



AGENDA

MILWAUKIE DESIGN AND LANDMARKS COMMITTEE Monday, October 6, 2014, 6:30 PM

CITY HALL CONFERENCE ROOM
10722 SE MAIN ST

1.0 Call to Order—Procedural Matters

2.0 Meeting Notes—Motion Needed

- 2.1 January 29, 2014
- 2.2 March 3, 2014
- 2.3 April 7, 2014
- 2.4 May 19, 2014

3.0 Information Items

4.0 Audience Participation—This is an opportunity for the public to comment on any item not on the agenda

5.0 Public Meetings—None.

6.0 Worksession Items

- 6.1 Summary: Moving Forward Milwaukie Downtown Design Standards & Guidelines
Presenter: Li Alligood, Senior Planner

7.0 Other Business/Updates

- 7.1 DLC Notebook Update Pages

8.0 Design and Landmark Committee Discussion Items—This is an opportunity for comment or discussion for items not on the agenda.

9.0 Forecast for Future Meetings:

- | | | |
|------------------|----|---|
| November 3, 2014 | 1. | Moving Forward Milwaukie Downtown Design Standards & Guidelines |
| December 1, 2014 | 1. | TBD |

Milwaukie Design and Landmarks Committee Statement

The Design and Landmarks Committee is established to advise the Planning Commission on historic preservation activities, compliance with applicable design guidelines, and to review and recommend appropriate design guidelines and design review processes and procedures to the Planning Commission and City Council.

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.
2. **DESIGN AND LANDMARK COMMITTEE MEETING MINUTES.** Approved DLC Minutes can be found on the City website at www.cityofmilwaukie.org
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org
4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.

Public Meeting Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Committee members.

1. **STAFF REPORT.** Each design review meeting starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommendation with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Committee was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMITTEE MEMBERS.** The committee members will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the Committee will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC MEETING.** The Chairperson will close the public portion of the meeting. The Committee will then enter into deliberation. From this point in the meeting the Committee will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMITTEE DISCUSSION AND ACTION.** It is the Committee's intention to make a recommendation this evening on each issue on the agenda. Design and Landmark Committee recommendations are not appealable.
11. **MEETING CONTINUANCE.** Prior to the close of the first public meeting, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Design and Landmarks Committee will either continue the public meeting to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Design and Landmarks Committee:

Sherry Grau, Chair
Val Ballestrem, Vice Chair
Adam Argo
James Fossen
Scott Jones

Planning Department Staff:

Denny Egner, Planning Director
Li Alligood, Senior Planner
Brett Kever, Associate Planner
Vera Koliass, Associate Planner
Marcia Hamley, Administrative Specialist II
Alicia Martin, Administrative Specialist II

CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
NOTES
Milwaukie Public Safety Building
3200 SE Harrison St
WEDNESDAY, JANUARY 29, 2014
6:30 PM

COMMITTEE MEMBERS PRESENT

Greg Hemer, Chair
Sherry Grau, Vice Chair
Val Ballestrem
James Fossen

STAFF PRESENT

Dennis Egnor, Planning Director
Li Alligood, Associate Planner (DLC Liaison)

MEMBERS ABSENT

Becky Ives

1.0 Call to Order – Procedural Matters

Chair Hemer called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes

2.1 October 7, 2013

DLC Member Val Ballestrem moved to approve the **October 7, 2013**, meeting minutes as proposed. **DLC Member James Fossen** seconded the motion. The motion was approved unanimously.

2.2 October 23, 2013

DLC Member Sherry Grau moved to approve the **October 23, 2013**, meeting minutes as proposed. **DLC Member Ballestrem** seconded the motion. The motion was approved unanimously.

2.3 November 25, 2013

DLC Member James Fossen moved to approve the **November 25, 2013**, meeting minutes as proposed. **DLC Member Val Ballestrem** seconded the motion. The motion was approved unanimously.

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3.0 Information Items

Dennis Egner, Planning Director, noted that staff would be returning to the DLC to review the Kellogg bicycle/pedestrian bridge lighting in order to provide a recommendation to the Planning Director. Planning Director review of the lighting plan was a condition of approval of land use file CSU-12-03.

The Committee discussed the original land use review and pedestrian bridge design.

Li Alligood, Associate Planner, introduced Mr. Egner, who had recently joined the City as the Planning Director. **Mr. Egner** provided an overview of his professional background. A new Associate Planner, Vera Koliass, had also joined the Planning Department.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Meetings – None

6.0 Worksession Items

- 6.1 Summary: DLC Bylaws Update
Staff Person: Li Alligood, Associate Planner

Chair Hemer provided an overview of past discussions about the bylaws. The DLC had provided direction to staff regarding revisions to the bylaws, and the revised bylaws had been included in the packet.

Ms. Alligood provided an overview of the DLC's discussions about updating its bylaws. The Committee's adopted bylaws were sufficient but not ideal. **The Committee** had discussed the bylaws at its November meeting and provided direction regarding edits to the proposed draft bylaws. Ms. Alligood pointed out items that had been revised since the November discussion.

Chair Hemer led a discussion about the proposed revisions to the bylaws. **The Committee** determined which edits they wanted to retain.

Ms. Alligood noted that the next step would be to request that Council adopt the revised bylaws.

73 **Mr. Egner** suggested the group continue to consider goals for discussion with Council, and
74 provided an overview of the Council's adopted goals for 2014.

75

76 **DLC Member Grau** moved to approve the revised bylaws as amended during the
77 discussion. **DLC Member Ballestrem** seconded the motion. **The motion was approved**
78 **unanimously.**

79

80 6.2 Summary: Officer Elections
81 Staff Person: Li Alligood, Associate Planner

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83 **Ms. Alligood** noted that officer elections were conducted during the first meeting of the year.
84 **Chair Hemer** and **DLC Member Grau** stated that they would be willing to continue in the roles
85 of Chair and Vice Chair.

86 **DLC Member Val Ballestrem** moved to reelect **Greg Hemer** as Chair and **Sherry Grau** as
87 **Vice Chair**. **DLC Member** seconded the motion. **The motion was approved unanimously.**

88

89 **7.0 Other Business/Updates**

90 7.1 Joint DLC/PC meeting on February 11, 2014

91 **Ms. Alligood** noted that the Moving Forward Milwaukie project team hoped to provide an
92 update at a joint meeting of the Planning Commission and Design and Landmarks Committee
93 on February 11. The Planning Commission and DLC bylaws also stated that the groups should
94 meet twice a year. **The Committee** agreed, although DLC Member Fossen was unavailable on
95 that date.

96

97 7.2 DLC Notebook Update Pages

98 **Ms. Alligood** provided updated staff list for the DLC notebook.

99

100 **8.0 Design and Landmarks Committee Discussion Items**

101

102 **9.0 Forecast for Future Meetings:**

103 March 3, 2014 1. Worksession: Kellogg bicycle/pedestrian bridge lighting design

104 April 7, 2014 1. TBD

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107 Meeting adjourned at approximately 7:30 p.m.

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Respectfully submitted,

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Li Alligood, Associate Planner

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118 _____
Sherry Grau, Chair

DRAFT

CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
MINUTES
Milwaukie City Hall
10722 SE Main St
MONDAY, MARCH 3, 2014
6:30 PM

COMMITTEE MEMBERS PRESENT

Greg Hemer, Chair
Sherry Grau, Vice Chair
Val Ballestrem
James Fossen
Becky Ives

STAFF PRESENT

Denny Egner, Planning Director
Ryan Marquardt, Senior Planner
Stacy Bluhm, Light Rail Construction
Manager

MEMBERS ABSENT

None

1.0 Call to Order – Procedural Matters

Chair Hemer called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes - None

3.0 Information Items

Denny Egner, Planning Director, noted that the next Moving Forward Milwaukie event was taking place on March 6.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Meetings - None

6.0 Worksession Items

6.1 Summary: Kellogg Pedestrian Bridge Lighting Plan

Staff Person: Ryan Marquardt, Senior Planner, and Amy Fandrich, TriMet

Ryan Marquardt, Senior Planner, presented an overview of the proposal via PowerPoint.

- This was a consultation about a specific condition of approval from the Kellogg Bridge condition of approval from 2011, rather than the more typical design review meeting.

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- The condition of approval from WG-11-01 related to the pedestrian bridge lighting were:
"Prior to approval of development permits for the pedestrian bridge, the applicant or other authorized entity shall propose pedestrian scale lighting for the pedestrian bridge. The Planning Director shall consult with the DLC about the proposed lighting prior to approving any development permits for the pedestrian bridge.
 - A. Propose energy-efficient and wildlife-friendly lighting, preferably LED lighting.
 - B. Shield lights from shining directly into windows on residential properties."

- The focus of the consultation was a light concept for the pedestrian bridge. A Type I Design Review application would be required prior to installation of the lighting.
Mr. Marquardt reviewed the proposed lighting concept for compliance with the conditions of approval.

- Propose energy-efficient and wildlife-friendly lighting, preferably LED lighting.
 - The proposed lighting fixtures were energy-efficient LED fixtures. This condition was met.
 - The City did not have specific standards for lighting adjacent to natural resource areas, but did have standards related to light trespass onto adjacent properties, which was limited to 0.5 foot candles at the edge of parking lots. The submitted photometric studies showed that the light level on the walkway was 4-5 foot candles, and below 0.5 foot candles within the natural resource area.

- Shield lights from shining directly into windows on residential properties.
 - The applicant had proposed shielding for the light fixtures, and the photometric studies showed that the light level at the adjacent property was 0 foot candles. This condition was met.

- Staff was requesting DLC direction regarding the consistency of the lighting plan with the downtown design guidelines for lighting.

- Stacy Bluhm, Light Rail Construction Manager**, provided an overview of the funding for and design of the pedestrian bridge.

- There was \$1.4 million designated for the pedestrian bridge, but the cost estimates were \$2.4 million. Because of the lack of funding, the pedestrian bridge would be installed in

1 phases and the first phase would not include lighting. The idea was to plan for the
2 lighting so it could be installed at a later date.

- 3 • The City would be paying for the lighting, but TriMet was willing to accommodate future
4 lighting into the first phase of construction.

5

6 **The Committee** asked questions about the phasing of the pedestrian bridge, how the lighting
7 would be integrated, how the bridge would be constructed, and how pedestrians would access
8 the bridge.

9

10 **Amy Fandrich, TriMet**, introduced herself to the Committee and provided an overview of the
11 lighting proposal.

- 12 • TriMet had considered a number of options for lighting on the pedestrian bridge,
13 including a treatment similar to the jump span lighting. The pedestrian bridge didn't lend
14 itself to the recessed lighting design for a number of reasons, including maintenance
15 requirements and cost.
- 16 • TriMet's lighting engineers had proposed an alternative concept, which the Committee
17 was reviewing tonight. The proposed lighting plan included fixtures that were attached to
18 the bridge structure at regular intervals and were about 13 ft above the walking surface
19 and addressed concerns about maintenance and vandalism.
- 20 • She reviewed the materials in the packet and described the various considerations
21 reflected in the proposed lighting concept.

22

23 **The Committee** asked questions about the details of the light fixtures, including voltage, pole
24 mounts, width of the poles, and the proposed shield.

25

26 **Ms. Fandrich** noted that the proposed concept was matte black in color, but other colors, such
27 as dark bronze, were available. The proposed poles were square, and holes would be drilled in
28 the bridge during construction to allow future installation of conduit and light fixtures.

29 **Ms. Bluhm** requested, at minimum, DLC input on the spacing of the light fixtures so the holes
30 could be drilled during construction. This would not preclude future installation of light poles and
31 fixtures.

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1 **Ms. Fandrich** noted that the proposed lighting concept was fairly standard for walkways.
2 Lighting on the hand rails would potentially glare into the natural areas. Footlights were good for
3 stairs but did not provide enough light for safety.

4
5 **Ms. Bluhm** noted that the Police Chief agreed that these options did not provide sufficient
6 visibility and safety.

7
8 **Chair Hemer** asked for clarification about what TriMet was proposing and requesting.

9
10 **Ms. Fandrich** and **Ms. Bluhm** clarified that the poles would be attached to the pedestrian
11 bridge, but the cord would need to be precut for the conduit. The size of the pole was not
12 critical, but the spacing was critical. TriMet's proposal was to install the light poles on every 4th
13 vertical rather than every 3rd vertical.

14
15 **DLC Member Becky Ives** noted that the Committee had spent a great deal of time to establish
16 the weathering steel finish of the rail and pedestrian bridge and had some concerns about the
17 color of the light poles and fixtures, and the potential for contrast with the weathering steel
18 finish.

19
20 **Ms. Bluhm** noted that black was proposed because light poles throughout downtown were
21 black, but the fixtures on the bridge could be a dark bronze or other finish.

22
23 **Chair Hemer** asked if the light fixtures would impede or affect the planned public art beneath
24 the Kellogg Bridge. **Ms. Bluhm** stated that they would not.

25
26 **Ms. Ives** clarified that TriMet was looking for the DLC's direction regarding the placement of the
27 lights and approval of the concept of overhead lighting.

28
29 **Mr. Marquardt** noted that the project team was looking for a head nod from the DLC regarding
30 the placement of the lights on every 4th vertical and the use of overhead lighting. The design of
31 the poles and light fixtures could be finalized later in the process.

32
33 **Chair Hemer** asked questions about the preference of the Department of Fish and Wildlife, the
34 level of illumination being proposed, and how far the lighting concept could extend into Kronberg

1 Park. He was concerned about the impact of the lighting on the future restored Kellogg Creek
2 and the pedestrian experience.

3

4 **Ms. Bluhm** and **Ms. Fandrich** responded to his questions and discussed regional and national
5 lighting standards for pedestrian pathways.

6

7 **Chair Hemer** asked why the light fixtures did not alternate on either side of the bridge, and
8 whether it was a cost consideration. **Mr. Marquardt** and **Ms. Bluhm** noted that the shielding
9 would cut off the lighting more easily from the adjacent residences, and that it was more costly
10 to run conduit on both sides of the bridge.

11 **DLC Member James Fossen** suggested that some of the light fixtures would be on or off at
12 different times of the day to adjust for light levels. **Ms. Fandrich** noted that the light levels were
13 consistent along the bridge with the proposed spacing.

14

15 **Chair Hemer** asked details about how the light fixtures would operate. **Ms. Fandrich** noted that
16 those details would need to be worked out during the next level of design.

17

18 **Mr. Marquardt** noted that the DLC appeared to be supporting Option B, mounting to every 4th
19 vertical, with the proposed illumination of 3 foot candles and a height of 13 ft above the bridge
20 walkway surface.

21

22 **DLC Member Val Ballestrem** clarified that he understood that the details of the lighting would
23 be reviewed later in the process.

24

25 **Chair Hemer** asked the Committee members to state their recommendation on Option B.

26

27 **Ms. Ives** stated that she supported the concept, but it was important that the fixture fit with the
28 weathering steel finish of the bridge.

29

30 **Mr. Ballestrem** stated that he supported Option B, and agreed that the color of the fixtures was
31 important. He felt that the option was reasonable and a financial possibility.

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33 **DLC Member Sherry Grau** supported the proposal.

34

1 **DLC Member James Fossen** supported the proposal but hoped that there wouldn't be regret
2 about not installing brighter lights in the future.

3

4 **Chair Hemer** supported the proposal, but stated that his impression had been that the DLC
5 would be reviewing the design of the lights rather than the location of the lights. He felt that the
6 bridge was being permitted without lighting and he felt duped.

7

8 **Ms. Bluhm** noted that the DLC had reviewed the bridge in 2011 and the lighting design had
9 been prepared later.

10

11 **Chair Hemer** expressed frustration that the lighting would likely not be installed with the
12 pedestrian bridge and disappointment with the final result.

13

14 **7.0 Other Business/Updates**

15 7.1 Farewell to DLC Member Becky Ives

16

17 **Chair Hemer** noted that **Ms. Ives** had served on the DLC for 8 years, and was finishing her
18 second term.

19

20 **Ms. Ives** remembered some of the key projects she had worked on, including the Milwaukie
21 High School expansion, North Main Village project, and Riverfront Park. She noted that local
22 knowledge, such as that provided by former DLC member Patty Wisner, was very important to
23 the DLC, as was access to the Milwaukie Museum.

