Identify what places are ok for public to park, in downtown.

We need wide sidewalks.

Incorporate historical plaques in the downtown (idea from the Atlanta Olympics). Milwaukie is important in the history of this area. I think we are technically older than Portland.

Trees on Main Street are beautiful.

Wide sidewalks (about 12 feet) on Main Street are very good, might possible be extended to other blocks.

Sidewalk improvement at Main and Jefferson, SE corner – we need to generalize what the issue is.

Some green streets, parking strips are permeable pavers that grass and weeds grow up through.

Combination recycle, garbage cans, and ash tray, a la Santa Barbara.

Replace awful barricades you see coming into Milwaukie on Harrison St. and off of McLoughlin. Use something else besides barricades. Have kids do art work on canvas that depicts the river and create boards that hide the barricade.

Ashtrays for the people who smoke at the bus stops - there is no place to put their butts except on the ground.

### *TRAFFIC*

Downtown is easily accessible to the neighborhoods- streets coming into the city with a minimum of traffic back up.

Do not want to have a lot of traffic down on the south end.

Some pedestrian streets that are closed off to cars.

Likes brick in the sidewalks.

Likes the terrazzo dogwood medallion in the sidewalk, SE corner of Main and Harrison.

Likes the bump-outs at corners being done in accordance with the downtown plan.

More bump outs on the sidewalks for planting. Corners where mass planting can be made.

Sidewalks should be wide enough for tables near the building, then the walking area, and then shade trees near the curb. The Wind Horse block is an example, but it could be wider still.

Flat wooden canopies over sidewalks, like in front of "The Brew" (pub on Main Street). This kind of canopy could be an architectural touchstone for the town that makes sense for the climate.

Like the flat canopy on Main Street, by the Brew Pub.

Some streets blocked off from cars, with cobblestone surface.  
More sidewalk benches.

Benches, places for people to sit down.

Outdoor seating.

Do not put in benches, community does not use them. Only people on benches are people drinking beers or the like.

Garbage cans.

Possibility of making Main Street pedestrian, or mainly pedestrian. Needs thinking through.

Must slow down the traffic on McLoughlin. When I was younger, McLoughlin wasn't a knife cut through the city. Traffic increased and made it so.

### *PARKING*

Need for parking. This needs thinking through, a difficult issue.

Create parking structures at either end of the downtown area, so people can get out on foot. Would mitigate the current feeling that downtown is one giant parking lot.

Cash Spot site, as a park and ride, but not strictly that, needs to feel part of Dogwood Park.

Parking – a place for the public to park to connect with the bus depot or light rail, so it encompasses much of the ridership. It could be multi level. Go underground 1 level, plus 2 levels above ground.

At CashSpot site, would like to see two levels of parking, with retail shops on McLoughlin, a grocery store fronting on Main Street on top of the parking, lively retail on Main Street south of the grocery. 2 stories of residential above that. Parking structure near bowling alley, shops at ground, with parking above. Entire block. (This spot is better than Cashspot site, which occasionally will flood as river rises.)

There needs to be more parking, hidden.

Want parking – underground is best, or parking structure with retail on ground floor.

Commute parking should be in industrial areas or at Park Blvd.

Parking structure, parking tucked into building with shops and restaurants all the way around the building. There could be parking for 500 cars and you will not see the cars.

A parking structure. The parking structure does not have to be an ugly block; it can

have hanging baskets, elevators that move cars, shops on the first floor, art work. It could be a beautiful structure.

By the plaza you need some sort of good parking area.

Parking for people going to go sit by the river.

Parking for Farmers Market on Sunday, where do they park?

Parking in a structure, 2 stories below ground, and 2 stories above ground at most.

Have a green roof on top of the parking structure, covered with sedum and natural grasses.

Should be more parking downtown.

Employees of downtown businesses should have their own parking provided by the business, so that street parking is left for customers. Currently Dark Horse employees use street parking, and come out every 2 hours to move their cars.

Parking on the periphery. That gets people out of their cars and gets them walking. Point of getting around is that people are on foot, not in cars. City has to invest in some sort of parking structure.

If there is a parking structure, make it central so you come out right in the middle of things.

Milwaukie needs parking. Make a place for people to park that is subtle and nice. Parking for park and ride should be close to downtown, but not in it. A parking garage would be better than large sprawling areas for cars.

Parking can be on the interior of the blocks, with stores on the outside.

