



AGENDA

MILWAUKIE PLANNING COMMISSION Tuesday, April 28, 2015, 6:30 PM

**MILWAUKIE CITY HALL
10722 SE MAIN STREET**

- 1.0 Call to Order - Procedural Matters**
- 2.0 Planning Commission Minutes** – Motion Needed
 - 2.1 January 27, 2015
- 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 Hearings** – Public hearings will follow the procedure listed on reverse
 - 5.1 Summary: Moving Forward Milwaukie Central Milwaukie Plan and Code Amendments #
Applicant: City of Milwaukie
File: CPA-2015-001
Staff: Vera Kolas and Denny Egner
- 6.0 Worksession Items**
- 7.0 Planning Department Other Business/Updates**
- 8.0 Planning Commission Discussion Items** – This is an opportunity for comment or discussion for items not on the agenda.
- 9.0 Forecast for Future Meetings:**
 - May 12, 2015
 - 1. Public Hearing: CPA-2015-001 MFM Central Milwaukie Plan and Code Amendments #2
 - 2. Public Hearing: CSU-2015-001 Gracepointe Church Parking Expansion
 - May 26, 2015
 - 1. Public Hearing: CPA-2015-001 MFM Central Milwaukie Plan and Code Amendments #3 *tentative*

Milwaukie Planning Commission Statement

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

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. **PLANNING COMMISSION MINUTES.** Approved PC 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.
5. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

Public Hearing 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 Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission 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 COMMISSIONERS.** The commission 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 commission will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

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 Planning Commission:

Sine Bone, Chair
Shaun Lowcock, Vice Chair
Shannah Anderson
Scott Barbur
Greg Hemer
Gabe Storm

Planning Department Staff:

Denny Egner, Planning Director
Li Alligood, Senior Planner
Brett Kelter, Associate Planner
Vera Kolias, Associate Planner
Alicia Martin, Administrative Specialist II

**CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, January 27, 2015
6:30 PM**

COMMISSIONERS PRESENT

Sine Bone, Chair
Wilda Parks, Vice Chair
Shannah Anderson
Scott Barbur
Greg Hemer
Shaun Lowcock
Gabe Storm

STAFF PRESENT

Denny Egner, Planning Director
Li Alligood, Senior Planner
Peter Watts, City Attorney

1.0 Call to Order – Procedural Matters*

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

***Note:** The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.*

2.0 Planning Commission Minutes

2.1 October 28, 2014

It was moved by Commissioner Hemer and seconded by Vice Chair Parks to approve the October 28, 2014, Planning Commission minutes as presented. The motion passed unanimously.

3.0 Information Items

- **Denny Egner, Planning Director**, noted that the Medical Marijuana code amendments hearing was postponed to the February 24th meeting in order to provide better notice to the neighborhoods.
- Steve Butler, Community Development Director, was resigning from the City effective February 18, 2015.
- On February 18th, a group of University of Oregon students would be presenting their design and development ideas for the Cash Spot site, at McLoughlin Blvd and Washington St, and the Portland Waldorf School field. He noted the group was made up of 12 undergraduate architect students and 12 architects from Shanghai working with the students, and there was a focus on sustainable architecture.
- There would be a tour of the Kellogg Creek Waste Treatment Plant on February 10th with the City Council and was open to the Commission.

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

Sam Chapman, 3354 NE 75th Ave Portland OR, stated he was introducing himself to be a resource to the Commission regarding medical marijuana and the upcoming zoning regulations the Commission would be reviewing. He thanked the Commission on their pragmatic approach. He gave his background with regard to working on the medical marijuana legislation and distributed a memo to the Commission.

5.0 Public Hearings

- 5.1 Summary: Moving Forward Milwaukie Downtown Plan and Code Amendments
#2 – continued from 1/13/15
Applicant: City of Milwaukie
File: CPA-14-02/ZA-14-02
Staff: Li Alligood and Denny Egner

Chair Bone called the hearing to order and read the conduct of legislative hearing format into the record.

Li Alligood, Senior Planner, introduced Serah Breakstone, with Angelo Planning Group.

Ms. Alligood presented the staff report via PowerPoint and noted that this was the second segment of the public hearings for this project and would focus on Permitted Uses. She reviewed the phases and the goals of the project.

Ms. Breakstone noted that what the consultant team found when they reviewed the City's existing downtown code was an unnecessarily complex and restrictive set of code provisions. She explained the number of zones within downtown, their allowed uses, provisions, restrictions, etc., were all potentially hindering development and the type of development Milwaukie wanted to see in its downtown. The recommended approach for updating the code was to consolidate the zones into one Mixed-Use zone, broaden the range of uses allowed, allow for the market to decide what and where, and lift restrictions with the hope that the additional flexibility would bring development to the downtown area.

Ms. Alligood explained that the existing code was adopted in 2000 to implement the vision of the Downtown and Riverfront Land Use Framework Plan (Framework Plan) but the feedback from those trying to use and apply the code was that it was very prescriptive and confusing. Minor revisions to the Public Area Requirements (PARs) were made in 2013 since the code for Main Street created a nonconforming situation for the existing businesses and expensive PARs were called for in order for those businesses to become conforming. This created a difficult situation and those revisions helped to ease this but the code overall needed to be amended.

Ms. Alligood outlined tonight's discussion to include the proposed new definitions for uses and development, the new Downtown Mixed-Use (DMU) zone; how to address and review the current nonconforming uses; the proposed review process; and the proposed new permitted uses and how they would apply on Main St.

Definitions:

- New definitions were necessary due to new standards and uses, including Awning, Canopy, Live/Work Unit, and Office with both Traditional and Production-related identified.

- The existing terms to be clarified included Abutting, Mixed Use, and Porch.
- **The Commission** discussed the Awning and Canopy section.
- **Chair Bone** reminded the Commission that the definition was to help everyone understand the intent of the code.
- **Peter Watts, City Attorney**, noted that regardless of the word used, the definition of that word as outlined in the code was what users of the code would look at.
- **Mr. Egner** noted that there would be some images later in the presentation to help clarify these items.
- The proposal for new code language regulating Live/Work Units would need to get worked out through the hearing process.

Downtown Mixed Use Zone:

- Currently, there were 4 commercial zones, 1 open space zone, and 2 overlay zones in downtown. The proposal was to combine the commercial zones into one Downtown Mixed-Use (DMU) zone, and revise the Downtown Open Space zone to be an Open Space zone that could be applied throughout the city in the future.
- The DMU would allow a broad range of commercial, residential, office, and retail uses.
- The Open Space zone would apply for parks, plazas, open space, and limited eating and drinking uses like refreshment stands, etc.

Nonconforming Situation Review:

- Currently, nonconforming uses and structures required Type III review for expansion or renovation. The proposal would adjust so that if the renovation or expansion brought the situation closer to conformance, a Type II review would be available.
- Once the new standards were adopted, many of the existing buildings in downtown would become nonconforming. With an adjustment to allow for Type II review for changes that would bring those buildings closer to conformance, it would reduce cost and uncertainty.
- **Commissioner Anderson** asked if the consultant had seen timelines and incentives in other jurisdictions for properties to become closer to conformance.
- **Ms. Alligood** and **Mr. Egner** referred to the sign code that had had a moratorium on signs to become compliant.
- **Mr. Egner** noted there were some approaches that were more stringent in order to not extend the life of the nonconforming situation; however, the proposed approach was more development-friendly although would take longer to reach the vision and bring nonconforming situations into conformance.

Permitted Uses (General):

- The goal was to increase flexibility and implement the South Downtown Concept Plan. An implementation plan had been adopted along with the Concept Plan, and had been implemented incrementally and incorporated into regulations.
- **Ms. Alligood** noted the expanded list of permitted uses included standalone residential, live/work units, two office types, indoor recreation, and boarding, lodging or rooming houses.
- Standalone residential would include multifamily buildings and rowhouses, and would be allowed throughout downtown but for along Main St.
- Traditional Office was service-oriented and generated foot traffic; Production-related Office was production-oriented and generated minimal foot traffic.
- Boarding, lodging or rooming houses (or micro-units) were an inexpensive housing option for visitors, employees, young adults, retirees, etc.

- **Ms. Alligood** noted the uses that would not be permitted on Main St included ground floor residential except north of North Main Village; live/work units; traditional office would be permitted on the ground floor but production-related offices would not.
 - A Director's Determination could be applied if there was a discrepancy over which 'box' a particular business would fall into.
- **Chair Bone** asked about Page 96 of the packet, Subsection C, and suggested that it may be clearer to show where ground floor commercial was not allowed, rather than where it was allowed.
- Currently parking facilities and retail uses were permitted. The proposal was for parking facilities (parking lots and structures) and retail uses larger than 20,000 sf be reviewed through a Type III Conditional Use process.

Ms. Alligood noted the key issues staff was seeking direction from the Commission on:

- Should the size limits be applied to all uses, not just retail?
 - Retail uses were limited to 20,000 sf; larger retail would require Type III review. The intent of this limit was to limit large-format retailers in downtown. Some examples of retailers that would fall below the 20,000 sf limit were Trader Joe's and Walgreens. Was this limit the right limit, and should it apply to all uses?
 - 20,000 sf would be about a half of one city block in Milwaukie, and the limit was per use on the ground floor.
- Should production-related office uses be prohibited in the ground floor in all of downtown rather than just along Main St. The intent was to limit office uses with minimal foot traffic on Main St.
 - Things to consider were that production-related offices would have the same transparency standards as other uses, and those offices may not contribute to the desired street life.

Ms. Alligood noted the comments received and staff recommendation that the Commission had agreed upon regarding pinning down certain aspects of the proposals. She noted the next steps.

Chair Bone asked a few clarifying questions.

- Why was City Hall not considered for the proposed build-to lines.
 - **Mr. Egner** explained that the intent was to not create code conflict with the historic character for buildings like City Hall, the Masonic Lodge, etc.

Chair Bone called for public testimony.

Support:

Jim Bernard, 10212 S New Era Rd, Canby, OR was a long-term business and property owner in Milwaukie, noted that he had concerns about the proposals. He stated he was Mayor during the adoption of Riverfront and Land Use Framework Plan and explained the intent was to create a mall-like feeling along Main St to draw pedestrians between the two ends of downtown, with retail, restaurants, etc. He was concerned about it becoming one zone, although he supported it generally. The height of the buildings should remain the same. He felt that the new zone was more restrictive, and the City should be increasing flexibility. He believed that lodging should include hotels.

David Aschenbrenner, 11501 SE Home Ave, Moving Forward Milwaukie Project Advisory Committee (PAC) member, asked about the plaza in the South Downtown Concept and if it would be zoned as open space.

- **Ms. Alligood** clarified it would be in the DMU zone where plazas were permitted, and that that plaza was in the right-of-way.

He asked about parking structures that would be attached to a commercial use, and questioned allowing a large-scale recreational facility on Main St.

Chair Bone asked for staff's rebuttal.

Ms. Alligood clarified that commercial lodging was listed as an allowed use in downtown. Measure 49 was no longer applicable.

Mr. Watts explained Measure 49 claims were if a governmental entity's zoning or code ordinance both lowered the allowed residential density and lowered the value of property post-2007, and the property owner would have to demonstrate both. If a claim was approved, the build-out would have to be completed in 10 years. He would do some analysis on the proposals to verify that Measure 49 would not apply.

Ms. Alligood noted that the 20,000 sf limit would only apply to retail uses, not recreational facilities or other types of uses. Regarding building height, as part of the project's analysis it was found that there was little difference between varying building heights in this market.

Mr. Egner, regarding parking, agreed that the proposals should capture parking as a part of a larger development. A situation he wanted to avoid was where a development occurred that was limited by parking requirements, and then developed an adjacent parking lot to accommodate the development, thus getting by parking restrictions.

Commissioner Anderson asked how staff came to a 20,000 sf size limit.

- **Ms. Alligood** responded that it was based on what seemed reasonable but not too small to accommodate a small grocery store and the like.
- **Mr. Egner** noted that they wanted to be able to accommodate a Trader Joe's or New Seasons type of retail.

Commissioner Hemer asked if staff and the Commission could explore why the proposed plaza on Adams St was not designated Open Space at the next meeting.

- **Ms. Alligood** explained that zoning would not implement the plaza. The plaza would need to be included in the Public Works Standard as well as the Capital Improvement Plan, and there would need to be funding for it. Because it was located in the public right-of-way, it would need to be included in these documents as the zoning ordinance would not apply.
- **Mr. Egner** noted that the concept of the plaza required some purchase of right-of-way to get the needed area. He would not want to split properties between zoning designations.
- **Ms. Alligood** added that the Open Space zoning designation only applied to publically-owned park land.

Chair Bone closed public testimony.

The Commission deliberated about these key items:

Should size limits apply to all uses?

- **Chair Bone** referred to the staff report that stated that the advantage to applying the standard to all uses would be to encourage small scale development and the disadvantage would be the creation of additional barriers for new development and difficulty enforcing size limits.
- **Commissioner Hemer** asked if it was about the size and scope of the building, or was it about the business. Was there a preference between a mom-and-pop type establishment and a chain establishment (i.e. Trader Joe's); which was what the citizens wanted.
- **Mr. Watts** reminded that size limits could be applied but trying to prohibit particular businesses was problematic.
- **Chair Bone** felt the size was what mattered because most of the downtown establishments were much smaller than 20,000 sf.
- **Mr. Egner** gave some examples of other uses at 20,000 sf that may make sense in downtown: a movie theater, comic book museum, brewery/brewpub, etc.
- **Ms. Alligood** reminded that the 20,000 sf limit only applied to retail; other uses do not have that limit currently and may not require review.
- **Mr. Egner** stated that that limit should not be applied to residential; it should apply to a single "user" rather than "use".
- **Mr. Watts** reminded that as the policy-makers, the Commission needed to determine what the community wanted (i.e. the perfect building vs. certainty and economic activity) and how to make that happen. For each additional requirement, the streamlined process would get more difficult which would increase uncertainty for development. What were the values and vision, and what did the Commission want to achieve through this process.
- **Commissioner Lowcock** agreed that if the goal was to streamline development, every development should not be required to come before the Commission; that sent a mixed signal to developers. He did not support putting the 20,000 sf limit to all uses.
- **Ms. Alligood** would clarify that the 20,000 sf would apply to the ground floor only.
- **Commissioner Hemer** asked why the limit should only apply to retail if this issue was about scale.
- **Mr. Egner** clarified that the size limit on retail came about by analyzing the impact of bigger retailers and to try to keep the scale down for downtown.
- **Vice Chair Parks** felt more comfortable with removing the limitation altogether but for Main St. However, she was unsure of taking the limit off of everything as well as unsure about putting a limit on everything.
- **Ms. Alligood** reminded the group that a building's appearance would be addressed through the design standards. Regardless of what was happening inside the building, the exterior would feel the same.
- **Commissioner Anderson** asked if the issue could be tabled for now.
- **Ms. Alligood** suggested an approach for including uses that did not have the size limit rather than the opposite, for example, commercial lodging and residential.
- **The Commission** directed staff to propose a size limit for all non-residential uses for the adoption draft.

Should production-related offices on the ground floor be prohibited throughout downtown rather than just along Main St?

- **Ms. Alligood** reminded that currently offices were not permitted on Main St.; the proposal to allow office use was in order to provide some flexibility while ensuring that certain types of offices that the community did not want on the ground floor would not be allowed.
- **The Commission** agreed that the proposal should remain with limiting production-related offices only along Main St.

It was moved by Commissioner Barbur and seconded by Vice Chair Parks to continue the hearing for CPA-14-02/ZA-14-02 for Downtown Plan and Code Amendments to a date certain of February 10, 2015. The motion passed unanimously.

6.0 Worksession Items

7.0 Planning Department Other Business/Updates

8.0 Planning Commission Discussion Items

9.0 Forecast for Future Meetings:

- | | |
|-------------------|---|
| February 10, 2015 | 1. Public Hearing: VR-14-03 Riverway Lane Addition 2. Public Hearing: CPA-14-02/ZA-14-02 MFM Downtown Plan and Code Amendments #3 <i>continued from 1/27/15</i> |
| February 24, 2015 | 1. Public Hearing: CPA-14-02/ZA-14-02 MFM Downtown Plan and Code Amendments #4 <i>continued from 2/10/15</i> 2. Public Hearing: Renaming Lake Rd to Main St <i>tentative</i> |

Meeting adjourned at approximately 9:51 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II

Sine Bone, Chair



MILWAUKIE

Dogwood City of the West

To: Planning Commission

Through: Denny Egner, Planning Director

From: Vera Kolias, Associate Planner

Date: April 21, 2015, for April 28, 2015, Public Hearing

Subject: **File:** CPA-2015-001, ZA-2015-001
Central Milwaukie Plan and Code Amendments
Hearing 1

File Types: Comprehensive Plan Text Amendment, Zoning Ordinance Text
Amendment, Zoning Ordinance Map Amendment

Applicant: Dennis Egner, Planning Director

ACTION REQUESTED

Open the public hearing for application CPA-2015-001, ZA-2015-001. Discuss the proposed amendments to Milwaukie Comprehensive Plan Chapter 4, Transportation System Plan and the *Central Milwaukie Land Use and Transportation Plan*, both ancillary documents to the Comprehensive Plan. Take public testimony and provide direction to staff regarding desired revisions to the proposed amendments.

This is the first of two scheduled hearings on the central Milwaukie plan and code amendment package. The draft ordinance and Findings of Approval will be provided at the final hearing on the amendments.

HEARING SCHEDULE

Due to the complexity of the amendment package, the hearings on the Central Milwaukie plan and code amendment package have been packaged into 2 dates, each with an anticipated focus on a specific section of the draft amendments.

The hearings schedule and anticipated topic of focus are as follows:

- April 28, 2015: Policies (*Central Milwaukie Land Use and Transportation Plan* and *Comprehensive Plan – Chapter 4*). This hearing will focus on the materials contained in Attachments 1 and 2.
- May 12, 2015: Use standards, development and design standards. This hearing will focus on Sections 19.303, 19.404, and 19.505 contained in Attachment 1.
- May 26, 2015: Final vote on full amendment package.

Although the Planning Commission discussion will focus on the topics listed above at each hearing, the full package of amendments is being provided at this time to allow substantial time for review of the proposal and to allow the Planning Commission to advance the discussion at any of the hearings if there is adequate time.

BACKGROUND INFORMATION

The proposed amendment package is a result of Phase 2 of the *Moving Forward Milwaukie: Enhancing Our Commercial Districts* project (Phase 1 consisted of the Downtown plan and code amendments). The proposed amendments are the result of a 2010 grant from the Metro Construction Excise Tax (CET) grant program, which funded a phased code evaluation and update project.

The goals of the Moving Forward Milwaukie project are three-fold: (1) to remove barriers to new business and development, (2) to create incentives to encourage the type of business and development the community desires, and (3) to allow the types of development that implement the community's vision for downtown Milwaukie.

This is the second package of amendments being proposed as a result of the Moving Forward Milwaukie project. The project was led by staff, assisted by grant-funded land use and design consultants ECONorthwest, Fregonese and Associates, Angelo Planning Group, and J.E. Dunn, DKS Engineering; and overseen by an 18-member volunteer project advisory committee (PAC) that included Planning Commissioners, Design and Landmarks Committee members, NDA representatives, business and property owners, community residents, and a City Councilor.

A. Moving Forward Milwaukie Project Process and Outreach

In August 2013, Moving Forward Milwaukie project information was published on the City's web site. Between August and December 2013, the project team conducted 25 one-on-one interviews with City leaders and opportunity site property owners. Between September 2013 and January 2014, the project team conducted two developer roundtables with a total of 25 participants.

The project as it relates to Central Milwaukie has included significant public involvement to date, including extensive input from the Planning Commission (3 worksessions), Design and Landmarks Committee (1 worksession), an 18-person Project Advisory Committee (3 meetings to date), a public workshop, and a public event.

Staff notified the Neighborhood District Associations (NDA) about the project, including draft amendments, via monthly e-mails, and is available to provide updates at monthly NDA meetings, though none have been requested to date.

B. History

Central Milwaukie serves as both a commercial hub and a crossroads for several neighborhoods, and is a key commercial center in the city. The approximately 75-acre area is located at the junction of 4 neighborhoods and is a location where numerous commercial, housing, medical, civic activities and sizeable areas of vacant land coincide¹. Two opportunity sites – the Murphy site and the McFarland site – were selected as development opportunity sites in the early phases of the Moving Forward Milwaukie project; evaluation of those sites evaluated barriers to their development. Aside from the narrow and prescriptive zoning of the two opportunity sites, the main challenges to development in Central Milwaukie are not regulatory in nature. Rather, the challenges lie in connectivity and access both within the area and to other areas of Milwaukie, particularly Downtown.

As with Phase 1 of the MFM project, a rigorous planning and public involvement process that emphasized the involvement of local community members and leaders was central to the process. Milwaukie citizens and business owners shared many ideas that will guide the future of the area. It was clear from the public involvement process that people use the

¹ Although not part of the regulatory amendments, Milwaukie Marketplace plays a key role in the area. Review of the C-CS Zone and the Milwaukie Marketplace development will be appropriate when or if redevelopment of the site is proposed.

area for shopping and other commercial activities, and want to see this activity continue with new businesses. This sentiment included very strong support for mixed-use development, restaurants, retail businesses, offices, and employment uses such as light industrial/light manufacturing.

Participants also saw an opportunity to provide family wage jobs with the redevelopment of the Murphy opportunity site with light industrial/flex space. Equally important is to the need to balance redevelopment and reinvestment with creating an accessible, multi-modal area that encourages pedestrians, bicycles and automobiles.

C. Central Milwaukie Land Use and Transportation Plan

The Draft *Central Milwaukie Land Use and Transportation Plan* (CM LU&T Plan) is the first focused vision that has been developed for Central Milwaukie. It informs the City's policies for the area, which in turn informs, and is implemented by, regulations. The document includes direction and feedback received at 3 Project Advisory Committee (PAC) meetings, a workshop, and a public event.

The CM LU&T Plan presents a land use and transportation framework for development and circulation in Central Milwaukie to guide future development in Central Milwaukie. The document describes 6 "Guiding Principles". These Guiding Principles are high-level statements about Central Milwaukie's future and are intended to capture the community's values and priorities:

- Maintain and improve Central Milwaukie as the city's primary commercial center
- Foster a sense of place in Central Milwaukie by promoting an identity and a vision
- Enhance economic opportunities in the area
- Add a mix of uses to support a district that is lively and active
- Maintain an overall character complementary to and protective of surrounding neighborhoods
- Improve access to and within the area for pedestrians, cyclists, and vehicles

Fundamental Concepts are a step between Guiding Principles and implementation. The 5 Fundamental Concepts are used to craft specific implementation strategies and action plans necessary for moving the community's vision for Central Milwaukie from ideas to reality:

- Facilitate development of the Murphy and McFarland opportunity sites
- Promote high-quality, urban design that is complementary to the surrounding area
- Encourage a range of housing types as a part of new mixed-use development
- Improve connectivity within the district with easily-accessible multimodal pathways that are safe and attractive
- Improve external connections to the district

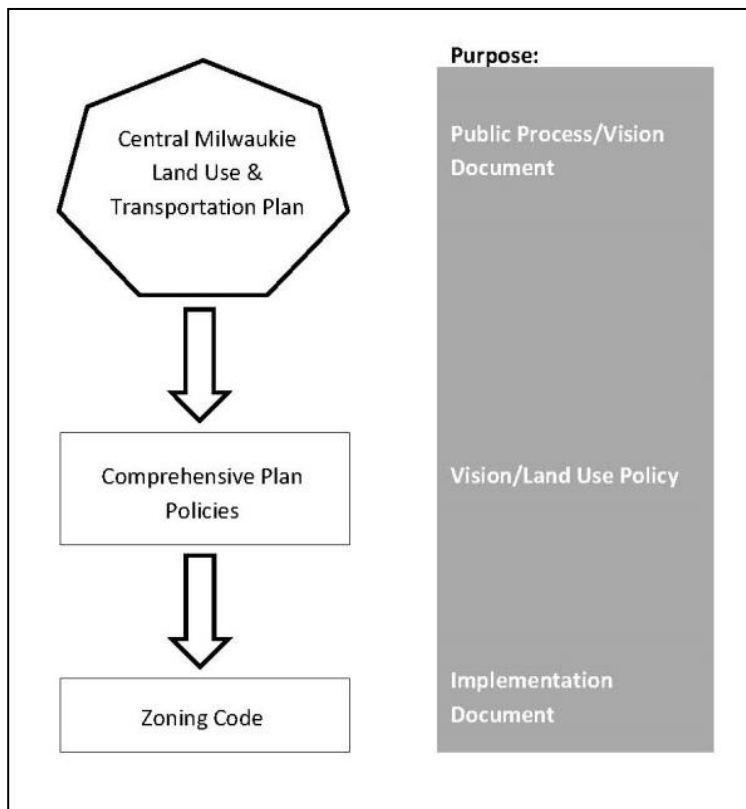
These fundamental concepts are implemented through a combination of use, development, and design standards contained in the draft code amendments to be reviewed at the May 12 public hearing.

Key changes and proposals (see Attachment 1 for the draft CM LU&T Plan):

- Enhance Economic Opportunities
 - General Mixed-Use Zone
 - Apply a new General Mixed-Use Zone throughout the project area that will streamline and expand the range of allowed uses throughout Central Milwaukie.
 - Development Flexibility
 - Allow mixed-use buildings throughout Central Milwaukie
 - There is an opportunity for a height bonus if buildings devote at least one floor or 25% of the gross floor area to residential uses or if a certified green building
 - Streamlined permitting on Opportunity Sites
 - Remove existing regulatory barriers on Murphy and McFarland sites
 - Flex Space Overlay
 - Apply a Flex Space Overlay Zone to portions of the Murphy site to allow additional employment uses on the site, including light industrial and light manufacturing.
- Promote High Quality Urban Design
 - Design standards
 - Apply new design standards in Central Milwaukie to ensure development is attractive and pedestrian friendly.
 - Development standards
 - Establish development standards in Central Milwaukie to ensure new buildings provide a sense of enclosure
 - Off-street parking location (side or rear of buildings)
 - Maximum setbacks along key commercial streets (32nd /Harrison)
 - Edge Treatment
 - Use "residential edge treatment" standards on Monroe St and 37th Ave. These standards will ensure streetscape compatibility between any development on the McFarland site and the residential properties it faces.
 - Use "commercial edge treatment" standards on 32nd Ave. These standards will ensure the streetscape is pedestrian-friendly and attractive.
- Improve Multimodal Connectivity
 - Enhance Pedestrian and Bicycle Connections
 - Create new, and enhance existing, pedestrian and bicycle connections throughout Central Milwaukie
 - Street Connections
 - Facilitate the creation of a more connected and complete street network throughout Central Milwaukie, especially through the Murphy and McFarland sites.
 - Multimodal Pathway Development Standards

- Use development standards along multimodal pathways to encourage "eyes on the street" and enhance pedestrian safety.

Figure 1 – Documents that comprise the "plan" for Central Milwaukie



D. Proposed Comprehensive Plan Amendments

The Comprehensive Plan is the policy document which implements the vision for and guides the physical development of the City. Several amendments to the Comprehensive Plan are necessary to: formalize the area identified as Central Milwaukie; adopt the CM LU&T Plan as an ancillary document to the plan; and incorporate recommendations of the CM LU& T Plan into the Transportation System Plan (TSP).

Comprehensive Plan

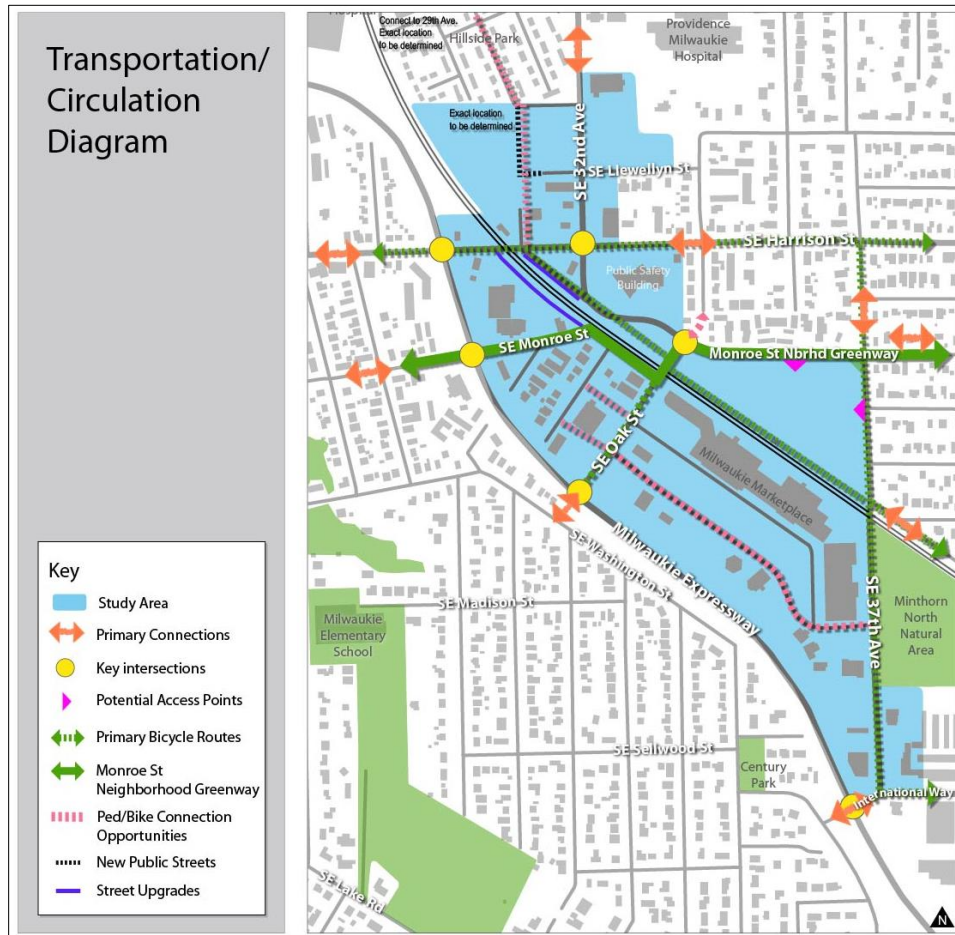
The proposed amendments do not change any existing policy. A new objective is proposed in the Economic Base and Industrial/Commercial Land Use Element – Objective #16 – Central Milwaukie. This new objective adopts and implements the CM LU&T Plan. See Attachment 1 for the proposed amendments to the Comprehensive Plan in underline/strikeout format.

Transportation System Plan

The Transportation System Plan (TSP) is the City's long-term plan for transportation improvements and includes policies and project that could be implemented through the Capital Improvement Plan (CIP), private development, or grant funding. It is the guiding policy document for long-term transportation planning and represents the City's goals and policies while outlining and prioritizing proposed improvements for pedestrian, bicycle, public transit, motor vehicle, and freight systems; downtown parking; and neighborhood traffic management.