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27 7.2 Update on Riverfront Park

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29 **Ms. Ives** asked about landscaping for Riverfront Park. **Mr. Egner** and **Mr. Marquardt** noted that
30 there was some community support for retaining the existing redwood tree on the site, which
31 would necessitate redesign of the planned park plaza and large restroom building.

32

33 **8.0 Design and Landmarks Committee Discussion Items**

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1 **9.0 Forecast for Future Meetings:**

- 2 April 7, 2014 1. Riverfront Park after-action review
3 May 5, 2014 1. TBD
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6 Meeting adjourned at approximately 8:00 p.m.
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10 Respectfully submitted,

11 Li Alligood, Senior Planner
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16 _____
17 Sherry Grau, Chair

DRAFT

CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
MINUTES
Milwaukie City Hall
10722 SE Main St
MONDAY, APRIL 7, 2014
6:30 PM

COMMITTEE MEMBERS PRESENT

Greg Hemer, Chair
Sherry Grau, Vice Chair
Val Ballestrem
James Fossen

STAFF PRESENT

Li Alligood, Associate Planner (DLC Liaison)
Jason Rice, Engineering Director
Vera Kolas, Associate Planner

MEMBERS ABSENT

None

1.0 Call to Order – Procedural Matters*

Chair Hemer called the meeting to order at 6:32 p.m. and read the conduct of meeting format into the record.

**Note: The information presented constitutes summarized minutes only. The meeting audio is available from the Planning Department upon request.*

2.0 Design and Landmarks Committee Notes

2.1 February 11, 2014, Joint Meeting with Planning Commission

DLC Member James Fossen moved to approve the February 11, 2014, meeting minutes as proposed. **DLC Member Val Ballestrem** seconded the motion. The minutes were approved unanimously.

3.0 Information Items

Li Alligood, Associate Planner, noted that Senior Planner Ryan Marquardt was no longer with the city.

Mr. Ballestrem provided an update of the Moving Forward Milwaukie project.

39 **Chair Hemer** provided additional information about the Moving Forward Milwaukie opportunity
40 site development process.

41

42 **4.0 Audience Participation** –This is an opportunity for the public to comment on any item
43 not on the agenda. There was none.

44

45 **5.0 Public Meetings - None**

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47 **6.0 Worksession Items**

48 6.1 Summary: Milwaukie Riverfront Park Phase II Detailed Design Review

49 Presenters: Vera Kalias, Associate Planner, and Jason Rice, Engineering
50 Director

51

52 **Vera Kalias, Associate Planner**, provided an overview of Phase II of Riverfront Park via
53 PowerPoint presentation. She noted that the decision for Riverfront Park (DR-09-01) included
54 conditions of approval for requiring evaluation of detailed design elements by the DLC. The DLC
55 was being asked to make a finding that the development plans for the small restroom and seat
56 wall do not diminish the park's compliance with the Pedestrian Emphasis guidelines.

57

58 **Jason Rice, Engineering Director**, provided an overview of the project Phases. Phase I was
59 Klein Point, which had been constructed in 2013. Phase II included bank grading and
60 revegetation and walking path, relocation of the utility poles in the park, two parking areas, the
61 boat ramp and dock, and a small bathroom. The redwood tree would remain until a decision had
62 been made about whether to redesign the park plaza area to retain the tree.

63

64 **The Committee** discussed access to the park from McLoughlin Blvd.

65

66 **Ms. Kalias** provided an overview of the previous after-action reviews for Klein Point. Future
67 after-action reviews would be required for the large restroom and plaza fountain. This review
68 focused on the small restroom building and seat walls along the proposed path. She referred to
69 Attachment 1 of the meeting packet. The seat walls were 18 inches tall and 18 inches wide; the
70 small restroom would be located near the new dock.

71

72 **The Committee** discussed whether the park would have facilities for garbage and fish cleaning.
73 **Mr. Rice** noted that the North Clackamas Parks and Recreation District would be maintaining
74 and monitoring the park and would be considering where trash cans should be located. There
75 was no fish cleaning station proposed.

76
77 **The Committee** discussed the design and location of the seat walls and the design of the small
78 restroom.

79
80 **Ms. Kalias** noted that the design for the small restroom was the same design the DLC had
81 reviewed in 2010. **Mr. Rice** noted that the elevation had been revised to remove the steps to
82 because the original design had been approved before a survey had been done.

83
84 **Mr. Ballestrem** noted that he understood that any significant changes to the design would
85 require a new approval and didn't seem practical, although the design of the seat walls did look
86 somewhat tomb-like.

87
88 **Mr. Rice** noted that as project engineer, he felt a responsibility to make sure the final designs
89 were as close as possible to the 70% plans reviewed by the public.

90
91 **Mr. Fossen** asked if the seat walls could curve along with the pathway rather than being
92 straight. **Mr. Rice** thought it would not be difficult to do.

93
94 **Chair Hemer** asked what materials the seat wall would be. **Mr. Rice** stated that it was concrete.
95 **Mr. Hemer** suggested that a basalt veneer could be affixed to the seat wall to tie into the
96 surrounding materials. **Mr. Ballestrem** and **Ms. Grau** disagreed.

97
98 **Chair Hemer** felt that the small restroom building and seat wall met the conditions of approval.

99
100 **Ms. Grau** felt that the components met the condition of approval, and noted that the small
101 bathroom would be a convenience for visitors.

102
103 **Mr. Ballestrem** felt that the components met the conditions of approval. He had some concerns
104 but they were outside of the scope of the current review.

105

106 **Mr. Fossen** felt that the components met the conditions of approval, and restated his
107 suggestion that the seat wall be curved to follow path.

108

109 **Ms. Grau** moved to find that the DLC members agreed that the plans did not diminish the
110 parks compliance with the Pedestrian Elements guidelines. **Mr. Ballestrem** seconded the
111 motion. The motion was approved unanimously.

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113 **7.0 Other Business/Updates**

114 7.1 May meeting

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116 **Ms. Alligood** noted that there were no agenda items for the May 5 meeting and suggested the
117 meeting be cancelled.

118

119 **The Committee** agreed to cancel the May 5 meeting.

120

121 **8.0 Design and Landmarks Committee Discussion Items**

122 **Mr. Hemer** noted that through the Moving Forward Milwaukie project there had been
123 discussions about design standards for commercial development. He suggested that the DLC
124 may be an appropriate group to take on the role of reviewing the design of new commercial
125 development.

126

127 **Ms. Alligood** noted that the feedback the project team had received through Moving Forward
128 Milwaukie was to streamline development options on the Murphy and McFarland sites.
129 Discretionary design review added cost and uncertainty to the development process and it was
130 unlikely that the outcome of the project would involve discretionary design review. The expertise
131 of the DLC would be valuable in other aspects of the project.

132

133 **9.0 Forecast for Future Meetings:**

134 May 5, 2014 1. Cancelled

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136 June 2, 2014 1. Worksession: 2013/2014 Work Program

137 2. Worksession: Revised DLC Bylaws

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139 Meeting adjourned at approximately 7:45 p.m.

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Respectfully submitted,

Li Alligood, Senior Planner

Sherry Grau, Chair

DRAFT

**CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
NOTES**

**Milwaukie City Hall
10722 SE Main St
MONDAY, MAY 19, 2014
6:30 PM**

COMMITTEE MEMBERS PRESENT

Greg Hemer, Chair
Sherry Grau, Vice Chair
Val Ballestrem
James Fossen

STAFF PRESENT

Li Alligood, Associate Planner (DLC Liaison)
Brett Kelper, Associate Planner

MEMBERS ABSENT

None

1.0 Call to Order – Procedural Matters

Chair Hemer called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

2.0 Design and Landmarks Committee Notes - None

3.0 Information Items

Chair Hemer stated that he had been informed earlier in the day that he would be appointed to the Planning Commission on June 3. He felt confident that the remaining DLC members could carry the torch in his absence.

Li Alligood, Associate Planner, noted that with Chair Hemer's departure, the DLC now had two open positions, and encouraged members to share the word. She congratulated Chair Hemer on his appointment to the Planning Commission.

4.0 Audience Participation –This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Meetings

- 5.1 Summary: Moda Parking Lot Expansion
Applicant/Owner: Moda Health
Address: 10505 SE 17th Ave

41 File: DR-14-03

42 Staff Person: Brett Kelter, Associate Planner

43

44 **Chair Hemer** called the meeting to order and read the conduct of design review meeting format
45 into the record.

46

47 **Brett Kelter, Associate Planner**, noted that Chair Hemer was sitting on the DLC to forward a
48 recommendation to the Planning Commission and would be a member of the Planning
49 Commission when the application came before that body. **Chair Hemer** stated that he would
50 declare that situation at the Planning Commission hearing and allow the Commission to
51 determine whether he should recuse himself. **Ms. Alligood** noted that staff could request
52 guidance from the City Attorney.

53

54 **Mr. Kelter** provided an overview of the application and staff recommendation via PowerPoint
55 presentation.

- 56
- 57 • The applicant proposed to expand the existing parking lot on the site.
 - 58 • Because the development was located within the Willamette Greenway Overlay WG and
59 in the Downtown Office zone DO and Downtown Open Space DOS, the additions
60 triggered Type III Willamette Greenway Review and Type III Downtown Design Review.
61 Both applications required recommendations from the DLC to the Commission.
 - 62 • The applicant had also proposed to use a contemporary parking lot light, similar to that
63 already existing, rather than the ornamental style recommended by the Downtown
64 Design Guidelines.

64

65 **The Committee** asked questions about the application.

- 66
- 67 • There were regulations that addressed the issue of light spill into natural resource areas.
 - 68 • The off-street parking ratio was determined by the zoning ordinance; the applicant had
69 requested approval to go over the maximum amount permitted.
 - 70 • Staff did not know how long the additional parking would accommodate the activity on
71 the site; the applicant could provide additional information.

71

72 **Chair Hemer** called for applicant testimony.

73

74 **Jerry Offer, OTAK Incorporated, 808 SW 3rd Ave, Ste 300, Portland**, spoke on behalf of the
75 applicant. He had worked on the original adaptive reuse of the building on the site. The
76 applicant agreed with the criteria identified by Mr. Kelder and with his recommendation for
77 approval. Mr. Offer felt that the application met the approval criteria.

- 78 • He pointed out the guideline related to parking lot lights and stated that the applicant
79 would like to continue to use the style of parking lot lights currently located on the site.
- 80 • The applicant preferred to use the existing lights because they did a better job of
81 reducing light pollution than the recommended light fixtures. The site was not visible
82 from the river and he did not believe removing trees on site would impact views to or
83 from the river.

84
85 **DLC Member James Fossen** asked how long the expansion would serve the business. **Mr.**
86 **Offer** said he was unable to project whether they would need more parking in the future. He
87 noted that determining the amount of parking required for office uses was very difficult because
88 different offices functioned differently. Moda did everything it could to encourage people to use
89 alternative transportation but still required additional parking.

90
91 **Chair Hemer** called for testimony in support of the application.

92
93 **Gary Klein, 10795 SE Riverway Ln, Milwaukie**, stated his support for the application. He
94 noted that the Moda building had previously be the Pendleton Woolen Mills building. He liked
95 the current parking lot lighting because it did not spread the light as much as other fixtures. The
96 trees provided screening. He stated that Moda had been excellent neighbors and partners to
97 the Johnson Creek Watershed Council when they installed restoration plantings. He noted that
98 the condominiums created more of a parking challenge than Moda.

99
100 **Roger Forni, 10683 SE Riverway Ln, Milwaukie**, stated his support for the application. Moda
101 had been a great neighbor. He and his son loved the lighting the way it was, and they wouldn't
102 want them to do anything differently.

103
104 **Chair Hemer** called for neutral testimony. There was none.

105
106 **Chair Hemer** called for testimony in opposition to the application. There was none.

107

108 **Chair Hemer** called for additional comments from staff. **Mr. Kolver** noted that the Planning
109 Commission hearing on the application was scheduled for June 10.

110

111 **Chair Hemer** called for additional questions from the Committee. There were none.

112

113 **Chair Hemer** called for applicant rebuttal. There was none.

114

115 **Chair Hemer** closed the public testimony portion of the meeting.

116

117 **The Committee** discussed the proposal.

- 118 • Agreed that continuing the use of the existing lighting fixtures was appropriate, as the
119 site was not adjacent to downtown Milwaukie.
120 • Felt that the application met the approval criteria.

121

122 **DLC Member Sherry Grau** moved to recommend approval of DR-14-03 and the
123 recommended findings and conditions of approval. **DLC Member Fossen** seconded the
124 motion. The motion was approved unanimously.

125

126 **6.0 Worksession Items - None**

127

128 **7.0 Other Business/Updates**

129

7.1 Officer Elections

130 **Ms. Alligood** noted that since Chair Hemer was being appointed to the Planning Commission,
131 the Committee would need to elect a new Chair and Vice Chair.

132 **DLC Member Fossen** nominated **DLC Member Grau** for the position of Chair. **DLC**
133 **Member Val Ballestrem** seconded the motion. The motion was approved unanimously.

134 **DLC Member Hemer** nominated **DLC Member Ballestrem** for the position of Vice Chair.
135 **DLC Member Fossen** seconded the motion. The motion was approved unanimously.

136

137 7.2 June Meeting

138 **Ms. Alligood** noted that there were no agenda items scheduled for June 2, and suggested the
139 DLC cancel the meeting. **The Committee** agreed.

140

141 **8.0 Design and Landmarks Committee Discussion Items - None**

142

143 **9.0 Forecast for Future Meetings:**

144 June 2, 2014 1. Cancelled

145 July 7, 2014 1. TBD

146

147

148 Meeting adjourned at approximately 8:33 p.m.

149

150

151

152

Respectfully submitted,

153

154

Li Alligood, Associate Planner

155

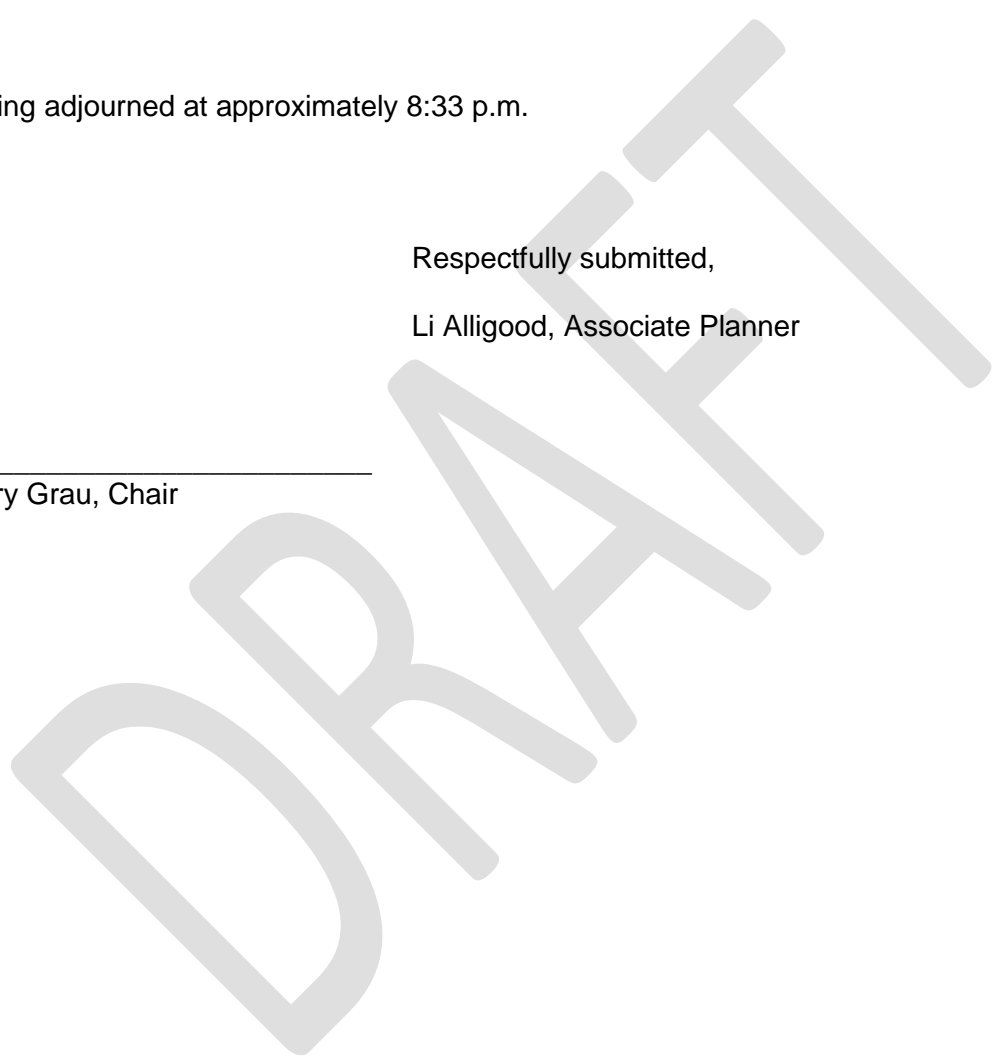
156

157

158

159

Sherry Grau, Chair





MILWAUKIE

Dogwood City of the West

To: Design and Landmarks Committee

Through: Dennis Egner, Planning Director

From: Li Alligood, Senior Planner

Date: September 29, 2014, for October 6, 2014, Worksession

Subject: Moving Forward Milwaukie Briefing #3: Downtown Design Standards

ACTION REQUESTED

None. This is a briefing for discussion only. This is the third project briefing, and the first of two briefings on the draft downtown design standards and design review process. These briefings are in anticipation of the first public hearing on draft plan and code amendments, currently scheduled for November 25, 2014.