### *BIKES*

Lots of people on bikes with helmets on, obeying laws. Bike racks all over that are full of bikes.

Encourage bike use. More bicycle racks, a safer way to bike here. More bike lanes, especially on Lake Road. Create lockers

for bikers, so people can leave their things safely, if they are going to take the light rail or bus to go somewhere else.

Everything should be convenient to us, so you can ride a bike anywhere.

## **Questions to be addressed when individual buildings and streets are being developed**

The Milwaukie Patterns describe the overall South Downtown project, the elements of the project, and the relationship between these elements. They also provide direction as to how the elements and relationships should be generally configured. They create a vision for the South Downtown in that they describe the overall feeling the place will have. More than that, as each of the elements will be designed and built by the people who will participate in this work over the coming years, these patterns will guide what they do. Their proposals, designs and construction will be evaluated according to whether they are consistent with the intent of the pattern language.

The Ad Hoc Pattern Language Committee raised many conscientious questions about the details of implementing the patterns. Some of their comments and questions resulted in changes to the patterns themselves, and others in topics for further study, which have been woven into the patterns on the previous pages. They also raised detailed questions, the answers to which will be derived during a careful process of adaptation<sup>5</sup> at the time when each of the elements (plaza, buildings and streets) are built. As each thing is built over time, the detailed configuration is developed, evaluated, and modified, to ensure that the proposed configuration for that element has both the overall feeling described in the pattern language, and works with and for its particular place in the landscape. This is how we can ensure that each element is a supportive (and, we hope, vibrant) part of the whole. Because these details are so particular to each element, it is necessary to wait until then to consider them.

However, we do not want to lose the valuable questions and considerations that the Ad Hoc Committee raised. So, they are recorded here under each pattern for future reference.

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<sup>5</sup> The need for an adaptive method of design and construction is discussed at length in *The Nature of Order* Book 3: *A Vision of a Living World* (Christopher Alexander, 2005).



**Pattern 1: Relationship of the South Downtown to its Surrounding Areas**

How are we connecting the north and south downtown as a whole?

How does 21<sup>st</sup> Street fit into all of this?

**Pattern 2: A Major Plaza forms the Core and Focus of the South Downtown**

What is the configuration of parking – one or two stories, are they small parking lots, does it need to be a structure, can there be more than one structure, and where are they?

Must the awnings be canvas? Could other materials be used? Could trees be used instead? Maintenance of the awnings could become problematic.

Are small parking lots a possibility (about 6 cars), or does parking need to be in a structure?

**Pattern 3: The Plaza Lies at the Head of Main Street**

How long is short term parking?

How will vehicles be slowed?

Who is going to pay the cost of maintaining the plaza?

Is it a good idea to have another parking structure where the grey hashed area is, to the east?

Where does car access end on Main Street? Is it OK to allow cars to come into this one block cul-de-sac? Or is it better to end at Washington?

How will the bump on Main Street be fixed?

Who will take care of the plants?

**Pattern 4: From the Plaza there are Views of the Willamette River and the Western Setting Sun**

4.6 How do we buffer noise from McLoughlin? A low sound wall? Dig it in and put it underground? Other?

4.2 What is the target number of parking lots?

How do we get into the parking structure without snarling traffic? Is access on the northside, in present gap behind the Cashspot site? What if I'm coming westbound on Washington – do I have to make a left turn into the parking access? How long will I have to sit there waiting to make my left, meanwhile backing up cars behind me?

Can we park trailers and trucks on the ground floor of the parking structure?

**Pattern 5: The Transit Station Leads Directly into the Plaza**

Will the measures used to mitigate sound be effective for both light and heavy rail?

In addition to dark timbers, can we also allow stone (perhaps local basalt) for the station? Are there other consistent materials that could also be allowed?

Is the northeast end of the station blocked?

Can we use the term Quiet Zone here in the pattern language?

What is happening behind the structure?

### **Pattern 6: Frontage Ring**

How do we make sure the façade of the buildings is the same?

How does the colonnade get built in pieces over time, but feel all the same? What happens if at any given time some sections of the colonnade aren't there yet – like gaps in a smile? What if different pieces of the colonnade look different because it is built at different times by different people?

What are the long openings in the ring – is that where we see all the way through?

How can you make a colonnade so it can be closed and used in all weather?

6.5 What are small lots?

**Pattern 7: Second Wider Ring of Land**

How many people are we thinking about living and working here?

How tangled are the lanes – what does that mean?