The CM LU&T Plan includes several implementation strategies to improve circulation in Central Milwaukie, including vehicular, pedestrian, and bicycle connectivity. In order to move these strategies forward, the projects must be included in the TSP. The proposed projects will be added to the overall list of projects, but will not be prioritized at this point. See Figure 2 for an overview of proposed amendments. See Attachment 1 for the proposed amendments to the TSP.

Figure 2. Transportation/Circulation Diagram



KEY ISSUES

Summary

The following key issues have been identified for the Planning Commission's deliberation. During worksession discussions leading up to the hearings on this proposal, the Planning Commission reviewed the draft amendments and provided direction to staff regarding potential revisions. Staff has highlighted policy choices as key issues on which Commission direction is being requested.

1. Should the boundary of the Flex Space Overlay be revised to exclude frontage on 32nd Ave? What should the new boundary be?
2. Are there any questions or concerns about the proposed Central Milwaukie Land Use and Transportation Plan?
3. Are there any questions or concerns about the revisions to the Comprehensive Plan or Transportation System Plan?

Analysis

A. Should the boundary of the Flex Space Overlay be revised to exclude frontage on 32nd Ave? What should the new boundary be?

Flex development is typically more industrial than commercial in nature and it may not be practical to require the same design standards in the flex area as in the general mixed use area, especially in regard to minimum window/storefront transparency and the location of entrances. These types of design standards are important for buildings fronting on a key street such as 32nd Ave. At the April 14 work session, the Commission directed staff to provide an alternative boundary for the Flex Space Overlay that brought it away from 32nd Ave and confined it to the rear portion of the Murphy opportunity site.

An alternative boundary for the Flex Space Overlay is depicted in Figure 3 below:

Figure 3. Alternative boundary – Flex Space Overlay



B. Are there any questions or concerns about the proposed Central Milwaukie Land Use and Transportation Plan?

The Commission did not direct staff to provide alternative approaches to the policies contained in the CMLU&T Plan. Does the Commission support the vision and key components of this newly designated area?

C. Are there any questions or concerns about the revisions to the Comprehensive Plan or Transportation System Plan?

The Commission is being asked if they concur with these essential elements, or whether changes or additional elements should be considered for inclusion. Specifically, does the Commission concur with the proposed improvements for bicycle and pedestrian connectivity as proposed in the Transportation System Plan?

CONCLUSIONS

A. Staff recommendation to the Planning Commission is as follows:

Reach consensus on the recommended draft amendments and agreement on recommended actions in advance of the anticipated May 26, 2015, vote on the full amendment package.

COMMENTS

Notice of the proposed changes was given to the following agencies and persons: City of Milwaukie Building, Engineering, and Community Development Departments; all seven Neighborhood District Associations (NDAs); Oregon Department of Land Conservation and Development (DLCD); Metro; other Interested Persons; and participants in the Project Advisory Committee (PAC) via email. A public hearing notice was posted at City Hall, Leding Library, the Public Safety Building, and the Johnson Creek Facility, and was posted on the City's Planning Department web site home page. As required by Measure 56, notice of the Planning Commission hearing was mailed to the owners of approximately 128 properties located in the Central Milwaukie area and owners of property greater than 3 acres city-wide (see Attachment 3).

To date, staff has received 1 phone call and 1 e-mail, in addition to the formal comments summarized below. The phone call and e-mail related to clarifying how the proposed amendments would impact individual properties. Staff will continue to collect comments; those received prior to 3pm on the day of the hearing will be provided to the Commission before the hearing.

The following is a summary of the comments received by the City. See Attachment 4 for further details.

- **Daniel Heffernan, Daniel Heffernan Company (Murphy site representative):**
Comments, questions, and recommendations regarding proposed amendments to the zoning code as it relates to the proposed Flex Space Overlay.

Staff response: The proposed draft amendments are a result of discussions with the Planning Commission and Design and Landmarks Committee. Several of the recommendations/suggestions have been identified as discussion items for the Planning Commission because they have not been supported by public outreach to date.

ATTACHMENTS

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

| | PC Packet | Public Copies | E- Packet |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Proposed Plan/Code Amendments (underline/strikeout and clean) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| a. Comprehensive Plan Amendments <i>Strikeout</i> | | | |
| b. Comprehensive Plan Amendments <i>Clean</i> | | | |
| c. Proposed Code Amendments <i>Strikeout</i> | | | |
| d. Propose Code Amendments <i>Clean</i> | | | |
| e. Transportation Plan Amendments <i>Strikeout</i> | | | |
| f. Transportation Plan Amendments <i>Clean</i> | | | |
| 2. <i>Central Milwaukie Land Use and Transportation Plan</i> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Also found here: http://www.milwaukieoregon.gov/planning/cpa-2015-001 | | | |
| 3. Measure 56 Notice | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Comments Received | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

PC Packet = paper materials provided to Planning Commission 7 days prior to the hearing.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at <http://www.milwaukieoregon.gov/planning/planning-commission-125>.

Underline/Strikeout Amendments

Comprehensive Plan

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 4 — LAND USE

RESIDENTIAL LAND USE AND HOUSING ELEMENT

OBJECTIVE #2 — RESIDENTIAL LAND USE: DENSITY AND LOCATION

To locate higher density residential uses so that the concentration of people will help to support public transportation services and major commercial centers and foster implementation of the Town Center Master Plan, Downtown and Riverfront Land Use Framework Plan, and Central Milwaukie Land Use and Transportation Plan.

Planning Concept

The most basic concept underlying residential land use policy in Milwaukie is that the City is and will continue to be composed primarily of single family neighborhoods. Housing types resulting in higher densities are to be concentrated in order to support public transportation services and major commercial centers, have close proximity to major streets, and to lessen the impact of through traffic on single family areas. A range of housing types is encouraged in all areas of the City, as long as the character of existing neighborhoods is not dramatically altered by new development. The Land Use Plan for the City, Map 78, shows how residential areas of differing density will be distributed throughout the City.

~~Table 2 summarizes the amount of vacant buildable land within each residential land use category and the total number of new dwelling units which would result from full development of these vacant buildable lands. These figures do not include density bonuses which may be available in development of high quality, nor the total variety of housing types which may result from Planned Unit Developments or application of the residential density policies. Residential design policies have little or no effect on the number of new units calculated in Table 2. At the time of full development, some 2,827 potential new dwelling units, added to the approximately 8,377 existing dwelling units, will result in 11,204 total dwelling units. The Town Center is anticipated to accommodate 1,773 new units (approximately 63 percent of the new units) primarily through infill and redevelopment, while vacant land outside the Town Center is anticipated to accommodate 1,054 new units. Because nearly all of the remaining buildable vacant land in Milwaukie is designated as low and moderate density land, distribution of future housing types within Milwaukie will be primarily single family outside the Town Center, with high density housing occurring on redevelopable land in the Town Center. In addition to these estimates, Milwaukie has the capacity for an estimated 198 secondary dwelling units to be developed on existing and future single family lots.~~

Proposed Comp Plan Amendment

| Table 2 — Estimate of Dwelling Unit Capacity on Vacant Lands by Zone | | | | | | | | |
|---|--|--|-------------------------------|----------------------------------|--|--|---|--|
| Zone Abbr. | Gross Unconstrained Vacant Land (Gross Vacant Buildable Land—Outside Town Center) | Gross Unconstrained Vacant Land Minus Needed Schools, Park, Church, and Street (Net Vacant Buildable Land—Outside Town Centers) | Min. Lot Area Per Unit | Max. Res. DU Per Net Acre | With Underbuild (DU Per Net Acre × .97) | DU Estimate (Outside Town Center) | Addnl. DU from Possible Infill (Outside Town Center) | DU Estimate from Vacant Redevelopable Land in the Town Center |
| R-10 | 8.31 | 7.41 | 10,000 | 4.36 | 4.23 | 36 | 83 | |
| R-7 | 19.53 | 17.95 | 7,000 | 6.22 | 6.04 | 113 | 550 | |
| R-5 | 6.37 | 5.55 | 5,000 | 8.71 | 8.45 | 50 | 221 | |
| R-3 | 0.12 | 0.12 | 3,750 | 11.62 | 11.27 | 4 | 0 | |
| R-2.5 | 0.00 | 0.00 | 2,000 | 21.78 | 21.13 | 0 | 0 | |
| R-2 | 0.00 | 0.00 | 2,000 | 21.78 | 21.13 | 0 | 0 | |
| R-1 | 0.00 | 0.00 | 2,000 | 21.78 | 21.13 | 0 | 0 | |
| R-1-B | 0.00 | 0.00 | 2,000 | 21.78 | 21.13 | 0 | 0 | |
| Totals | 34.33 | 31.03 | | | | 200 | 854 | 1,773 |

Table 2 methodology summary (detailed methodology in *Technical Appendix C, City of Milwaukee Metro Functional Plan Compliance Report*:

- Dwelling unit capacity was estimated on a parcel-by-parcel basis.
- *The City of Milwaukee 1998 Housing Inventory* was used to identify vacant residential land in the city.
- Environmentally constrained land, as defined by Metro, was subtracted from gross vacant land to arrive at gross vacant buildable land.
- Gross vacant buildable land was reduced by 5% to account for future needed schools, local and regional parks, and churches.
- A second gross-to-net reduction of 10% or 20% was made for right-of-way, depending on the size of the lot.
- The minimum lot size of each zone was used to determine the maximum dwelling units per acre.
- To account for underbuild, the capacity was reduced by 3% based on a study of actual built densities for housing in Milwaukee (see *Technical Appendix B, City of Milwaukee Metro Functional Plan Compliance Report*).
- To calculate dwelling unit estimate per vacant lot, the acreage of net vacant buildable land was multiplied by the maximum dwelling units per acre and the underbuild factor.
- Additional units were added to Milwaukee's housing capacity for dwelling units likely to be constructed through infill development. The rate of infill used in the above estimates is based on a local study of partitioning trends in the city.
- Estimates for new dwelling units on vacant and redevelopable land in the Town Center were added separately. See the *City of Milwaukee Town Center Master Plan* for the methodology used to estimate new dwelling units in the Town Center.

Policies

1. Residential densities will be based on the following net* density ranges:

Low Density (Zones R-10, R-7) - up to 6.2 units per net acre

Moderate Density (Zone R-5) - 6.3 to 8.7 units per net acre

Medium Density (Zones R-3, R-2.5, R-2) - 8.8 to 21.1 units per net acre

High Density (Zone R-1) - 21.2 to 24.0 units per net acre

Town Center: Downtown Mixed Use Zone (Zone DMU) - 10 to 40+ units per net acre

Town Center: Outside of Downtown (Zone GMU) (Zone R-O-C) - 25 to 50 units per net acre

Commercial (Zone GMU) – 25 to 50 units per net acre

*In calculating buildable lands, density standards will be applied to net parcel areas to determine the maximum number of dwelling units allowed. Gross site area will be reduced to net site area according to the following schedule:

Proposed Comp Plan Amendment

- Areas one acre or larger will be reduced by twenty percent (20%) for the purposes of right-of-way dedication.
 - Areas greater than 3/8 of an acre and less than one acre will be reduced by ten percent (10%) for the purposes of right-of-way dedication. Areas less than or equal to 3/8 of an acre (16,335 s.f.) are assumed to be platted and receive zero reduction for right-of-way.
-

6. High Density in Mixed-Use Areas will be based on the following policies:

- a. Within the Mixed Use Area designated on Map 78, a range of different uses including residential, commercial and office are allowed and encouraged. It is expected that redevelopment will be required to implement these policies, and that single structures containing different uses will be the predominant building type.
- d. High Density residential uses will be allowed on all levels. ~~At least fifty (50) percent of the floor area within a project must be used for residential purposes.~~
- e. ~~Within the Mixed Use Area, a residential density bonus of fifteen (15) percent over the allowable density may be granted in exchange for exceptional design quality or special project amenities.~~
- ~~f. e.~~ All parking must be contained within a project.

7. Town Center Areas will be designated based on the following policies:

- a. Town Center areas are those sites identified within the subareas depicted on the Subareas Map in the Town Center Master Plan as suitable for redevelopment. Within the Town Center areas designated on Map 78, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. For a very limited area within Central Milwaukie, as identified in the Central Milwaukie Land Use and Transportation Plan, some employee-intensive uses are also appropriate. This is intended to foster a Town Center environment in accordance with the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.
- b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of the Town Center Master Plan.
- c. ~~Outside of the Downtown and Riverfront Land Use Framework Plan area, the Residential-Office-Commercial (R-O-C) Zone is the most appropriate zone for the Town Center Area.~~
- ~~d. e.~~ The Town Center Area shall be served by multimodal transportation options; therefore, on-street parking, shared parking, and enclosed parking are the most appropriate parking options in the Town Center Area. ~~Off-street surface parking is to be discouraged.~~
- ~~e. d.~~ A variety of higher density housing is desired in a designated Town Center Area, and the City shall work cooperatively with the private sector to provide a diverse range of affordable housing.
- f. ~~Residential densities in the Downtown Mixed Use Zone are in the range of 10 to 40+ dwelling units per net acre. Residential densities in the portion of the Town Center outside of Downtown are in the range of 25 to 50 units per net acre.~~

Proposed Comp Plan Amendment

OBJECTIVE #5 — HOUSING CHOICE

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

Planning Concept

While the predominant housing type is expected to continue to be single family detached, the City will encourage a wide range of housing types and densities in appropriate locations within individual neighborhood areas including duplexes, rowhouses, cottage clusters, accessory dwelling units, live/work units, multifamily, manufactured housing, and mobile home parks.

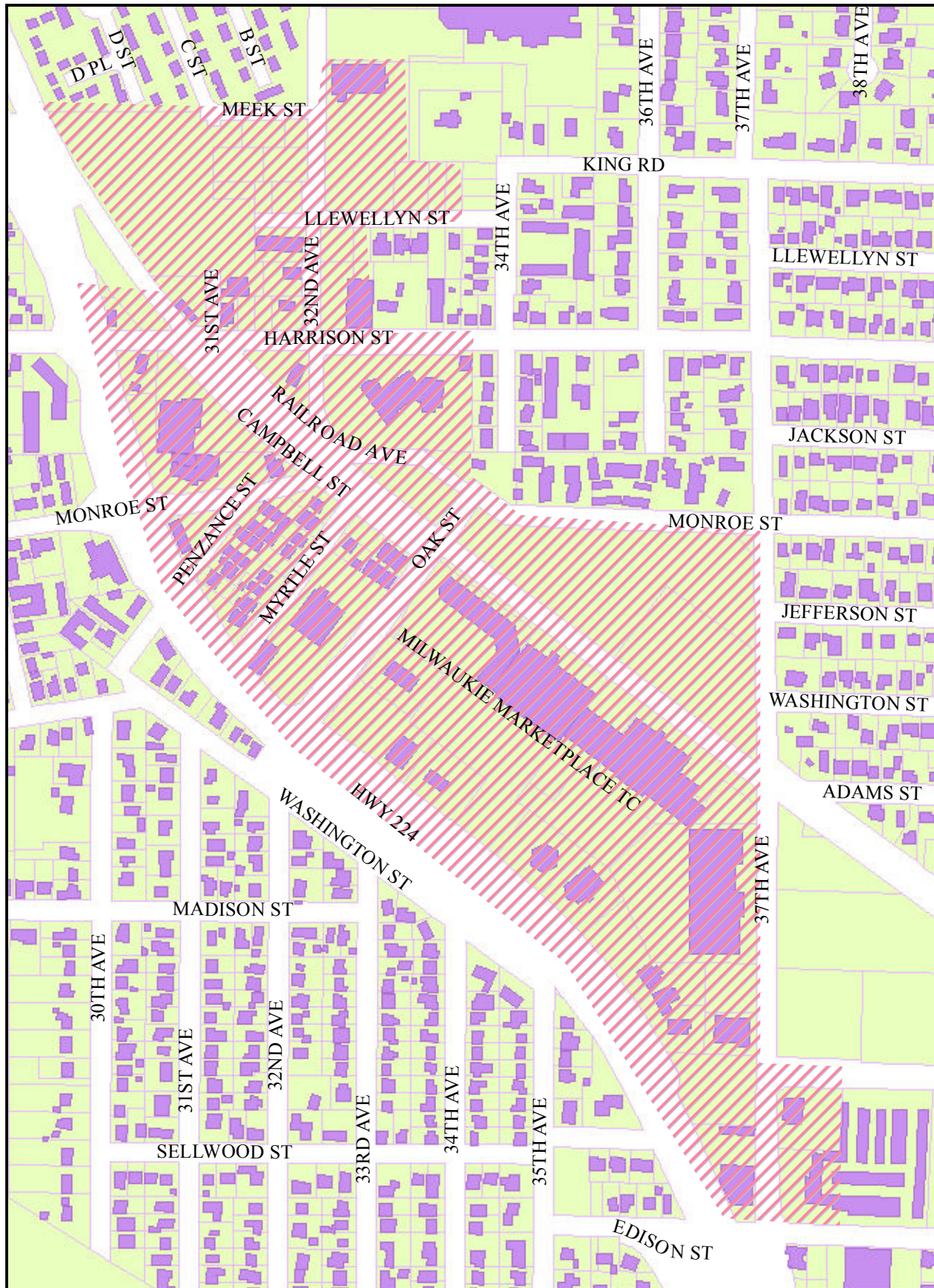
The City of Milwaukie will not immediately zone all high density or Town Center land for maximum development. Some areas involved are already predominantly developed at a lower density, leaving only pockets of vacant land currently suitable for immediate density increases. The rezoning will occur over time, and will be consistent with ~~the Town Center Master Plan based on applications which can demonstrate consistency with plan policies, as with~~ policies set forth in the City's Comprehensive Plan and, with public facility plans and standards, adequate to support maximum development. This process will ensure that development will occur with a timely, orderly, and efficient provision of public facilities and services as required by State Goal 11.

Policies

1. The City will encourage the development of infill housing that uses innovative development techniques for the purpose of reducing housing costs as well as creating an attractive living environment. Such techniques may include the reduction of lot size standards in established neighborhoods; allowing duplex housing units in appropriate areas; and encouraging the construction of small housing units. The Milwaukie Zoning Code has development and design standards that help ensure infill development is compatible with its surroundings. ~~A design review process shall be used within the Mixed Use Overlay Zone to assure that infill development is suitable in a given location.~~
-

Milwaukie Comprehensive Plan

Map 7



Rev. as of Ord. # _____ DATE _____

 Central Milwaukie Project Area

0 130 260 520 780 1,040 Feet



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ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

OBJECTIVE #1 — ECONOMIC DEVELOPMENT

The City will encourage an increase in the overall economic development activity within the City, will strive to retain existing businesses as well as actively attract new businesses, particularly those identified as having growth potential.

Planning Concepts

Milwaukie relies on a strong industrial tax base to keep residential tax rates low. The outlook for continued growth in industrial development, given the present City boundaries, is limited, as much of the vacant industrial land may be difficult to develop. Some opportunities for redevelopment exist in the Johnson Creek Industrial Area. The City will strive to ensure that existing industrial facilities continue to be adequately served by roads, drainage, water and sewer. The following economic development policies are derived from recommended policies found in the Lord and LeBlanc report and recommendations from the City's Comprehensive Plan Review Committee. Policy 10 is derived from the Town Center Master Plan, Central Milwaukie Land Use and Transportation Plan, and supporting documentation such as the Hovee report cited above.

Policies

10. The City will implement the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan to promote economic development based on compatible mixed uses within the designated Town Center areas. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.

OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

To continue to support a wide range of employment opportunities for Milwaukie citizens.

Policies

5. The Downtown Mixed Use and General Mixed Use Zones, and the Flex Space Overlay Zone ~~Mixed Use Overlay Zone and the Residential-Office-Commercial Zone~~ shall be applied to lands designated within the Town Center Area to foster economic opportunity.

OBJECTIVE #4 — INDUSTRIAL LAND USE

To encourage new industries to locate within the three major industrial areas of the City, in order to take maximum advantage of existing access and public facilities serving industry.

Policies

1. New industrial uses will be confined to the three major industrial areas in the City: Milwaukie Industrial Park, Omark industrial area, and the Johnson Creek industrial area, as shown on Map 78.
3. Lands designated for industrial use as shown on Map 78, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise

Proposed Comp Plan Amendment

indicated in the Tacoma Station Area Plan and the Central Milwaukie Land Use and Transportation Plan.

OBJECTIVE #6 — COMMERCIAL LAND USE

To encourage new commercial uses to locate within designated commercial areas of the City, in order to take maximum advantage of existing access and public facilities serving these areas.

Planning Concepts

Commercial land use policies are based on the assumption that most comparison goods purchases will be made at major regional shopping centers, day-to-day shopping needs will be met by local shopping centers, and that small convenience commercial centers will provide for frequent, one-stop shopping needs. For the purpose of categorizing and establishing commercial centers in Milwaukie, the following types of centers are defined:

- Regional Shopping Centers - A major commercial facility serving about 250,000 people primarily for comparison shopping for clothes, household goods and furniture. Examples include Lloyd Center, Washington Square, Downtown Portland and Clackamas Town Center. None are currently located within Milwaukie.
- Community Center - A commercial shopping center providing limited comparison shopping and day-to-day shopping serving (generally) 90,000 people on 15-30 acres, and containing at least 200,000 square feet of leasable space. The center should contain a department store (soft goods/clothing), a drug/variety or discount store, a supermarket, retail shops, and related uses. The City currently has one site, the Milwaukie Marketplace, located at Hwy. 224 and Oak St.
- District Center - A commercial site or area serving 6,000-10,000 people on 5-15 acres for regular shopping needs. A district center would likely contain a supermarket, drug and variety store, bank, gas station, etc. Examples include Safeway/King Road shopping center, S.E. 82nd Avenue/King Road, the Oak Grove Fred Meyer, and the Wichita Town Center.
- Local Convenience Center - A commercial facility to provide for frequent, convenient shopping needs. Local convenience centers serve from 2,000-4,000 people on 1/4 to 1/2 acre individual sites or may be adjacent in a strip. Typical uses may include a quick-stop grocery, laundry, fast-food restaurant, etc. The business at the intersection of Linwood and Harmony Road is an example.
- Highway Oriented Center - A commercial node or strip development dependent upon street traffic for business. Highway oriented centers are normally located along freeways or expressways at interchanges or along major or minor arterials and are generally service-oriented, providing for limited needs of nearby residents or people driving through the area. Examples include portions of McLoughlin Boulevard outside downtown and Harrison St. at Hwy. 224.
- Town Center Areas - The downtown ~~and parts of Central Milwaukie area is a~~ are unique mixed-use and commercial centers. ~~This area is~~ These areas are designated as a Town Center by the Metro 2040 Growth Concept. ~~It~~ They provides area-wide services as well as limited neighborhood services. Commercial uses are primarily office, service, and retail, providing financial, personal, and business services, governmental and cultural services. Some employment-intensive uses may also be appropriate in parts of Central Milwaukie. The emphasis is on creating a compact mixed-use environment with pedestrian amenities and high quality transit service and multimodal street networks.

Proposed Comp Plan Amendment

Policies

1. New commercial developments or redevelopments shall be located in designated areas unless expansion or creation of a new commercial designated area is justified as per Policy 2, below.
 2. Expansion or creation of commercial designated areas will be evaluated against the following criteria: (a) those having an historical commitment to commercial use, (b) access to a transportation network appropriate for the scale of development proposed, (c) significant traffic increase shall not result on streets of collector or less status serving low density residential areas, (d) that no more suitable location(s) exist within the City for this designation, (e) that zoning allowed by the designation is compatible with adjacent uses, and (f) compliance with all applicable Plan policies, ~~including the Town Center Master Plan.~~
-

OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

To provide for the weekly and comparison goods shopping needs of the City's and surrounding areas' residents.

Policies

- ~~6. The Town Center Master Plan design guidelines shall apply to major renovations undertaken within the C-CS Zone.~~
-

OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

To provide maximum convenience to City residents for regular and convenience shopping needs by concentrating commercial uses into selected commercial clusters.

Planning Concepts

Two District Centers currently serve as the primary commercial centers within the City: ~~Food Warehouse~~ Safeway/King Road Shopping Center at King Road and S.E. 42nd Avenue, and the Wichita Town Center at King and Linwood. Others in the Milwaukie area: 82nd Avenue at King Road, the intersection of Thiessen and Webster Roads, and the area near the Oak Grove Fred Meyer on McLoughlin Blvd.

Policies

1. The two District Centers within the City, shown on Map ~~7~~8, will be the primary commercial areas providing for the day-to-day shopping needs of City residents.
-

OBJECTIVE #12 — TOWN CENTER

To emphasize downtown Milwaukie and the expanded city center as a Town Center with the major concentration of mixed-use and high density housing, office, and service uses in the City.

Planning Concepts

Downtown Milwaukie and parts of Central Milwaukie are ~~is~~ designated by Metro as a Town Center typified by a mix of residential and commercial uses.

The future role for the downtown as a Town Center will revitalize the area as a focus of community identity and pride. The community also realizes the potential for waterfront

Proposed Comp Plan Amendment

development as a downtown focal point for enhancing existing and attracting new businesses and residential development within the Town Center. The role of Central Milwaukie as a Town Center is specified in Objective #16.

The following policies are derived in part from policies recommended in the Town Center Master Plan and the Downtown and Riverfront Land Use Framework Plan.

Policies

1. Downtown Milwaukie, and specifically those lands designated as Town Center on Map 78, will be considered a Town Center, serving area-wide needs as well as the needs of local residents.
2. Through adoption of the Downtown and Riverfront Land Use Framework Plan, implementing zones and other measures, opportunity for mixed-use development will be ensured to establish downtown Milwaukie as a Town Center.

OBJECTIVE #15 TACOMA STATION AREA

To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma station area boundary as shown on Map 78.

Policies

2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 78.

OBJECTIVE #16 – CENTRAL MILWAUKIE

To adopt and implement the Central Milwaukie Land Use and Transportation Plan as an ancillary document to the Comprehensive Plan and acknowledge the Central Milwaukie boundary as shown on Map 7.

Planning Concepts

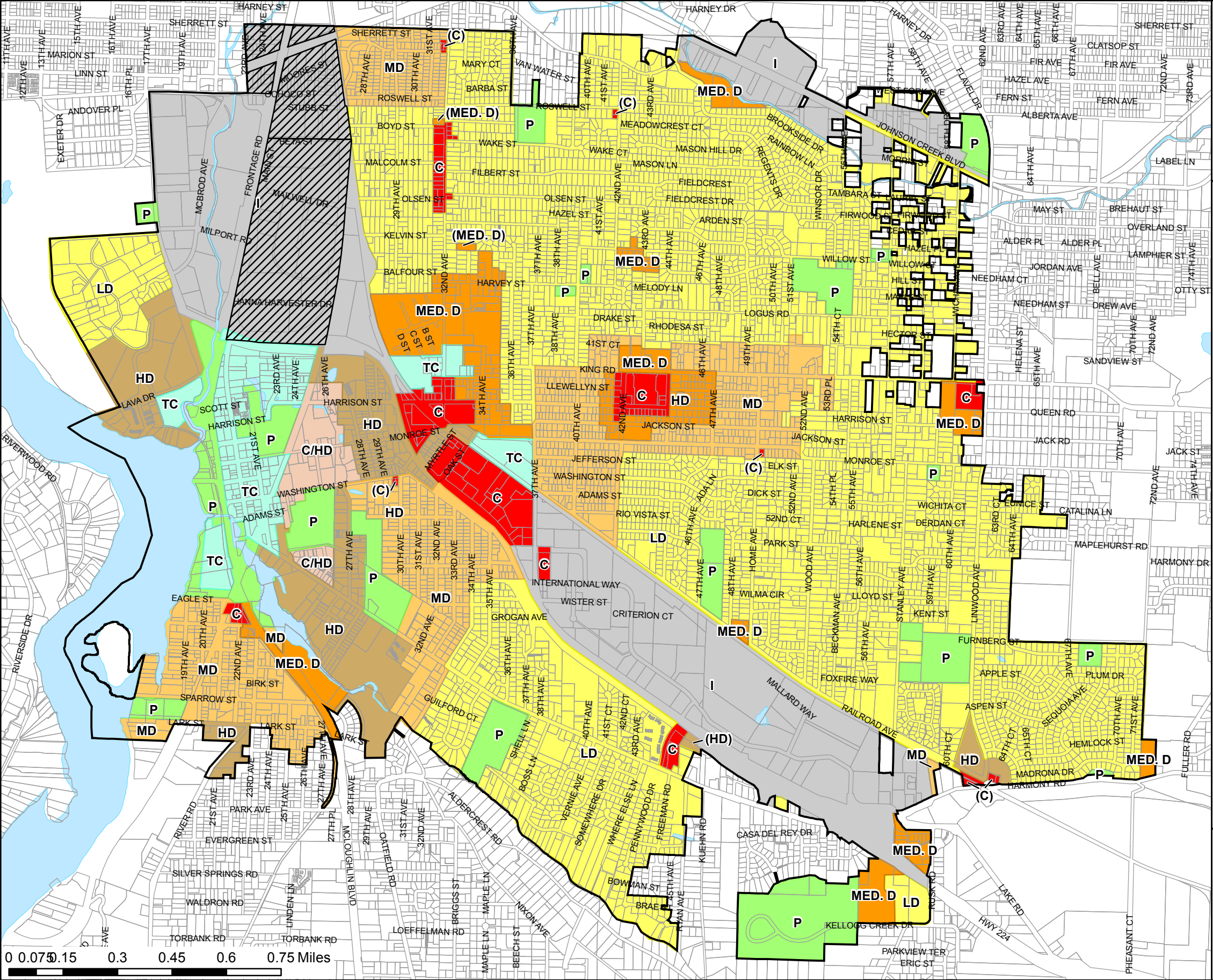
The Central Milwaukie Land Use and Transportation Plan establishes a future land use framework that is intended to enhance economic opportunities and improve Central Milwaukie as the City's primary commercial center. This includes improving access to the area for pedestrians, cyclists and vehicles and fostering a mix of uses. The Plan also recognizes the importance of protecting nearby residential neighborhoods.

Policies

1. The Central Milwaukie Land Use and Transportation Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated General Mixed Use Zone and Flex Space Overlay Zone in the Zoning Ordinance.
2. The City will encourage development of the Murphy and McFarland opportunity sites with a mix of uses, including opportunities for some employment uses on the Murphy site.
3. Future development on the Murphy opportunity site may be guided by the Flex Space Overlay Zone, which will ensure appropriate scale of industrial uses on that site.
4. The City will promote high-quality, urban design in Central Milwaukie that is complementary and protective of the surrounding area.

Proposed Comp Plan Amendment

5. The City will encourage a mix of uses, including commercial, office, institutional and a range of housing types, within Central Milwaukie.
6. The City will work to improve connectivity to and within Central Milwaukie, particularly for pedestrians and cyclists.
7. The City will encourage high quality urban design and traffic management.