BACKGROUND INFORMATION

The *Moving Forward Milwaukie: Enhancing our Commercial Districts* (MFM) project began in July 2013 and will continue into early 2015. The project was preceded by the *Fresh Look Milwaukie: Downtown Road Map* project (January – June 2013). The goal of the MFM project is to achieve appropriate development and redevelopment in the city's commercial areas by removing barriers and creating incentives.

The MFM project is focused on bringing new activity to Milwaukie's commercial districts: downtown, central Milwaukie, and the neighborhood main streets of 32nd & 42nd Avenues. The major phases of the project are:

- Market Study (completed December 2013);
- Opportunity Site Development Concepts (completed March 2014);
- Downtown and Central Milwaukie Action & Implementation Work Program (completed September 2014);
- Downtown Plan and Code Amendments (anticipated fall/winter 2014);
- Central Milwaukie Land Use & Transportation Plan (anticipated fall/winter 2014);
- Central Milwaukie Plan and Code Amendments (anticipated fall/winter 2014); and,

- Neighborhood Main Streets Plan and Code Amendments (anticipated spring 2015)

A. History of Prior Actions and Discussions

- **February 11, 2014:** In a joint meeting with the Planning Commission, the Committee was briefed on the opportunity site development concepts, including building form and financial feasibility, and provided input into the final versions.
- **August 5, 2013:** The Committee was briefed on the project overview and schedule.

KEY DISCUSSION ITEMS

The Downtown and Riverfront Land Use Framework Plan ("Framework Plan"), which is the adopted vision for downtown Milwaukie, describes 3 "fundamental concepts":

1. Anchors and Attractors – businesses at either end of Main Street that draw substantial pedestrian traffic and provide additional customers for downtown businesses.
2. Main Street as a healthy retail street – establishing a "lively storefront retail character with a pedestrian emphasis and 24-hour use." Key land use components of this character include:
 - Retail on both sides of the street
 - Continuous retail facades with no interruptions
 - Anchor retail at both ends of Main Street
 - Retail on all four corners of intersections
3. Connecting downtown to the river – signalized pedestrian connections to the riverfront and development of Riverfront Park.

These fundamental concepts are implemented through a combination of use, development, and design standards. Staff will provide briefings in October and November touching on the urban design aspects of the downtown regulations and proposed changes to those regulations, as well as potential revisions to the downtown design review process.

This briefing will focus on an overview of urban design considerations for downtown Milwaukie.

A. Urban design concepts

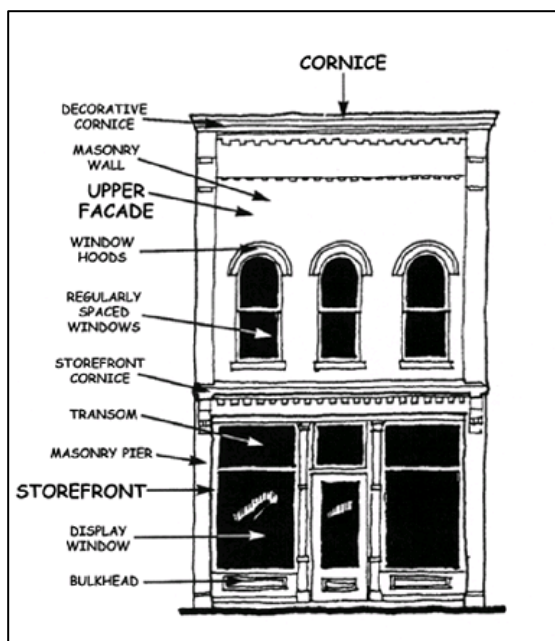
In addition to use standards, the fundamental concepts of the Framework Plan are implemented through development and building design standards. Generally, these standards are intended to create a visually interesting, pedestrian-friendly, vibrant downtown district.

Like many communities in the area, much of downtown Milwaukie developed during the "streetcar era" of the early 1900s. Traditional commercial development of the era shared several common features:

- 2-4 story buildings constructed of brick or wood
- Commercial façade consisting of three parts (see Figure 1):
 - Storefront with display windows: A basic retailing strategy is to draw people in by allowing them to see the merchandise and activity within the store.

- Upper façade: With regularly-spaced windows; typically included offices or housing.
- Cornice or top: Visually "caps" or finishes the building. Can also serve as a visual screen for rooftop mechanical equipment.
- Built to the sidewalk ("zero setback")
 - Continuous "street wall" is created by buildings located at the same setback. This provides a sense of formality and enclosure for the pedestrian.

Figure 1. Traditional façade components.



Many of Milwaukie's current downtown development and design standards are intended to continue this traditional development pattern by requiring a certain percentage of ground floor windows and doors, the use of specific exterior materials, and interior dimensional standards for new development.

At the September 23 joint meeting of the Planning Commission and City Council, Matt Arnold of SERA Architects presented an overview of key design features and their role in creating a pedestrian-friendly downtown environment (see Attachment 1). The presentation and discussion can also be viewed at online at www.milwaukieoregon.gov/planning/planning-commission-city-council-joint-session.

At the October 6 meeting, staff will provide an overview of these key design considerations for downtown, and potential revisions to the downtown design standards (see Attachment 2 for the existing downtown development and design standards).

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	DLC Packet	Public Copies	E- Packet
1. SERA Architects presentation, <i>Downtown Urban Design: Considerations for Design and Development Standards</i> , dated September 23, 2014	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. MMC 19.304 Downtown Zones	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

DLC Packet = paper materials provided to Design and Landmarks Committee 7 days prior to the meeting.

Public Copies = paper copies of the packet available for review at City facilities and at the Design and Landmarks Committee meeting.

E-Packet = packet materials available online at <http://www.milwaukieoregon.gov/planning/design-and-landmarks-committee-40>.



DOWNTOWN URBAN DESIGN

CONSIDERATIONS FOR DESIGN & DEVELOPMENT STANDARDS

23 September 2014



Design buildings, façades, and streetscape features to a “**human scale**” – with details, materials, and workmanship that is aesthetically appealing as well as comfortable to pedestrians.



A: PEDESTRIAN-ORIENTED RETAIL STOREFRONTS

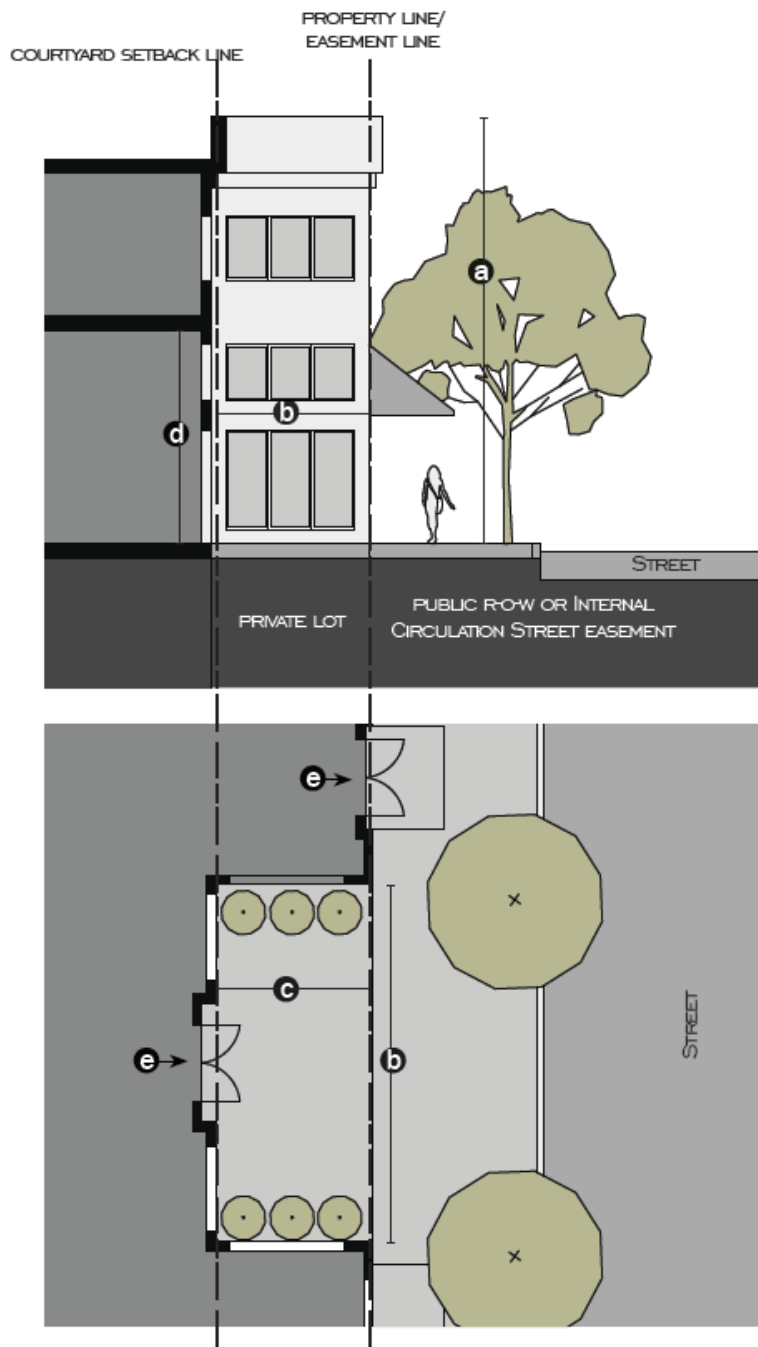


STREET WALL



GRANTS PASS, OR

STREET WALL



- a** building height = 20 ft min
- b** courtyard length = 20 ft min/50% of building frontage max
- c** courtyard setback = 10 ft min/30 ft max
- d** ground floor height = 15 ft min floor-to-ceiling
- e** primary entry

STREET WALL



PORTLAND, OR

STREET WALL



MAIN STREET RHYTHM

PORTLAND, OR



**MAIN STREET
RHYTHM**

PORTLAND, OR



Incorporate cohesive and repetitive architectural elements into the design of street-facing facades as a way of giving meaning to the building and enhancing the pedestrian realm



- a** Primary entry door oriented to street or public space
- b** Entrance is covered and/or recessed behind facade
- c** Min 3'; Max 6' projection
- d** Max 6' balcony/deck projection
- e** Min 10' clearance
- f** Min 60% windows
- g** Min 30% windows
- h** Upper windows vertically oriented

ARCHITECTURAL BAYS & FENESTRATION

PEDESTRIAN-ORIENTED GROUND FLOOR

Design street and sidewalk-facing storefronts and entries to be inviting, visible (transparent), and easily accessible to passing pedestrians, bicyclists, and motorists



PORTLAND, OR

PEDESTRIAN- ORIENTED GROUND FLOOR



LAWRENCE, KS

ENTRANCE LOCATION



PORTLAND, OR

REINFORCE THE CORNER



MONTREAL, QUE.

CHAMFERED CORNER ENTRANCE



PORTLAND, OR

CHAMFERED CORNER ENTRANCE





1030

PORTLAND, OR



WEATHER PROTECTION VS. ARCHITECTURE

URBAN Fondue



PORTLAND, OR



**WEATHER
PROTECTION**



WEATHER PROTECTION



PORTLAND, OR

Integrate **lighting & signage** into the overall composition of the façade and streetscape