How do the streets flow and connect – what is the pattern of the streets?

Do you see the red ring facing the plaza, or out?

How do we avoid creating a red ring with its back to the train tracks?

What is the amount of space used for parking, and what kind of parking?

What is a work space? What uses are OOK there? Would a wood shop be OK? A metal shop? What about sound and dust?

Are there places in the red ring where noisy manufacturing will exist? We could say that noisy shops must be located on the train track side.

Will there be retail?

How can we dictate rents, or encourage low rents?

How will we ensure that the place will look nice – not be cluttered by the outdoor storage of materials?

Is there fencing between lots? How would we set up guidelines as to what is OK?

Are 4 story buildings too tall?

Is the space 200 feet thick, or are the buildings 100-150 feet thick?

7.11, 12, and 13 – What would it feel like to live so close to the tracks? Would I want to live so close to the tracks?

In 7.12 and 7.13 – does this mean residences on Main Street near Washington?

In 7.15 – is there only one car per lot on site?

7.17 – is the narrow lane just for pedestrians, or for a vehicle?

### **Pattern 8: Ecological Boundary Area**

8.8 – If the bridge is low to the water, what does that mean in winter when the Willamette floods up into the creek and the water level goes up? Is the bridge high enough to accommodate this?

How will the fill be done?

### **Pattern 9: Shop/Houses, Residences and Businesses**

How will the colonnade get built in increments?

How are the units arranged vis a vis front and back? Does each lot face a different way?

Will there be courtyards?

Who qualifies as “young people”?

9.12, 9.13 – How do we maintain the mix nature of the businesses?

Are we creating rental space for young businesses? Starter space?

Would a moderate income person be excluded from being there – having cheap space? That doesn’t seem right.

Are we putting beneficial businesses here? If a particular business ceases to be beneficial, what should we do?

Should there be two kinds of space – low cost and market rate?

**Pattern 10: Building Density**

If there is a land trust, does it pay property taxes? If not, the land trust represents a loss of tax revenue for the City.

Can FAR be set up as a soft target?

How do we do this over time? If the first few projects build to three story, as much as is wanted in total, then how do we say no to the next person who wants to build three story?

Can there be parking in the first two floors of the Cashspot site – two stories of parking and two stories of building above?

How do we anticipate parking for the long term?

Can we avoid park and ride structures?

Should we mention dwelling units per acre as a parameter? This area will likely fall between neighborhood DU/acre, and North Main project DU/acre.

### **Pattern 11: Masonry Materials**

How deep is the blue ring if you take out 10' of thickness for the colonnade?

Can we consider green roofs?

Will we allow people to build stud frame?

### **Pattern 12: Ornament**

On “subsidized” maintenance – where does the money come from?

12.1 – will this exclude a lot of small business people? For instance, will a restaurant that wants to be in the blue ring be able to afford to buy or build a building?

How do we ensure that a restaurant happens?

Should we consider hotel space and identify where it should go?

How can maintenance be addressed? Perhaps it done by partnership between the City, business owners, and NPLT.

**Pattern 13: Pedestrians, Cars, Parking**

Where do delivery trucks park?

Where do buses drop off?

Who parks there – residents, commuters, boats and trailers?

Where do we put small parking lots, and who parks there?

How do we ensure that Lake Road residents are able to get downtown easily?

How do we deal with traffic flows downtown? There will be more traffic and also more constraints (light rail, street closures).

How do we ensure safety at the rail crossing at 21st?



## APPENDIX: OVERALL FEELING AND VISION

from WORKING DRAFT SUMMARY OF ISSUES AND INFORMATION  
RAISED BY MILWAUKIE COMMUNITY MEMBERS

June 20, 2008 (revised June 15 2009)

Keep the downtown pedestrian in feel. Lots of small businesses could come in without destroying the small town feel, if the town is kept pedestrian.

All day long there is activity; vibrance and life. And there is a reason to be here, not just a place to stop.

Create a safe environment, where you feel happy to be there. You feel invigorated by all the stuff going on around you.

Things to do at night: I could come to Milwaukie after 6 PM and there would be things going on here. Social dancing, indoors because of weather; some sort of community center; people coming together to talk. Having coffee at outdoor cafes or the cafes that are already here.

An affordable place: the average person can go to get a good meal, a restaurant or boutique. Not upscale feeling. It is very blue collar city now, keep it that way. Be careful of gentrification. We do not want to be NW Portland or Pearl district, which are too upscale. But, do want some touches of it.