LAND USE

Milwaukie Comprehensive Plan Map 7.8

- City Boundary
- Water Body
- LD - Low Density
- MD - Moderate Density
- MED. D - Medium Density
- HD - High Density
- C - Commercial
- C/HD - Mixed Use
- I - Industrial
- P - Public
- TC - Town Center
- Tacoma Station Area Overlay



Rev. as of Ord. # ____ DATE

Data Sources: City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center

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Please check with Planning Department for most up-to-date information.
503-786-7630
planning@milwaukieoregon.gov

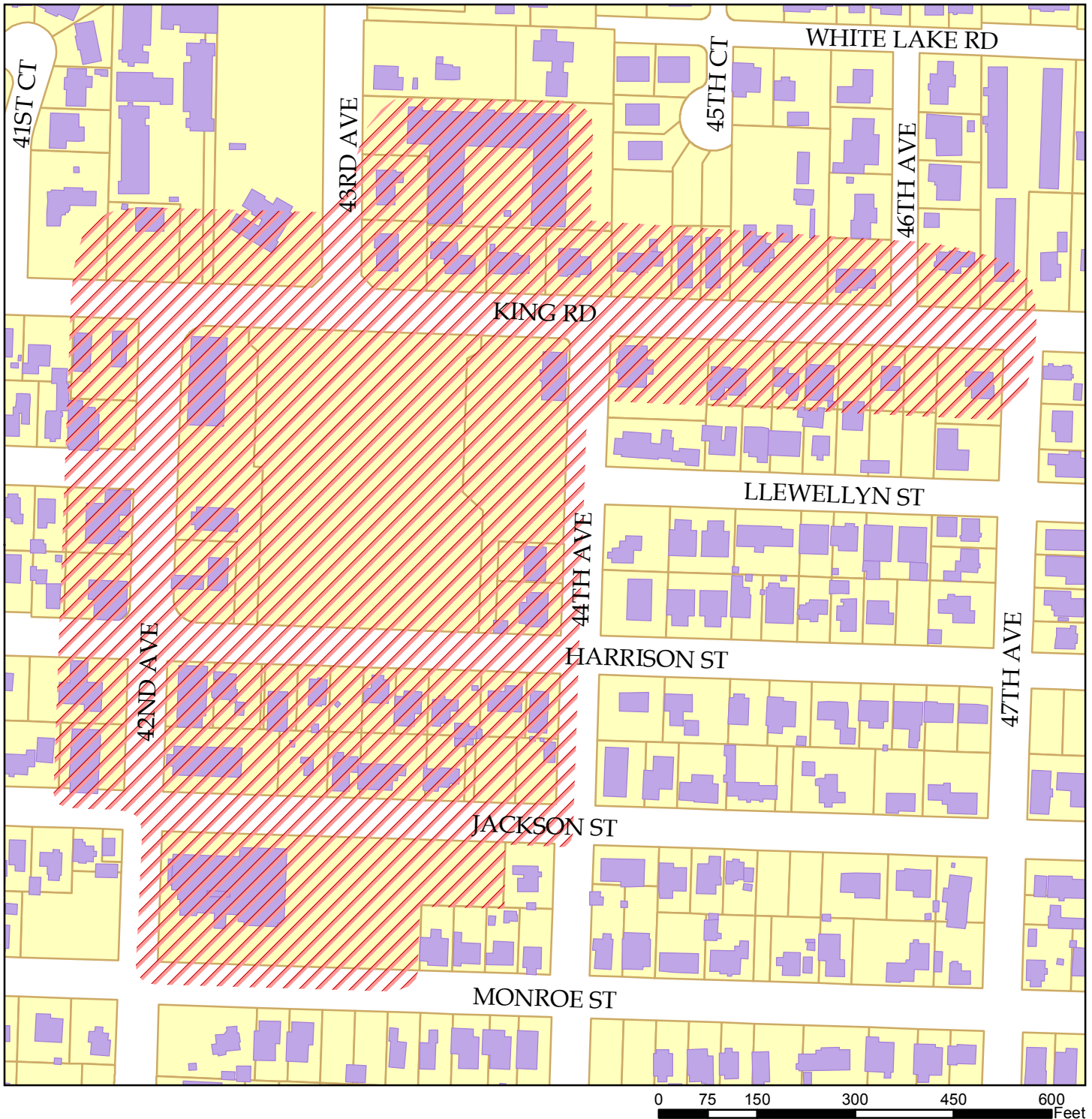
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KING ROAD NEIGHBORHOOD CENTER

Milwaukie Comprehensive Plan

Map ~~8~~ 9



 Area of Neighborhood Center Plan

Rev. as of Ord. # _____ DATE

Data Sources:
City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center



Updates for Section References and Housekeeping Only

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES

OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT

OBJECTIVE #1 — OPEN SPACE, second paragraph

Within this plan, the term “open space” is intended to define and designate vacant land which will remain undeveloped in accordance with the Willamette Greenway Program, natural area designation, or other land use requirements. Open space includes those areas designated as Public on the Land Use Map (Map 78) and as “water quality resources” and “habitat conservation areas” on the Natural Resources Map (Map 5). Public open spaces include existing City-owned parks and City-owned lands in natural areas. Development in these areas would be subject to Zoning Ordinance requirements for natural resources, if in a natural area, and/or the Parks and Recreation Master Plan, which guides park development within the City.

OBJECTIVE #1 — OPEN SPACE, Policy 11

11. With the exception of the Kellogg Wastewater Treatment Plant and the land surrounding the plant, the City will designate as Public Lands those areas which are existing parks or publicly utilized areas, or City owned properties containing natural resources, and will assure that these areas are managed according to open space policies, natural resource policies, and parks and recreation policies, as appropriate. Areas designated Public Lands shall be identified on the Land Use Map (Map 78).

CHAPTER 4 — LAND USE

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

Background and Planning Concepts, last paragraph

Policies in this Economic Base and Industrial/Commercial Land Use Element together with technical studies and inventories found in the Industrial and Commercial Land Use working paper, the Community Needs Survey, “Community Development in Milwaukie: Problems, Prospects, Policies,” by Lord and LeBlanc, 1977, “Economic Development Commission Recommendations,” 1979, the Economic Background and Discussion Document, 1987, the Community Questionnaire and the Portland General Electric Business Retention and Expansion Assessment and the Riverfront Market Analysis, 1986, address the Statewide Planning Goals 2 and 9. The Town Center Master Plan contains guidance for identifying select sites for mixed-use commercial development in the expanded city center. The Plan was influenced by the “Commercial, Housing and Transportation Working Groups Report,” 1997, and the “Economic Development Assessment for Milwaukie Regional Center Study Area” (Hovee) 1997.

RECREATIONAL NEEDS ELEMENT***Background and Planning Concepts, second paragraph***

The recreational needs most often identified by City residents are parks and facilities for adults wanting active recreational opportunities. North Clackamas Park, a 45 acre site containing facilities for baseball, soccer, equestrian activities, picnicking, and a community center, is the major City-owned park facility meeting many of these needs. In addition, several school sites throughout the City provide open space, and play areas. Agreements between North Clackamas School District and the City have resulted in the construction of tennis courts on school property for joint school/community use. The Parks and Recreation Master Plan will contain a more complete description of current City-owned parks and other public facilities, as well as demand for park facilities now and in the future. Map 78 shows the location of existing public park and other facilities.

OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts

The Willamette River shoreland and waterways offer the most significant potential to improve recreational opportunities in Milwaukie. A 1979 Port of Portland report and a 1986 Marketing Study analyzed the feasibility for developing the City boat launch area as a marina. A marina near downtown, linked with public lands such as the grounds of the Kellogg Wastewater Treatment Plant, Elk Rock Island, and Spring Park would form a riverfront corridor providing a variety of river-oriented experiences. Even more significant is the notion of the riverfront area linked to the proposed 40-mile loop trail system (see Map 89) with potential for a southern arm extending to North Clackamas Park.

OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3

3. Public and private uses shall be combined in any mixed-used development in the commercial area along the Willamette River. Any mixed-use development shall include public access and open space considerations along the length of the riverfront connecting to existing paths. Other public uses may include a public gathering place, such as an amphitheater, or a marina or other special use facilities.
-

WILLAMETTE GREENWAY ELEMENT***OBJECTIVE #3 — LAND USE, Policy 1***

1. The land use designations on Map 78 will serve as guidelines for establishing the Greenway Design Plan.
-

Proposed Comp Plan Amendment

NEIGHBORHOOD ELEMENT

OBJECTIVE #3 — KING ROAD NEIGHBORHOOD CENTER, Policy 1

1. The area shown on the King Road Neighborhood Center Map (Map 89) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text amendments or future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

Clean Amendments

Comprehensive Plan

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 4 — LAND USE

RESIDENTIAL LAND USE AND HOUSING ELEMENT

OBJECTIVE #2 — RESIDENTIAL LAND USE: DENSITY AND LOCATION

To locate higher density residential uses so that the concentration of people will help to support public transportation services and major commercial centers and foster implementation of the Town Center Master Plan, Downtown and Riverfront Land Use Framework Plan, and Central Milwaukie Land Use and Transportation Plan.

Planning Concept

The most basic concept underlying residential land use policy in Milwaukie is that the City is and will continue to be composed primarily of single family neighborhoods. Housing types resulting in higher densities are to be concentrated in order to support public transportation services and major commercial centers, have close proximity to major streets, and to lessen the impact of through traffic on single family areas. A range of housing types is encouraged in all areas of the City, as long as the character of existing neighborhoods is not dramatically altered by new development. The Land Use Plan for the City, Map 8, shows how residential areas of differing density will be distributed throughout the City.

Policies

1. Residential densities will be based on the following net* density ranges:

Low Density (Zones R-10, R-7) - up to 6.2 units per net acre

Moderate Density (Zone R-5) - 6.3 to 8.7 units per net acre

Medium Density (Zones R-3, R-2.5, R-2) - 8.8 to 21.1 units per net acre

High Density (Zone R-1) - 21.2 to 24.0 units per net acre

Town Center: Downtown Mixed Use Zone (Zone DMU) - 10 to 40+ units per net acre

Town Center: Outside of Downtown (Zone GMU) - 25 to 50 units per net acre

Commercial (Zone GMU) – 25 to 50 units per net acre

*In calculating buildable lands, density standards will be applied to net parcel areas to determine the maximum number of dwelling units allowed. Gross site area will be reduced to net site area according to the following schedule:

- Areas one acre or larger will be reduced by twenty percent (20%) for the purposes of right-of-way dedication.

Proposed Comp Plan Amendment

- Areas greater than 3/8 of an acre and less than one acre will be reduced by ten percent (10%) for the purposes of right-of-way dedication. Areas less than or equal to 3/8 of an acre (16,335 s.f.) are assumed to be platted and receive zero reduction for right-of-way.
-

6. High Density in Mixed-Use Areas will be based on the following policies:

- a. Within the Mixed Use Area designated on Map 8, a range of different uses including residential, commercial and office are allowed and encouraged. It is expected that redevelopment will be required to implement these policies, and that single structures containing different uses will be the predominant building type.
- d. High Density residential uses will be allowed on all levels.
- e. All parking must be contained within a project.

7. Town Center Areas will be designated based on the following policies:

- a. Town Center areas are those sites identified within the subareas depicted on the Subareas Map in the Town Center Master Plan as suitable for redevelopment. Within the Town Center areas designated on Map 8, mixed-use development combining residential high density housing with retail, service commercial, and/or offices is encouraged. For a very limited area within Central Milwaukie, as identified in the Central Milwaukie Land Use and Transportation Plan, some employee-intensive uses are also appropriate. This is intended to foster a Town Center environment in accordance with the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.
 - b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed Use Zone shall implement Subarea 1 of the Town Center Master Plan.
 - c. The Town Center Area shall be served by multimodal transportation options; therefore, on-street parking, shared parking, and enclosed parking are the most appropriate parking options in the Town Center Area.
 - d. A variety of higher density housing is desired in a designated Town Center Area, and the City shall work cooperatively with the private sector to provide a diverse range of affordable housing.
-

OBJECTIVE #5 — HOUSING CHOICE

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

Planning Concept

While the predominant housing type is expected to continue to be single family detached, the City will encourage a wide range of housing types and densities in appropriate locations within individual neighborhood areas including duplexes, rowhouses, cottage clusters, accessory dwelling units, live/work units, multifamily, manufactured housing, and mobile home parks.

The City of Milwaukie will not immediately zone all high density or Town Center land for maximum development. Some areas involved are already predominantly developed at a lower density, leaving only pockets of vacant land currently suitable for immediate density increases.

Proposed Comp Plan Amendment

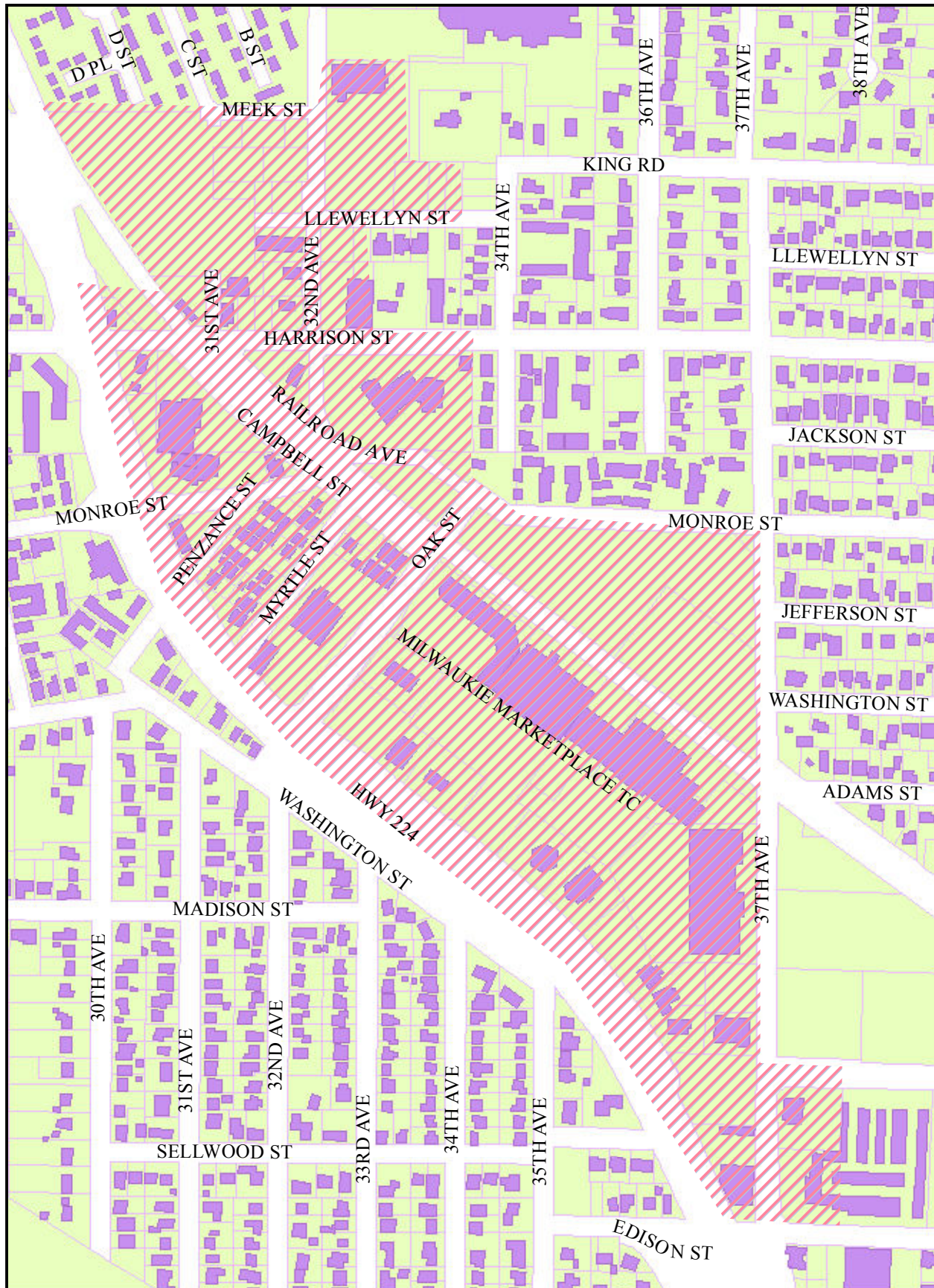
The rezoning will occur over time, and will be consistent with policies set forth in the City's Comprehensive Plan and, with public facility plans and standards, adequate to support maximum development. This process will ensure that development will occur with a timely, orderly, and efficient provision of public facilities and services as required by State Goal 11.

Policies

1. The City will encourage the development of infill housing that uses innovative development techniques for the purpose of reducing housing costs as well as creating an attractive living environment. Such techniques may include the reduction of lot size standards in established neighborhoods; allowing duplex housing units in appropriate areas; and encouraging the construction of small housing units. The Milwaukie Zoning Code has development and design standards that help ensure infill development is compatible with its surroundings.
-

Milwaukie Comprehensive Plan

Map 7



Rev. as of Ord. # _____ DATE _____

 Central Milwaukie Project Area

0 130 260 520 780 1,040 Feet



The information depicted on this map is for general reference only. The City of Milwaukie does not accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.



Proposed Comp Plan Amendment

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

OBJECTIVE #1 — ECONOMIC DEVELOPMENT

The City will encourage an increase in the overall economic development activity within the City, will strive to retain existing businesses as well as actively attract new businesses, particularly those identified as having growth potential.

Planning Concepts

Milwaukie relies on a strong industrial tax base to keep residential tax rates low. The outlook for continued growth in industrial development, given the present City boundaries, is limited, as much of the vacant industrial land may be difficult to develop. Some opportunities for redevelopment exist in the Johnson Creek Industrial Area. The City will strive to ensure that existing industrial facilities continue to be adequately served by roads, drainage, water and sewer. The following economic development policies are derived from recommended policies found in the Lord and LeBlanc report and recommendations from the City's Comprehensive Plan Review Committee. Policy 10 is derived from the Town Center Master Plan, Central Milwaukie Land Use and Transportation Plan, and supporting documentation such as the Hovee report cited above.

Policies

10. The City will implement the Town Center Master Plan and Central Milwaukie Land Use and Transportation Plan to promote economic development based on compatible mixed uses within the designated Town Center areas. For properties in Central Milwaukie, the vision and policies in the Central Milwaukie Land Use and Transportation Plan supersede any specific site design schematics in the Town Center Master Plan.

OBJECTIVE #2 — EMPLOYMENT OPPORTUNITY

To continue to support a wide range of employment opportunities for Milwaukie citizens.

Policies

5. The Downtown Mixed Use and General Mixed Use Zones, and the Flex Space Overlay Zone shall be applied to lands designated within the Town Center Area to foster economic opportunity.

OBJECTIVE #4 — INDUSTRIAL LAND USE

To encourage new industries to locate within the three major industrial areas of the City, in order to take maximum advantage of existing access and public facilities serving industry.

Policies

1. New industrial uses will be confined to the three major industrial areas in the City: Milwaukie Industrial Park, Omark industrial area, and the Johnson Creek industrial area, as shown on Map 8.
3. Lands designated for industrial use as shown on Map 8, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise

Proposed Comp Plan Amendment

indicated in the Tacoma Station Area Plan and the Central Milwaukie Land Use and Transportation Plan.

OBJECTIVE #6 — COMMERCIAL LAND USE

To encourage new commercial uses to locate within designated commercial areas of the City, in order to take maximum advantage of existing access and public facilities serving these areas.

Planning Concepts

Commercial land use policies are based on the assumption that most comparison goods purchases will be made at major regional shopping centers, day-to-day shopping needs will be met by local shopping centers, and that small convenience commercial centers will provide for frequent, one-stop shopping needs. For the purpose of categorizing and establishing commercial centers in Milwaukie, the following types of centers are defined:

- Regional Shopping Centers - A major commercial facility serving about 250,000 people primarily for comparison shopping for clothes, household goods and furniture. Examples include Lloyd Center, Washington Square, Downtown Portland and Clackamas Town Center. None are currently located within Milwaukie.
- Community Center - A commercial shopping center providing limited comparison shopping and day-to-day shopping serving (generally) 90,000 people on 15-30 acres, and containing at least 200,000 square feet of leasable space. The center should contain a department store (soft goods/clothing), a drug/variety or discount store, a supermarket, retail shops, and related uses. The City currently has one site, the Milwaukie Marketplace, located at Hwy. 224 and Oak St.
- District Center - A commercial site or area serving 6,000-10,000 people on 5-15 acres for regular shopping needs. A district center would likely contain a supermarket, drug and variety store, bank, gas station, etc. Examples include Safeway/King Road shopping center, S.E. 82nd Avenue/King Road, the Oak Grove Fred Meyer, and the Wichita Town Center.
- Local Convenience Center - A commercial facility to provide for frequent, convenient shopping needs. Local convenience centers serve from 2,000-4,000 people on 1/4 to 1/2 acre individual sites or may be adjacent in a strip. Typical uses may include a quick-stop grocery, laundry, fast-food restaurant, etc. The business at the intersection of Linwood and Harmony Road is an example.
- Highway Oriented Center - A commercial node or strip development dependent upon street traffic for business. Highway oriented centers are normally located along freeways or expressways at interchanges or along major or minor arterials and are generally service-oriented, providing for limited needs of nearby residents or people driving through the area. Examples include portions of McLoughlin Boulevard outside downtown and Harrison St. at Hwy. 224.
- Town Center Areas - The downtown and parts of Central Milwaukie are unique mixed-use and commercial centers. These areas are designated Town Center by the Metro 2040 Growth Concept. They provide area-wide services as well as limited neighborhood services. Commercial uses are primarily office, service, and retail, providing financial, personal, and business services, governmental and cultural services. Some employment-intensive uses may also be appropriate in parts of Central Milwaukie. The emphasis is on creating a compact mixed-use environment with pedestrian amenities and high quality transit service and multimodal street networks.

Proposed Comp Plan Amendment

Policies

1. New commercial developments or redevelopments shall be located in designated areas unless expansion or creation of a new commercial designated area is justified as per Policy 2, below.
 2. Expansion or creation of commercial designated areas will be evaluated against the following criteria: (a) those having an historical commitment to commercial use, (b) access to a transportation network appropriate for the scale of development proposed, (c) significant traffic increase shall not result on streets of collector or less status serving low density residential areas, (d) that no more suitable location(s) exist within the City for this designation, (e) that zoning allowed by the designation is compatible with adjacent uses, and (f) compliance with all applicable Plan policies.
-

OBJECTIVE #8 — COMMERCIAL LAND USE: COMMUNITY CENTER

To provide for the weekly and comparison goods shopping needs of the City's and surrounding areas' residents.

Policies

[Policy 6 gone]

OBJECTIVE #9 — COMMERCIAL LAND USE: DISTRICT CENTERS

To provide maximum convenience to City residents for regular and convenience shopping needs by concentrating commercial uses into selected commercial clusters.

Planning Concepts

Two District Centers currently serve as the primary commercial centers within the City: Safeway/King Road Shopping Center at King Road and S.E. 42nd Avenue, and the Wichita Town Center at King and Linwood. Others in the Milwaukie area: 82nd Avenue at King Road, the intersection of Thiessen and Webster Roads, and the area near the Oak Grove Fred Meyer on McLoughlin Blvd.

Policies

1. The two District Centers within the City, shown on Map 8, will be the primary commercial areas providing for the day-to-day shopping needs of City residents.
-

OBJECTIVE #12 — TOWN CENTER

To emphasize downtown Milwaukie and the expanded city center as a Town Center with the major concentration of mixed-use and high density housing, office, and service uses in the City.

Planning Concepts

Downtown Milwaukie and parts of Central Milwaukie are designated by Metro as a Town Center typified by a mix of residential and commercial uses.

The future role for the downtown as a Town Center will revitalize the area as a focus of community identity and pride. The community also realizes the potential for waterfront development as a downtown focal point for enhancing existing and attracting new businesses

Proposed Comp Plan Amendment

and residential development within the Town Center. The role of Central Milwaukie as a Town Center is specified in Objective #16.

The following policies are derived in part from policies recommended in the Town Center Master Plan and the Downtown and Riverfront Land Use Framework Plan.

Policies

1. Downtown Milwaukie, and specifically those lands designated as Town Center on Map 8, will be considered a Town Center, serving area-wide needs as well as the needs of local residents.
 2. Through adoption of the Downtown and Riverfront Land Use Framework Plan, implementing zones and other measures, opportunity for mixed-use development will be ensured to establish downtown Milwaukie as a Town Center.
-

OBJECTIVE #15 TACOMA STATION AREA

To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma station area boundary as shown on Map 8.

Policies

2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 8.
-

OBJECTIVE #16 – CENTRAL MILWAUKIE

To adopt and implement the Central Milwaukie Land Use and Transportation Plan as an ancillary document to the Comprehensive Plan and acknowledge the Central Milwaukie boundary as shown on Map 7.

Planning Concepts

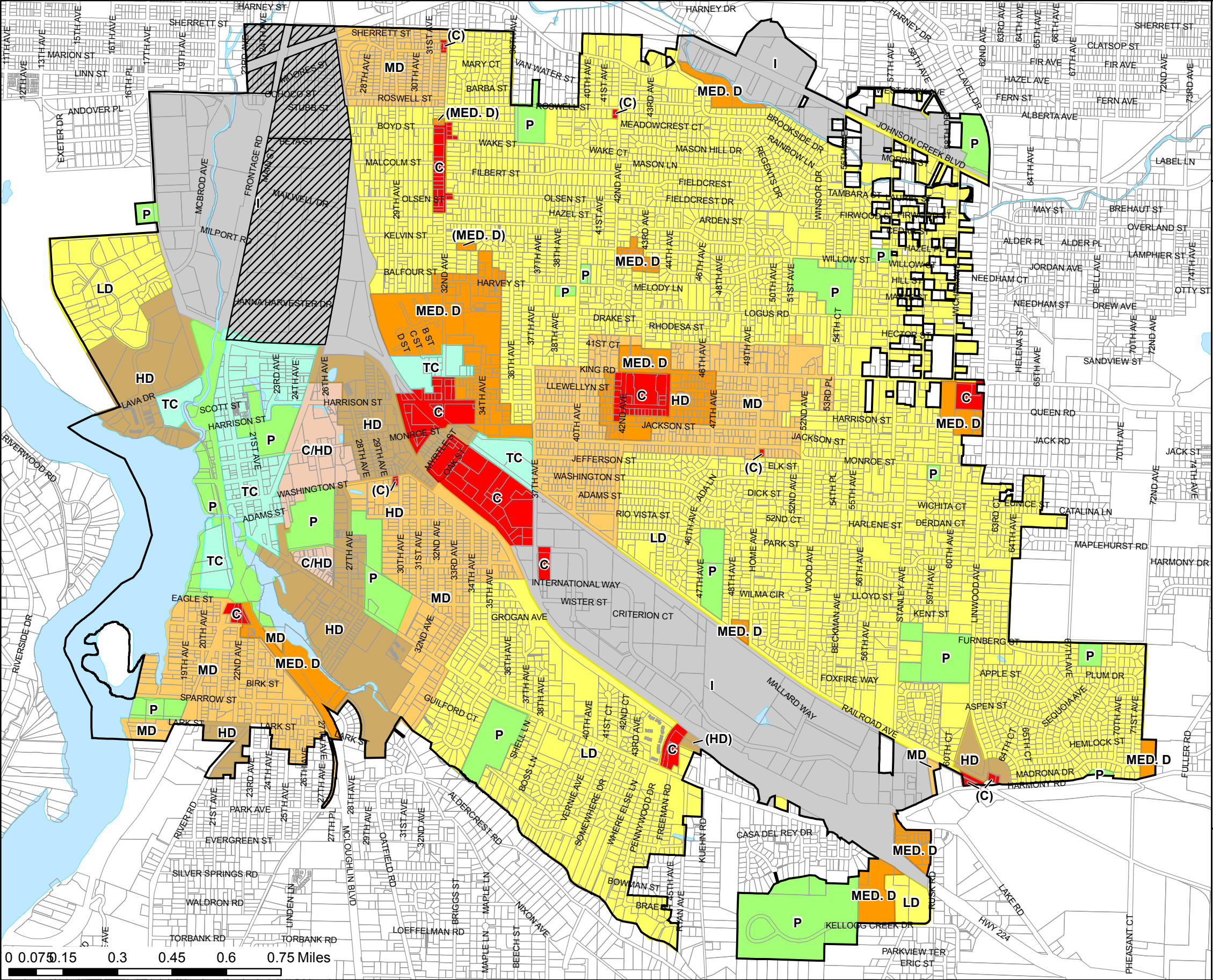
The Central Milwaukie Land Use and Transportation Plan establishes a future land use framework that is intended to enhance economic opportunities and improve Central Milwaukie as the City's primary commercial center. This includes improving access to the area for pedestrians, cyclists and vehicles and fostering a mix of uses. The Plan also recognizes the importance of protecting nearby residential neighborhoods.

Policies

1. The Central Milwaukie Land Use and Transportation Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated General Mixed Use Zone and Flex Space Overlay Zone in the Zoning Ordinance.
2. The City will encourage development of the Murphy and McFarland opportunity sites with a mix of uses, including opportunities for some employment uses on the Murphy site.
3. Future development on the Murphy opportunity site may be guided by the Flex Space Overlay Zone, which will ensure appropriate scale of industrial uses on that site.
4. The City will promote high-quality, urban design in Central Milwaukie that is complementary and protective of the surrounding area.

Proposed Comp Plan Amendment

5. The City will encourage a mix of uses, including commercial, office, institutional and a range of housing types, within Central Milwaukie.
6. The City will work to improve connectivity to and within Central Milwaukie, particularly for pedestrians and cyclists.
7. The City will encourage high quality urban design and traffic management.



LAND USE

Milwaukie Comprehensive Plan
Map 8

- City Boundary
- Water Body
- LD - Low Density
- MD - Moderate Density
- MED. D - Medium Density
- HD - High Density
- C - Commercial
- C/HD - Mixed Use
- I - Industrial
- P - Public
- TC - Town Center
- Tacoma Station Area Overlay



Rev. as of Ord. # ____ DATE

Data Sources: City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center

The information depicted on this map is for general reference only. The City of Milwaukie cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated.