PORTLAND, OR

GROUND-FLOOR COMMERCIAL STOREFRONTS

B: MIXED USE AND DOWNTOWN RESIDENTIAL DESIGN



PORTLAND, OR

VERTICAL MIXED-USE



PORTLAND, OR

VERTICAL MIXED-USE



PORTLAND, OR

ROWHOUSE



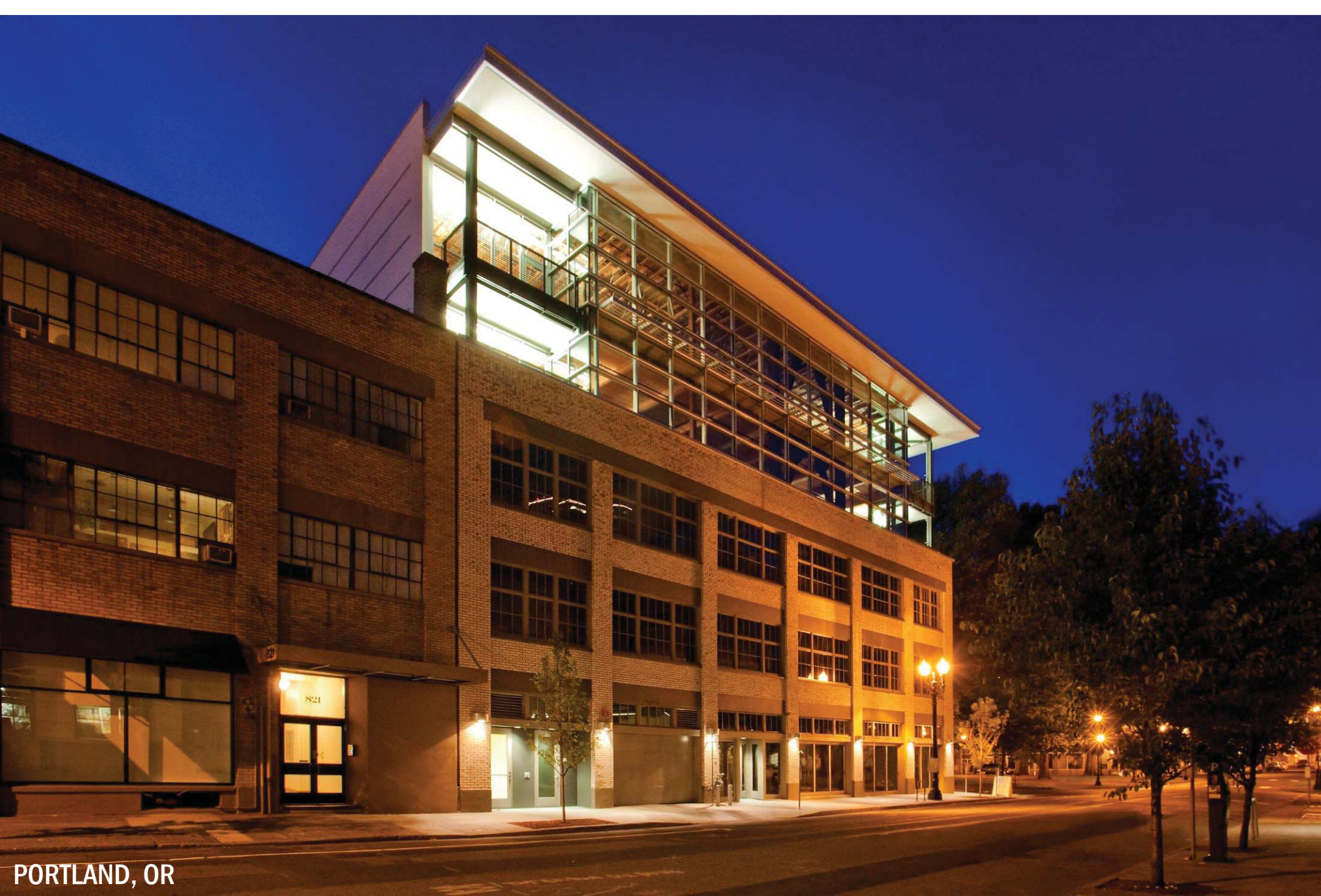
LIVE / WORK

BEND, OR



PORTLAND, OR

ADAPTIVE RE-USE



PORTLAND, OR

ADAPTIVE RE-USE



ADAPTIVE RE-USE

PORTLAND, OR



ADAPTIVE RE-USE



**ADAPTIVE
RE-USE**



PORTLAND, OR

ADAPTIVE RE-USE



DUPONT, WA

SCALE



REDMOND, OR

SCALE



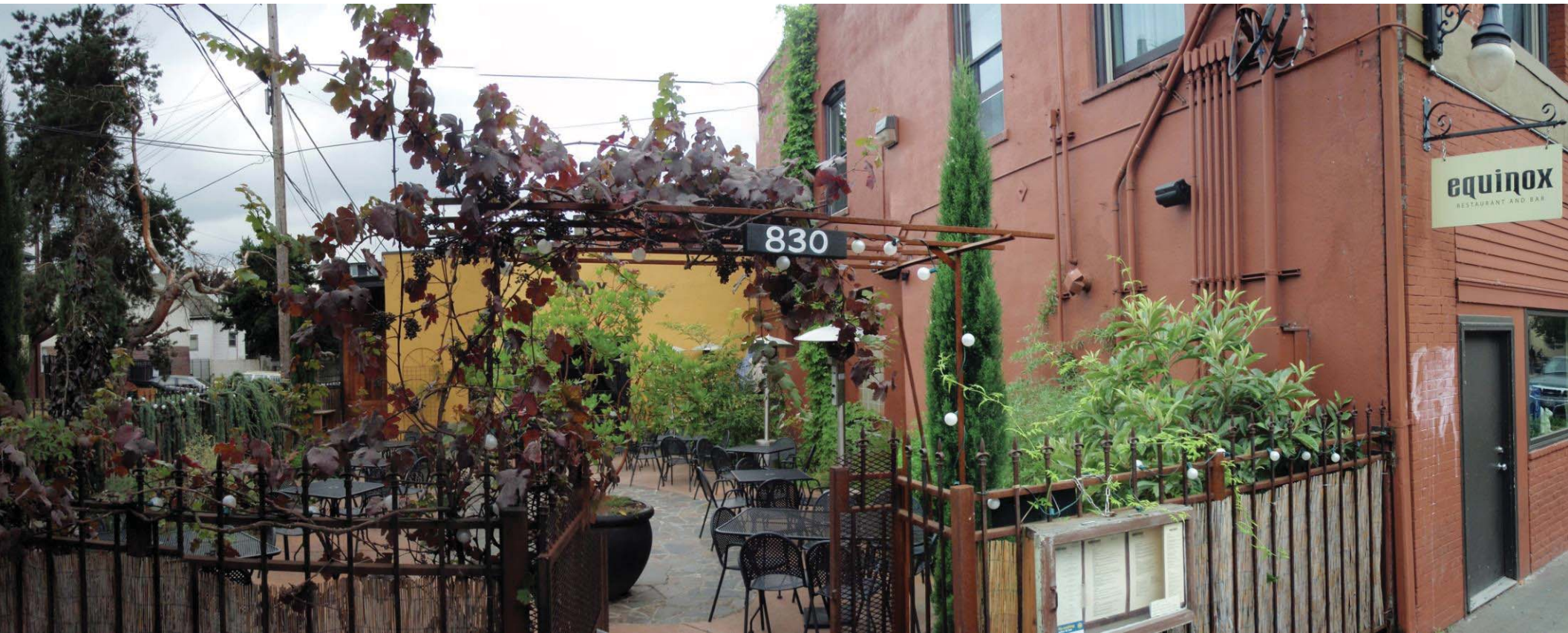
PORTLAND, OR

OPEN SPACE



OPEN SPACE

PORTLAND, OR



PORTLAND, OR

OUTDOOR DINING

LANDSCAPE / STREETScape



PORTLAND, OR

C: BUILDING DESIGN



- A** “Base”
- B** “Middle”
- C** “Top”
- D** Belt course / string course
- E** Building entrance is covered and/or recessed behind facade
- F** Architectural bay (maximum 30 ft. on center)
- G** Ground floor windowsill / base
- H** Column / pilaster / post
- I** Minimum 60% windows for ground floor commercial
- J** Minimum 30% vertically-oriented windows
- K** Projecting cornice / parapet

ARCHITECTURAL ELEMENTS



Cornice

Quoin

Lintel

Sill

Storefront

Chamfered
Corner

Pronounced
Entrance

Transom
Windows

Engaged
Column

Architectural
Bay

REDMOND, OR

ARCHITECTURAL ELEMENTS

Sign Frieze

Cornice

Blade Sign

Engaged Column

Transom Windows

Window Mullions

Architectural Bay

Strong Base /
Raised Window Sill

Pronounced Entrance



REDMOND, OR



MONMOUTH, OR

TRI-PARTITE FACADE



PORT TOWNSEND, WA

CORNICE

CORNICE



PORTLAND, OR

CORNICE



PORTLAND, OR

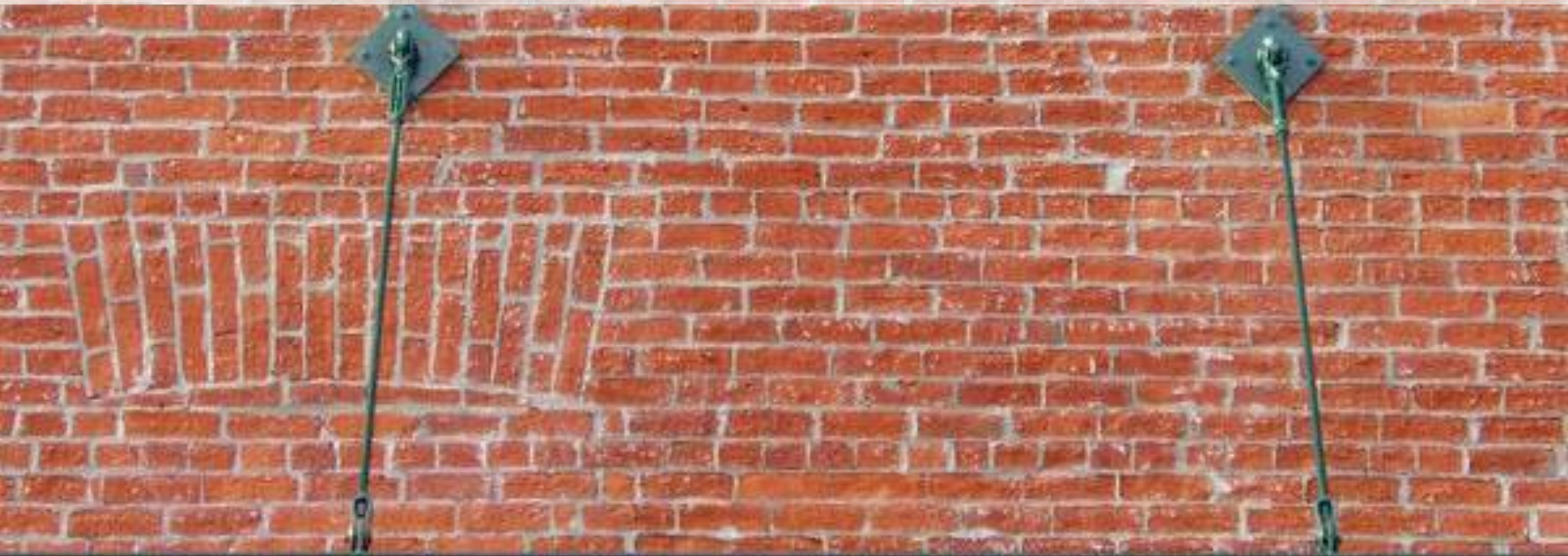
CORNICE?



PORTLAND, OR

MATERIALS

Use building materials and construction practices that evoke a sense of permanence and are compatible with existing and/or historic buildings





MATERIALS

Where possible use materials in a manner that reflects the surrounding region

MATERIALS



PORTLAND, OR

MATERIALS



PORTLAND, OR

MATERIALS

- Brick
- Metal
- Terra Cotta
- Stone
- Concrete (& CMU)
- Stucco
- Horizontal Wood
- Wood Shingles
- Board & Batten
- Ceramic Detail



Wood siding



Wood siding



Stone



Terra cotta and brick



Brick



Granite



CMU



Stucco and brick

COLORS

REDMOND, OR





COLORS

- Compatibility w/ Existing Urban Fabric
- Limit Multiple Colors on a Single Building
- Warm, muted colors with low reflectivity for primary facades

Canopy / Awning Colors



Burgundy



Blue



Gray



Bisque

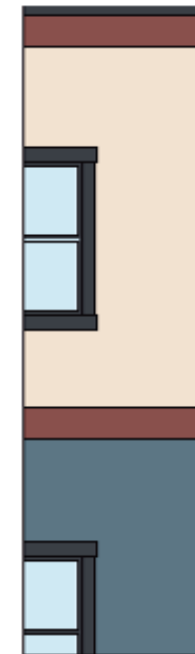
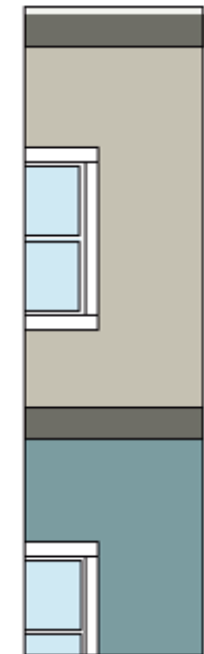
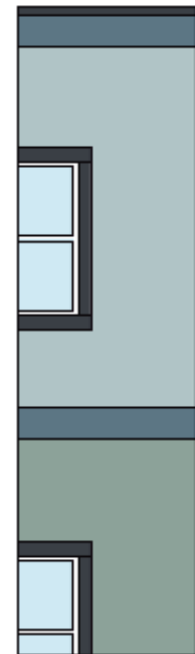
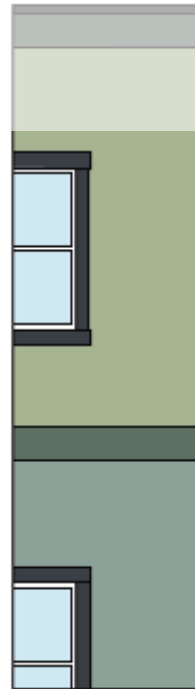
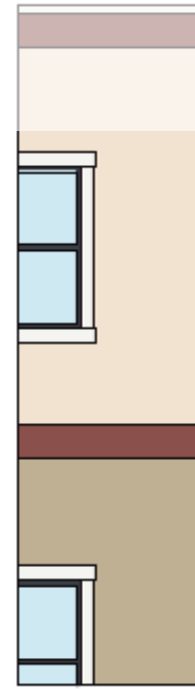


Green



Black

ROSEVILLE, CA





PORTLAND, OR

COMPLEMENTARY BUILDING DESIGN



LAWRENCE, KS

COMPLEMENTARY BUILDING DESIGN



SISTERS, OR

COMPLEMENTARY BUILDING DESIGN



PORTLAND, OR



COMPLEMENTARY BUILDING DESIGN

NEW YORK, NY

D: PEDESTRIAN-ORIENTED STREETSCAPES



SKI TOWN

The Ski Town streetscape is modeled on the character of old towns and mountain resorts throughout the West. This streetscape design celebrates Sisters as a gateway to Central Oregon and as a hub for year-round outdoor recreation. It demonstrates the City's commitment to high-quality development and sense of place.

The Ski Town streetscape design uses an earthy, textural palette of stone, timber, and metal for custom street furniture (light poles, benches, and recycling cans) to reflect the town's character. ADA-compliant pavers with 12-inch concrete banding in the sidewalk and clustered aspen groves along each block face further accentuate Sisters' unique character but are also practical: the pavers are easier to maintain in snowy conditions and the clustered aspen groves provide pedestrians respite from the brilliant summer sun.

CASCADE AVENUE STREETScape PROJECT (SISTERS, OR)
MARCH 2011

Conceptual Design - Subject to Change
Final Version 2011_0315



MAIN ST

The Main Street streetscape is a regional favorite. Elements of this classic traditional design provide the foundation for Main Streets in Madras, Manzanita, Redmond, and Bend. This streetscape design evokes hometown pride by providing a place for people to come together in the community.

The Main Street streetscape design uses a concrete sidewalk with a custom paver band to gently knit all of the different footage conditions within the corridor together. Shady pockets of street trees at the intersections provide a cool place for pedestrians to rest along the streetscape without further narrowing the sidewalk. Traditional site furnishings are durable and economical, yet beautifully complement the city's western architectural character.

CASCADE AVENUE STREETScape PROJECT (SISTERS, OR)
MARCH 2011

Conceptual Design - Subject to Change
Final Version 2011_0315



CASCADIA

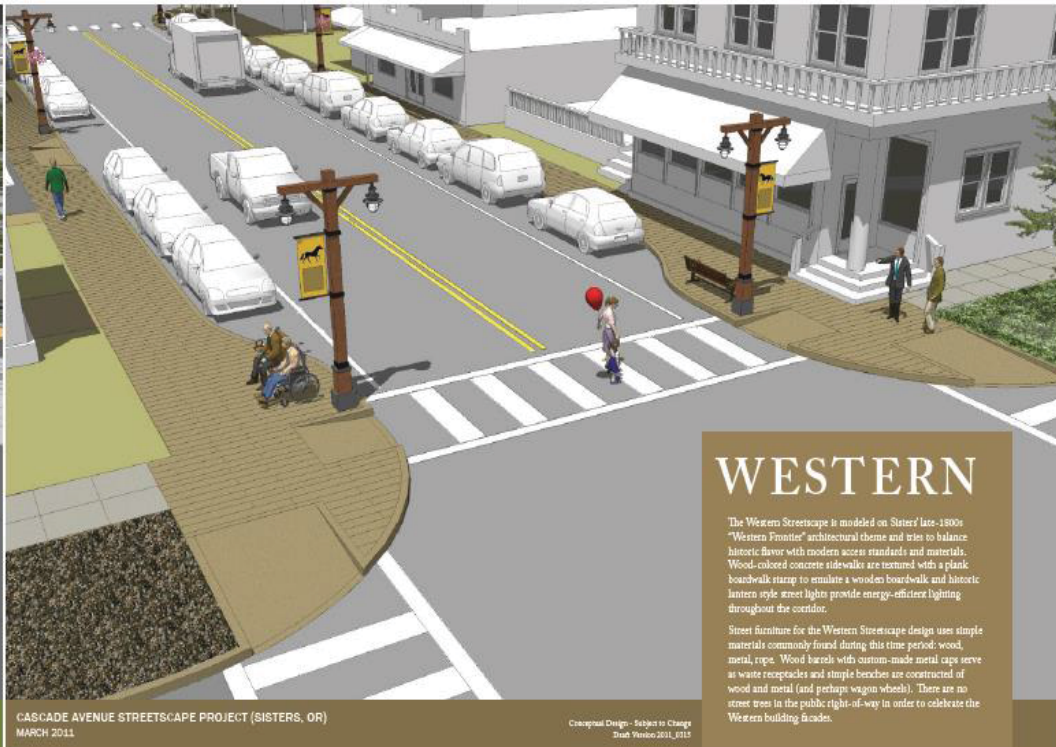
The Cascadia streetscape is a durable and timeless design that integrates a regional materials palette (timber and stone) and theme-adaptive landscaping in deliberate applications along the corridor.

The Cascadia streetscape detailing reinforces the Northwest aesthetic with its choice of materials, site furnishings, and landscaping. The street and sidewalk are both constructed of durable, affordable concrete, but honor the district's existing architectural character with distinct paving patterns.

Custom-made benches and landscape planters at key intersections as well as carefully-selected street light fixtures reinforce the western mountain character of the region. Street trees (with custom tree grates) provide comfort for pedestrians throughout the summer and paint the corridor with brilliant foliage in the fall and spring.