What is it that creates the small town feeling of Milwaukie? A bounded zone around the core of the downtown, so that it cannot sprawl outward.

It is a place with trees, shops, bookstores, galleries, and cafés, concentrated together. Milwaukie can be a beautiful place for people to come on a Saturday.

We need to maintain the good schools, friendly neighborhoods.

People of all ages mixing downtown.

It is really quiet downtown now. There are a lot of people out on the streets in my ideal downtown.  
For the many older Milwaukie citizens for whom walking is difficult, provide a place for

them downtown and a way for them to get here.

Families with strollers, people on their bikes, bikes locked up to the bike racks. In good weather people are sitting outside in plaza and at sidewalk tables of little restaurants.

Developers need to demonstrate commitment to protecting and extending quality of Milwaukie, in order to be allowed to do a project here.

Each street is different: unique markets, antique shops, and small stores.

Don't alter things so much that they lose their character. A lot has to do with what your past is and what our past history is that you want to see maintained.  
More people walking on the street.

People walking their kids and dogs.

Smells of trees and flowers, food and people.

A Milwaukie that is well funded; a different tax base would help – getting more businesses to the downtown core would help with that.

Keep the downtown contained with park-like spaces, so there is no sprawl. It is contained by Library, the Pond house, Waldorf School, Washington St, Harrison St as it goes along the creek. Preserve these, and preserve this feel.

The restoration of connections is fundamental to enhancing Milwaukie – an effort to make Milwaukie serve as a modest hub.

Downtown should have small, personal scale. Small, so it's all walkable. Like Larkspur.

FOR THE PURPOSES OF STUDY ONLY

A downtown that is people-centric rather than car-centric. The farmer's market is a good example. People walking to the downtown, or are biking with their kids to town. You can pay attention to other things other than traffic. People are communing rather than commuting.

I want others who use the town a lot and stay here for what they do in their life.  
Small businesses and residential downtown.

A village of shops, restaurants, townhouses, stretching north to north industrial area.

I want a place I want to go to downtown, something to walk to, not just to drive to.

Places to sit outside and eat and have a drink.

Places to gather.

Places and situations where people are gathered and talking, the more the better.  
There should be lots of light in the downtown.

Want all amenities close -- go no more than 6 to 8 blocks for groceries, restaurants, boutiques.

More openness and connection between the Waldorf campus and the downtown.

Nature is hugely important; giant trees, eagle nests, fish jumping in the river. Salmon, sturgeon, steelhead. Big Madrone trees.

Utilize Dogwood Park as something gorgeous. The plaza is on the top of the hill and looks at this grassy knoll below. It has an estuary feeling; wildlife, ducks and birds. You can bring your dog on a leash. You meet someone. You can get over to the river. If you have a festival in town, that would be a great place to have it. Even the Farmers Market. As you get off the light rail you see the hustle and bustle, and it is warm and welcoming.

In nice part of year, outdoor tables and people sitting outside.

Urban-looking; a lot of buildings and shops in a row.

The whole downtown should be festive for holiday seasons.

People would be shopping, eating lunch or dinner. Going to events, theater or arts – something that they could go to. Socializing. Talking to friends and neighbors. Picking up a few things they need. Not as crowded as Farmers market is on a beautiful Sunday, more spread out. I don't want to have to stand in line, I don't like big crowds.

My dream: Milwaukie becomes a city of museums. For instance, there is an opportunity for the largest Kodak Camera museum on the west coast, and a maritime museum for the waterfront park.

A draw to bring in people from outside the community.

Have events that are of interest to residents (if they are of interest to residents, others will come).

I like the hustle and bustle, music playing (live – anything), people talking, tables on the streets, no skateboarding.

Neighborhoods that provide services to the neighborhood. Like a neighborhood grocery store.

Nice place to sit outside and enjoy the riverfront and have a cup of coffee.

Downtown should be more for late teenagers and adult-oriented because that is where the strength of our neighborhood associations comes from. They are the people who are spending money. Children would come but it would not be geared to them.

Invest first in the middle of town; gradually this growth will creep to the south. Putting lots of \$ into the south end first seems perhaps risky. Can it invigorate town, or is it too far from things already working?

Small festivals and farmers market draw people to downtown.

Make the downtown the center of the city again. Nowadays people coming to Milwaukie tend to come to the new shopping center area on 224, rather than downtown.