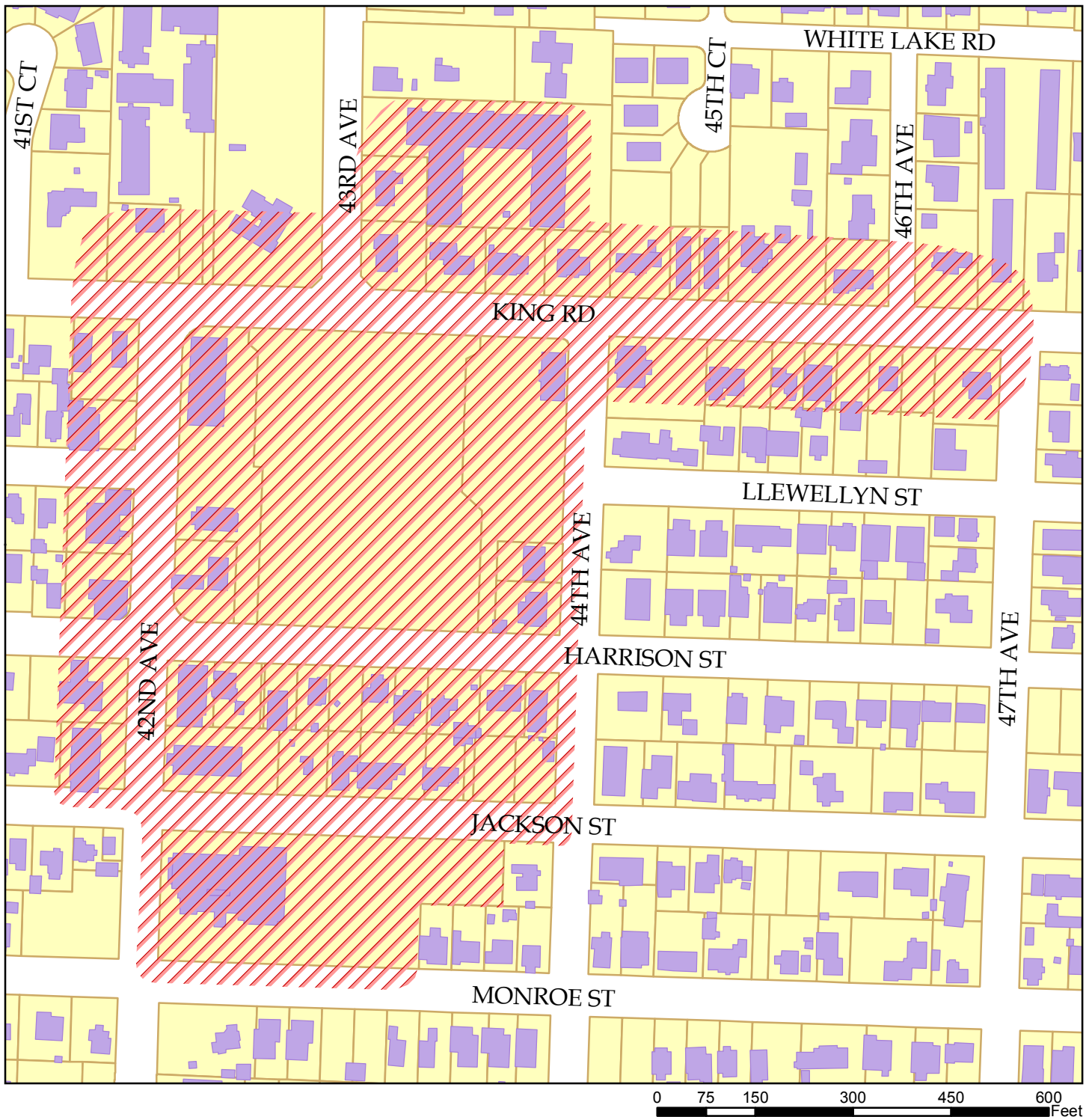
Please check with Planning Department for most up-to-date information.
503-786-7630
planning@milwaukieoregon.gov

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KING ROAD NEIGHBORHOOD CENTER

Milwaukie Comprehensive Plan Map 9



 Area of Neighborhood Center Plan

Rev. as of Ord. # _____ DATE

Data Sources:
City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center



Updates for Section References and Housekeeping Only

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 3 — ENVIRONMENTAL AND NATURAL RESOURCES

OPEN SPACES, SCENIC AREAS, AND NATURAL RESOURCES ELEMENT

OBJECTIVE #1 — OPEN SPACE, second paragraph

Within this plan, the term “open space” is intended to define and designate vacant land which will remain undeveloped in accordance with the Willamette Greenway Program, natural area designation, or other land use requirements. Open space includes those areas designated as Public on the Land Use Map (Map 8) and as “water quality resources” and “habitat conservation areas” on the Natural Resources Map (Map 5). Public open spaces include existing City-owned parks and City-owned lands in natural areas. Development in these areas would be subject to Zoning Ordinance requirements for natural resources, if in a natural area, and/or the Parks and Recreation Master Plan, which guides park development within the City.

OBJECTIVE #1 — OPEN SPACE, Policy 11

11. With the exception of the Kellogg Wastewater Treatment Plant and the land surrounding the plant, the City will designate as Public Lands those areas which are existing parks or publicly utilized areas, or City owned properties containing natural resources, and will assure that these areas are managed according to open space policies, natural resource policies, and parks and recreation policies, as appropriate. Areas designated Public Lands shall be identified on the Land Use Map (Map 8).

CHAPTER 4 — LAND USE

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

Background and Planning Concepts, last paragraph

Policies in this Economic Base and Industrial/Commercial Land Use Element together with technical studies and inventories found in the Industrial and Commercial Land Use working paper, the Community Needs Survey, “Community Development in Milwaukie: Problems, Prospects, Policies,” by Lord and LeBlanc, 1977, “Economic Development Commission Recommendations,” 1979, the Economic Background and Discussion Document, 1987, the Community Questionnaire and the Portland General Electric Business Retention and Expansion Assessment and the Riverfront Market Analysis, 1986, address the Statewide Planning Goals 2 and 9. The Town Center Master Plan contains guidance for identifying select sites for mixed-use commercial development in the expanded city center. The Plan was influenced by the “Commercial, Housing and Transportation Working Groups Report,” 1997, and the “Economic Development Assessment for Milwaukie Regional Center Study Area” (Hovee) 1997.

Proposed Comp Plan Amendment

RECREATIONAL NEEDS ELEMENT

Background and Planning Concepts, second paragraph

The recreational needs most often identified by City residents are parks and facilities for adults wanting active recreational opportunities. North Clackamas Park, a 45 acre site containing facilities for baseball, soccer, equestrian activities, picnicking, and a community center, is the major City-owned park facility meeting many of these needs. In addition, several school sites throughout the City provide open space, and play areas. Agreements between North Clackamas School District and the City have resulted in the construction of tennis courts on school property for joint school/community use. The Parks and Recreation Master Plan will contain a more complete description of current City-owned parks and other public facilities, as well as demand for park facilities now and in the future. Map 8 shows the location of existing public park and other facilities.

OBJECTIVE #7 — RIVERFRONT RECREATION, Planning Concepts

The Willamette River shoreland and waterways offer the most significant potential to improve recreational opportunities in Milwaukie. A 1979 Port of Portland report and a 1986 Marketing Study analyzed the feasibility for developing the City boat launch area as a marina. A marina near downtown, linked with public lands such as the grounds of the Kellogg Wastewater Treatment Plant, Elk Rock Island, and Spring Park would form a riverfront corridor providing a variety of river-oriented experiences. Even more significant is the notion of the riverfront area linked to the proposed 40-mile loop trail system (see Map 9) with potential for a southern arm extending to North Clackamas Park.

OBJECTIVE #7 — RIVERFRONT RECREATION, Policy 3

3. Public and private uses shall be combined in any mixed-used development in the commercial area along the Willamette River. Any mixed-use development shall include public access and open space considerations along the length of the riverfront connecting to existing paths. Other public uses may include a public gathering place, such as an amphitheater, or a marina or other special use facilities.
-

WILLAMETTE GREENWAY ELEMENT

OBJECTIVE #3 — LAND USE, Policy 1

1. The land use designations on Map 8 will serve as guidelines for establishing the Greenway Design Plan.
-

NEIGHBORHOOD ELEMENT**OBJECTIVE #3 — KING ROAD NEIGHBORHOOD CENTER, Policy 1**

1. The area shown on the King Road Neighborhood Center Map (Map 9) provides conceptual boundaries for the neighborhood center. Comprehensive Plan map or text amendments or future zoning map text or map amendments in the area should be consistent with the neighborhood center policies

Underline/Strikeout Amendments

Title 14 Signs

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 14.04 GENERAL PROVISIONS

14.04.030 DEFINITIONS

The following words and phrases where used in this title shall, for the purposes of this title, have the meanings respectively ascribed to them in this section:

"Downtown zones" means the DMU, Downtown Mixed Use, and OS, Open Space, Zones, as defined in the Zoning Ordinance.

"Other commercial zones" means the C-L, Limited Commercial; DMU, Downtown Mixed Use; C-CS, Community Shopping Commercial; GMU, General Mixed Use; and C-G, General Commercial, Zones, as defined in the Zoning Ordinance.

~~"Residential-office-commercial zones"~~ "Residential-Business Office Zone" means the ~~R-O-C~~ and R-1-B Zones, as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.020 ~~RESIDENTIAL-OFFICE-COMMERCIAL-RESIDENTIAL-BUSINESS OFFICE ZONE~~

No sign shall be installed or maintained in an ~~R-O-C~~ or R-1-B Zone, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.020.

Table 14.16.020
Standards for Signs in ~~Residential-Office-Commercial~~ Residential-Business Office
Zones ~~R-O-C~~ or R-1-B

14.16.040 COMMERCIAL ZONES

No sign shall be installed or maintained in the C-L, ~~C-G~~, and C-CS, and GMU Zones, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.040.

Table 14.16.040
Standards for Signs in Commercial Zones C-L, ~~C-G~~, and C-CS, and GMU

Proposed Code Amendment

Zoning Ordinance

*The proposed amendments incorporate the recent zoning code text amendments for **Medical Marijuana Facilities**, which were adopted by City Council on April 7, 2015, and which will become effective on May 1, 2015.*

*Additionally, these amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 19.100 INTRODUCTORY PROVISIONS

19.107 ZONING

19.107.1 Zone Classifications

For the purposes of this title, the following base zones and overlay zones are established in the City per Table 19.107.1:

| Table 19.107.1 Classification of Zones | |
|---|-------------------------|
| Zone Description | Abbreviated Description |
| Base Zones | |
| Residential | R-10 |
| Residential | R-7 |
| Residential | R-5 |
| Residential | R-3 |
| Residential | R-2.5 |
| Residential | R-2 |
| Residential | R-1 |
| Residential-Business Office | R-1-B |
| Residential-Office-Commercial | R-O-C |
| Downtown Mixed Use | DMU |
| Open Space | OS |
| Neighborhood Commercial | C-N |
| Limited Commercial | C-L |
| General Commercial | C-G |
| Community Shopping Commercial | C-CS |
| Manufacturing | M |
| Business Industrial | BI |
| Planned Development | PD |
| Tacoma Station Area Manufacturing | M-TSA |
| General Mixed Use | <u>GMU</u> |
| Overlay Zones | |
| Willamette Greenway | WG |
| Historic Preservation | HP |
| Mixed Use | MU |

Proposed Code Amendment

| | |
|---------------------------|-----|
| Flex Space | FS |
| Aircraft Landing Facility | L-F |
| Tacoma Station Area | TSA |

CHAPTER 19.300 BASE ZONES

~~19.303 RESIDENTIAL-OFFICE-COMMERCIAL ZONE R-O-C~~

In an R-O-C Zone the following regulations shall apply:

~~19.303.1 Uses Permitted Outright~~

In an R-O-C Zone the following uses and their accessory uses are permitted outright:

- ~~A. Single-family detached dwelling;~~
- ~~B. Duplex;~~
- ~~C. Residential home;~~
- ~~D. Multifamily development;~~
- ~~E. Congregate housing facility;~~
- ~~F. Senior and retirement housing;~~
- ~~G. Offices;~~
- ~~H. Retail trade establishment such as a food store, drugstore, gift shop, hardware store selling primarily from a shelf-goods inventory;~~
- ~~I. Personal service business such as a barber shop, tailor shop, or laundry and dry cleaning pickup station;~~
- ~~J. Funeral home;~~
- ~~K. Commercial recreation and motion picture theater;~~
- ~~L. Eating establishment;~~
- ~~M. Hotel or motel;~~
- ~~N. Parking facility;~~
- ~~O. Repair, maintenance, or service of the type of goods to be found in any permitted retail trade establishment;~~
- ~~P. Financial institution;~~
- ~~Q. Trade or commercial school;~~
- ~~R. Department or furniture store;~~
- ~~S. Medical marijuana facilities subject to the standards of Subsection 19.303.3.N;~~
- ~~T. Any other use similar to the above and not listed elsewhere.~~

~~19.303.2 Conditional Uses Permitted~~

In an R-O-C Zone the following conditional uses and their accessory uses are permitted subject to the provisions of Section 19.905:

Proposed Code Amendment

- ~~A. Boarding, lodging, or rooming house;~~
- ~~B. Any other use similar to the above and not listed elsewhere.~~

19.303.3 Standards

In an ~~R-O-C~~ Zone the following standards shall apply:

- ~~A. Lot size. Lot area shall be at least 5,000 sq ft. Lot area for the first dwelling unit shall be at least 5,000 sq ft and for dwelling units over 1 there shall be not less than an average of 1,400 sq ft. Lot width shall be at least 50 ft. Lot depth shall be at least 80 ft.~~
- ~~B. Front yard. A front yard shall be at least 15 ft.~~
- ~~C. Side yard. A side yard shall be at least 5 ft, and there shall be additional 1 ft of side yard for each 3 ft of height over 2 stories or 25 ft, whichever is less, except on corner lots a side yard shall be at least 15 ft on the side abutting the street.~~
- ~~D. Rear yard. A rear yard shall be at least 15 ft.~~
- ~~E. Off-street parking and loading. As specified in Chapter 19.600.~~
- ~~F. Height restriction. Maximum height of a structure shall be 3 stories or 45 ft, whichever is less. 1 additional story may be permitted in excess of the required maximum standard. For each additional story, an additional 10% of site area beyond the minimum is required to be retained in vegetation.~~
- ~~G. Use restrictions. Authorized commercial uses are permitted on the ground floor only. Office uses are permitted on the ground level and first floor. At least 50% of the floor area within a project shall be used for residential purposes.~~
- ~~H. Lot coverage. Maximum area that may be covered by the principal structure and accessory buildings shall not exceed 50% of the total area of the lot.~~
- ~~I. Minimum vegetation. Minimum area that must be left or planted in trees, grass, shrubs, barkdust for planting beds, etc., shall be 15% of the total area of the lot.~~
- ~~J. Frontage requirements. Every lot shall abut a public street other than an alley for at least 35 ft, except as provided in the Land Division Ordinance.~~
- ~~K. Transition area. A transition area shall be maintained according to Subsection 19.504.6.~~
- ~~L. Minimum and maximum density. Residential densities for subdivision, planned development, mixed use development, and other proposals reviewed by the Planning Commission, pursuant to Section 19.1006 Type III Review, shall be at least 25 and not more than 32 dwelling units per net acre.~~
- ~~M. Transportation requirements and standards. As specified in Chapter 19.700.~~
- ~~N. Medical marijuana facilities shall meet the following standards:~~
 - ~~1. As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.~~
 - ~~2. A medical marijuana facility shall not be colocated with another business.~~
 - ~~3. Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.~~

Proposed Code Amendment

~~4, The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.~~

~~19.303.4 Prohibited Uses~~

~~The following uses and their accessory uses are prohibited: Adult entertainment business.~~

Proposed Code Amendment

19.303 GENERAL MIXED USE ZONE GMU**19.303.1 Purpose**

The General Mixed Use Zone is intended to recognize the importance of Central Milwaukie as a primary commercial center and promote a mix of uses that will support a lively and economically robust district. It is also intended to ensure high quality urban development that is pedestrian-friendly and complementary to the surrounding area.

19.303.2 Uses**A. Permitted Uses**

Uses allowed outright in the GMU zone are listed in Table 19.303.2 with a "P." These uses are allowed if they comply with the development and design standards and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.303.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905.

C. Nonconforming Uses, Structures, and Development

Existing structures and uses that do not meet the standards for the GMU zone may continue in existence. Alteration or expansion of a nonconforming use, structure or development that brings the use, structure or development closer to compliance may be allowed through Development Review pursuant to Section 19.906. Alteration or expansion of a nonconforming use or structure that does not bring the use or structure closer to compliance may be allowed through a Type III Variance pursuant to Section 19.911. Except where otherwise stated in this section, the provisions of Chapter 19.800 Nonconforming Uses and Development apply.

D. Prohibited Uses

Uses not listed in Table 19.303.2, and not considered accessory or similar pursuant to (E) and (F) below, are prohibited.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. For the purposes of this section, drive-through facilities are considered an accessory use and must conform to Section 19.606.3.

F. Similar Uses

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to an example use listed in Table 19.303.2. The unlisted use shall be subject to the standards applicable to the similar example use.

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| Table 19.303.2 General Mixed Use Zone Uses | | |
|---|-------------------|--|
| <u>Uses and Use Categories</u> | <u>GMU</u> | <u>Standards/Additional Provisions</u> |
| <u>Residential</u> | | |
| <u>Rowhouse</u> ¹ | <u>P</u> | <u>Subsection 19.505.5</u> Standards for Rowhouses |
| <u>Multifamily</u> | <u>P</u> | <u>Subsection 19.505.3</u> Design Standards for Multifamily Housing |
| <u>Mixed use</u> | <u>P</u> | |
| <u>Live/work units</u> | <u>P</u> | <u>Subsection 19.505.6</u> Standards for Live/Work Units |
| <u>Senior and retirement housing</u> | <u>P</u> | <u>Subsection 19.505.3</u> Design Standards for Multifamily Housing |
| <u>Commercial</u> | | |
| <u>General office.</u> General office means professional, executive, management, or administrative offices of firms or organizations. Examples include: professional services such as lawyers, architects or accountants; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; sales offices; government offices and public utility offices; and medical and dental clinics. | <u>P</u> | |
| <u>Eating and drinking establishments.</u> Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away. Examples include: restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, and espresso bars. | <u>P</u> | |
| <u>Indoor recreation.</u> Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature. Examples include: gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters. | <u>P</u> | |

Proposed Code Amendment

| | | |
|---|---|--|
| <p><u>Retail-oriented sales.</u> Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</p> <p>Examples include: stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include car sales and other auto-oriented retail uses.</p> | P | |
| <p><u>Personal service oriented.</u> Personal service oriented firms are involved in providing consumer services.</p> <p>Examples include: hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.</p> | P | |
| <p><u>Repair-oriented.</u>² Repair-oriented uses are establishments providing product repair of consumer and business goods.</p> <p>Examples include: repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, office equipment, tailors and seamstresses, shoe repair, locksmiths, upholsterers, and some automobile and boat service and repair.</p> | P | |
| <p><u>Day care.</u>³ Day Care is the provision of regular child care, with or without compensation, to four or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all state requirements.</p> <p>Examples include: nursery schools, before-and-after school care facilities, and child development centers.</p> | P | |
| <p><u>Commercial lodging.</u> Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month.</p> <p>Examples include: hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</p> | P | |

Proposed Code Amendment

| | | |
|--|-----|--|
| <p><u>Boarding, lodging, or rooming house.</u> Generally means a private home where lodgers rent one or more rooms for one or more nights, and sometimes for extended periods of weeks, months, and years. The common parts of the house are maintained, and some services, such as laundry and cleaning, may be supplied. Examples include: Boarding house and cooperative housing</p> | CU | <u>Section 19.905 Conditional Uses</u> |
| <p><u>Commercial parking facility.</u> Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Commercial Parking facility. Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.</p> | CU | |
| <p><u>Structured parking.</u> Generally means a structure in which vehicle parking is accommodated on multiple stories; a vehicle parking area that is underneath all or part of any story of a structure; or a vehicle parking area that is not underneath a structure, is entirely covered, and has a parking surface at least 8 ft below grade. Structured parking does not include garages or carports.</p> | CSU | <u>Section 19.611 Parking Structures</u> |
| <p><u>Medical marijuana facility.</u> Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</p> | P | <u>Subsection 19.303.6 Standards for Medical Marijuana Facilities</u> |

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| Manufacturing and Production | | |
|--|------------|---|
| <u>Manufacturing and production.</u> ⁴ Uses are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. <u>Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys.</u> | <u>P</u> | |
| Institutional | | |
| <u>Community service uses</u> | <u>CSU</u> | <u>Section 19.904 Community Service Uses</u> |

P = Permitted.

CSU = Permitted with Community Service Use approval subject to provisions of Section 19.904. Type III review required to establish a new CSU or for major modification of an existing CSU. Type I review required for a minor modification of an existing CSU.

CU = Permitted with conditional use approval subject to the provisions of Section 19.905. Type III review required to establish a new CU or for major modification of an existing CU. Type I review required for a minor modification of an existing CU.

1. The limit of 4 consecutive row houses established in 19.505.5 does not apply in the GMU zone. In the GMU zone, there is no limit on the number of consecutive row houses.
2. Repair oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
3. Day care and childcare uses are limited to 5,000 sq. ft.
4. Manufacturing and production uses are limited to 5,000 sq ft in floor area per use on the ground floor and are only permitted when associated with, and accessory to, a related retail oriented sales or eating/drinking establishment use. 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.

19.303.3 Development Standards

These development standards are intended to ensure that new development in the GMU zone is appropriate for a mixed-use district in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.303.3 summarizes some of the development standards that apply in the GMU zone. Development standards are presented in full in Subsection 19.303.3 (B).

| <u>Table 19.303.3</u> <u>General Mixed Use Zone—Summary of Development Standards</u> | | |
|---|-------------------|--|
| <u>Standard</u> | <u>GMU</u> | <u>Standards/ Additional Provisions</u> |
| <u>A. Lot Standards</u> | | |
| <u>1. Minimum lot size (sq ft)</u> | <u>1,500</u> | |

Proposed Code Amendment

| | | |
|---|--------------------|--|
| 2. Minimum street frontage (ft) | 25 | |
| B. Development Standards | | |
| 1. Minimum floor area ratio ¹ | 0.5:1 | Section 19.303.4.A Floor Area Ratio |
| 2. Building height (ft) | | Section 19.303.4.B Building Height |
| a. Base maximum | 45 | |
| b. Maximum with height bonus | 57 | |
| 3. Street Setbacks (ft) | | Section 19.303.4.C Street Setbacks |
| a. Minimum street setback | 0-15 ² | |
| b. Maximum street setback | 10-20 ³ | |
| c. Side and rear setbacks | None | |
| 4. Frontage occupancy | 50% | Section 19.303.4.D Frontage Occupancy Requirements Figure 19.303.4.D Frontage Occupancy Requirements |
| 5. Maximum lot coverage | 85% | Section 19.303.4.E Lot Coverage |
| 6. Minimum vegetation | 15% | Section 19.303.4.F Minimum Vegetation |
| 7. Primary entrances | Yes | Section 19.303.4.G Primary Entrances |
| 8. Off-street parking required | Yes | Chapter 19.600 Off-Street Parking and Loading |
| 9. Transit Street | Yes | Subsection 19.505.8 Building Orientation to Transit |
| 9. Transition Measures | Yes | Subsection 19.504.6 Transition Area Measures |
| C. Other Standards | | |
| 1. Residential density requirements (dwelling units per acre) | | Subsection 19.202.4 Density Calculations Subsection 19.303.4.H Residential Density Subsection 19.501.4 Density Exceptions |
| a. Stand-alone residential | | |
| (1) Minimum | 25 | |
| (2) Maximum | 50 | |
| b. Mixed-use buildings | None | |
| 2. Signs | Yes | Section 14.16.040 Commercial Zone |

1. Commercial parking facilities and public parks and plazas are exempt from the minimum floor area ratio requirement.

2. Residential edge standards apply to properties as shown on Figure 19.303.5.

3. Commercial edge standards apply to properties as shown on Figure 19.303.4.C.2.b.

19.303.4 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.303.3

A. Floor Area Ratio**1. Intent**

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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. In some cases, FAR densities are provided for provision of a public benefit or amenity to the community.

2. Standards

- a. The minimum floor area ratio in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum floor area ratio 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 FAR.
- 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.

3. Exemptions

The following are exempt from the minimum floor area ratio requirement.

- a. Parking facilities
- b. Public parks and plazas

B. Building Height

1. Intent

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. A minimum building height is established to ensure that the traditional building scale for the downtown area is maintained.

2. Base Maximum Building Height Standard

The base maximum building height in the GMU zone is 3 stories or 45 feet, whichever is less, unless the height bonus in (b) below is applied.

3. Height Bonuses

A building can utilize one of the development incentive bonuses of this subsection.

a. Residential

New buildings that devote at least 1 story or 25% of the gross floor area to residential uses are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes or Earth Advantage certified) are permitted an additional story or an additional 12 ft of building height, whichever is less, is allowed.

4. Exemptions

The following are exempt from the minimum building height standards.

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- a. Additions to existing buildings.
- b. Accessory structures.
- c. Buildings with less than 1,000 sq ft of floor area.

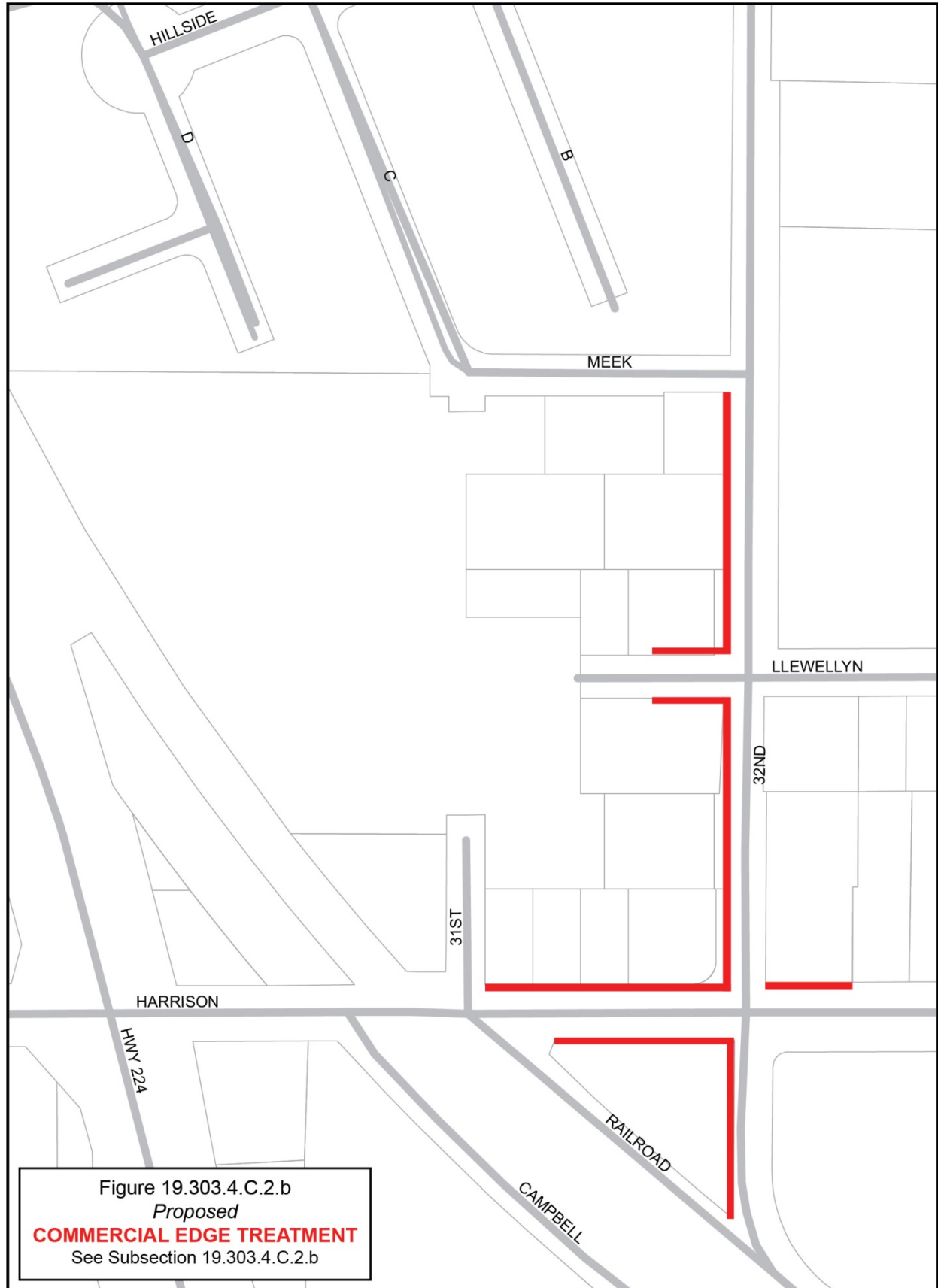
C. Street Setbacks**1. Intent**

Buildings are allowed and encouraged to build up to the street right-of-way in the GMU zone. This ensures that buildings engage the street right-of-way.

2. Standards

- a. No minimum street setbacks are required, except for Residential Street Edges in 19.303.5.
- b. Maximum street setback is 20 feet. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply.
 - (1) No minimum street setback is required. Maximum street setback is 10 feet.
 - (2) The area within the street setback, if provided, shall be landscaped.
- c. When a building is set back from the sidewalk, the setback area must be landscaped.
 - (1) The setback area may include usable open space such as plazas, courtyards, terraces and small parks.
 - (2) Usable open space may be counted toward the minimum vegetation requirement in Subsection (F) below.

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- d. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets.

D. Frontage Occupancy Requirements

The intent of this standard is to establish a consistent "street wall" along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D. The requirements apply as follows:

1. For block faces identified on Figure 19.303.4.D, 50 percent of the site frontage must be occupied by a building or buildings. If the development site has frontage on more than one street, the frontage occupancy requirement must be met on one street only.
2. Building facades with recesses incorporated to comply with façade articulation requirements are considered to be occupying the site frontage if the recesses do not exceed 24 inches.

E. Lot Coverage

The maximum area that may be covered by primary and accessory buildings shall not exceed 85 percent of the total lot area.

F. Minimum Vegetation

The minimum vegetation area that shall be retained or planted in trees, grass, shrubs, bark dust for planting beds, etc., shall be 15 percent of the total lot area.