CASCADE AVENUE STREETScape PROJECT (SISTERS, OR)
MARCH 2011

Conceptual Design - Subject to Change
Final Version 2011_0315



WESTERN

The Western Streetscape is modeled on Sisters' late-1800s "Western Frontier" architectural theme and tries to balance historic flavor with modern access standards and materials. Wood-colored concrete sidewalks are textured with a plank boardwalk stamp to emulate a wooden boardwalk and historic lantern style street lights provide energy-efficient lighting throughout the corridor.

Street furniture for the Western Streetscape design uses simple materials commonly found during this time period: wood, metal, rope. Wood barrels with custom-made metal caps serve as waste receptacles and simple benches are constructed of wood and metal (and perhaps wagon wheels). There are no street trees in the public right-of-way in order to celebrate the Western building facades.

CASCADE AVENUE STREETScape PROJECT (SISTERS, OR)
MARCH 2011

Conceptual Design - Subject to Change
Final Version 2011_0315

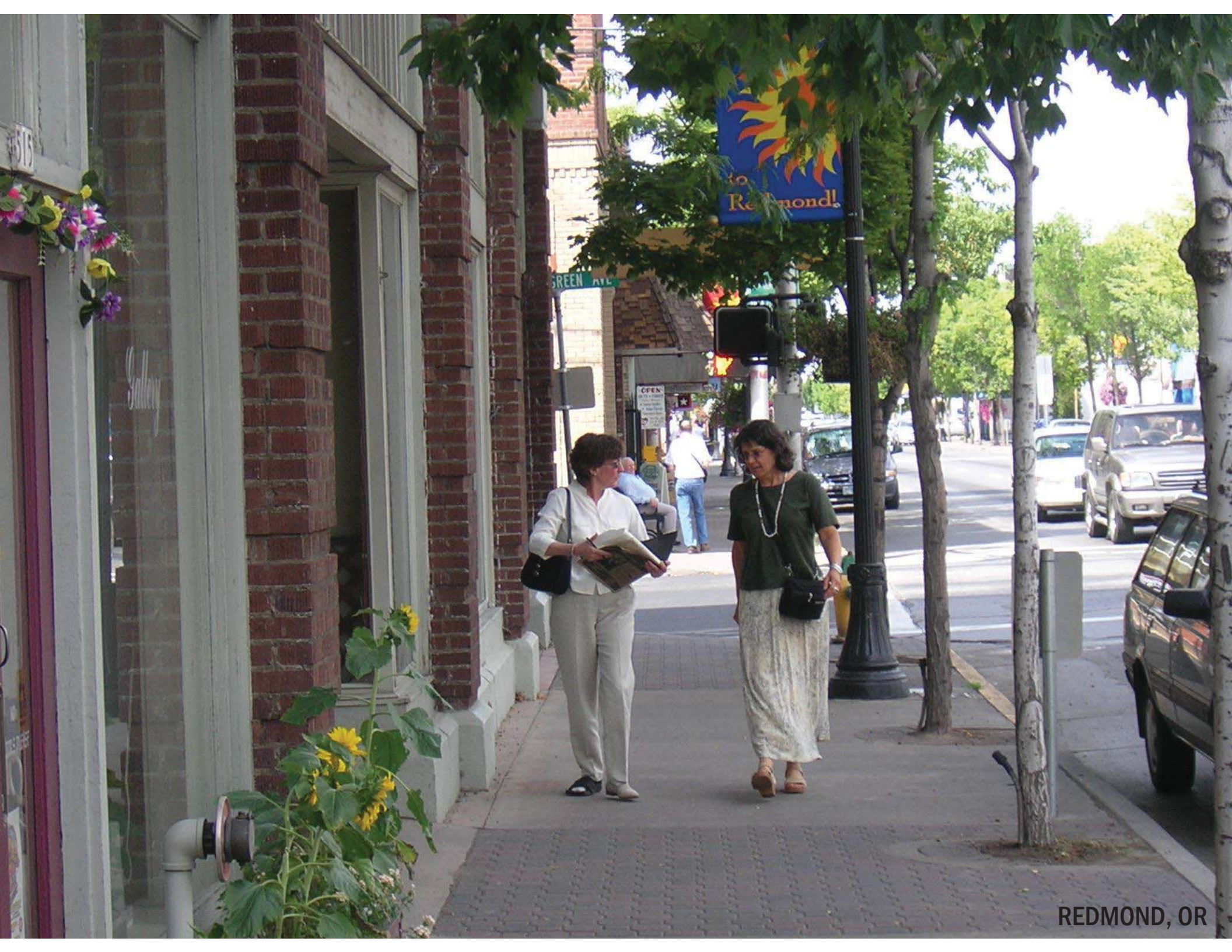


sidewalk	furnishing zone	parking and loading	bike lane	travel lane	travel lane	bike lane	parking and loading	furnishing zone	sidewalk
8'	7'	8'	6'	11'	11'	6'	8'	7'	8'
15'				34'				15'	
pedestrian zone		parking		travel zone			parking	pedestrian zone	



LAKE OSWEGO, OR





REDMOND, OR

CAC: RECOMMENDED



Maglin Site Furniture Inc.
MLB 300M



Maglin Site Furniture Inc.
MLB 300M



Built-in-Place Stone Bench



Maglin Site Furniture Inc.
MLWR 250-32



Welle Flat Top
PALMER GROUP

CAC: RECOMMENDED



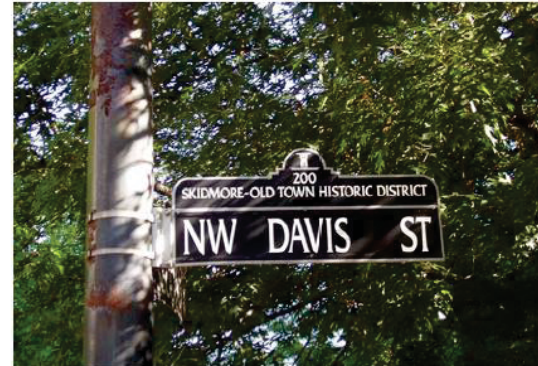
ZED Zenith Z15 Fixture
LUMEC

(City Standard)



Wave Trench Grate
URBAN ACCESSORIES

CAC: Recommended
Additional Elements



BLACK HISTORIC STREET SIGNS
W/ HISTORIC DISTRICT SIGN CAP



BENSON BUBBLER

Potential Future
Enhancements



PORTLAND CITY CTR.
WAYFINDING SIGNAGE



ARTISTIC BLADE SIGN



HANGING FLOWER BASKET



BANNERS ON LIGHT POLES



OUTDOOR CAFE SEATING



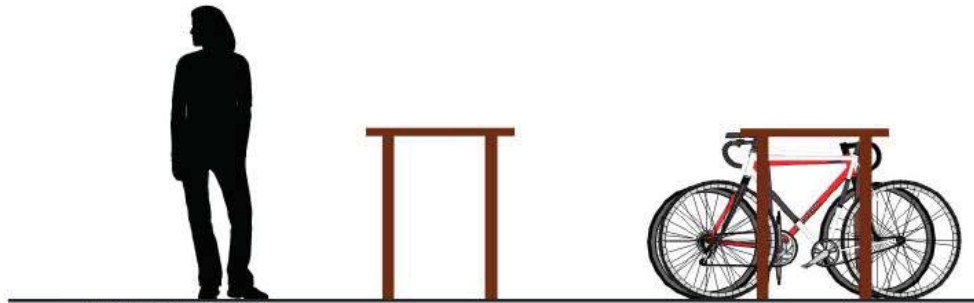
Pedestrian Light Pole w/
Pilaster 'A' (Gateway)



Pedestrian Light Pole w/
Pilaster 'B' (Roadway)



Pedestrian
Wayfinding Sign



Hitching Post Bike Rack



Wood Bench w/ Back & End arms



Stone Veneer Seatwall & Pilaster w/ Precast Concrete Caps & Recessed Wall Light Fixture