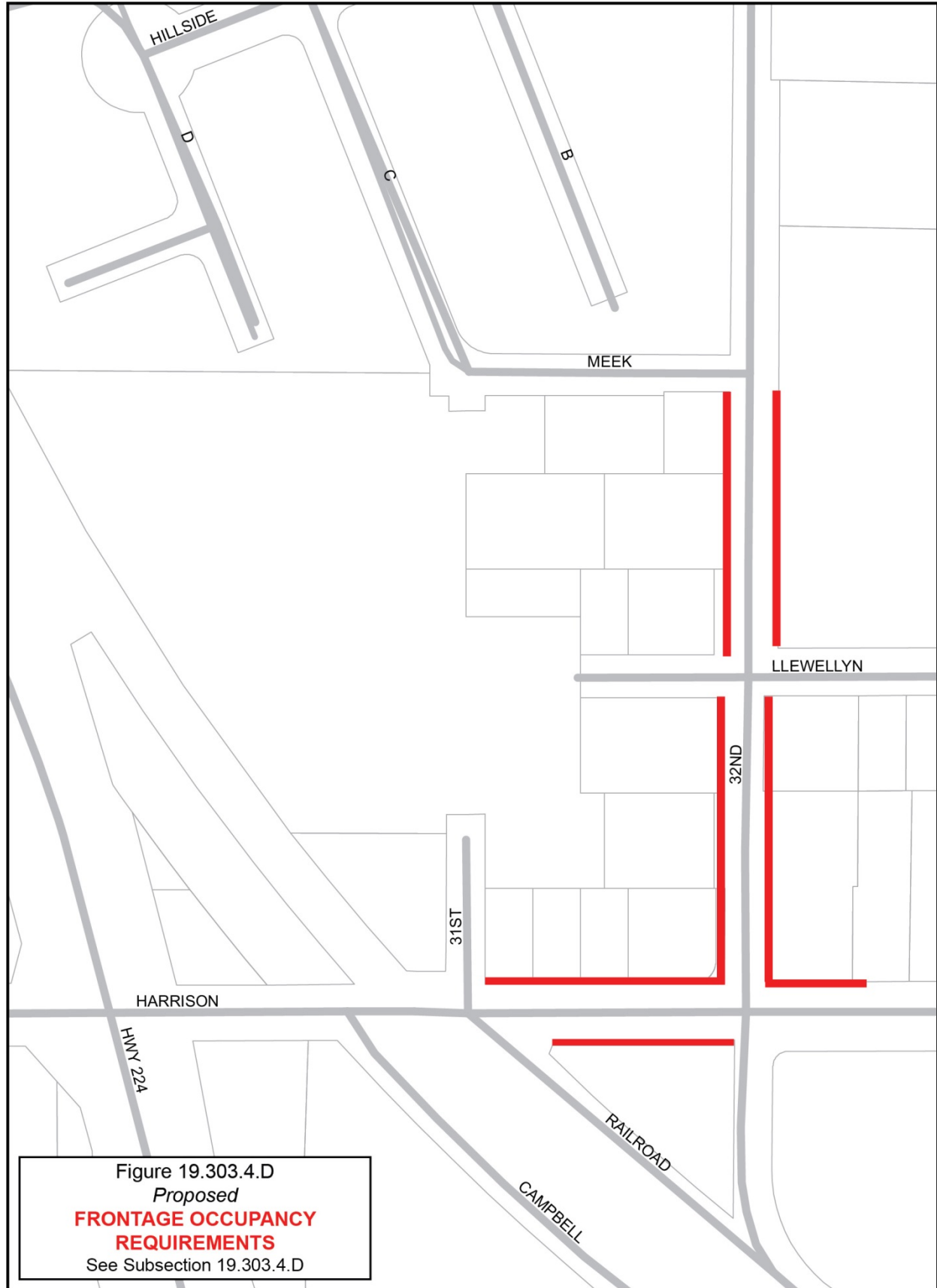
G. Primary Entrances**1. Intent**

To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.

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H. Residential Density**1. Intent**

Minimum densities are applied to residential development in the GMU zone to assure efficient use of land at densities that support transit use and nearby businesses.

2. Standards

a. Minimum density for standalone residential development in the GMU zone is 25 units per acre.

b. There are no minimum density requirements when residential units are developed as part of a mixed-use building or development.

c. Maximum residential densities for mixed-use buildings are controlled by height limits.

3. Exemption

There are no minimum density requirements when residential units are developed as part of a mixed-use building.

19.303.5 Standards for Residential Street Edges

For properties shown as having a residential edge on Figure 19.303.5, and for development that occurs adjacent to or abutting an R-3 or an R-5 zone, the following standards apply.

A. A minimum setback of [10-15 feet] shall apply.

B. Along the property line adjacent to the residential zone, buildings within 50 feet of 37th Ave and Monroe St shall provide a step back of at least 6 feet for any portion of the building above 35 feet.

C. A height bonus consistent with Section 19.303.3.B(4)(b) may only be applied to buildings or portions of a building that are at least 50 feet away from the adjacent residential zone.

19.303.6 Standards for Medical Marijuana Facilities

In the GMU Zone, medical marijuana facilities shall meet the following standards:

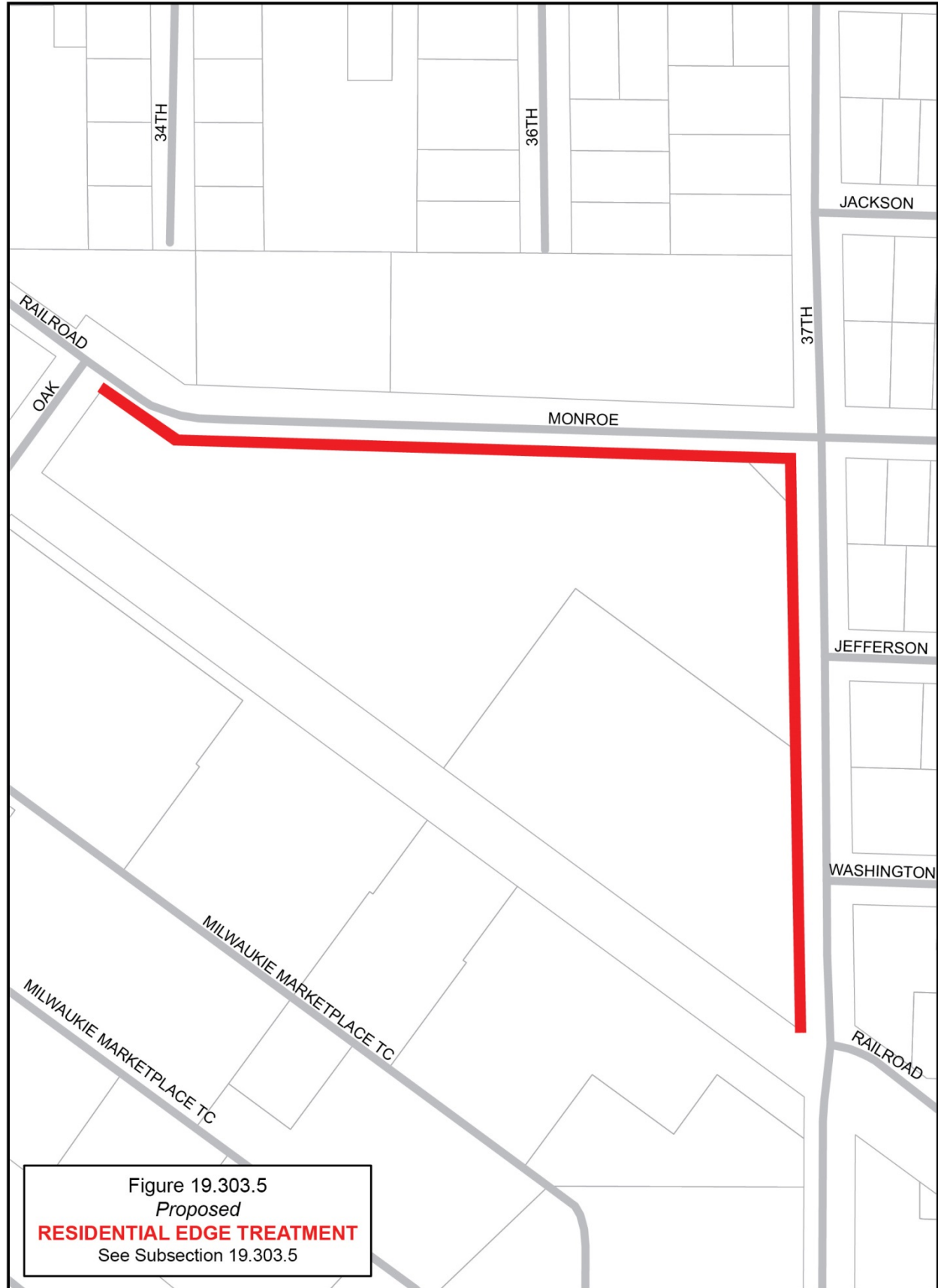
A. As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.

B. A medical marijuana facility shall not be colocated with another business.

C. Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.

E. The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.

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19.303.7 Additional Provisions

Depending upon the type of use and development proposed, the following sections of the Milwaukie Code may apply. These sections are referenced for convenience, and do not limit or determine the applicability of other sections within the Milwaukie Municipal Code.

A. Section 19.500 Supplementary Development Regulations

This section contains standards for site and building design that will apply to most new types of development, including residential and commercial. Relevant sections include:

1. 19.501 General Exceptions
2. 19.502 Accessory Structures
3. 19.503 Accessory Uses
4. 19.504 Site Design Standards
5. 19.505 Building Design Standards
6. 19.507 Home Occupation Standards

B. Section 19.600 Off-Street Parking and Loading

Contains standards for vehicle and bicycle parking, including required number of spaces and design standards for parking and loading areas.

C. Section 19.700 Public Facility Improvements

Contains standards for transportation, utility and other public facility improvements that may be required as part of development.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS**19.404 MIXED USE OVERLAY ZONE MU****19.404.1 Purpose**

~~This section is intended to provide assurance that the core downtown area and specific underdeveloped sites within the Town Center will be developed under interim mixed use development guidelines and requirements prior to final adoption of all of the regulations associated with the implementation of the Town Center Master Plan and associated documents.~~

19.404.2 General Applicability

~~The Mixed Use Overlay Zone will be attached to the primary zone for properties identified as critical to the efforts of the City to develop a mix of uses within the Town Center Master Plan area. These properties include, but are not limited to, those within Sites 21, 22, and 26 of Subarea 2 and Site 41 of Subarea 4 of the Town Center Master Plan. The MU Overlay Zone will be applied to the Zoning Map.~~

19.404.3 Primary Uses

~~Provisions of Section 19.404 are intended to allow mixed use development, subject to the processes identified in Subsection 19.404.6 below, including retail, commercial, office, and residential development, as listed below.~~

- ~~A. Retail commercial uses such as food store, drugstore, gift shop, and hardware store selling shelf goods primarily (drive-up convenience stores are not permitted);~~
- ~~B. Multifamily dwellings;~~
- ~~C. Rowhouses;~~
- ~~D. Professional offices;~~
- ~~E. Personal service businesses such as haircutting shop, tailor shop, laundry, and dry cleaning pickup station, shoe repair, computer, and bicycle repair, office equipment and services, and electronics repair;~~
- ~~F. Motion picture theater (adult theaters are not permitted);~~
- ~~G. Restaurant and cafe, outdoor seating where provided for in the site design and located off of the public sidewalk area (drive-in and drive-through food establishments are not permitted);~~
- ~~H. Brew pub which serves food;~~
- ~~I. Hotel;~~
- ~~J. Parking facility;~~
- ~~K. Financial institution (without drive-up tellers);~~
- ~~L. Trade or commercial school;~~
- ~~M. Department or furniture store;~~
- ~~N. Bed and breakfast;~~
- ~~O. Service station without associated minimart—minor repair service allowed if approved through a mixed use overlay review application;~~
- ~~P. Farmers' market;~~

- ~~Q. Public park or community meeting area;~~
- ~~R. Youth center;~~
- ~~S. Day-care facilities;~~
- ~~T. Any other use similar to the above and not listed elsewhere.~~

~~19.404.4 Applicability~~

~~Development review and approval, pursuant to Subsection 19.404.6, is required for all development on sites having a Mixed Use Overlay Zone, unless the proposed development qualifies for an exception under Subsection 19.404.5.~~

~~19.404.5 Exemptions from Review~~

~~The following activities are exempt from review under the Mixed Use Overlay Zone:~~

- ~~A. Change of use where there are no exterior alterations to the buildings or structures, or increases in floor area, impervious surfaces, or storage areas;~~
- ~~B. The sale of property;~~
- ~~C. The normal maintenance and repair necessary for a legally existing use.~~

~~19.404.6 Development Review Process and Criteria~~

~~A. Preapplication Conference~~

- ~~1. Prior to submittal of an application for development within the MU Overlay Zone, the applicant shall be required to attend a preapplication conference with Community Development staff. The applicant must submit a specific written proposal and a site plan drawn to scale in order to schedule a preapplication conference.~~
- ~~2. At the preapplication conference, staff shall determine the applicable development review procedure which would apply to the applicant's specific proposal. Staff shall provide appropriate application materials and outline the applicable review procedure. The applicant shall be required to schedule an appointment with staff to submit the completed MU overlay review application.~~

~~B. Planning Commission Review~~

~~The Planning Commission shall review development requests within the Mixed Use Overlay Zone, per the procedures outlined in Section 19.1006 Type III Review.~~

~~C. Criteria~~

~~The Planning Commission may grant approval of a mixed use overlay review upon a determination that the following circumstances exist:~~

- ~~1. The proposed project is in compliance with the Milwaukie Comprehensive Plan;~~
- ~~2. The proposed project is in compliance with the Town Center Master Plan (TCMP);~~
- ~~3. The proposed project is in compliance with the guidelines and requirements of the MU Overlay Zone;~~
- ~~4. The proposed project complies with any requirements of the underlying zone which have not been superseded by the provisions of the Mixed Use Overlay Zone;~~
- ~~5. The proposed project complies with Chapters 19.500, 19.600, and 19.700 of the Zoning Ordinance.~~

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~~D. Minor Development Review~~

~~The Planning Director may approve minor changes in any development permit or small scale improvements to legally existing uses, through the process designated under Section 19.1004 Type I Review, provided that such changes:~~

- ~~1. Do not increase the intensity of any use;~~
- ~~2. Meet the requirements of the underlying zone and the specific site design standards of Subsection 19.404.8;~~
- ~~3. Are consistent with the Town Center Master Plan;~~
- ~~4. Do not significantly affect adjacent property or uses, will not cause any deterioration or loss of any natural feature or open space, nor significantly affect any public facility; and~~
- ~~5. Do not affect any conditions specifically placed on the development by the Planning Commission or City Council.~~

19.404.7 Application Materials

~~An application for a mixed use overlay review shall include the following:~~

- ~~A. Name, address, and telephone number of applicant and/or property owner;~~
- ~~B. Address and reference map number of the subject property;~~
- ~~C. North arrow, scale, and date of revision;~~
- ~~D. Narrative concerning the proposed request, including a written report identifying how the proposal complies with the applicable approval criteria outlined in Subsection 19.404.6.C;~~
- ~~E. Copy of deed showing ownership or interest in the subject property. If the applicant is not the owner or sole owner, written authorization from the owner or joint owner(s) of the property shall be submitted allowing the applicant to apply for the mixed use overlay review;~~
- ~~F. Vicinity map;~~
- ~~G. Comprehensive plan and zoning designations of subject property;~~
- ~~H. A map showing existing uses, structures, lot lines, topography, and the location of existing and proposed utilities and easements within 100 ft of the property;~~
- ~~I. A map showing the location of all existing trees, their types, location, and diameter at 5 ft from grade. This map shall be based on a surveyed location of the trees. The map shall identify which trees, if any, are proposed for removal. This tree map may be combined with the landscaping plan if the resulting plan is legible;~~
- ~~J. Detailed and dimensioned plans, drawn to scale for the specific project, including, but not limited to, the site development plan, building elevations, floor plans, landscaping plan, and parking plan. These plans shall show lot dimensions based on a survey of the property; existing and proposed property boundaries; the distance from structures to property lines and between structures; the building footprint with all projections; and location of driveways, walkways, paved areas, and disabled access and parking. Parking shall address all requirements of Chapters 19.600 and 19.700 of the Zoning Ordinance;~~
- ~~K. Color and material samples of paint, siding, and roof material;~~
- ~~L. A sign program, where applicable;~~
- ~~M. Reduced copies (8½ by 11 in) of all plans and maps;~~

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- N. ~~Any information required by other provisions of local, State, or federal law;~~
- O. ~~Additional drawings, surveys, studies, or other materials necessary to understand or support the proposed use, as required by the Planning Department through the preapplication process;~~
- P. ~~Notice labels and map;~~
- Q. ~~Payment of the applicable fee.~~

19.404.8 Development Standards

~~Except as provided in Subsection 19.404.9.A.1, the following development standards apply to all proposals which have been determined to be subject to the Mixed Use Overlay Zone. Development in this overlay zone shall follow the standards and guidelines for development and for specific sites, as indicated below. All development proposals shall comply and not conflict with the Milwaukie Comprehensive Plan and the Town Center Master Plan.~~

- A. ~~Commercial and Commercial/Residential Mixed Use (office uses are included in the commercial designation)~~
 - 1. ~~Proposed development shall incorporate a 1:0.5 to 1:2.0 floor area ratio of commercial to residential development. (For every 1 sq ft of commercial, a minimum of ½ sq ft of residential would be required, and up to 2 sq ft of residential will be permitted.)~~
 - 2. ~~Retail and/or service uses are required for the on-street level of any development. Residential and office or additional commercial development can be considered for below-grade development or for stories above the street level.~~
 - 3. ~~Angled parking shall be developed where street rights-of-way are wide enough.~~
 - 4. ~~Parking for commercial and residential uses shall be located to the rear or side of a proposed development. Where parking is to be located at the side of a structure, an 8-ft-wide landscape strip shall separate the parking area from the sidewalk.~~
 - 5. ~~Shared parking shall be provided where feasible. Shared bicycle parking shall be permitted when primary pedestrian entrances are located not more than 100 ft from the shared bicycle parking area. The shared bicycle parking must be located in an area of high visibility adjacent to a pedestrian walkway or sidewalk.~~
 - 6. ~~All primary ground floor common residential entries or individual unit entries of street frontage units shall be oriented to the street, not to the interior or to a parking lot. Projecting features such as porches, balconies, bay and dormer windows, and roof pediments are encouraged for structures facing a street.~~
 - 7. ~~Where structured parking is proposed, it shall be placed in the middle of a block, with commercial and retail uses at the street level. Innovative decorative designs are required to mask any portion of the upper structure which is visible from the street. Parking dimensions shall not include support posts of the underground or aboveground parking structure.~~
 - 8. ~~Parking which is provided without a parking structure shall comply with the dimensional and landscaping requirements of Chapter 19.600 of the Zoning Ordinance.~~
 - 9. ~~Auto-oriented and drive-in uses are prohibited, except for service stations without related minimarts when a conditional use has been approved.~~
 - 10. ~~A minimum of 60% of the ground floor wall area in retail development abutting pedestrian ways and plazas shall consist of nonreflective windows and doorways.~~

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- ~~11. Outdoor displays and café areas shall be permitted subject to City right-of-way permits and related standards. If an outdoor display is located on private property adjacent to the right-of-way, the display shall not impede traffic on the public sidewalk, and the displays and daily display signs shall be removed each evening. Café seating shall be permitted on private property adjacent to the public sidewalk with approval under the site design/conditional use permit process. Outdoor café seating on private property need not be removed each evening.~~
- ~~12. Residential development shall incorporate shared parking, circulation, and bike parking opportunities whenever possible. A planting strip shall separate the right-of-way and the sidewalk. High and medium density residential development is encouraged to have an articulated front façade which makes the building appear to be segmented or similar to the size and bulk of single-family residential units, where possible.~~
- ~~13. Owners of existing single-family homes within the Mixed Use Overlay Zone may apply for a conditional use permit to allow a detached secondary living unit, an accessory dwelling unit, or conversion to a duplex or multifamily dwelling with 3 units, provided that 1 of the units shall remain owner-occupied. Sound insulating and energy-efficient materials shall be provided in any of the above conversions of existing space. Setbacks and development standards of the underlying zone must be met.~~
- ~~14. No outside storage is allowed, with the exception of garbage dumpsters, which are screened by a solid wood fence with a gate, or fully contained individual storage units associated with residential uses.~~
- ~~15. If a project maximizes the residential density allowed in this overlay zone and by the Comprehensive Plan Town Center designation, additional retail or office uses can be permitted on the site through the site design/conditional use review process.~~
- ~~16. Projects accommodating a combination of residential, with retail or office, uses may cluster, combine, or separate the uses on portions of a single property, or a series of properties which are in the process of merger.~~
- ~~17. Residential densities between 25 and 50 dwelling units per acre shall be permitted within the Mixed Use Overlay Zone if the proposed project incorporates 7 out of 13 of the requirements listed in Subsection 19.404.8.A.18 below.~~
- ~~18. All new development shall comply with at least 6 of the following "essential" requirements:~~
 - ~~a. Special awning treatment;~~
 - ~~b. Special grate or paving treatment, landscaping, planter boxes or pots, and pedestrian-scale lighting between sidewalk and entrance of the building;~~
 - ~~c. Provision for public art or historical reference in the form of a plaque or public display;~~
 - ~~d. Special street lighting or other custom-designed street furniture or similar amenities;~~
 - ~~e. Development of public space, including, but not limited to, plazas, gathering areas, or special landscaped areas;~~
 - ~~f. Residential uses above ground-level retail space;~~
 - ~~g. Enhanced transit amenities such as covered bus shelters or bike lockers;~~
 - ~~h. Upgraded noise buffering on attached residential units;~~

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- ~~i. Provision of protected play areas in residential development;~~
- ~~j. Provision of enhanced pedestrian accessways from rear parking areas to the frontage street;~~
- ~~k. Provision of decorative drinking fountains or other custom-designed street furniture;~~
- ~~l. Structured parking consistent with Subsection 19.404.8.A.7 above.~~
- ~~19. If a property to be developed includes an historic structure or a single-family home which is in good repair or can be easily repaired, the applicant may propose a density transfer in conjunction with a PD development in order to retain the single-family housing stock while allowing some higher density development on the same or an adjacent parcel, which is combined with the parcel on which the single-family home is located.~~
- ~~20. In areas where new development abuts existing single-family development, a 20-ft buffer area of landscaping shall be provided and consideration shall be given to additional setback of second, third, or fourth stories.~~
- ~~21. Bicycle and pedestrian routes shall be provided consistent with the requirements and standards of Chapter 19.700.~~

~~19.404.9 Specific Sites in Subareas 2 and 4~~

~~The following additional requirements apply to proposed development in specific subareas and on specific sites:~~

~~A. Subarea 2~~

- ~~1. Sites 2-1 and 2-2 (Murphy Plywood Site)~~
 - ~~a. These sites may be developed with a mix of commercial and commercial/residential space with limited service and retail uses, including restaurants. In such cases, retail uses shall be located on the ground floor adjacent to pedestrian walkways. Development of commercial and mixed uses at these sites shall comply with the provisions of Subsection 19.404.8.~~
 - ~~b. Business Industrial (BI) uses as set forth in Section 19.310 shall also be allowed. The development of BI uses on Sites 2-1 and 2-2 shall comply with the development requirements of Section 19.310, except that outdoor storage shall be permitted. In this case, the 32nd Avenue and Meek Street property lines shall be considered front yards and a 20-ft setback shall be applied. These setbacks shall be landscaped in accordance with Subsection 19.606.2.C.2, and provided with a sight-obscuring wooden fence adjacent to the public right-of-way and residential property lines. The Planning Commission may allow these setbacks to be reduced to 10 ft, where the proposed design of the buffer is of a high quality and includes: (1) the use of masonry walls, or other acceptable material, of up to 8 ft in height; (2) enhanced landscaping; and (3) one of the elements listed in Subsection 19.404.8.A.18. Development of BI uses on the site is not required to comply with the standards set forth in Subsections 19.404.8 and 19.303.3.~~
- ~~2. Site 2-6 (Providence Milwaukie Hospital Site)~~

~~This site shall be developed with a primary emphasis on specialized senior assisted-living housing and related support services that are tied to the adjacent hospital and medical complex. Development should provide for housing and medical services which~~

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~~will meet the needs of an aging population. The provisions of Subsections 19.404.8.A.1 and 2 shall not apply to Site 2-6. Applications for Site 2-6 will be subject to a design review. Alternative designs appropriate to meet the intent of Subsections 19.404.8.A.4, 6, and 21 will be evaluated by the Planning Commission.~~

~~B. Subarea 4~~

- ~~1. This site shall be developed with high-density (16 to 24 dwelling units per acre) diverse housing types. Retail, office, or lodging uses are also allowed at a 2:1 ratio (for every 2 sq ft of residential, 1 sq ft of commercial will be permitted). Commercial uses on the site shall be limited to those listed in Subsections 19.404.3.D, E, G, K, Q, R, and S. Commercial use may be increased to a 1:1 ratio (1 sq ft of commercial for every 1 sq ft of residential), if amenities b, c, d, e, g, h, i, and k of Subsection 19.404.8.A.18 are provided. A report on the status of contamination on this site shall be submitted with any proposed development.~~
- ~~2. Minimum vegetation for the site shall be 30%. Particular attention shall be paid to landscaping, which shall be designed to provide buffers to the residential neighborhoods to the north and east. Building heights shall also be designed to provide a transition for the neighboring residential properties. The height limit within 50 ft of the Monroe Street or 37th Avenue right-of-way shall be 2 stories or 35 ft, whichever is less. The building height for the remainder of the development on this site is 3 stories or 45 ft, whichever is less. Building setbacks from property lines shall be 15 ft for the front and rear yards and 5 ft for side yards. Minimum lot standards shall conform to the R-O-C standards, except that the minimum lot width for rowhouses may be reduced to 20 ft wide if amenities b, d, e, g, h, and i of Subsection 19.404.8.A.18 are provided. The distance between buildings on the same lot shall be 6 ft for 1 story and a minimum of 5 ft per every story over 1.~~

~~19.404.10 Consistency with Underlying Zones~~

~~The MU Overlay Zone is anticipated to overlay a number of different zones. The following subsection addresses areas where the MU overlay will control development.~~

~~A. R-O-C Zone~~

~~The uses and processes stipulated in the MU Overlay Zone supersede those identified in the R-O-C Zone. The minimum lot size shall be 5,000 sq ft, and the density shall be controlled by the MU overlay and the Comprehensive Plan alone. No yards are required. The height restriction is based on the MU overlay height allowance. The lot coverage requirement and transition area requirement are removed in favor of the site design process. Use restrictions are superseded by those in the MU Overlay Zone.~~

~~B. WG Zone~~

~~The requirements of the Willamette Greenway overlay Zone control when in conflict with the provisions of the MU Overlay Zone. Compliance with the Willamette Greenway overlay requires that a conditional use permit be reviewed and approved. When a Willamette Greenway Zone and a mixed use zone both overlay a property, a single site design/conditional use permit application may be processed. The fee set for the site design/conditional use permit shall be the fee paid for the combined application.~~

~~C. Natural Resources~~

~~The requirements established in Section 19.402 for natural resources and those of the MU Overlay Zone both apply to a property which is subject to both designations. Any required Natural Resource Review application must be processed prior to, or concurrent with, a~~

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~~development proposal under the MU Overlay Zone. If a project is determined not to be subject to requirements of the MU Overlay Zone but is also on a property that includes natural resources regulated by Section 19.402, a separate determination of the applicability of Section 19.402 must be made.~~

~~19.404.11 Validity of Uses~~

~~In the MU Overlay Zone, uses prohibited by this overlay zone that were legally established or occupied on or prior to the effective date of this overlay zone shall be considered to be legal nonconforming uses.~~

~~19.404.12 Nonconforming Uses~~

- ~~A. Milwaukie Code provisions regarding construction, discontinuance, improvement, or change of nonconforming uses, as contained in Chapter 19.800, are applicable to uses within the MU Overlay Zone.~~
- ~~B. In addition to meeting requirements as specified in Chapter 19.800, development proposals involving nonconforming uses or structures must also comply with the setback, landscaping, and access standards of the MU Overlay Zone.~~

19.404 FLEX SPACE OVERLAY ZONE

19.404.1 Purpose

The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within Central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes buildings that can accommodate a variety of uses that may change over time. Uses in the Flex Space Overlay Zone may include employment-intensive uses beyond those allowed in the underlying zone, and may change as appropriate to respond to market conditions and developer needs.

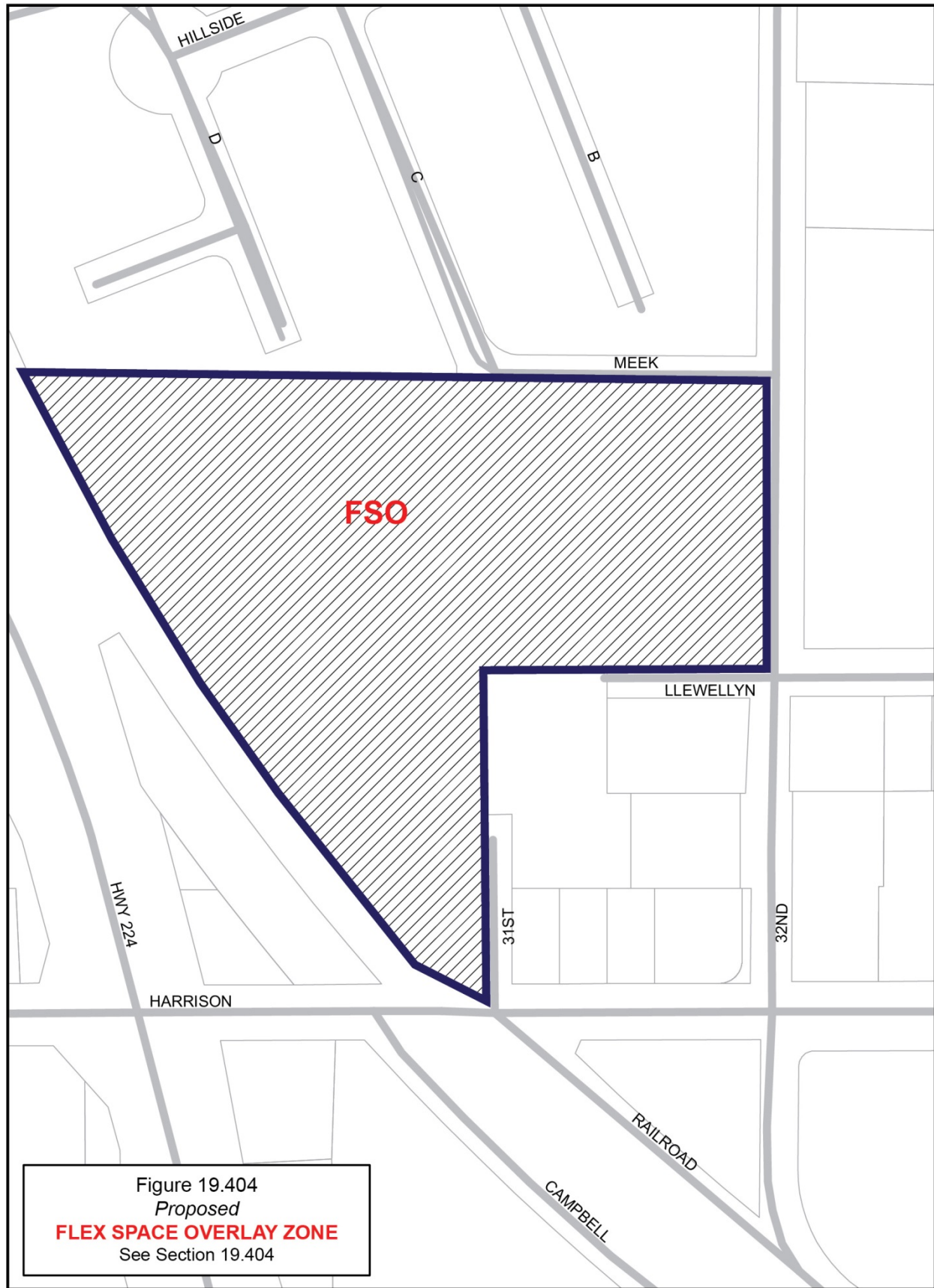
19.404.2 Applicability

The standards and requirements of this section apply to all properties within the Flex Space Overlay Zone as indicated on the Zoning Map.

19.404.3 Consistency with Base Zone

The General Mixed Use Zone GMU is the base zone for properties within the Flex Space Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.

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19.404.4 Permitted Uses

In addition to those uses allowed by the base zone (GMU), Table 19.404.4 lists uses that are permitted within the Flex Space Overlay Zone.

| Table 19.404.4 Flex Space Overlay Zone Uses | |
|---|---------------|
| Use Category | Status |
| A. Industrial Service | |
| <u>Industrial services are engaged in repair and/or servicing of industrial, business or consumer machinery, equipment, products or by-products or in training or instruction of such repair or servicing.</u> <u>Examples include: electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities.</u> | P |
| B. Manufacturing¹ | |
| <u>This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts.</u> <u>Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.</u> | P |
| C. Wholesale Trade | |
| <u>This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic.</u> <u>Examples include: mail order houses; sale and/or rental of machinery, building materials, special trade tools, janitorial supplies and restaurant equipment; and wholesalers of food, clothing, auto parts, building hardware and office supplies.</u> | P |
| D. Trade Schools | |
| <u>This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification.</u> <u>Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.</u> | P |

P = Permitted

1. Manufacturing uses shall only be conducted in an enclosed space. The following manufacturing uses are not allowed: explosive materials, concrete and asphalt mixing or batching, rock crushing and aggregate storage.

19.404.5 Design Standards

The design standards in Subsection 19.505.7 Commercial and Mixed-Use Development apply to new mixed-use and non-residential development in the Flex Space Overlay Zone.

19.404.6 Additional Provisions for Off-Site Impacts

In order to ensure compatibility between manufacturing and nonmanufacturing uses, the following off-site impact standards apply.

A. Applicability

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The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of the effective date of this ordinance, are not subject to these off-site impact standards.

B. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

C. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

1. Temporary vibrations from construction activities or vehicles leaving the site are exempt.
2. Vibrations lasting less than 5 minutes per day are exempt.
3. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

D. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0 (zero) footcandles of light.

F. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

G. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.504.6 Transition Area Measures

Where commercial, mixed-use, or industrial development is proposed abutting or adjacent to properties zoned for lower-density residential uses, the following transition measures shall be required. These additional requirements are intended to minimize impacts on lower-density residential uses.

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to the 6-ft level to screen lower-density residential uses from direct view across the open space.

19.504.11 Preliminary Circulation Plan

A Preliminary Circulation Plan is intended to guide site development by establishing a plan for access, connectivity, and circulation. A preliminary circulation plan is a conceptual plan in that it does not establish a precise alignment for street, pedestrian, or bicycle facilities.

A. Applicability

A Preliminary Circulation Plan is required for development on sites [3-4] acres and larger that are subject to Development Review per MMC 19.906 and are either:

1. Vacant
2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for >50% of the site.

B. Approval Criteria

In reviewing a proposed Preliminary Circulation Plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and MMC 19.708 Transportation Facility Requirements.

C. Permit Process

A new Preliminary Circulation Plan or a revision to an approved Preliminary Circulation Plan are subject to Type II review per Section 19.1005.

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19.505 BUILDING DESIGN STANDARDS

19.505.1 ~~Design Standards for Single-Family Dwellings and Duplexes~~

19.505.2 ~~Garages and Carports Standards~~

19.505.3 ~~Design Standards for Multifamily Housing~~

19.505.4 ~~Design Standards for Cottage Cluster Housing~~

19.505.5 ~~Standards for Rowhouses~~

19.505.6 ~~Design Standards for Live/Work Units~~

19.505.7 Commercial and Mixed-Use Development.

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 support development of an attractive, cohesive and pedestrian-friendly commercial area. The design standards do not prescribe a particular building or architectural style.

B. Applicability

1. The design standards in this section apply to the street-abutting facades of new commercial, institutional, manufacturing and mixed-use buildings within the GMU zone.
2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Section 19.505.5 Rowhouses.
3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Section 19.505.3 Multifamily.

C. Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.505.6.B shall meet the following design standards.

An applicant may request a variance to the Design Standards in Subsection 19.505.1.C through a Type II review, pursuant to Subsection 19.911.3.B.7.

1. Corners

The intent of this standard is to reinforce intersections as an important place for people to gather.

Buildings at the corner of two public streets (for the purposes of this standard an alley is not considered a public street) shall incorporate one of the following features:

- a. Locate the primary entry to the building at the corner

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b. A prominent architectural element, such as increased building height or massing, a cupola, a turret or a pitched roof at the corner of the building or within 20 feet of the corner of the building;

c. The corner of the building cut at a 45 degree angle

2. Weather Protection

The intent of this standard is, through the use of awnings and canopies along the ground floor of buildings, to protect pedestrians from rain and provide shade; to encourage window shopping and lingering; and to create visual interest on the ground floor of a building.

Buildings shall provide weather protection for pedestrians as follows:

a. Minimum weather protection coverage

All ground floor building entries (excluding loading docks, bays, etc.) shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.

b. Weather protection design

Weather protection shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. Where applicable, weather protection shall be designed to accommodate pedestrian signage (e.g., blade signs) while maintaining required vertical clearance.

3. Exterior Building Materials

The intent of this standard is to provide a sense of permanence through the use of certain permitted building materials; to provide articulation and visual interest to larger buildings; and to allow for a variety of materials and designs.

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.6.C.3 specifies the primary, secondary and prohibited material types referenced in this standard.

a. Buildings shall utilize primary materials for at least 60 percent of the building facades.

b. Secondary materials are permitted on no greater than 40 percent of each building facade.

c. Accent materials are permitted on no greater than 10 percent of each building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).

d. Buildings shall not utilize materials listed as (N) prohibited.

e. For existing development, façade modifications that affect more than 50 percent of the façade shall comply with standards in this section. The [Planning Director] may waive this requirement if application of the standards would create an incongruous appearance of existing and new materials.

| Table 19.505.7.C.3 Commercial Exterior Building Materials | |
|--|---|
| Material Type | Nonresidential and Mixed-Use |
| Brick | P |

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| | |
|--|----------|
| <u>Stone/masonry</u> | <u>P</u> |
| <u>Stucco</u> | <u>P</u> |
| <u>Glass (transparent, spandrel)</u> | <u>P</u> |
| <u>Concrete (poured in place or precast)</u> | <u>P</u> |
| <u>Finished wood, wood veneers and wood siding</u> | <u>S</u> |
| <u>Finished metal panels, such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish</u> | <u>S</u> |
| <u>Concrete blocks with integral color (ground, polished or glazed finishes)</u> | <u>S</u> |
| <u>Fiber reinforced cement siding and panels</u> | <u>S</u> |
| <u>Ceramic tile</u> | <u>S</u> |
| <u>Concrete blocks with integral color (split face finish)</u> | <u>A</u> |
| <u>Standing seam and corrugated metal</u> | <u>A</u> |
| <u>Glass block</u> | <u>A</u> |
| <u>Vegetated wall panels or trellises</u> | <u>A</u> |
| <u>Vinyl siding</u> | <u>N</u> |
| <u>Exterior insulation finishing system (EIFS)</u> | <u>N</u> |

P = Primary Material

S = Secondary Material

A = Accent Material

N = Prohibited Material

4. Windows and Doors

The standards of this section are intended to enhance street safety and provide a comfortable pedestrian environment by providing ground-level transparency between the interior of buildings and the sidewalk.

- a. For non-residential and mixed-use buildings, [30-40] percent 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 feet above finished grade, whichever is less.
- b. For all buildings, the following applies:
 - (1) Nonresidential ground floor windows must have a visible transmittance (VT) of 0.6 or higher.
 - (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.
 - (3) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.
 - (4) The bottom edge of windows along pedestrian ways shall be constructed no more than 36 inches above grade.

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- (5) Ground-floor windows for nonresidential uses shall allow views into storefronts, working areas, or lobbies. Signs are limited to a maximum coverage of 50 percent of the required window area.
- c. Windows shall be designed to provide shadowing. This can be accomplished by recessing windows 4 inches into the façade and/or incorporating trim of a contrasting material or color.
- d. For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:
 - (1) Reflective, tinted, or opaque glazing
 - (2) Simulated divisions (internal or applied synthetic materials)
 - (3) Exposed, unpainted metal frame windows

5. Roofs

- a. The intent of this standard is to enliven the pedestrian experience and create visual interest through roof form. The roof form of a building shall follow one (or a combination) of the following forms:
 - (1) Flat roof with parapet or cornice
 - (2) Hip roof
 - (3) Gabled roof
 - (4) Dormers
 - (5) Shed roof
- b. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum [4/12-5/12] pitch.
- c. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.
- d. All flat roofs or those with a pitch of less than [4/12-5/12] shall be architecturally treated or articulated with a parapet wall that projects vertically above the roof line at least 12 inches and/or a cornice that projects from the building face at least 6 inches.
- e. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure(s) shall have similar slope and be constructed of the same materials as the existing roofing.

6. Rooftop Equipment and Screening

The intent of this standard is to integrate mechanical equipment into the overall building design.

- a. The following rooftop equipment does not require screening:
 - (1) Solar panels, wind generators, and green roof features;
 - (2) Equipment under two feet in height.
- b. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.

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c. Satellite dishes, communications equipment and all other roof-mounted mechanical equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and shall be screened from public view and from views from adjacent buildings by one of the following methods:

- (1) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building or wood fencing or masonry;
- (2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.

d. Required screening shall not be included in the building's maximum height calculation.

7. Ground-Level Screening

Mechanical and communication equipment and outdoor storage and outdoor garbage and recycling areas shall be screened so they are not visible from streets and other ground-level private open space and common open spaces.

19.505.78 Building Orientation to Transit

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.11 Standards for Wireless Communication Facilities

| Table 19.904.11.C Wireless Communication Facilities—Type and Review Process | | | | |
|--|-----------------------------|---|--|---|
| Towers | | WCFs Not Involving New Tower | | |
| Zones | New Monopole Tower 100 Feet | Building Rooftop or Wall Mounted Antenna ¹ | Water Towers, Existing Towers, and Other Stealth Designs | On Existing Utility Pole in Row with or w/out Extensions ² |
| BI | P1 | P2 | P2 | P2 |
| M | P1 | P2 | P2 | P2 |
| M-TSA | P1 | P2 | P2 | P2 |
| C-N | N | P2 | P2 | P2 |
| C-G | N | P2 | P2 | P2 |
| C-L | N | P2 | P2 | P2 |
| C-CS | N | P2 | P2 | P2 |
| OS | N | P2 | P2 | P2 |
| DMU | N | P2 | P2 | P2 |
| R-O-G | N | P2 | P2 | P2 |
| GMU | N | P2 | P2 | P2 |
| R-1-B | N | P2 | P2 | P2 |
| R-1 | N | N | P2 | P2 |
| R-2 | N | N | P2 | P2 |
| R-2.5 | N | N | P2 | P2 |
| R-3 | N | N | P2 | P2 |
| R-5 | N | N | P2 | P2 |
| R-7 | N | N | P2 | P2 |
| R-10 | N | N | P2 | P2 |

1 = Type III review—requires a public hearing in front of the Planning Commission

2 = Type II review—provides for an administrative decision

P = Permitted

N = Not Permitted

¹ Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

² Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

Proposed Code Amendment

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, ~~R-O-C~~, GMU, C-N, C-G, C-L, OS, and DMU Zones.

19.911 VARIANCES

19.911.3 Review Process

B. Type II Variances

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

Updates for Section References and Housekeeping Only

These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.

19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

Table 19.301.2

| Table 19.301.2 Low Density Residential Uses Allowed | | | | |
|--|------|------|-----|--|
| Use | R-10 | R-7 | R-5 | Standards/Additional Provisions |
| Residential Uses | | | | |
| Single-family detached dwelling | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes |
| Duplex | P/II | P/II | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes Subsection 19.910.2 Duplexes |
| Residential home | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes |

19.301.5.I.3

3. Subsection 19.505.1 ~~Design Standards for Single-Family Dwellings and Duplexes~~

19.301.5.I.4

4. Subsection 19.505.2 ~~Garages and Carports Standards~~

Table 19.302.2

| Table 19.302.2 Medium and High Density Residential Uses Allowed | | | | | | |
|--|-----|-------|-----|-----|-------|--|
| Use | R-3 | R-2.5 | R-2 | R-1 | R-1-B | Standards/ Additional Provisions |
| Residential Uses | | | | | | |
| Single-family detached dwelling | P | P | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes |
| Duplex | P | P | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes |
| Residential home | P | P | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes |

Proposed Code Amendment

| | | | | | | |
|-----------------------------|----|----|---|---|---|--|
| Rowhouse | P | P | P | P | P | Subsection 19.505.1 Design Standards for Single-Family Dwellings and Duplexes Subsection 19.505.5 Standards for Rowhouses |
| Cottage cluster housing | P | P | P | P | P | Subsection 19.505.4 Design Standards for Cottage Cluster Housing Cottage cluster land division requires Type III review |
| Multifamily | CU | CU | P | P | P | Subsection 19.505.3 Design Standards for Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations |
| Congregate housing facility | CU | CU | P | P | P | Subsection 19.505.3 Design Standards for Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations |

Table 19.302.4

| Table 19.302.4 Medium and High Density Residential Development Standards | | | | | | |
|---|------------|--------------|------------|------------|--------------|---|
| Standard | R-3 | R-2.5 | R-2 | R-1 | R-1-B | Standards/ Additional Provisions |
| A. Lot Standards | | | | | | |
| 1. Minimum lot size (sq ft) | 3,000 | 2,500 | 2,500 | 1,400 | | Subsection 19.501.1 Lot Size Exceptions Subsection 19.505.4 Design Standards for Cottage Cluster Housing Subsection 19.505.5 Standards for Rowhouses |
| a. Rowhouse | 6,000 | 5,000 | 7,000 | 6,400 | | |
| b. Duplex | 5,000 | 5,000 | 5,000 | 5,000 | | |
| c. All other lots | | | | | | |

19.302.5.L

5. Subsection 19.505.1 ~~Design Standards for Single-Family Dwellings and Duplexes~~
6. Subsection 19.505.2 ~~Garages and Carports Standards~~
7. Subsection 19.505.3 ~~Design Standards for Multifamily Housing~~

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8. Subsection 19.505.4 ~~Design Standards for Cottage Cluster Housing~~
9. Subsection 19.505.6 ~~Building Orientation to Transit~~

Table 19.304.2

| Table 19.304.2 Downtown Zones—Uses | | | |
|---|------------|-----------|--|
| Uses and Use Categories | DMU | OS | Standards/ Additional Provisions |
| Residential | | | |
| Rowhouse | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.5 Standards for Rowhouses |
| Multifamily | P | N | Figure 19.304-2 Ground- Floor Residential Permitted Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Design Standards for Multifamily Housing |
| Live/work units | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.6 Standards for Live/Work Units |
| Second-story housing | P | N | Section 19.508 Downtown Site and Building Design Standards |
| Senior and retirement housing | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Design Standards for Multifamily Housing |

19.402.14.C

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal

Proposed Code Amendment

for land division or property line adjustment as provided in Subsection 19.402.13.

19.404.9.A.1.b

- b. Business Industrial (BI) uses as set forth in Section 19.310 shall also be allowed. The development of BI uses on Sites 2-1 and 2-2 shall comply with the development requirements of Section 19.310, except that outdoor storage shall be permitted. In this case, the 32nd Avenue and Meek Street property lines shall be considered front yards and a 20-ft setback shall be applied. These setbacks shall be landscaped in accordance with Subsection 19.606.2.C.2, and provided with a sight-obscuring wooden fence adjacent to the public right-of-way and residential property lines. The Planning Commission may allow these setbacks to be reduced to 10 ft, where the proposed design of the buffer is of a high quality and includes: (1) the use of masonry walls, or other acceptable material, of up to 8 ft in height; (2) enhanced landscaping; and (3) one of the elements listed in Subsection 19.404.8.A.18. Development of BI uses on the site is not required to comply with the standards set forth in Subsections 19.404.8 and 19.303.3.
-

19.406.5.E.7

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 ~~Design Standards for Multifamily Housing~~. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

19.406.6.F

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 ~~Standards for Rowhouses~~.

19.508.4.A.3.b

- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 ~~Standards for Rowhouses~~, as revised by Subsection 19.304.3.B.

19.508.4.A.3.c

- c. Live/work units are subject to the objective standards in Subsection 19.505.6 ~~Standards for Live/Work Units~~.
-

Proposed Code Amendment**19.608.2.B****B. Nonresidential and Mixed-Use Buildings****19.708.5.B.1**

1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.

Table 19.901

| Table 19.901 Land Use Applications | | |
|---|--------------------------------|---------------------|
| Application Type | Municipal Code Location | Review Types |
| Mixed Use Overlay Review | Section 19.404 | III |

Table 19.1104.1.E

| Table 19.1104.1.E Zoning and Land Use Designations for Boundary Changes | | |
|--|---|---|
| County Zoning Designation | Assigned City Zoning Designation | Assigned Comprehensive Plan Land Use Designation |
| C2 | R-O-C | Commercial/high density use |

Clean Amendments

Title 14 Signs

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 14.04 GENERAL PROVISIONS

14.04.030 DEFINITIONS

The following words and phrases where used in this title shall, for the purposes of this title, have the meanings respectively ascribed to them in this section:

"Downtown zones" means the DMU, Downtown Mixed Use, and OS, Open Space, Zones, as defined in the Zoning Ordinance.

"Other commercial zones" means the C-L, Limited Commercial; DMU, Downtown Mixed Use; C-CS, Community Shopping Commercial; GMU, General Mixed Use; and C-G, General Commercial, Zones, as defined in the Zoning Ordinance.

"Residential-Business Office Zone" means the R-1-B Zone, as defined in the Zoning Ordinance.

CHAPTER 14.16 SIGN DISTRICTS

14.16.020 RESIDENTIAL-BUSINESS OFFICE ZONE

No sign shall be installed or maintained in an R-1-B Zone, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.020.

| |
|--|
| Table 14.16.020 Standards for Signs in Residential-Business Office Zone R-1-B |
|--|

14.16.040 COMMERCIAL ZONES

No sign shall be installed or maintained in the C-L, C-CS, and GMU Zones, except as allowed under Section 14.12.010 Exempted Signs, or as otherwise noted in Table 14.16.040.

| |
|---|
| Table 14.16.040 Standards for Signs in Commercial Zones C-L, C-CS, and GMU |
|---|

Proposed Code Amendment

Zoning Ordinance

*The proposed amendments incorporate the recent zoning code text amendments for **Medical Marijuana Facilities**, which were adopted by City Council on April 7, 2015, and which will become effective on May 1, 2015.*

*Additionally, these amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

CHAPTER 19.100 INTRODUCTORY PROVISIONS

19.107 ZONING

19.107.1 Zone Classifications

For the purposes of this title, the following base zones and overlay zones are established in the City per Table 19.107.1:

| Table 19.107.1 Classification of Zones | |
|---|-------------------------|
| Zone Description | Abbreviated Description |
| Base Zones | |
| Residential | R-10 |
| Residential | R-7 |
| Residential | R-5 |
| Residential | R-3 |
| Residential | R-2.5 |
| Residential | R-2 |
| Residential | R-1 |
| Residential-Business Office | R-1-B |
| Downtown Mixed Use | DMU |
| Open Space | OS |
| Neighborhood Commercial | C-N |
| Limited Commercial | C-L |
| General Commercial | C-G |
| Community Shopping Commercial | C-CS |
| Manufacturing | M |
| Business Industrial | BI |
| Planned Development | PD |
| Tacoma Station Area Manufacturing | M-TSA |
| General Mixed Use | GMU |
| Overlay Zones | |
| Willamette Greenway | WG |
| Historic Preservation | HP |
| Flex Space | FS |
| Aircraft Landing Facility | L-F |

Tacoma Station Area

TSA

CHAPTER 19.300 BASE ZONES

[19.303 RESIDENTIAL-OFFICE-COMMERCIAL ZONE R-O-C REPEALED]

19.303 GENERAL MIXED USE ZONE GMU

19.303.1 Purpose

The General Mixed Use Zone is intended to recognize the importance of Central Milwaukie as a primary commercial center and promote a mix of uses that will support a lively and economically robust district. It is also intended to ensure high quality urban development that is pedestrian-friendly and complementary to the surrounding area.

19.303.2 Uses

A. Permitted Uses

Uses allowed outright in the GMU zone are listed in Table 19.303.2 with a "P." These uses are allowed if they comply with the development and design standards and other regulations of this title.

B. Conditional Uses

Uses listed in Table 19.303.2 as "CU" are permitted only as conditional uses in conformance with Section 19.905.

C. Nonconforming Uses, Structures, and Development

Existing structures and uses that do not meet the standards for the GMU zone may continue in existence. Alteration or expansion of a nonconforming use, structure or development that brings the use, structure or development closer to compliance may be allowed through Development Review pursuant to Section 19.906. Alteration or expansion of a nonconforming use or structure that does not bring the use or structure closer to compliance may be allowed through a Type III Variance pursuant to Section 19.911. Except where otherwise stated in this section, the provisions of Chapter 19.800 Nonconforming Uses and Development apply.

D. Prohibited Uses

Uses not listed in Table 19.303.2, and not considered accessory or similar pursuant to (E) and (F) below, are prohibited.

E. Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with all development standards. For the purposes of this section, drive-through facilities are considered an accessory use and must conform to Section 19.606.3.

F. Similar Uses

The Planning Director, through a Type I review, may determine that a use that is not listed is considered similar to an example use listed in Table 19.303.2. The unlisted use shall be subject to the standards applicable to the similar example use.

Proposed Code Amendment

| Table 19.303.2 General Mixed Use Zone Uses | | |
|---|------------|---|
| Uses and Use Categories | GMU | Standards/Additional Provisions |
| Residential | | |
| Rowhouse ¹ | P | Subsection 19.505.5 Standards for Rowhouses |
| Multifamily | P | Subsection 19.505.3 Design Standards for Multifamily Housing |
| Mixed use | P | |
| Live/work units | P | Subsection 19.505.6 Standards for Live/Work Units |
| Senior and retirement housing | P | Subsection 19.505.3 Design Standards for Multifamily Housing |
| Commercial | | |
| <p>General office. General office means professional, executive, management, or administrative offices of firms or organizations.</p> <p>Examples include: professional services such as lawyers, architects or accountants; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; sales offices; government offices and public utility offices; and medical and dental clinics.</p> | P | |
| <p>Eating and drinking establishments. Eating and Drinking Establishments primarily involve the sale of prepared food and beverages for consumption on-site or take-away.</p> <p>Examples include: restaurants, delicatessens, retail bakeries, taverns, brew-pubs, coffee shops, concession stands, and espresso bars.</p> | P | |
| <p>Indoor recreation. Indoor recreation consists of for-profit facilities providing active recreational uses of a primarily indoor nature.</p> <p>Examples include: gyms, dance studios, tennis, racquetball and soccer centers, recreational centers, skating rinks, bowling alleys, arcades, shooting ranges, and movie theaters.</p> | P | |

Proposed Code Amendment

| | | |
|--|---|--|
| <p>Retail-oriented sales. Sales-oriented retail firms are involved in the sale, leasing, and rental of new or used products to the general public.</p> <p>Examples include: stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronics, fabric, gifts, groceries, hardware, household products, jewelry, pets and pet products, pharmaceuticals, plants, printed materials, stationery, and printed and electronic media. May also include car sales and other auto-oriented retail uses.</p> | P | |
| <p>Personal service oriented. Personal service oriented firms are involved in providing consumer services.</p> <p>Examples include: hair, tanning and spa services, pet grooming, photo and laundry drop-off, dry cleaners, and quick printing.</p> | P | |
| <p>Repair-oriented.² Repair-oriented uses are establishments providing product repair of consumer and business goods.</p> <p>Examples include: repair of televisions and radios, bicycles, clocks, jewelry, guns, small appliances, office equipment, tailors and seamstresses, shoe repair, locksmiths, upholsterers, and some automobile and boat service and repair.</p> | P | |
| <p>Day care.³ Day Care is the provision of regular child care, with or without compensation, to four or more children by a person or person(s) who are not the child's parent, guardian, or person acting in place of the parent, in a facility meeting all state requirements.</p> <p>Examples include: nursery schools, before-and-after school care facilities, and child development centers.</p> | P | |
| <p>Commercial lodging. Commercial Lodging includes for-profit residential facilities where tenancy is typically less than one month.</p> <p>Examples include: hotels, motels, and bed-and-breakfast establishments. Does not include senior and retirement housing.</p> | P | |

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| | | |
|--|-----|---|
| <p>Boarding, lodging, or rooming house. Generally means a private home where lodgers rent one or more rooms for one or more nights, and sometimes for extended periods of weeks, months, and years. The common parts of the house are maintained, and some services, such as laundry and cleaning, may be supplied.</p> <p>Examples include: Boarding house and cooperative housing</p> | CU | Section 19.905 Conditional Uses |
| <p>Commercial parking facility. Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Commercial Parking facility.</p> <p>Examples include structured parking, short- and long-term fee parking facilities, commercial district shared parking lots and commercial shuttle parking.</p> | CU | |
| <p>Structured parking. Generally means a structure in which vehicle parking is accommodated on multiple stories; a vehicle parking area that is underneath all or part of any story of a structure; or a vehicle parking area that is not underneath a structure, is entirely covered, and has a parking surface at least 8 ft below grade. Structured parking does not include garages or carports.</p> | CSU | Section 19.611 Parking Structures |
| <p>Medical marijuana facility. Medical marijuana facility means a business that dispenses medical marijuana in accordance with the regulations set forth by ORS Chapter 475 and related Oregon Administrative Rules. State-registered grow sites are not considered to be medical marijuana facilities and are not permitted under the City of Milwaukie's medical marijuana facility regulations.</p> | P | Subsection 19.303.6 Standards for Medical Marijuana Facilities |

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| Manufacturing and Production | | |
|--|-----|--|
| Manufacturing and production. ⁴ Uses are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; weaving or production of textiles or apparel; woodworking, including cabinet makers; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; and production of artwork and toys. | P | |
| Institutional | | |
| Community service uses | CSU | Section 19.904 Community Service Uses |

P = Permitted.

CSU = Permitted with Community Service Use approval subject to provisions of Section 19.904. Type III review required to establish a new CSU or for major modification of an existing CSU. Type I review required for a minor modification of an existing CSU.

CU = Permitted with conditional use approval subject to the provisions of Section 19.905. Type III review required to establish a new CU or for major modification of an existing CU. Type I review required for a minor modification of an existing CU.

1. The limit of 4 consecutive row houses established in 19.505.5 does not apply in the GMU zone. In the GMU zone, there is no limit on the number of consecutive row houses.
2. Repair oriented uses are permitted in the GMU Zone only when conducted within a completely enclosed building.
3. Day care and childcare uses are limited to 5,000 sq. ft.
4. Manufacturing and production uses are limited to 5,000 sq ft in floor area per use on the ground floor and are only permitted when associated with, and accessory to, a related retail oriented sales or eating/drinking establishment use. 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.

19.303.3 Development Standards

These development standards are intended to ensure that new development in the GMU zone is appropriate for a mixed-use district in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.303.3 summarizes some of the development standards that apply in the GMU zone. Development standards are presented in full in Subsection 19.303.3 (B).

| Table 19.303,3 General Mixed Use Zone—Summary of Development Standards | | |
|---|-------|-------------------------------------|
| Standard | GMU | Standards/ Additional Provisions |
| A. Lot Standards | | |
| 1. Minimum lot size (sq ft) | 1,500 | |

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| | | |
|---|--------------------|--|
| 2. Minimum street frontage (ft) | 25 | |
| B. Development Standards | | |
| 1. Minimum floor area ratio ¹ | 0.5:1 | Section 19.303.4.A Floor Area Ratio |
| 2. Building height (ft) | | Section 19.303.4.B Building Height |
| a. Base maximum | 45 | |
| b. Maximum with height bonus | 57 | |
| 3. Street Setbacks (ft) | | Section 19.303.4.C Street Setbacks |
| a. Minimum street setback | 0-15 ² | |
| b. Maximum street setback | 10-20 ³ | |
| c. Side and rear setbacks | None | |
| 4. Frontage occupancy | 50% | Section 19.303.4.D Frontage Occupancy Requirements Figure 19.303.4.D Frontage Occupancy Requirements |
| 5. Maximum lot coverage | 85% | Section 19.303.4.E Lot Coverage |
| 6. Minimum vegetation | 15% | Section 19.303.4.F Minimum Vegetation |
| 7. Primary entrances | Yes | Section 19.303.4.G Primary Entrances |
| 8. Off-street parking required | Yes | Chapter 19.600 Off-Street Parking and Loading |
| 9. Transit Street | Yes | Subsection 19.505.8 Building Orientation to Transit |
| 9. Transition Measures | Yes | Subsection 19.504.6 Transition Area Measures |
| C. Other Standards | | |
| 1. Residential density requirements (dwelling units per acre) | | Subsection 19.202.4 Density Calculations Subsection 19.303.4.H Residential Density Subsection 19.501.4 Density Exceptions |
| a. Stand-alone residential | | |
| (1) Minimum | 25 | |
| (2) Maximum | 50 | |
| b. Mixed-use buildings | None | |
| 2. Signs | Yes | Section 14.16.040 Commercial Zone |

1. Commercial parking facilities and public parks and plazas are exempt from the minimum floor area ratio requirement.

2. Residential edge standards apply to properties as shown on Figure 19.303.5.

3. Commercial edge standards apply to properties as shown on Figure 19.303.4.C.2.b.

19.303.4 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.303.3

A. Floor Area Ratio

1. Intent

Proposed Code Amendment

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. In some cases, FAR densities are provided for provision of a public benefit or amenity to the community.

2. Standards

- a. The minimum floor area ratio in Table 19.303.3 applies to all nonresidential building development.
- b. Required minimum floor area ratio 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 FAR.
- 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.

3. Exemptions

The following are exempt from the minimum floor area ratio requirement.

- a. Parking facilities
- b. Public parks and plazas

B. Building Height

1. Intent

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. A minimum building height is established to ensure that the traditional building scale for the downtown area is maintained.

2. Base Maximum Building Height Standard

The base maximum building height in the GMU zone is 3 stories or 45 feet, whichever is less, unless the height bonus in (b) below is applied.

3. Height Bonuses

A building can utilize one of the development incentive bonuses of this subsection.

a. Residential

New buildings that devote at least 1 story or 25% of the gross floor area to residential uses are permitted 1 additional story or an additional 12 ft of building height, whichever is less.

b. Green Building

Project proposals that receive certification (any level) under an ANSI-approved green building rating system (e.g., LEED, Green Globes or Earth Advantage certified) are permitted an additional story or an additional 12 ft of building height, whichever is less, is allowed.

4. Exemptions

The following are exempt from the minimum building height standards.