ADA Drinking
Fountain with Pet
Bowl



City-approved
Waste
Receptacles



Metal Detectable Warning Panel @ Crosswalks



3'x6' Tree Grate



Concrete Unit Pavers

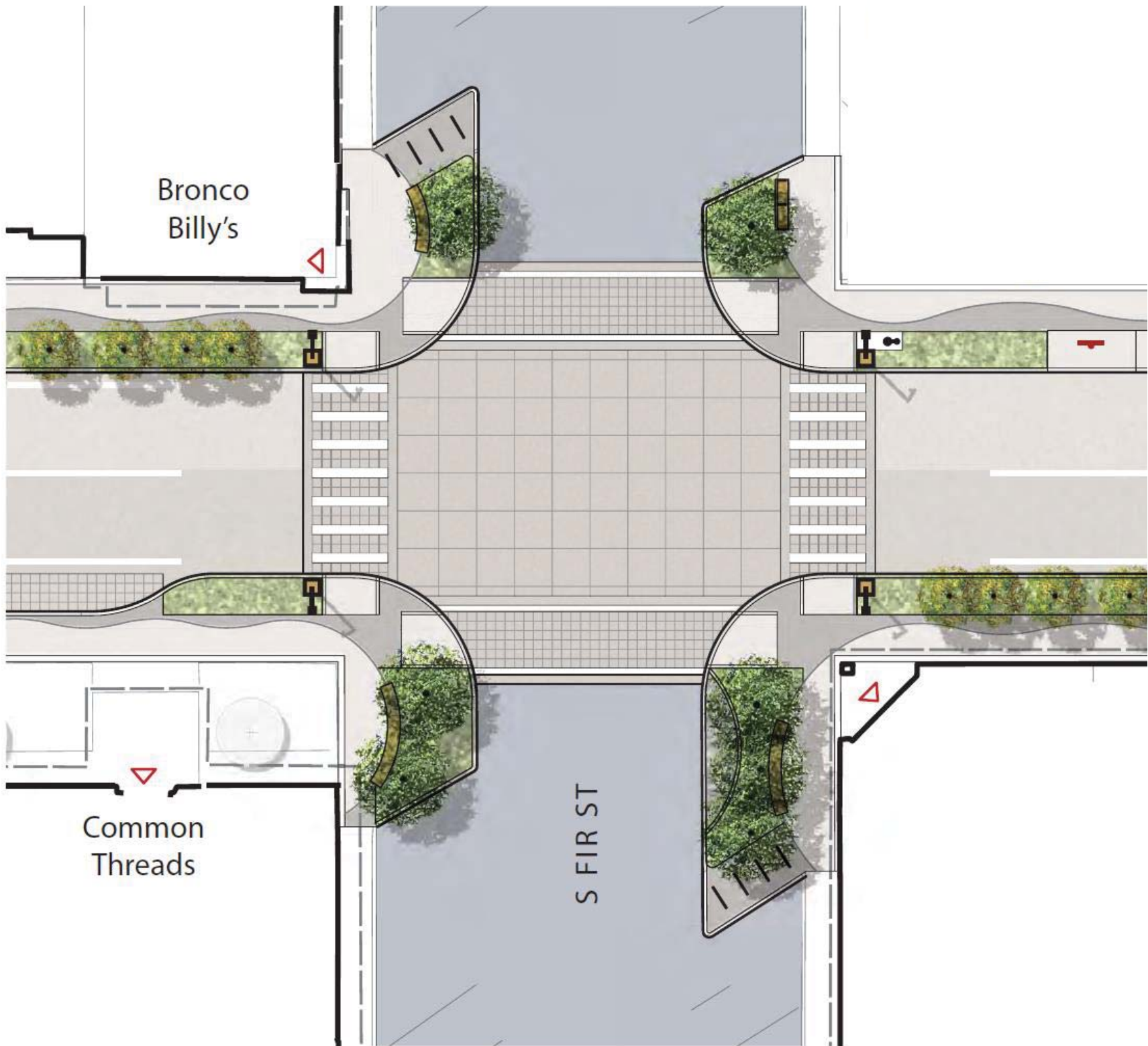


Stone (Mustang Basalt) w/ Metal and Wood Finish samples





PORTLAND, OR



Bronco
Billy's

Common
Threads

S FIR ST



PORTLAND, OR



SAN DIEGO, CA

GATEWAY



NEWPORT, OR

GATEWAY



PENDLETON, OR

GATEWAY

GATEWAY



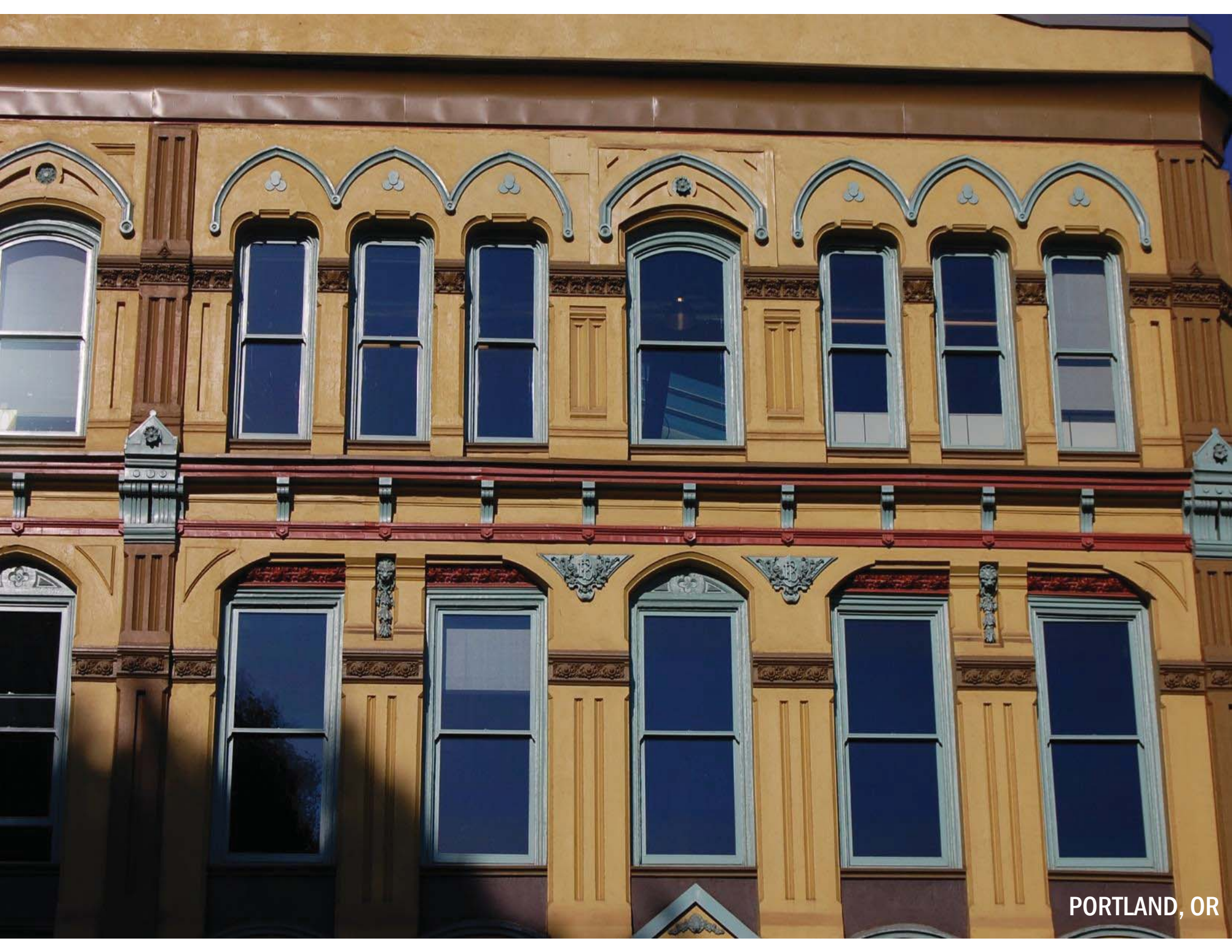
E: ENHANCING IDENTITY THROUGH DESIGN



LEAVENWORTH, WA



CHARLESTON, SC



PORTLAND, OR

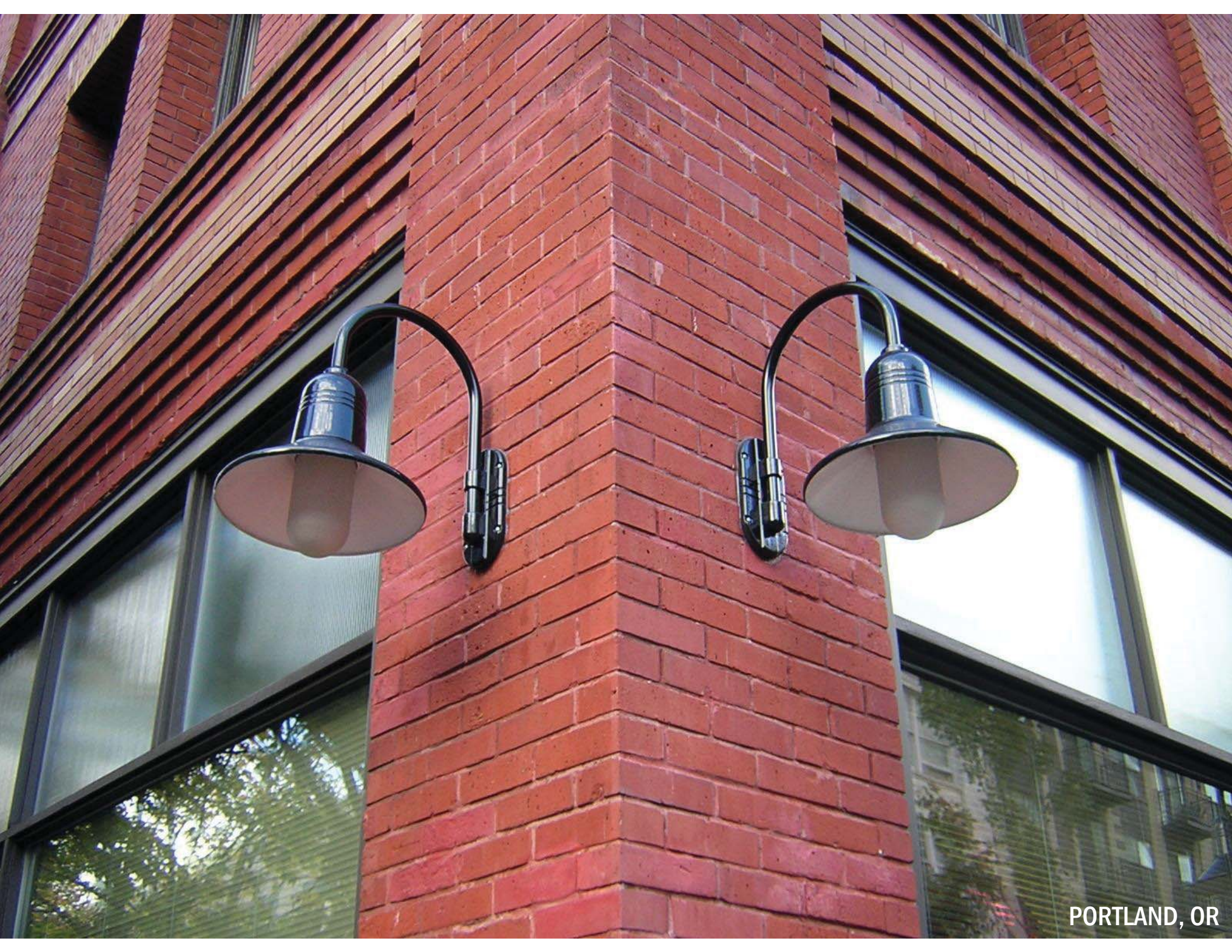


THE DALLES, OR



AUTO. SPKR. STANDPIPE





PORTLAND, OR



PORTLAND, OR



PORTLAND, OR



PORTLAND, OR



PORTLAND, OR



PORTLAND, OR



ROCKLAND, ME



HOLLAND, MI



SILOAM SPRINGS, AR



Matthew Arnold, AICP – Director of Urban Design & Planning – matthewa@serapdx.com
Eric Ridenour, NCARB – Project Architect / Lead Campus Planner – ericr@serapdx.com



19.304 DOWNTOWN ZONES

19.304.1 Purpose

This section of the Zoning Ordinance implements the Downtown and Riverfront Land Use Framework Plan, Milwaukie Comprehensive Plan, and Town Center Master Plan. The downtown and riverfront area is envisioned as the focus of the community. Five zones are designated to reflect the distinctions between different areas of the Downtown and Riverfront Land Use Framework Plan. Specific development standards, public area requirements, and design standards are adopted for the downtown zones to assure an active, attractive, and accessible environment for shoppers, employees and residents.

19.304.2 Characteristics of the Downtown Zones

Five specific zones are adopted to implement the Downtown and Riverfront Land Use Framework Plan. The zones are shown on Figure 19.304-1. The “Zoning Map of Milwaukie, Oregon” provides a larger-scale map of zone boundaries. The zones reflect the varied land uses, densities, and urban design character planned for different areas, as described and illustrated in the Downtown and Riverfront Land Use Framework Plan. The characteristics of the individual zones are described below.

A. Downtown Storefront (DS)

The Downtown Storefront Zone is established to preserve and enhance the commercial “Main Street” character of downtown Milwaukie, ensuring that new development in areas designated DS is compatible with this desired character. This zone allows a full range of retail, service, business, and residential uses. Retail or restaurant uses are required as the predominant uses on the ground floors of buildings fronting on Main Street. Residential uses are allowed only on upper floors. Warehousing and industrial uses are not allowed. The desired character for this zone includes buildings that are built to the right-of-way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots. A “Village Concept Area” has been established in the DS Zone to allow a broader mix of uses on the site at the northeast corner of Main and Harrison streets. These uses include rowhouses and multifamily buildings.

B. Downtown Commercial (DC)

The Downtown Commercial Zone is established to allow auto-accommodating commercial development in the area between McLoughlin Boulevard and Main Street, north of Harrison Street. A range of retail, service, office, and residential uses is permitted to support a gradual transition to higher densities and a greater mix of uses. Boulevard enhancements will improve the visual character of McLoughlin Boulevard and provide a link to the riverfront and adjacent downtown zones. The desired character for this zone includes buildings that engage at least 1 street right-of-way and include a pedestrian-oriented entry and well-landscaped parking lots.

C. Downtown Office (DO)

The Downtown Office Zone is established to provide for office, entertainment, and hotel uses along high-visibility major arterial streets, as designated by the City of Milwaukie’s Transportation System Plan. The desired character for this zone will vary depending on the nature of the proposed use and individual site features.

D. Downtown Residential (DR)

The Downtown Residential Zone is established to increase housing opportunities in close proximity to downtown shopping, transit, and open space amenities. The major types of new

19.304

housing will be apartments and condominiums. Minimum densities of 30 units per acre will assure that land is used efficiently and will increase the customer base for nearby businesses. Additionally, the higher densities will support urban features such as parking under structures and durable building materials. Development at minimum densities of 10 units per acre up to a maximum of 30 units per acre will be permitted in the Downtown Residential Transition Area to provide a transition to lower-density residential zones. The desired character for the Downtown Residential Zone includes buildings located close to and oriented to the public sidewalk, with off-street parking located under or internal to building sites.

E. Downtown Open Space (DOS)

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

19.304.3 Uses

A. Permitted Uses

Uses allowed in the downtown zones are listed in Table 19.304.3 with a “P.” These uses are allowed if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.

Table 19.304.3 Downtown Zones—Uses					
Use Categories	Downtown Storefront	Downtown Commercial	Downtown Office	Downtown Residential	Downtown Open Space
Residential					
Rowhouse	L[1]	N	N	L[1]	N
Multifamily	L[10]	P	N	P	N
Second-floor housing	P	P	P	P	N
Senior and retirement housing	N	P	N	P	N
Commercial/Office¹					
Automobile repair	N	L[2]	N	N	N
Commercial recreation	P	P	P	N	N
Eating/drinking establishment	P	P	L[3]	N	N
Financial institution	P	P	P	N	N
Hotel/motel	N	P	P	N	N
Manufacturing and production	L[11]	L[11]	L[11]	L[11]	N
Office, professional and administrative	L[4]	P	P	L[5]	N
Parking facility	P	P	P	N	L[6]
Personal/business services	L[7]	P	P	L[5]	N
Retail trade	P	P	L[3]	L[5]	N
Theater	P	P	P	N	N

Table 19.304.3 CONTINUED Downtown Zones—Uses					
Use Categories	Downtown Storefront	Downtown Commercial	Downtown Office	Downtown Residential	Downtown Open Space
Other					
Community service uses	L[8]	L[8]	L[8]	L[8]	L[8]
Day care/childcare	L[9]	L[9]	L[9]	L[9]	N
Marinas, boat ramp	N	N	N	N	P
Parks, plazas, open space	P	P	P	P	P

B. Limited Uses

Uses that are allowed subject to limitations are listed in Table 19.304.3 with an “L.” These uses are allowed if they comply with the limitations listed in Subsection 19.304.3.G below, and if they comply with the development and design standards, any applicable design guidelines, and other regulations of this title.

C. Nonconforming Uses

Existing structures and uses that do not meet the standards for a particular downtown zone may continue in existence. Alteration of a nonconforming use or structure that is not in compliance with applicable standards shall be subject to the provisions of Chapter 19.800 Nonconforming Uses. For privately owned property with legal nonconforming uses and structures within the Downtown Open Space Zone, Subsection 19.803.2 is not applicable, but all other provisions of Chapter 19.800 shall apply.

D. Prohibited Uses

Uses listed in Table 19.304.3 with an “N,” or uses not listed above, are prohibited as new uses.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. Accessory uses include but are not limited to restrooms in City parks and refreshment stands at the library.

F. Similar Uses

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to a listed use in Table 19.304.3. The unlisted use shall be subject to the standards applicable to the similar listed use.

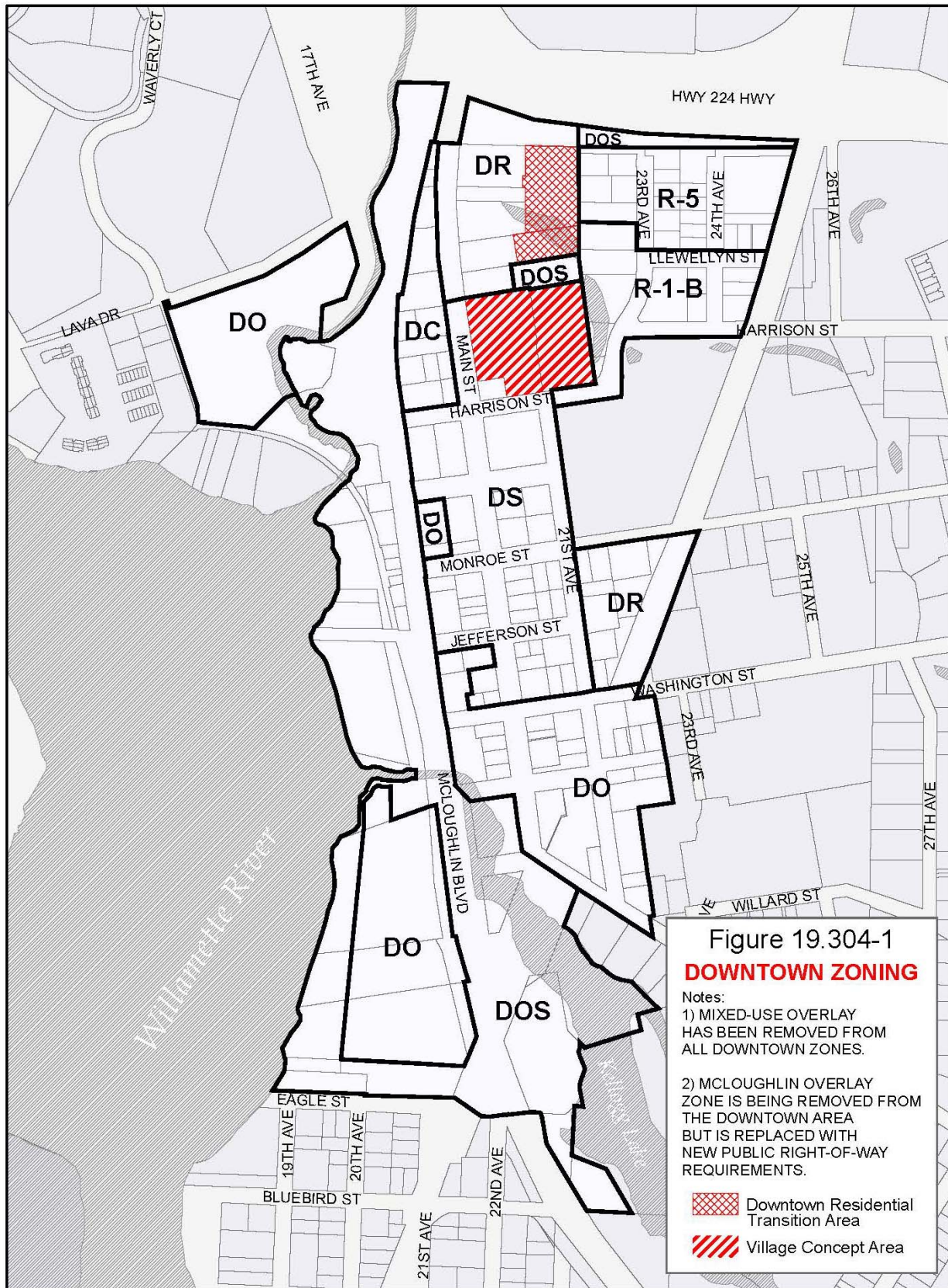
G. Use Limitations

The following provisions describe the use limitations and correspond with the footnote numbers for uses listed with an “L” in Table 19.304.3.

1. Townhouse development is permitted only in a limited area of the Downtown Residential Zone as identified on the Zoning Map (see “Downtown Residential Transition Area” on Figure 19.304-1). This limited use provision is intended to provide an opportunity for owned, attached housing at a minimum density of 10 units per acre. Townhouse development is permitted only in a limited area of the Downtown Storefront Zone as identified on the Zoning Map (see “Village Concept Area” on Figure 19.304-1).

Townhouses shall not be located within 50 ft of the Main Street frontage within the “Village Concept Area.”

2. Automobile/motor vehicle repair (excluding body and fender repair and painting) is permitted in the Downtown Commercial Zone when conducted within a completely enclosed building.
3. In the Downtown Office Zone, eating and drinking establishments and retail trade uses are limited to 5,000 sq ft in floor area per use on the ground floor. An additional 5,000 sq ft in floor area per use on the ground floor is allowed for manufacturing or production areas associated with, and accessory to, eating or drinking establishments or retail trade uses. For purposes of this subsection, manufacturing and production involve goods that are sold or distributed beyond or outside of the associated on-site eating or drinking establishment or retail trade use. For example, a brewing facility that distributes or sells its products elsewhere would be considered a manufacturing and production use, while a restaurant kitchen that prepares food that is purchased on-site would not be considered manufacturing or production.
4. In the portions of the Downtown Storefront Zone where ground-floor retail/restaurant uses are required (see Figure 19.304-2), office uses are only allowed on or above the second floor.
5. Office, personal service, and retail trade uses in the Downtown Residential Zone may only be developed as part of a mixed use building that includes housing. Office, personal service, and retail trade uses in the Downtown Residential Zone are limited to the ground floor; and an individual office, personal service, or retail use may not exceed 5,000 sq ft in floor area. Home occupations are permitted in accordance with Section 19.507 of this title.
6. Parking facilities in the Downtown Open Space Zone are limited to surface lots.
7. In the portions of the Downtown Storefront Zone where ground-floor retail/restaurant uses are required (see Figure 19.304-2), personal/business service uses are limited to a maximum of 25% of the ground floor area of an individual building.
8. A new community service use, or expansion/alteration of an existing community service use, may be permitted if approved under Section 19.904 and shall comply with the development and design standards of this section.
9. Day care and childcare uses are limited to 3,000 sq ft.
10. Multifamily building development is permitted only in a limited area of the Downtown Storefront Zone as identified on the Zoning Map. See “Village Concept Area” on Figure 19.304-1.
11. Manufacturing and production are only permitted in combination with a retail or eating/drinking establishment use.



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19.304.4 Development Standards**A. Purpose**

The development standards address several issues of particular importance to maintaining the appropriate character for the downtown zones. Table 19.304.4 summarizes the development standards that apply in the downtown zones.