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- a. Additions to existing buildings.
- b. Accessory structures.
- c. Buildings with less than 1,000 sq ft of floor area.

C. Street Setbacks

1. Intent

Buildings are allowed and encouraged to build up to the street right-of-way in the GMU zone. This ensures that buildings engage the street right-of-way.

2. Standards

- a. No minimum street setbacks are required, except for Residential Street Edges in 19.303.5.
- b. Maximum street setback is 20 feet. For properties shown as having a commercial edge on Figure 19.303.4.C.2.b, the following standards apply.
 - (1) No minimum street setback is required. Maximum street setback is 10 feet.
 - (2) The area within the street setback, if provided, shall be landscaped.
- c. When a building is set back from the sidewalk, the setback area must be landscaped.
 - (1) The setback area may include usable open space such as plazas, courtyards, terraces and small parks.
 - (2) Usable open space may be counted toward the minimum vegetation requirement in Subsection (F) below.

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- d. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets.

D. Frontage Occupancy Requirements

The intent of this standard is to establish a consistent "street wall" along key streets. Minimum frontage occupancy requirements are established for block faces identified on Figure 19.303.4.D. The requirements apply as follows:

1. For block faces identified on Figure 19.303.4.D, 50 percent of the site frontage must be occupied by a building or buildings. If the development site has frontage on more than one street, the frontage occupancy requirement must be met on one street only.
2. Building facades with recesses incorporated to comply with façade articulation requirements are considered to be occupying the site frontage if the recesses do not exceed 24 inches.

E. Lot Coverage

The maximum area that may be covered by primary and accessory buildings shall not exceed 85 percent of the total lot area.

F. Minimum Vegetation

The minimum vegetation area that shall be retained or planted in trees, grass, shrubs, bark dust for planting beds, etc., shall be 15 percent of the total lot area.

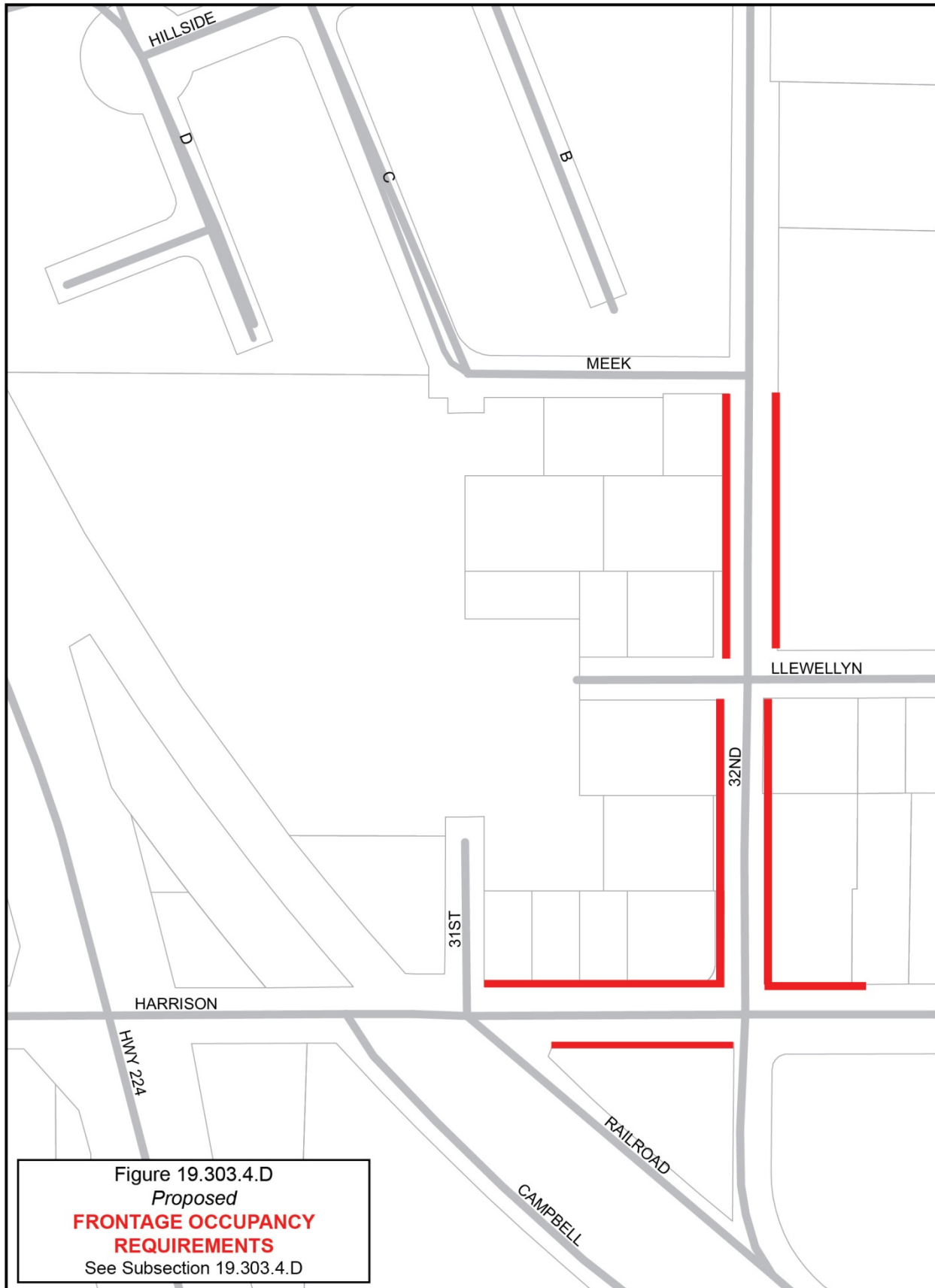
G. Primary Entrances

1. Intent

To promote pedestrian-friendly development by providing building entrances that are oriented to the sidewalk or other public space and connected with clearly-marked pedestrian walkways.

2. Standards

- a. All new buildings shall have at least one primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.
- b. Where a development contains multiple buildings and there is insufficient public street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.
- c. If a development is on a corner, the primary entrance may be oriented toward either street.

Proposed Code Amendment

Proposed Code Amendment

H. Residential Density

1. Intent

Minimum densities are applied to residential development in the GMU zone to assure efficient use of land at densities that support transit use and nearby businesses.

2. Standards

- a. Minimum density for standalone residential development in the GMU zone is 25 units per acre.
- b. There are no minimum density requirements when residential units are developed as part of a mixed-use building or development.
- c. Maximum residential densities for mixed-use buildings are controlled by height limits.

3. Exemption

There are no minimum density requirements when residential units are developed as part of a mixed-use building.

19.303.5 Standards for Residential Street Edges

For properties shown as having a residential edge on Figure 19.303.5, and for development that occurs adjacent to or abutting an R-3 or an R-5 zone, the following standards apply.

- A. A minimum setback of **[10-15 feet]** shall apply.
- B. Along the property line adjacent to the residential zone, buildings within 50 feet of 37th Ave and Monroe St shall provide a step back of at least 6 feet for any portion of the building above 35 feet.
- C. A height bonus consistent with Section 19.303.3.B(4)(b) may only be applied to buildings or portions of a building that are at least 50 feet away from the adjacent residential zone.

19.303.6 Standards for Medical Marijuana Facilities

In the GMU Zone, medical marijuana facilities shall meet the following standards:

- A. As set forth by Oregon Administrative Rules, a medical marijuana facility shall not be located within 1,000 ft of the real property comprising a public or private elementary, secondary, or career school attended primarily by minors or within 1,000 ft of another medical marijuana facility. In addition, a medical marijuana facility shall not be located within 1,000 ft of the Wichita and Hector Campbell school sites.
- B. A medical marijuana facility shall not be colocated with another business.
- C. Display of marijuana or marijuana products that are visible from outside of the facility is prohibited.
- E. The hours of operation for medical marijuana facilities shall be limited to the hours between 8:00 a.m. and 10:00 p.m.

Proposed Code Amendment



Proposed Code Amendment

19.303.7 Additional Provisions

Depending upon the type of use and development proposed, the following sections of the Milwaukie Code may apply. These sections are referenced for convenience, and do not limit or determine the applicability of other sections within the Milwaukie Municipal Code.

A. Section 19.500 Supplementary Development Regulations

This section contains standards for site and building design that will apply to most new types of development, including residential and commercial. Relevant sections include:

1. 19.501 General Exceptions
2. 19.502 Accessory Structures
3. 19.503 Accessory Uses
4. 19.504 Site Design Standards
5. 19.505 Building Design Standards
6. 19.507 Home Occupation Standards

B. Section 19.600 Off-Street Parking and Loading

Contains standards for vehicle and bicycle parking, including required number of spaces and design standards for parking and loading areas.

C. Section 19.700 Public Facility Improvements

Contains standards for transportation, utility and other public facility improvements that may be required as part of development.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

[19.404 MIXED USE OVERLAY ZONE MU REPEALED]

19.404 FLEX SPACE OVERLAY ZONE

19.404.1 Purpose

The Flex Space Overlay Zone implements the Central Milwaukie Land Use and Transportation Plan and is intended to provide flexibility for development of an identified opportunity site within Central Milwaukie (Figure 19.404). This overlay provides targeted opportunities for employment uses and promotes buildings that can accommodate a variety of uses that may change over time. Uses in the Flex Space Overlay Zone may include employment-intensive uses beyond those allowed in the underlying zone, and may change as appropriate to respond to market conditions and developer needs.

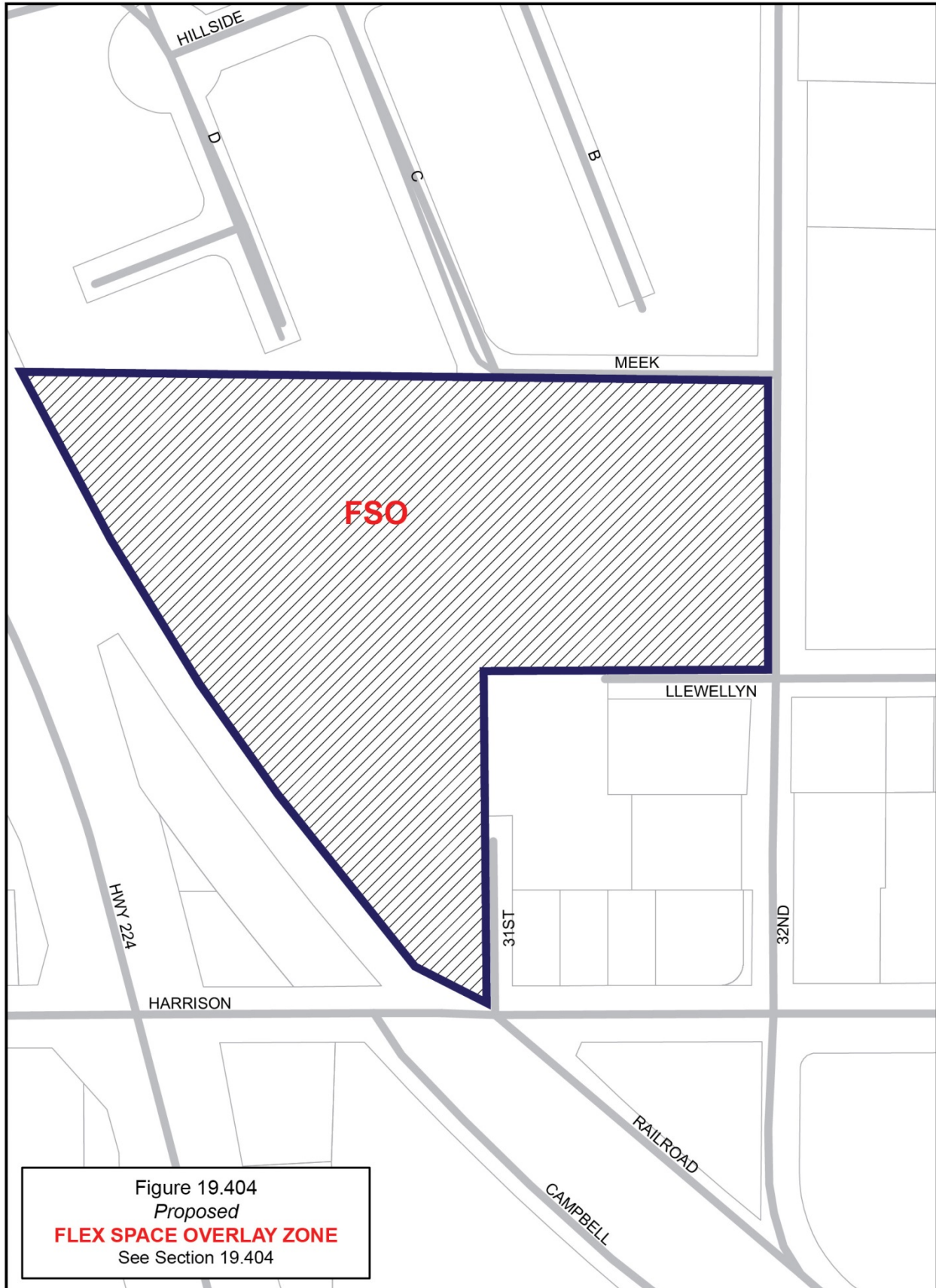
19.404.2 Applicability

The standards and requirements of this section apply to all properties within the Flex Space Overlay Zone as indicated on the Zoning Map.

19.404.3 Consistency with Base Zone

The General Mixed Use Zone GMU is the base zone for properties within the Flex Space Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.

Proposed Code Amendment



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19.404.4 Permitted Uses

In addition to those uses allowed by the base zone (GMU), Table 19.404.4 lists uses that are permitted within the Flex Space Overlay Zone.

| Table 19.404.4 Flex Space Overlay Zone Uses | |
|---|---------------|
| Use Category | Status |
| A. Industrial Service | |
| Industrial services are engaged in repair and/or servicing of industrial, business or consumer machinery, equipment, products or by-products or in training or instruction of such repair or servicing. Examples include: electrical contractors, equipment rental facilities, tool or instrument repair, and data storage facilities. | P |
| B. Manufacturing¹ | |
| This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts. Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies. | P |
| C. Wholesale Trade | |
| This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic. Examples include: mail order houses; sale and/or rental of machinery, building materials, special trade tools, janitorial supplies and restaurant equipment; and wholesalers of food, clothing, auto parts, building hardware and office supplies. | P |
| D. Trade Schools | |
| This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training. | P |

P = Permitted

1. Manufacturing uses shall only be conducted in an enclosed space. The following manufacturing uses are not allowed: explosive materials, concrete and asphalt mixing or batching, rock crushing and aggregate storage.

19.404.5 Design Standards

The design standards in Subsection 19.505.7 Commercial and Mixed-Use Development apply to new mixed-use and non-residential development in the Flex Space Overlay Zone.

19.404.6 Additional Provisions for Off-Site Impacts

In order to ensure compatibility between manufacturing and nonmanufacturing uses, the following off-site impact standards apply.

A. Applicability

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The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of the effective date of this ordinance, are not subject to these off-site impact standards.

B. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

C. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

1. Temporary vibrations from construction activities or vehicles leaving the site are exempt.
2. Vibrations lasting less than 5 minutes per day are exempt.
3. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

D. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

E. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0 (zero) footcandles of light.

F. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

G. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.504.6 Transition Area Measures

Where commercial, mixed-use, or industrial development is proposed abutting or adjacent to properties zoned for lower-density residential uses, the following transition measures shall be required. These additional requirements are intended to minimize impacts on lower-density residential uses.

- A. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be at least as wide as the required front yard width of the adjacent lower-density zone. This additional yard requirement shall supersede the base zone yard requirements for the development property where applicable.
- B. All yards that abut, or are adjacent across a right-of-way from, a lower-density zone shall be maintained as open space. Natural vegetation, landscaping, or fencing shall be provided to the 6-ft level to screen lower-density residential uses from direct view across the open space.

19.504.11 Preliminary Circulation Plan

A Preliminary Circulation Plan is intended to guide site development by establishing a plan for access, connectivity, and circulation. A preliminary circulation plan is a conceptual plan in that it does not establish a precise alignment for street, pedestrian, or bicycle facilities.

A. Applicability

A Preliminary Circulation Plan is required for development on sites [3-4] acres and larger that are subject to Development Review per MMC 19.906 and are either:

- 1. Vacant
- 2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for >50% of the site.

B. Approval Criteria

In reviewing a proposed Preliminary Circulation Plan, the Planning Director shall find compliance with the relevant portions of the Comprehensive Plan, Transportation System Plan, and MMC 19.708 Transportation Facility Requirements.

C. Permit Process

A new Preliminary Circulation Plan or a revision to an approved Preliminary Circulation Plan are subject to Type II review per Section 19.1005.

Proposed Code Amendment

19.505 BUILDING DESIGN STANDARDS

19.505.1 Single-Family Dwellings and Duplexes

19.505.2 Garages and Carports

19.505.3 Multifamily Housing

19.505.4 Cottage Cluster Housing

19.505.5 Rowhouses

19.505.6 Live/Work Units

19.505.7 Commercial and Mixed-Use Development.

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 support development of an attractive, cohesive and pedestrian-friendly commercial area. The design standards do not prescribe a particular building or architectural style.

B. Applicability

1. The design standards in this section apply to the street-abutting facades of new commercial, institutional, manufacturing and mixed-use buildings within the GMU zone.
2. The standards in this section do not apply to rowhouses or live/work units. Rowhouses and live/work units are subject to the design standards in Section 19.505.5 Rowhouses.
3. The standards in this section do not apply to stand-alone multifamily housing. Stand-alone multifamily buildings are subject to the design standards in Section 19.505.3 Multifamily.

C. Building Design Standards

All buildings that meet the applicability provisions in Subsection 19.505.6.B shall meet the following design standards.

An applicant may request a variance to the Design Standards in Subsection 19.505.1.C through a Type II review, pursuant to Subsection 19.911.3.B.7.

1. Corners

The intent of this standard is to reinforce intersections as an important place for people to gather.

Buildings at the corner of two public streets (for the purposes of this standard an alley is not considered a public street) shall incorporate one of the following features:

- a. Locate the primary entry to the building at the corner

Proposed Code Amendment

- b. A prominent architectural element, such as increased building height or massing, a cupola, a turret or a pitched roof at the corner of the building or within 20 feet of the corner of the building;
- c. The corner of the building cut at a 45 degree angle

2. Weather Protection

The intent of this standard is, through the use of awnings and canopies along the ground floor of buildings, to protect pedestrians from rain and provide shade; to encourage window shopping and lingering; and to create visual interest on the ground floor of a building.

Buildings shall provide weather protection for pedestrians as follows:

- a. Minimum weather protection coverage

All ground floor building entries (excluding loading docks, bays, etc.) shall be protected from the weather by canopies, or recessed behind the front building façade at least 3 feet.

- b. Weather protection design

Weather protection shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. Where applicable, weather protection shall be designed to accommodate pedestrian signage (e.g., blade signs) while maintaining required vertical clearance.

3. Exterior Building Materials

The intent of this standard is to provide a sense of permanence through the use of certain permitted building materials; to provide articulation and visual interest to larger buildings; and to allow for a variety of materials and designs.

The following standards are applicable to the exterior walls of new buildings facing streets, courtyards, and/or public squares. Table 19.505.6.C.3 specifies the primary, secondary and prohibited material types referenced in this standard.

- a. Buildings shall utilize primary materials for at least 60 percent of the building facades.
- b. Secondary materials are permitted on no greater than 40 percent of each building facade.
- c. Accent materials are permitted on no greater than 10 percent of each building facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- d. Buildings shall not utilize materials listed as (N) prohibited.
- e. For existing development, façade modifications that affect more than 50 percent of the façade shall comply with standards in this section. The [Planning Director] may waive this requirement if application of the standards would create an incongruous appearance of existing and new materials.

| Table 19.505.7.C.3 Commercial Exterior Building Materials | |
|--|-------------------------------------|
| Material Type | Nonresidential and Mixed-Use |
| Brick | P |

Proposed Code Amendment

| | |
|---|---|
| Stone/masonry | P |
| Stucco | P |
| Glass (transparent, spandrel) | P |
| Concrete (poured in place or precast) | P |
| Finished wood, wood veneers and wood siding | S |
| Finished metal panels, such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish | S |
| Concrete blocks with integral color (ground, polished or glazed finishes) | S |
| Fiber reinforced cement siding and panels | S |
| Ceramic tile | S |
| Concrete blocks with integral color (split face finish) | A |
| Standing seam and corrugated metal | A |
| Glass block | A |
| Vegetated wall panels or trellises | A |
| Vinyl siding | N |
| Exterior insulation finishing system (EIFS) | N |

P = Primary Material

S = Secondary Material

A = Accent Material

N = Prohibited Material

4. Windows and Doors

The standards of this section are intended to enhance street safety and provide a comfortable pedestrian environment by providing ground-level transparency between the interior of buildings and the sidewalk.

- a. For non-residential and mixed-use buildings, [30-40] percent 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 feet above finished grade, whichever is less.
- b. For all buildings, the following applies:
 - (1) Nonresidential ground floor windows must have a visible transmittance (VT) of 0.6 or higher.
 - (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked.
 - (3) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazings are not permitted.
 - (4) The bottom edge of windows along pedestrian ways shall be constructed no more than 36 inches above grade.

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- (5) Ground-floor windows for nonresidential uses shall allow views into storefronts, working areas, or lobbies. Signs are limited to a maximum coverage of 50 percent of the required window area.
 - c. Windows shall be designed to provide shadowing. This can be accomplished by recessing windows 4 inches into the façade and/or incorporating trim of a contrasting material or color.
 - d. For all building windows facing streets, courtyards, and/or public squares in the downtown, the following window elements are prohibited:
 - (1) Reflective, tinted, or opaque glazing
 - (2) Simulated divisions (internal or applied synthetic materials)
 - (3) Exposed, unpainted metal frame windows
5. Roofs
- a. The intent of this standard is to enliven the pedestrian experience and create visual interest through roof form. The roof form of a building shall follow one (or a combination) of the following forms:
 - (1) Flat roof with parapet or cornice
 - (2) Hip roof
 - (3) Gabled roof
 - (4) Dormers
 - (5) Shed roof
 - b. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum [4/12-5/12] pitch.
 - c. Sloped roofs shall have eaves, exclusive of rain gutters, that project from the building wall at least 12 inches.
 - d. All flat roofs or those with a pitch of less than [4/12-5/12] shall be architecturally treated or articulated with a parapet wall that projects vertically above the roof line at least 12 inches and/or a cornice that projects from the building face at least 6 inches.
 - e. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure(s) shall have similar slope and be constructed of the same materials as the existing roofing.
6. Rooftop Equipment and Screening
- The intent of this standard is to integrate mechanical equipment into the overall building design.
- a. The following rooftop equipment does not require screening:
 - (1) Solar panels, wind generators, and green roof features;
 - (2) Equipment under two feet in height.
 - b. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.

Proposed Code Amendment

- c. Satellite dishes, communications equipment and all other roof-mounted mechanical equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and shall be screened from public view and from views from adjacent buildings by one of the following methods:
 - (1) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building or wood fencing or masonry;
 - (2) Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.
 - d. Required screening shall not be included in the building's maximum height calculation.
7. Ground-Level Screening

Mechanical and communication equipment and outdoor storage and outdoor garbage and recycling areas shall be screened so they are not visible from streets and other ground-level private open space and common open spaces.

19.505.8 Building Orientation to Transit

The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or planned transit route measured along the public sidewalk that provides direct access to the transit route:

New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than 1 entrance. If the development has frontage on more than 1 transit street, the primary building entrance may be oriented to either street or to the corner.

CHAPTER 19.900 LAND USE APPLICATIONS

19.904 COMMUNITY SERVICE USES

19.904.11 Standards for Wireless Communication Facilities

| Table 19.904.11.C Wireless Communication Facilities—Type and Review Process | | | | |
|--|-----------------------------|---|--|---|
| Towers | | WCFs Not Involving New Tower | | |
| Zones | New Monopole Tower 100 Feet | Building Rooftop or Wall Mounted Antenna ¹ | Water Towers, Existing Towers, and Other Stealth Designs | On Existing Utility Pole in Row with or w/out Extensions ² |
| BI | P1 | P2 | P2 | P2 |
| M | P1 | P2 | P2 | P2 |
| M-TSA | P1 | P2 | P2 | P2 |
| C-N | N | P2 | P2 | P2 |
| C-G | N | P2 | P2 | P2 |
| C-L | N | P2 | P2 | P2 |
| C-CS | N | P2 | P2 | P2 |
| OS | N | P2 | P2 | P2 |
| DMU | N | P2 | P2 | P2 |
| GMU | N | P2 | P2 | P2 |
| R-1-B | N | P2 | P2 | P2 |
| R-1 | N | N | P2 | P2 |
| R-2 | N | N | P2 | P2 |
| R-2.5 | N | N | P2 | P2 |
| R-3 | N | N | P2 | P2 |
| R-5 | N | N | P2 | P2 |
| R-7 | N | N | P2 | P2 |
| R-10 | N | N | P2 | P2 |

1 = Type III review—requires a public hearing in front of the Planning Commission

2 = Type II review—provides for an administrative decision

P = Permitted **N** = Not Permitted

¹ Rooftop extensions are not to exceed 15 ft in height above the roof top and are not to project greater than 5 ft from the wall of a building.

² Antennas placed on right-of-way utility poles may be extended 15 ft. If the pole cannot be extended, the carrier may replace the pole. The replacement utility pole shall not exceed 15 ft in height of the pole that is to be replaced.

F. Location and Size Restrictions

2. Height: maximum heights. Also see Table 19.904.11.C.

a. Height Restrictions

The maximum height limitation of the monopole tower and antennas shall not exceed the following:

Proposed Code Amendment

- (1) BI, M, and M-TSA Zones: 100 ft.
- (2) New towers are not permitted in the R-1-B, R-1, R-2, R-2.5, R-3, R-5, R-7, R-7PD, R-10, R-10PD, GMU, C-N, C-G, C-L, OS, and DMU Zones.

19.911 VARIANCES

19.911.3 Review Process

B. Type II Variances

Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:

1. A variance of up to 40% to a side yard width standard.
2. A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.
3. A variance of up to 10% to lot coverage or minimum vegetation standards.
4. A variance of up to 10% to lot width or depth standards.
5. A variance of up to 10% to a lot frontage standard.
6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.
7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.

Updates for Section References and Housekeeping Only

*These amendments are based on the expectation that the **Downtown** amendments will have been adopted before these **Central Milwaukie** amendments go to the Milwaukie City Council for adoption.*

19.201

“Greenway areas” means lands that lie along the Willamette River and major courses flowing into the Willamette River. Shown on the Zoning Map as the Willamette Greenway Overlay Zone.

Table 19.301.2

| Table 19.301.2 Low Density Residential Uses Allowed | | | | |
|--|------|------|-----|---|
| Use | R-10 | R-7 | R-5 | Standards/Additional Provisions |
| Residential Uses | | | | |
| Single-family detached dwelling | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes |
| Duplex | P/II | P/II | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes Subsection 19.910.2 Duplexes |
| Residential home | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes |

19.301.5.I.3

3. Subsection 19.505.1 Single-Family Dwellings and Duplexes

19.301.5.I.4

4. Subsection 19.505.2 Garages and Carports

Table 19.302.2

| Table 19.302.2 Medium and High Density Residential Uses Allowed | | | | | | |
|--|-----|-------|-----|-----|-------|---|
| Use | R-3 | R-2.5 | R-2 | R-1 | R-1-B | Standards/ Additional Provisions |
| Residential Uses | | | | | | |
| Single-family detached dwelling | P | P | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes |
| Duplex | P | P | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes |
| Residential home | P | P | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes |

Proposed Code Amendment

| | | | | | | |
|-----------------------------|----|----|---|---|---|---|
| Rowhouse | P | P | P | P | P | Subsection 19.505.1 Single-Family Dwellings and Duplexes Subsection 19.505.5 Rowhouses |
| Cottage cluster housing | P | P | P | P | P | Subsection 19.505.4 Cottage Cluster Housing Cottage cluster land division requires Type III review |
| Multifamily | CU | CU | P | P | P | Subsection 19.505.3 Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations |
| Congregate housing facility | CU | CU | P | P | P | Subsection 19.505.3 Multifamily Housing Subsection 19.302.5.F Residential Densities Subsection 19.302.5.H Building Limitations |

Table 19.302.4

| Table 19.302.4 Medium and High Density Residential Development Standards | | | | | | |
|---|-------|-------|-------|-------|-------|--|
| Standard | R-3 | R-2.5 | R-2 | R-1 | R-1-B | Standards/ Additional Provisions |
| A. Lot Standards | | | | | | |
| 1. Minimum lot size (sq ft) | 3,000 | 2,500 | 2,500 | 1,400 | | Subsection 19.501.1 Lot Size Exceptions |
| a. Rowhouse | 6,000 | 5,000 | 7,000 | 6,400 | | Subsection 19.505.4 Cottage Cluster Housing |
| b. Duplex | 5,000 | 5,000 | 5,000 | 5,000 | | Subsection 19.505.5 Rowhouses |
| c. All other lots | | | | | | |

19.302.5.L

5. Subsection 19.505.1 Single-Family Dwellings and Duplexes
6. Subsection 19.505.2 Garages and Carports
7. Subsection 19.505.3 Multifamily Housing
8. Subsection 19.505.4 Cottage Cluster Housing
9. Subsection 19.505.7 Building Orientation to Transit

Proposed Code Amendment**Table 19.304.2**

| Table 19.304.2 Downtown Zones—Uses | | | |
|---|------------|-----------|--|
| Uses and Use Categories | DMU | OS | Standards/ Additional Provisions |
| Residential | | | |
| Rowhouse | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.5 Rowhouses |
| Multifamily | P | N | Figure 19.304-2 Ground-Floor Residential Permitted Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Multifamily Housing |
| Live/work units | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.6 Live/Work Units |
| Second-story housing | P | N | Section 19.508 Downtown Site and Building Design Standards |
| Senior and retirement housing | P | N | Subsection 19.304.3.A.1 Downtown residential use limitations Subsection 19.505.3 Multifamily Housing |

19.402.14.C

For residential proposals, development may be clustered so that land can be developed at allowed densities while avoiding or minimizing impacts to WQRs or HCAs. The intent of this section is to encourage creative and flexible site design that enables the allowable density to be transferred elsewhere on a site to protect environmentally sensitive areas and preserve open space and natural features. A residential cluster development may be permitted in any residential or mixed-use zoning district, subject to Type III review and approval by the Planning Commission. A cluster development proposal may be considered in conjunction with a proposal for land division or property line adjustment as provided in Subsection 19.402.13.