Table 19.304.4 Downtown Zones—Development Standards					
Standard	Downtown Storefront	Downtown Commercial	Downtown Office	Downtown Residential	Downtown Open Space
1. Minimum lot size	750 sq ft	10,000 sq ft	5,000 sq ft	750/5,000 sq ft ¹	None
2. Minimum street frontage	15'	30'	30'	15'/30' ¹	None
3. Floor area ratio Minimum Maximum	1:1 4:1	0.3:1 2:1	0.5:1 3:1	NA NA	NA NA
4. Building height (see Figure 19.304-3) Minimum Maximum	35' 45'-55'	25' 55'	25' 65'	None 45'-65'	None None
5. Residential density Minimum Maximum	None None	None None	None None	10-30 U/Acre None	None None
6. Street setback (see Figure 19.304-4) Minimum Maximum	0' 10'	0' 50'	0' 10'	0' None	0' None
7. Other setbacks (side and rear)	None	None	None	15' ²	None
8. Ground-floor retail with limited personal/business services (see Figure 19.304-2)	Yes	Yes	Yes	No	No
9. Ground-floor windows/doors (see Figure 19.304-5)	Yes	Yes	Yes	No	No
10. Drive-through facilities	No	No	No	No	No
11. Off-street parking required	No	Yes	No/Yes ³	Yes	Yes
12. Landscaping	None	10%	None	15%	20%

¹ Townhouse lots may be as small as 750 sq ft, with a minimum street frontage of 15 ft. All other lots created in the DR Zone shall be a minimum of 5,000 sq ft, with a minimum street frontage of 30 ft.

² Setbacks are required only where the DR Zone abuts a lower-density residential zone.

³ Off-street parking is not required in the DO Zone to the north of Washington Street and east of McLoughlin Boulevard. Off-street parking is required in the DO Zone located outside of this boundary.

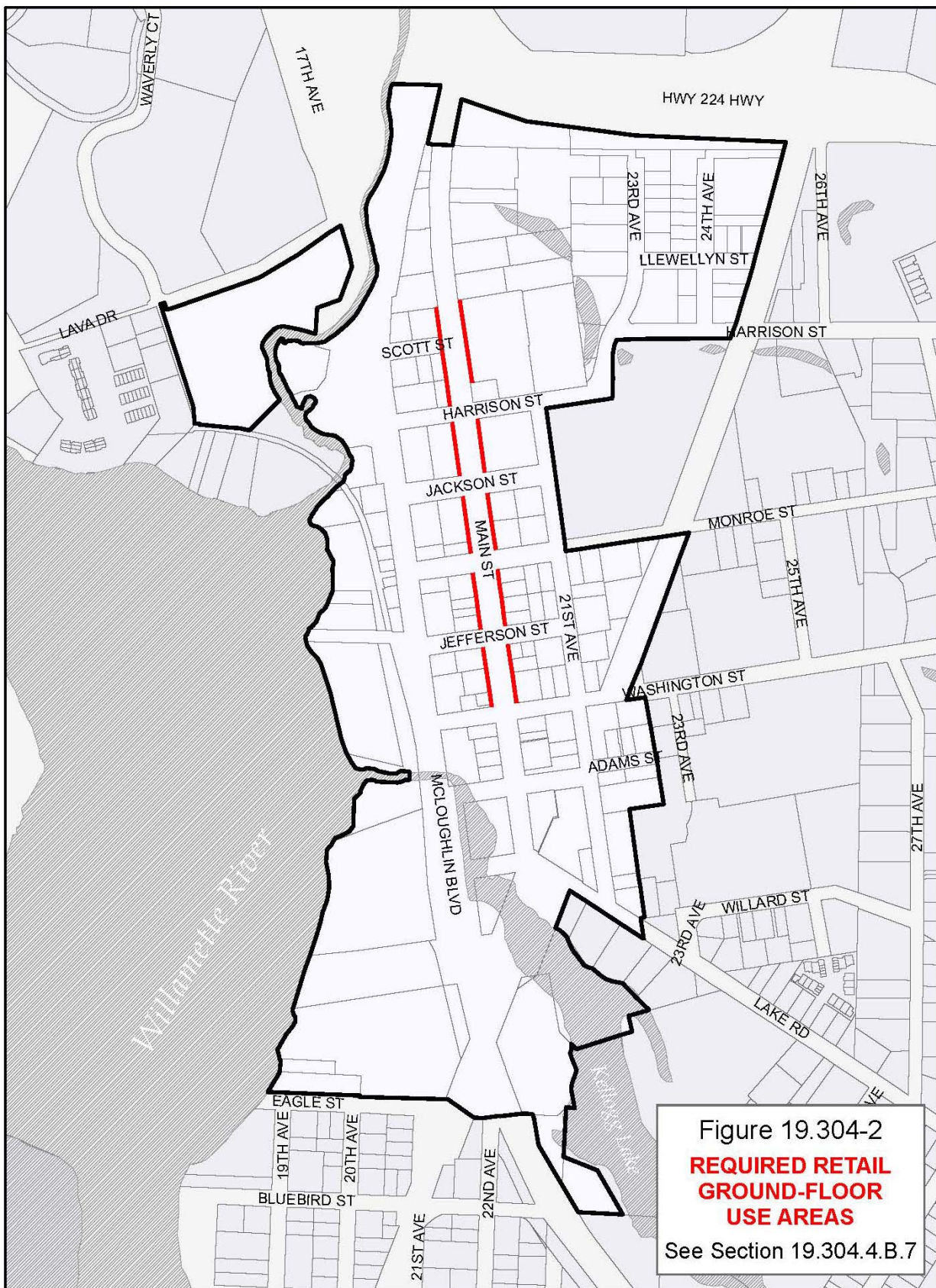
Table 19.304.4 is supplemented by the explanation of the development standards provided in Subsection 19.304.4.B below, and the following figures:

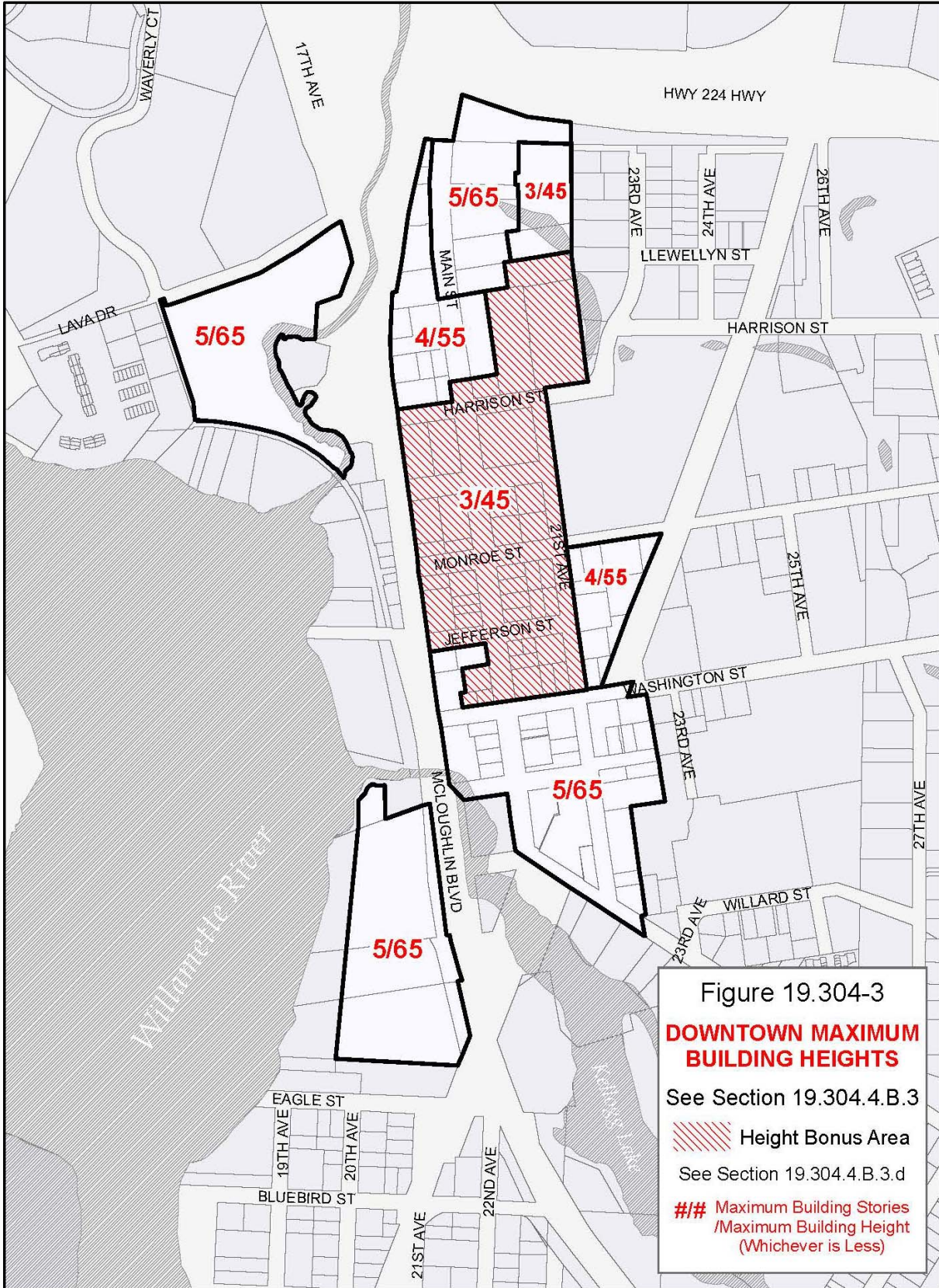
Figure 19.304-2—Required Retail Ground-Floor Use Areas

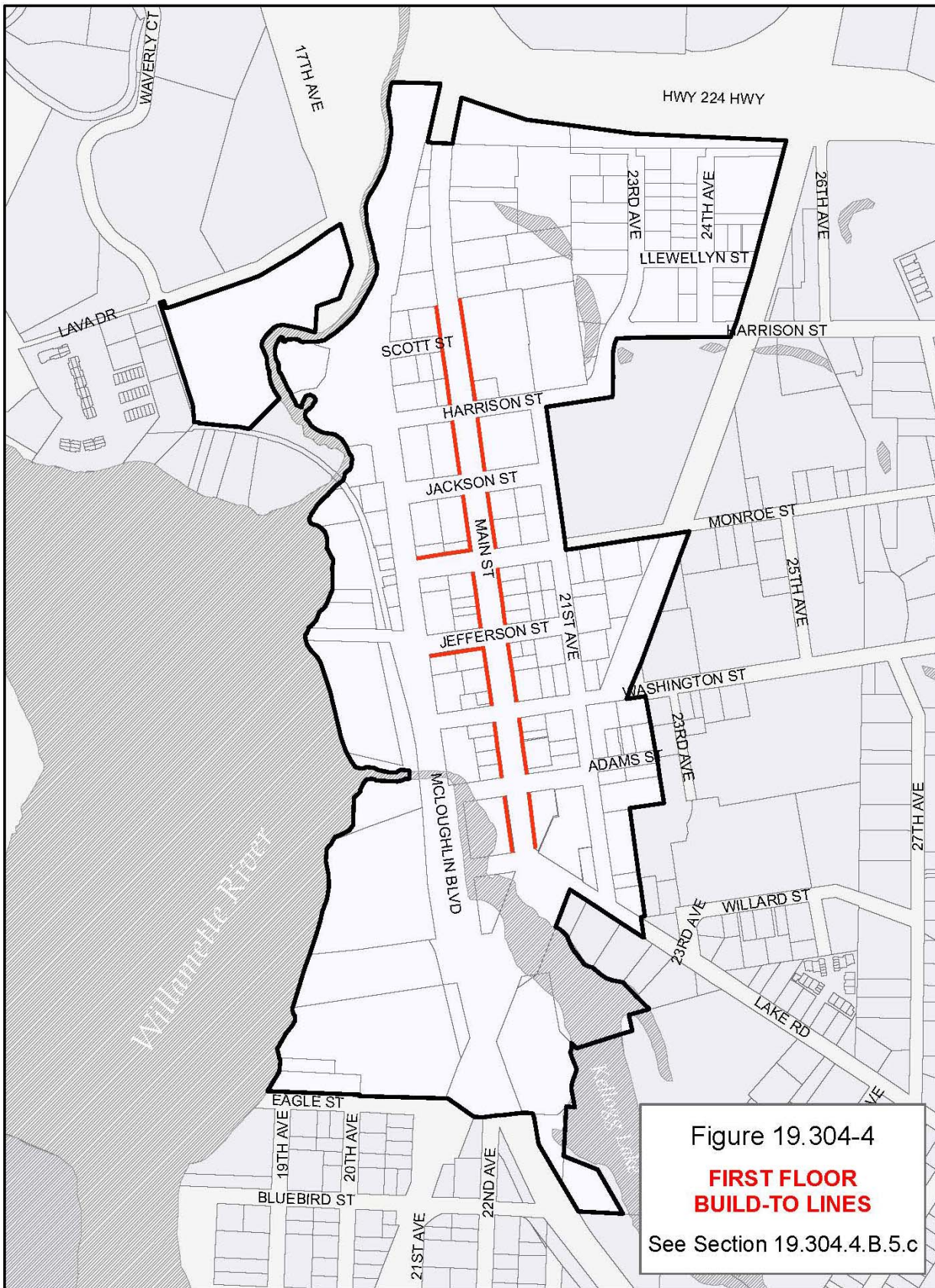
Figure 19.304-3—Maximum Building Heights

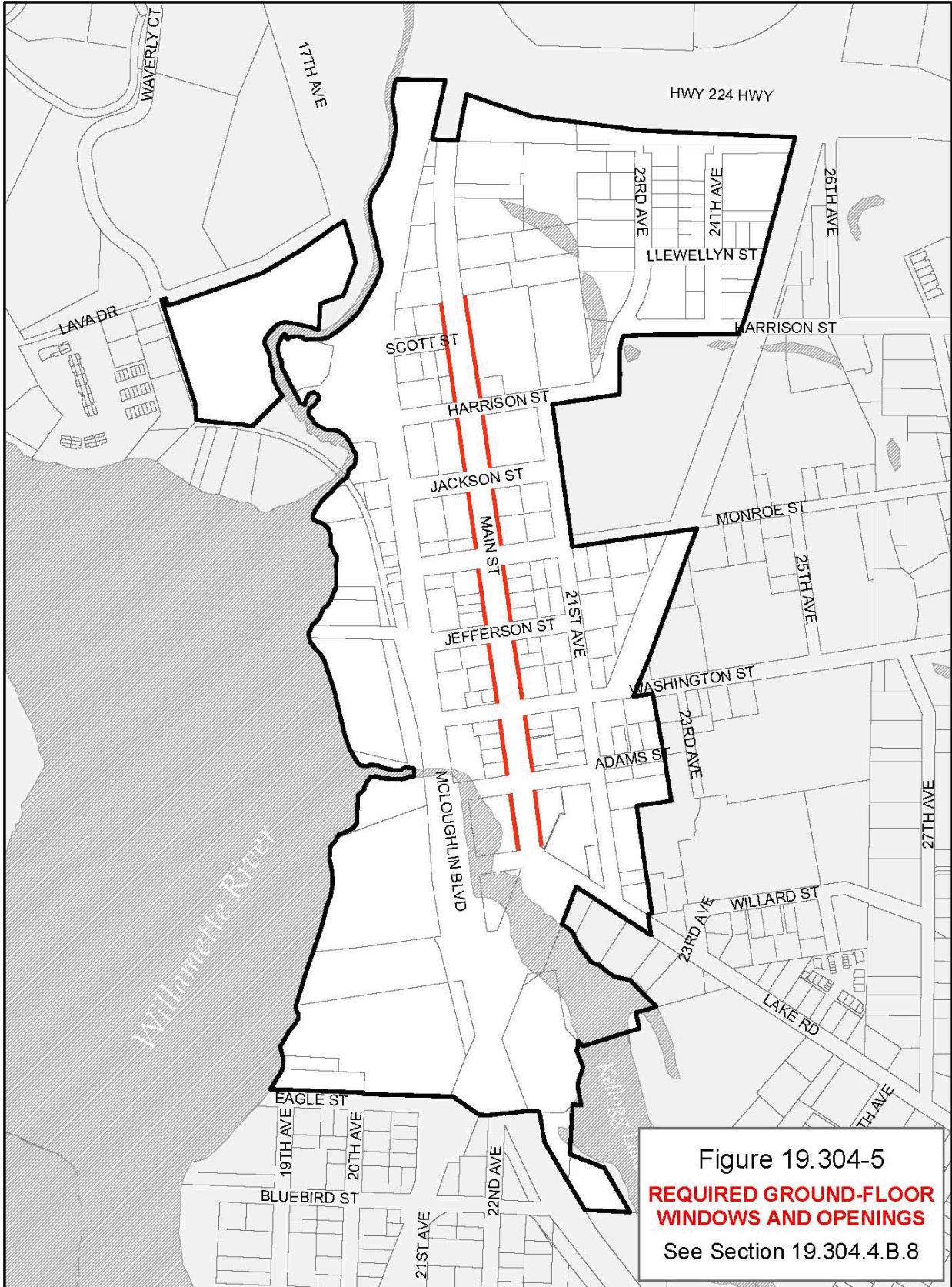
Figure 19.304-4—Build-to Lines

Figure 19.304-5—Required Ground-Floor Windows and Openings









B. Explanation of Development Standards

1. Minimum Lot Size

New lots created in the downtown zones shall meet the minimum lot size standards of Table 19.304.4 as further described below.

- a. New lots in the Downtown Storefront Zone and townhouse lots in the Downtown Residential Zone (in the Downtown Residential Transition Area only) shall be a minimum of 750 sq ft, with a minimum street frontage of 15 ft.
- b. New lots in the Downtown Office and Downtown Residential Zones (other than those in the Downtown Residential Transition Area) shall be a minimum of 5,000 sq ft, with a minimum street frontage of 30 ft.
- c. New lots in the Downtown Commercial Zone shall be a minimum of 10,000 sq ft, with a minimum street frontage of 30 ft.
- d. Land divisions shall comply with applicable provisions of the Land Division Ordinance (Title 17 of the Milwaukie Municipal Code).

2. Floor Area Ratios

The floor area ratio (FAR) is a tool for regulating the intensity of development. Minimum floor area ratios help to ensure that the intensity of development is controlled and that more intense forms are confined to appropriate areas of the downtown.

- a. The minimum floor area ratios in Table 19.304.4 apply to all nonresidential building development.
- b. Required minimum floor area ratios shall be calculated on a project-by-project basis and may include multiple contiguous parcels. In mixed use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs.
- c. If a project is to be developed in phases, the required FAR must be met for the land area in the completed phase(s), without consideration of the land area devoted to future phases.
- d. The following uses are exempt from the minimum floor area ratios: commercial parking facilities and public parks and plazas.

3. Building Height

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. Building height standards also establish a consistent streetscape.

- a. Minimum building heights are specified in Table 19.304.4. The minimum building height of 35 ft for the Downtown Storefront Zone applies only to buildings that front on Main Street. Buildings fronting on other streets in the Downtown Storefront Zone shall be a minimum height of 25 ft.
- b. The minimum building height standards apply to new commercial, office, and mixed use buildings. The standards do not apply to additions to existing buildings, accessory structures, or to buildings with less than 1,000 sq ft of floor area.

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- c. Maximum building heights are specified in Table 19.304.4 and illustrated on Figure 19.304-3. If there is a conflict between Table 19.304.4 and Figure 19.304-3, the maximum building height provisions of Figure 19.304-3 shall control.
- d. An opportunity is provided for a height bonus in a defined area of the downtown plan. For the area identified on Figure 19.304-3 as the height bonus area, the base building height is 3 stories or 45 ft, whichever is less. However, if at least one floor or 25% of the gross floor area is devoted to residential uses, the building is allowed a height of 4 stories or 55 ft, whichever is less.

4. Residential Density

There is a minimal amount of land available for new housing development within the downtown zones. Minimum densities are applied in the Downtown Residential Zone to assure efficient use of land at densities that support transit use and nearby downtown businesses.

- a. Minimum densities for the downtown residential transition area shall be 10 units per acre (see Figure 19.304-1). The maximum density for the residential transition area shall be 30 units per acre.
- b. Minimum densities for stand-alone multifamily dwellings and senior/retirement housing in the Downtown Residential and Downtown Commercial Zones shall be 30 units per acre. Maximum residential densities are controlled by height limits.
- c. There are no minimum density requirements when residential units are developed as part of a mixed use building in the Downtown Storefront, Downtown Commercial, and Downtown Office Zones. The minimum density standards apply only to stand-alone residential buildings. Second-floor housing is allowed in the Downtown Storefront, Downtown Commercial, and Downtown Office Zones. Maximum residential densities for mixed use buildings are controlled by height limits.

5. Street Setbacks

Buildings are allowed and encouraged to build up to the street right-of-way in all downtown zones. Required build-to lines are established in specific areas of the downtown to ensure that the ground floors of buildings engage the street right-of-way (see Figure 19.304-4). The build-to line ensures compatibility and harmony between buildings, enabling a series of different buildings to maintain or establish a continuous vertical street wall.

- a. No minimum street setbacks are required in any of the downtown zones.
- b. The downtown zones are exempt from the clear vision area requirements of Chapter 12.24 of the Milwaukie Municipal Code, with the exception of driveway and street intersections with McLoughlin Boulevard.
- c. First-floor build-to lines (required zero setbacks) are established for block faces identified on Figure 19.304-4. The build-to line includes a necessary degree of flexibility:
 - (1) Projections or recesses of up to 18 in are allowed.
 - (2) Doorways may be set back a maximum of 8 ft from the build-to line.
- d. Maximum street setbacks of 10 ft are established for the Downtown Storefront and Downtown Office Zones. The 50-ft maximum setback for the Downtown Commercial

Zone applies only to the McLoughlin Boulevard frontage. A build-to line (zero setback) is established for the Downtown Commercial Zone along the Main Street frontage.

6. Other Setbacks

No specific side or rear yard setbacks are required for the downtown zones with the exception of the Downtown Residential Zone, where a minimum 15-ft side/rear yard setback is required where the Downtown Residential Zone abuts lower-density residential zones.

7. Ground-Floor Retail/Restaurants

Retail uses and eating/drinking establishments are required at the ground floors of buildings fronting on Main Street and identified on Figure 19.304-2. This requirement will ensure that continuous retail storefronts and eating/drinking establishments are established and maintained along Main Street, to attract pedestrians and strengthen the shopping environment. When required, the retail uses and/or eating/drinking establishments must comprise at least 75% of the ground floor area of a building. Personal/business services are limited uses that are allowed to occupy a maximum of 25% of the ground-floor area within these buildings.

New buildings in the required ground-floor active use areas shall be designed and constructed to accommodate active uses such as retail and eating/drinking establishments. This standard is met where no less than 75% of the ground-floor space in a new building fronting Main Street meets the following requirements.

- a. The ground-floor height must be at least 12 feet, as measured from the finished floor to the ceiling, or from the finished floor to the bottom of the structure above (as in a multistory building). The bottom of the structure above is the lowest portion of the structure and includes supporting beams, and any heating, ventilation and/or fire suppression sprinkler systems.
- b. The interior floor area adjacent to Main St. must be at least 25 feet deep, as measured from the inside building wall or windows facing Main Street.

8. Ground-Floor Windows/Doors

Long expanses of blank walls facing the street or other public area have negative impacts on the streetscape and the pedestrian environment. To minimize these effects, the standards of this section are intended to enhance street safety and provide a comfortable walking environment by providing ground-level features of interest to pedestrians in specific areas of the downtown zones.

For block faces identified on Figure 19.304-5 (Ground-Floor Windows and Openings), the exterior wall(s) of the building facing the street/sidewalk must meet the following standards:

- a. 50% of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 ft above finished grade, whichever is less.
- b. Doors and/or primary entrances must be located on the block faces identified on Figure 19.304-5, and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.

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- c. Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.
- d. Ground-floor windows for buildings on the block faces identified on Figure 19.304-5 shall allow views into storefronts, working areas, or lobbies. No more than 50% of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves. Signs are limited to a maximum coverage of 20% of the window area.

9. Drive-Through Facilities

Drive-through facilities can conflict with the easy, safe, and convenient movement of pedestrians. Therefore, drive-through facilities are prohibited in the downtown zones to create a pedestrian-friendly environment where transit, bicycles, and walking are encouraged.

10. Off-Street Parking

The desired character for the Downtown Storefront Zone, particularly along Main Street, is defined by a continuous façade of buildings close to the street, with adjacent on-street parking.

- a. Development in the Downtown Storefront Zone, and the portion of the Downtown Office Zone located to the north of Washington Street and east of McLoughlin Boulevard, is exempt from the maximum and minimum quantity requirements for vehicle parking in Section 19.605.
- b. With the exception of the two areas identified in Subsection 19.304.4.B.10.a above, standards and provisions of Chapter 19.600 shall apply to development in the downtown zones.
- c. Off-street surface parking lots (including curb cuts) shall not be located within 50 ft of the Main Street right-of-way. The Planning Commission may permit off-street parking lots and curb cuts within 50 ft of the Main Street right-of-way only on the finding in a public hearing that:
 - (1) The overall project meets the intent of providing a continuous façade of buildings close to Main Street;
 - (2) The off-street parking area or curb cut is visually screened from view from Main Street; and
 - (3) The community need for the off-street parking area or curb cut within 50 ft of Main Street outweighs the need to provide a continuous façade of buildings in that area.

11. Minimum Landscaping/Open Space

The minimum landscaping/open space requirements are established to provide amenities for downtown residents, promote livability, and help soften the effects of built and paved areas.

- a. Required landscaping/open space in the downtown zones may include courtyards, roof top gardens, balconies, terraces, and porches.

- b. Where possible, jointly improved landscaped areas are encouraged to facilitate continuity of landscape design. Street trees are required in all downtown zones as outlined in the Milwaukie Downtown and Riverfront Plan: Public Area Requirements.
- c. All material in the minimum required landscaped area shall be live plant material. Materials such as bark or river rock may be used only if approved as part of the overall landscaping plan.

12. Right-of-Way Projections

Right-of-way projections of up to 4 ft are permitted in all downtown zones for upper-level, unenclosed balconies. All applicable building, fire, safety and public works standards shall also be met prior to permitting such balcony projections.

19.304.5 Public Area Requirements

A. Purpose

The Milwaukie Downtown and Riverfront Plan: Public Area Requirements (PAR) is an ancillary document to the Milwaukie Comprehensive Plan. The purpose of the PAR is to ensure that, as revitalization occurs in downtown, there will be a consistent and high-quality public right-of-way that establishes a safe, comfortable, contiguous pedestrian-oriented environment. Public area requirements are defined as improvements within the public right-of-way and include, but are not limited to, sidewalks, bicycle lanes, on-street parking, curb extensions, lighting, street furniture, and landscaping. The PAR is implemented through Chapter 19.700 and the Milwaukie Public Works Standards.

B. Applicability, Review Process, and Standards

Development in downtown zones is subject to the review process and standards of Chapter 19.700 as specified in the chapter's applicability provisions. Required public improvements along rights-of-way included in the PAR shall be consistent with the PAR as implemented in the Milwaukie Public Works Standards.

19.304.6 Design Standards

A. Purpose

The design standards contained in this section are intended to encourage building design and construction with durable, high-quality materials. The design standards, together with the public area requirements, will support the development of a cohesive, attractive, and safe downtown area and encourage private investment. The design standards do not prescribe a particular building or architectural style. The standards are intended to be clear and objective, and compliance with the standards is checked as part of building plan review.

B. Applicability

The design standards are applicable to all new construction and to major exterior alterations in the downtown zones. Standards regarding prohibited materials are applicable to minor exterior alterations in the downtown zones. Exterior maintenance and repair of buildings in the downtown zones are exempt from compliance with the design standards. Definitions of exterior maintenance and repair, minor exterior alteration, and major exterior alteration follow.

1. Exterior maintenance and repair includes refurbishing, painting, and weatherproofing of deteriorated materials, and in-kind restoration or replacement of damaged materials. Exterior maintenance and repair does not include replacement of materials due to

obsolescence or when associated with minor or major exterior renovation, as defined below. Exterior maintenance and repair does not include the placement of signs.

The design standards are not applicable to exterior maintenance and repair as defined above.

2. Minor exterior alterations include the exterior alterations of any portion of a structure that do not fall within the definitions of “exterior maintenance and repair” or “major exterior alterations.” Minor exterior alterations include, but are not limited to, the application or installation of finish building treatments, including windows and other glazing, doors, lintels, copings, vertical and horizontal projections including awnings, and exterior sheathing and wall materials. Minor exterior alteration does not include the placement of signs.

Additions not exceeding 250 sq ft may be permitted under a minor exterior alteration only when the additional floor area is designed and used for utility, HVAC, other mechanical equipment, ADA upgrades, or egress required by applicable fire safety or building codes.

The design standards pertaining to prohibited exterior building materials (see Subsection 19.304.6.C below) are applicable to minor exterior alterations. No other design standards apply to minor exterior alterations.

3. Major exterior alterations include any of the following:
 - a. Alterations that do not fall within the definitions of “exterior maintenance and repair” or “minor exterior alterations”;
 - b. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof;
 - c. Floor area additions that exceed 250 sq ft or do not meet the limited purposes as defined under the minor exterior alteration (ADA upgrades, etc.).

The design standards are applicable to major exterior alterations as described below:

- (1) Major exterior alterations involving a wall(s) shall comply with the design standards for walls and the design standards for windows for that wall(s).
- (2) Major exterior alterations involving a roof shall comply with the design standards for roofs.

C. Design Standards

1. Design Standards for Residential

The following standards are applicable to “stand-alone” residential buildings in the Downtown Residential and Downtown Commercial Zones. Additional standards pertaining to walls, windows, and roofs are also applicable to residential buildings and are addressed in Subsections 19.304.6.C.2 through 4 below.

- a. Residential Entries and Porches
 - (1) Porches, if provided, shall be a minimum of 6 ft deep by 8 ft wide.
 - (2) Front entries must face a public street or a landscaped courtyard.
- b. Garages and Parking Areas

Garage entrances and parking areas shall not be located between the residential building(s) and the abutting public street.

c. Residential Courtyards, if Provided

- (1) Courtyards shall have a minimum width of 30 ft.
- (2) Up to 15% of the courtyard area may be claimed as private space. The remainder shall be common space.
- (3) The courtyard shall be enclosed on a minimum of 2 sides by residential front entry doors.
- (4) Garage doors shall not front onto the courtyard.

d. Residential Balconies

Balconies for residential units shall have a minimum depth of 6 ft and minimum width of 8 ft.

2. Design Standards for Walls

The following standards are applicable to the exterior walls of buildings facing streets, courtyards, and/or public squares in all of the downtown zones.

- a. Exterior wall-mounted mechanical equipment is prohibited.
- b. The following wall materials are prohibited at the street level of the building:
 - (1) EIFS or other synthetic stucco panels;
 - (2) Splitface or other masonry block.
- c. The following wall materials are prohibited at all levels of the building in all downtown zones:
 - (1) Plywood paneling;
 - (2) Brick with dimensions larger than 4 by 8 by 2 in;
 - (3) Spandrel glazing/curtain wall;
 - (4) Vinyl or metal cladding;
 - (5) Composite wood fiberboard or composite cement-based siding, except as permitted in the Downtown Residential Zone in Subsection 19.304.6.C.2.d.(3);
 - (6) Metal panels, except at penthouse level.
- d. The following wall materials are permitted only in the Downtown Residential Zone where densities are less than 30 units per acre:
 - (1) Board and batten cladding (limited to a maximum of 20% of the wall area);
 - (2) Wood shingles;
 - (3) Composite wood fiberboard or composite cement-based siding.

3. Design Standards for Windows

The following standards are applicable to building windows facing streets, courtyards, and/or public squares in all of the downtown zones.

- a. Windows shall be “punched” openings recessed a minimum of 2 in from the wall surface.
- b. Window height shall be equal to or greater than window width.
- c. The following windows are prohibited:
 - (1) Reflective, tinted, or opaque glazing;
 - (2) Simulated divisions (internal or applied synthetic materials);
 - (3) Exposed, unpainted metal frame windows.

4. Design Standards for Roofs

The following standards are applicable to building roofs in all of the downtown zones.

- a. Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.
- b. Mansard or decorative roofs on buildings less than 3 stories are prohibited in all downtown zones.
- c. Metal roofs are prohibited only in the Downtown Residential Zone.

(Ord. 2059 § 2, 2013; Ord. 2051 § 2, 2012; Ord. 2025 § 2, 2011)