19.404.9.A.1.b

- b. Business Industrial (BI) uses as set forth in Section 19.310 shall also be allowed. The development of BI uses on Sites 2-1 and 2-2 shall comply with the development requirements of Section 19.310, except that outdoor storage shall be permitted. In this case, the 32nd Avenue and Meek Street property lines shall be

Proposed Code Amendment

considered front yards and a 20-ft setback shall be applied. These setbacks shall be landscaped in accordance with Subsection 19.606.2.C.2, and provided with a sight-obscuring wooden fence adjacent to the public right-of-way and residential property lines. The Planning Commission may allow these setbacks to be reduced to 10 ft, where the proposed design of the buffer is of a high quality and includes: (1) the use of masonry walls, or other acceptable material, of up to 8 ft in height; (2) enhanced landscaping; and (3) one of the elements listed in Subsection 19.404.8.A.18. Development of BI uses on the site is not required to comply with the standards set forth in Subsection 19.404.8.

19.406.5.E.7

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

19.406.6.F

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 Rowhouses.

19.508.4.A.3.b

- b. Rowhouses are subject to the objective standards of Subsection 19.505.5 Rowhouses, as revised by Subsection 19.304.3.B.

19.508.4.A.3.c

- c. Live/work units are subject to the objective standards in Subsection 19.505.6 Live/Work Units.
-

19.608.2.B

B. Nonresidential and Mixed-Use Buildings

19.708.5.B.1

- 1. In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible.
-

Proposed Code Amendment**Table 19.901**

| Table 19.901 Land Use Applications | | |
|---|--------------------------------|---------------------|
| Application Type | Municipal Code Location | Review Types |

[Mixed Use Overlay Review row deleted]

Table 19.1104.1.E

| Table 19.1104.1.E Zoning and Land Use Designations for Boundary Changes | | |
|--|---|---|
| County Zoning Designation | Assigned City Zoning Designation | Assigned Comprehensive Plan Land Use Designation |

[C2 assigned R-O-C row deleted]

Underline/Strikeout Amendments Transportation System Plan (TSP)

Table 5-1 Pedestrian Master Plan Projects

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|-------------------------------|----------|------|---|---|-------------------|-------------------|-------------------------------|
| High Priority Projects | | | | | | | |
| N/A | High | P | Study of Pedestrian Crossings on Hwy 224 | Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37 th Ave, Freeman Way) | Harrison St | Freeman Way | \$50 |
| A | High | C | Intersection Improvements at Hwy 224 and Freeman Way | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| B | High | C | Intersection Improvements at Hwy 224 and 37 th Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| C | High | C | Intersection Improvements at Hwy 224 and Oak St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| D | High | C | Intersection Improvements at Hwy 224 and Monroe St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| E | High | C | Intersection Improvements at Hwy 224 and Harrison St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |

¹ See Figure 5-1.

² The projects in this table assume traditional sidewalks on both sides of the street. In some cases it may be appropriate to construct a nontraditional pedestrian facility on one side of the street. See Chapter 10 Street Design for more information on the City's approach to designing pedestrian facilities.

³ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------|----------|------|---|--|------------------------------|------------------------------|-------------------------------|
| L | High | C | 17 th Ave Improvements | Fill in sidewalk gaps on both sides of street; fill in gaps in existing bicycle network with bike lanes; and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E. | Ochoco St | McLoughlin Blvd | \$1,000 |
| O | High | C | Railroad Ave Capacity Improvements | Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side. | 37 th Ave | Harmony Rd | \$1,800 |
| P | High | C | Monroe St Neighborhood Greenway | Fill in sidewalk gaps on both sides of street. | 42 nd Ave | City limit | \$1,800 |
| U | High | C | 43 rd Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Howe St/42 nd Ave | King Rd/43 rd Ave | \$600 |
| V1 | High | C | Stanley Ave Neighborhood Greenway (north) | Fill in sidewalk gaps on both sides of street. | Johnson Creek Blvd | King Rd | \$1,900 |
| V2 | High | C | Stanley Ave Neighborhood Greenway (south) | Fill in sidewalk gaps on both sides of street. | King Rd | Railroad Ave | \$2,800 |
| W2 | High | C | Linwood Ave Sidewalks (south) | Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project). | King Rd | Railroad Ave | \$2,150 |
| Y | High | C | International Way Sidewalks | Fill in sidewalk gaps on both sides of street. | Criterion Ct | Lake Rd | \$840 |
| Z | High | C | Harmony Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Linwood Ave | City limits | \$40 |
| AL | High | C | River Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | McLoughlin Blvd | City limits | \$690 |
| AR | High | C | Kellogg Creek Dam Removal and Hwy 99E Underpass | Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. | Location-specific | Location-specific | \$9,900 |
| AU | High | C | Kellogg Creek Bike/Ped Bridge | Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge. | Lake Rd | Kronberg Park | \$2,500 |
| AV | High | C | Kronberg Park Trail | Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E. | Kellogg Creek Bridge | River Rd | \$300 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------------------|----------|------|--|---|----------------------|----------------------|-------------------------------|
| AW | High | C | Intersection Improvements at McLoughlin Blvd and 22 nd Ave | Improve safety of Trolley Trail crossing at 22 nd Ave. | Location-specific | Location-specific | \$200 |
| AX | High | C | Improved Connection to Springwater Trail at 29 th Ave and Sherrett St | Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP) | Location-specific | Location-specific | \$20 |
| AY | High | C | Improved Connection from Springwater Trail to Pendleton Site (Ramps) | Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$630 |
| AY | High | C | Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) | Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$100 |
| AZ | High | C | Improved Connection from Springwater Trail to Tacoma Station | Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) | Location-specific | Location-specific | \$80 |
| BL | High | C | Adams St Connector | Construct pedestrian- and bicycle-only facility on Adams St between 21 st Ave and Main St | 21 st Ave | Main St | \$450 |
| N/A | High | C | Intersection Curb Ramp Improvements | Install curb ramps at all intersections with sidewalks (approximately 700 intersections). | Citywide | Citywide | \$3,500 |
| Medium Priority Projects | | | | | | | |
| F | Med | C | King Rd Blvd Treatments | Install street boulevard treatments: widen sidewalks and improve multiple crossings. | 43 rd Ave | Linwood Ave | \$550 |
| M | Med | C | McLoughlin Blvd Sidewalks | Fill in sidewalk gaps on both sides of street. | Washington St | Southern city limits | \$650 |
| N | Med | C | Lake Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Where Else Ln | Hwy 224 | \$2,200 |
| Q | Med | C | Logus Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | 43 rd Ave | 49 th Ave | \$850 |
| T | Med | C | 37 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Lake Rd | Harrison St | \$870 |
| AE | Med | C | Brookside Dr Sidewalks | Fill in sidewalk gaps on both sides of street. | Johnson Creek Blvd | Regents Dr | \$20 |
| AT | Med | C | Springwater Trail Completion | Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. | 17 th Ave | 19 th Ave | \$90 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|------------------------------|----------|------|---|---|----------------------|-------------------|-------------------------------|
| BA | Med | C | Bicycle and Pedestrian Overpass over Railroad Ave | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | Railroad Ave | International Way | \$2,200 |
| BB | Med | C | Bicycle/Pedestrian Improvements to Main St | Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) | Hanna Harvester Dr | Tacoma station | \$2,900 |
| BC | Med | C | Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area | Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP) | Olsen St & Kelvin St | Mailwell Dr | \$4,000 |
| BD | Med | C | Improved Connection from Springwater Trail to McLoughlin Blvd | Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) | Location-specific | Location-specific | \$500 |
| BE | Med | C | Bicycle/Pedestrian Connection over Johnson Creek | Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) | Location-specific | Location-specific | \$400 |
| BF | Med | C | Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area | Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) | Location-specific | Location-specific | \$500 |
| N/A | Med | C | Downtown Streetscape Improvements | Install sidewalk bulbouts, lighting, and pedestrian amenities. | Downtown | Downtown | \$7,300 ⁴ |
| N/A | Med | O | Pedestrian Walkway Amenities | Install amenities, such as benches, along key walking routes. | Citywide | Citywide | \$60 |
| Low Priority Projects | | | | | | | |
| G | Low | C | Intersection Improvements at Olsen St and 42 nd Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| H | Low | C | Intersection Improvements at Railroad and 37 th Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$10 |

⁴ Estimated \$500,000 per block face.

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------|----------|------|---|--|----------------------|----------------------|-------------------------------|
| K | Low | C | Intersection Improvements at Stanley Ave and Logus Rd | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| R | Low | C | Olsen St Sidewalks | Fill in sidewalk gaps on north side of street. | 32 nd Ave | 42 nd Ave | \$470 |
| S | Low | C | Johnson Creek Blvd Sidewalks | Fill in sidewalk gaps on both sides of street. | Harney St | City limits | \$410 |
| W1 | Low | C | Linwood Ave Sidewalks (north) | Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project). | Johnson Creek Blvd | King Rd | 1,050 |
| X | Low | C | Hwy 224 Sidewalks | Fill in sidewalk gaps on both sides of street. | Oak St | 37 th Ave | \$460 |
| AA | Low | C | Home Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Railroad Ave | King Rd | \$830 |
| AB | Low | C | Harvey St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 42 nd Ave | \$590 |
| AC | Low | C | Roswell St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 36 th Ave | \$210 |
| AD | Low | C | Mason Lane Sidewalks | Fill in sidewalk gaps on both sides of street. | 42 nd Ave | Regents Dr | \$740 |
| AF | Low | C | Regents Dr Sidewalks | Fill in sidewalk gaps on both sides of street. | Brookside Dr | Winsor Dr | \$540 |
| AG | Low | C | Rusk Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Lake Rd | North Clackamas Park | \$730 |
| AH | Low | C | Pedestrian Connection to North Clackamas Park | Create pedestrian connection between the school and the park. | Rowe Middle School | North Clackamas Park | \$1,400 |
| AI | Low | C | Washington St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 35 th Ave | \$130 |
| AJ | Low | C | 22 nd Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | McLoughlin Blvd | Sparrow St | \$360 |
| AK | Low | C | 19 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Kellogg Creek Trail | Sparrow St | \$330 |
| AM | Low | C | Oatfield Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Guilford Ct | City limits | \$150 |
| AN | Low | C | 49 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Logus Rd | King Rd | \$270 |
| AO | Low | C | Franklin St Sidewalks | Install sidewalks on both sides of street to connect to Campbell Elementary School. | 42 nd Ave | 45 th Ave | \$220 |
| AP | Low | C | Ochoco St Sidewalks | Construct sidewalks on Ochoco St to connect bus stops to Goodwill. | 19 th Ave | McLoughlin Blvd | \$1,300 |
| AQ | Low | C | Edison St Sidewalks | Fill in sidewalk gaps on both sides of street. | 35 th Ave | 37 th Ave | \$130 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|----------------------------------|----------|------|---|---|--------------------------|--------------------------|-------------------------------|
| AY | Low | C | Improved Connection from Springwater Trail to Pendleton Site (Tunnel) | Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$1,200 |
| BG | Low | C | Intersection Improvement at all Crossings of McLoughlin Blvd | Improve all existing crossings of McLoughlin Blvd (e.g., extended time for crossing, signage). (ODOT to do.) | Location-specific | Location-specific | — |
| BH | Low | C | Bike/Ped Path on Sparrow St | Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail | River Rd | Trolley Trail | \$350 |
| BI | Low | C | Bike/Ped Overpass over McLoughlin Blvd at River Rd | Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd. | Kronberg Park | River Rd | \$2,500 |
| BJ | Low | C | Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd | Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP) | Location-specific | Location-specific | \$8,320 |
| BK | Low | C | Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St | Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP) | Location-specific | Location-specific | \$20 |
| N/A | Low | O | Pedestrian Walkway Signage | Provide maps and wayfinding signage on streets that identify ways to get around the city. | Citywide | Citywide | \$10 |
| Priority to be Determined | | | | | | | |
| - | - | - | <u>Harrison/32nd Ave Intersection</u> | <u>Open the currently closed pedestrian crosswalk on the west leg of the intersection</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Oak St/34th Ave Connection</u> | <u>Provide pedestrian/bicycle connection between Monroe St and 34th Ave (nearby residential neighborhood)</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Campbell St upgrades</u> | <u>Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Connection through Union Pacific Railroad property</u> | <u>Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |

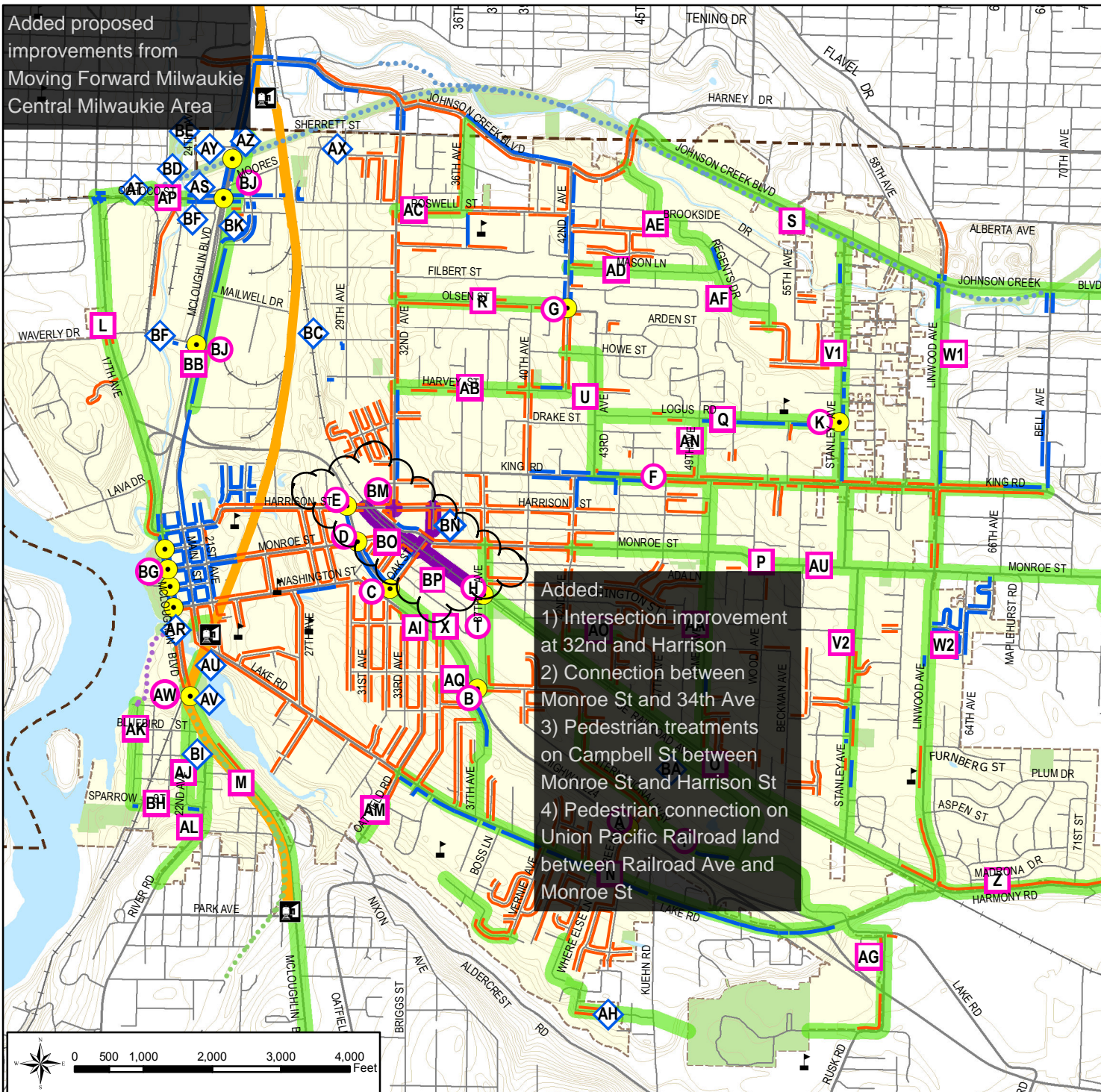
Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Added:
 1) Intersection improvement at 32nd and Harrison
 2) Connection between Monroe St and 34th Ave
 3) Pedestrian treatments on Campbell St between Monroe St and Harrison St
 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St



Transportation System Plan

FIGURE 1-2

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

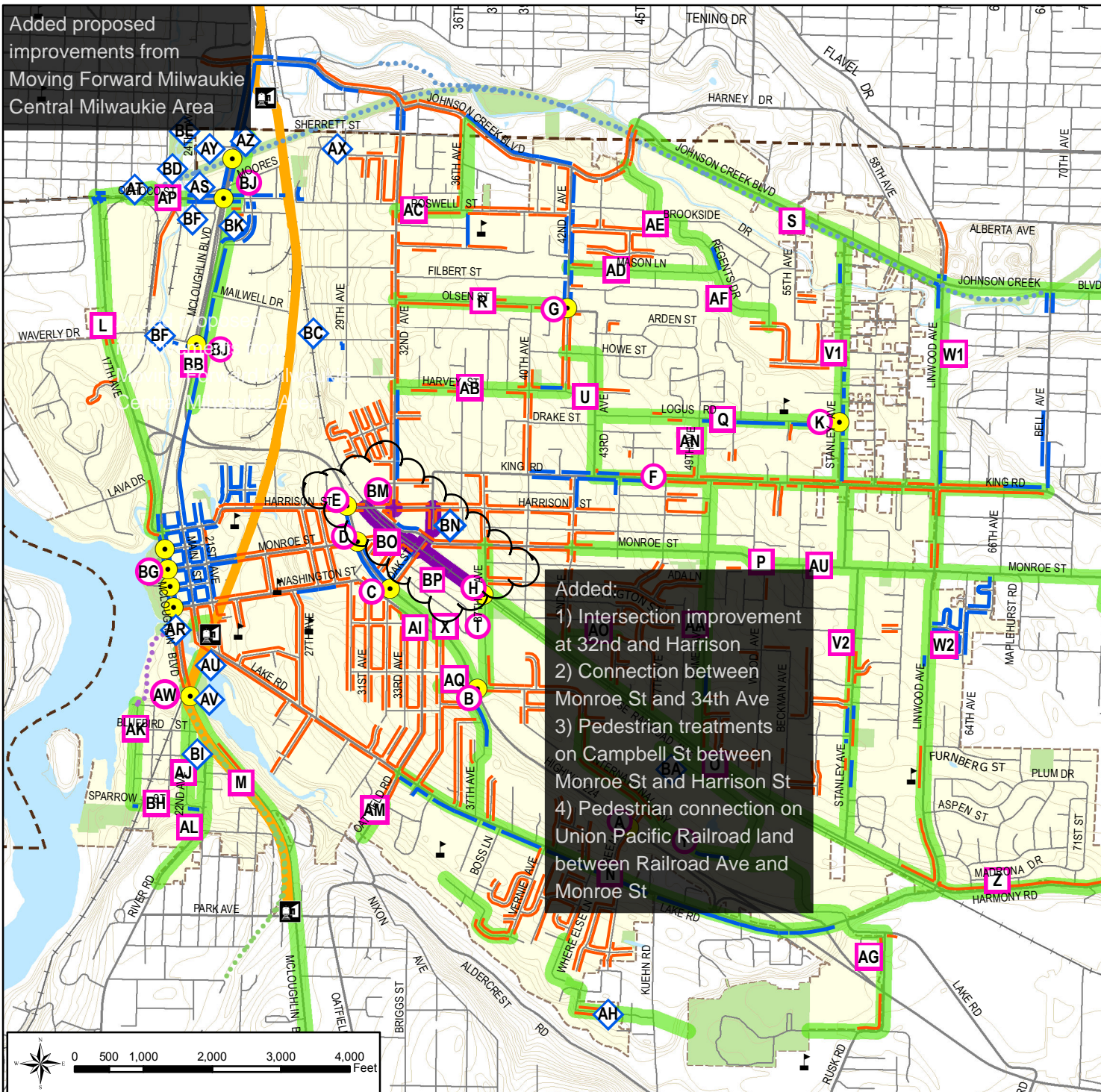
| Existing Sidewalks | Proposed Improvement |
|---|--|
| — < 5 ft width | ● Pedestrian Intersection Safety Improvement |
| — 5 ft - 10 ft width | — Pedestrian Facilities |
| — Kellogg Creek Trail | — Central Milwaukie 2015 TSP Amendments |
| — Springwater Trail | |
| — Trolley Trail | |

| | | |
|-------------|--------------|--------------------|
| Schools | County Line | City Limits |
| Major Roads | 10' Contours | Light Rail Transit |
| Streets | Water | Light Rail Station |
| Railroad | Parks | |

PROPOSED PROJECTS

- Improve Intersection to Increase Pedestrian Safety**
- A** Freeman Way/Hwy 224
 - B** 37th Ave/Hwy 224
 - C** Oak St/Hwy 224
 - D** Monroe St/Hwy 224
 - E** Harrison St/Hwy 224
 - F** King Rd improvements
 - G** Olsen St/42nd Ave
 - H** Railroad Ave/37th Ave
 - I** Stanley Ave/Logus Rd
 - J** McLoughlin Blvd and 22nd Ave
 - K** All McLoughlin crossings
 - L** McLoughlin and Ochoco/Milport
- Provide Pedestrian Facilities Where Not Currently Present**
 See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH
- Enhance Existing Pedestrian Connection**
- AA** Create ped connection from Rowe Middle School to North Clackamas Park
 - AB** Construct pedestrian underpass under Hwy 99E at Kellogg Creek
 - AC** Complete Springwater Trail along Ochoco St
 - AD** Construct bike-ped overpass over Kellogg Creek
 - AE** Construct Kronberg Park Trail
 - AF** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AG** Improve connection from Springwater Corridor to Pendleton Site
 - AH** Construct stairs to connect Springwater Corridor to LRT Station
 - AI** Establish bike-ped connection across Railroad Ave and tracks
 - AJ** Establish bike-ped connection over railroad tracks and LRT
 - AK** Construct stairs from Springwater Corridor to McLoughlin Blvd
 - AL** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - AM** Improve bike-ped connection to neighborhoods west of station
 - AN** Establish bike-ped connection over McLoughlin at River Rd
 - AO** Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Pedestrian Facilities in Central Milwaukie**
 See Table 5-1 for project descriptions BM, BN, BO, and BP

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Added:
 1) Intersection improvement at 32nd and Harrison
 2) Connection between Monroe St and 34th Ave
 3) Pedestrian treatments on Campbell St between Monroe St and Harrison St
 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St



Transportation System Plan

FIGURE 5-1a

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

| Existing Sidewalks | Proposed Improvement |
|---|--|
| — < 5 ft width | ● Pedestrian Intersection Safety Improvement |
| — 5 ft - 10 ft width | — Pedestrian Facilities |
| — Kellogg Creek Trail | — Central Milwaukie 2015 TSP Amendments |
| — Springwater Trail | |
| — Trolley Trail | |

| | | |
|-------------|--------------|--------------------|
| Schools | County Line | City Limits |
| Major Roads | 10' Contours | Light Rail Transit |
| Streets | Water | |
| Railroad | Parks | Light Rail Station |

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

- A Freeman Way/HWY 224
- B 37th Ave/HWY 224
- C Oak St/HWY 224
- D Monroe St/HWY 224
- E Harrison St/HWY 224
- F King Rd improvements
- G Olsen St/42nd Ave
- H Railroad Ave/37th Ave
- K Stanley Ave/Logus Rd
- AW McLoughlin Blvd and 22nd Ave
- BG All McLoughlin crossings
- BJ McLoughlin and Ochoco/Milport

Provide Pedestrian Facilities Where Not Currently Present

See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH

Enhance Existing Pedestrian Connection

- AH Create ped connection from Rowe Middle School to North Clackamas Park
- AR Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AT Complete Springwater Trail along Ochoco St
- AU Construct bike-ped overpass over Kellogg Creek
- AV Construct Kronberg Park Trail
- AX Pave connection to Springwater Trail at 29th Ave and Sherrett
- AY Improve connection from Springwater Corridor to Pendleton Site
- AZ Construct stairs to connect Springwater Corridor to LRT Station
- BA Establish bike-ped connection across Railroad Ave and tracks
- BC Establish bike-ped connection over railroad tracks and LRT
- BD Construct stairs from Springwater Corridor to McLoughlin Blvd
- BE Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- BF Improve bike-ped connection to neighborhoods west of station
- BI Establish bike-ped connection over McLoughlin at River Rd
- BK Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Pedestrian Facilities in Central Milwaukie

See Table 5-1 for project descriptions BM, BN, BO, and BP

Table 6-2 Bicycle Master Plan Projects

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|-------------------------------|----------|------|---|--|----------------------|----------------------|-------------------------------|
| High Priority Projects | | | | | | | |
| E | High | C | Intersection Improvements at Linwood Ave and Monroe St | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| G | High | C | Hwy 224 Crossing Improvements at Oak and Washington St | Improve intersection crossing safety for bicyclists at Washington St and Oak St. | Location-specific | Location-specific | \$10 |
| J | High | C | Lake Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Main St | Guilford Dr | \$3,400 |
| N | High | C | Railroad Ave Capacity Improvements | Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities. | 37 th Ave | Linwood Ave | \$4,800 |
| U1 | High | C | Monroe St Neighborhood Greenway (downtown) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | 21 st Ave | Hwy 224 | \$85 |
| U2 | High | C | Monroe St Neighborhood Greenway (central) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Hwy 224 | 42 nd Ave | \$80 |
| U3 | High | C | Monroe St Neighborhood Greenway (east) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | 42 nd Ave | Linwood Ave | \$165 |
| U4 | High | C | 29 th /Harvey/40 th Neighborhood Greenway | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Springwater Trail | Monroe St | \$220 |
| U5 | High | C | Stanley Ave Neighborhood Greenway (north) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Springwater Trail | King Rd | \$135 |
| U6 | High | C | Stanley Ave Neighborhood Greenway (south) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | King Rd | Railroad Ave | 195 |
| Z | High | C | 17 th Ave Improvements | Fill in sidewalk gaps on both sides of street, fill in gaps in existing bicycle network with bike lanes, and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E. | Ochoco St | McLoughlin Blvd | \$1,000 |

⁵ See Figure 6-3a.

⁶ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|---------------------------------|----------|------|--|--|----------------------|----------------------|-------------------------------|
| AC | High | C | Kronberg Park Trail | Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E. | Kellogg Creek Bridge | River Rd | \$300 |
| AD | High | C | Kellogg Creek Bike/Ped Bridge | Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge. | Lake Rd | Kronberg Park | \$2,500 |
| AE | High | C | Kellogg Creek Dam Removal and Hwy 99E Underpass | Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. | Location-specific | Location-specific | \$9,900 |
| AF | High | C | Intersection Improvements at McLoughlin Blvd and 22 nd Ave | Improve safety of Trolley Trail crossing at 22 nd Ave. | Location-specific | Location-specific | \$200 |
| AG | High | C | Improved Connection to Springwater Trail at 29 th Ave and Sherrett St | Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP) | Location-specific | Location-specific | \$20 |
| AH | High | C | Improved Connection from Springwater Trail to Pendleton Site (Ramps) | Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$630 |
| AH | High | C | Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) | Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$100 |
| N/A | High | O | Bike Lane Maintenance | Sweep bike lanes to remove debris. | Citywide | Citywide | \$1,200 |
| N/A | High | O | Bicycle-friendly Street Grates | Install bicycle-friendly street grates. | Citywide | Citywide | \$60 |
| Medium Priority Projects | | | | | | | |
| I | Med | C | Harrison St Bike Lanes | Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). | Hwy 99E | 21 st Ave | \$300 |
| K | Med | C | Oatfield Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Guilford Ct | Lake Rd | \$380 |
| U7 | Med | C | 19 th and Sparrow Neighborhood Greenway | Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd. | Eagle St | River Rd | \$800 |
| V | Med | C | Bicycle and Pedestrian Overpass over Railroad Ave | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | Railroad Ave | International Way | \$2,200 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|------------------------------|----------|------|---|---|----------------------|----------------------|-------------------------------|
| AB | Med | C | Springwater Trail Completion | Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. | 17 th Ave | 19 th Ave | \$90 |
| AI | Med | C | International Way Bicycle Facilities | Construct bike lanes or other bike facilities. | 37 th Ave | Lake Rd | \$400 |
| AJ | Med | C | Bicycle/Pedestrian Improvements to Main St | Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) | Hanna Harvester Dr | Tacoma station | \$2,900 |
| AK | Med | C | Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area | Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP) | Olsen St & Kelvin St | Mailwell Dr | \$4,000 |
| AL | Med | C | Improved Connection from Springwater Trail to McLoughlin Blvd | Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) | Location-specific | Location-specific | \$500 |
| AM | Med | C | Bicycle/Pedestrian Connection over Johnson Creek | Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) | Location-specific | Location-specific | \$400 |
| AN | Med | C | Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area | Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) | Location-specific | Location-specific | \$500 |
| N/A | Med | O | Bicyclist Education | Promote bicycling through bike use and route selection education. | Citywide | Citywide | \$10 |
| N/A | Med | O | Community Bicycle Rides | Support community bike rides to encourage bike use. | Citywide | Citywide | \$5 |
| Low Priority Projects | | | | | | | |
| B | Low | C | Springwater Trail Intersection Improvements at 45 th Ave | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| C | Low | C | Intersection Improvements at Johnson Creek Blvd and Linwood Ave | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| D | Low | C | Intersection Improvements at Linwood Ave and King Rd | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|---------------------|----------|------|---|---|----------------------|----------------------|-------------------------------|
| H | Low | C | Intersection Improvements at International Way and Lake Rd | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| L | Low | C | Harrison St Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Hwy 224 | 42 nd Ave | \$10 |
| M | Low | C | 37 th Ave Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Harrison St | Hwy 224 | \$3,200 |
| O | Low | C | 43 rd Ave Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | King Rd | Filbert St | \$1,100 |
| P | Low | C | Linwood Ave Bike Lanes (north) | Fill in gaps in existing bicycle network with bike lanes. | Queen Rd | Johnson Creek Blvd | \$1,900 |
| Q | Low | C | Linwood Ave Bike Lanes (south) | Fill in gaps in existing bicycle network with bike lanes. | Juniper St | Harmony Rd | \$320 |
| R | Low | C | Rusk Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Lake Rd | North Clackamas Park | \$1,000 |
| X | Low | C | Kellogg Creek Trail Improvements | Resurface trail and provide wayfinding signage to/from trail. | Milwaukie Riverfront | Treatment Plant | \$680 |
| AH | Low | C | Improved Connection from Springwater Trail to Pendleton Site (Tunnel) | Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$1,200 |
| AO | Low | C | Bike/Ped Path on Sparrow St | Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail | River Rd | Trolley Trail | \$350 |
| AP | Low | C | Bike/Ped Overpass over McLoughlin Blvd at River Rd | Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd. | Kronberg Park | River Rd | \$2,500 |
| AQ | Low | C | Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd | Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP) | Location-specific | Location-specific | \$8,320 |
| AR | Low | C | Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St | Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP) | Location-specific | Location-specific | \$20 |
| N/A | Low | O | Milwaukie Bike Map | Produce a Milwaukie Bike Map. | Citywide | Citywide | \$60 |
| N/A | Low | O | Police Enforcement on Drivers | Enforce laws related to bike lanes and bicycle safety. | Citywide | Citywide | \$10 |
| N/A | Low | O | Bike Lane Striping | Restripe existing bike lanes and stripe bike lanes on streets where buses and bicyclists share the road. | Citywide | Citywide | \$20 |
| N/A | Low | C | Springwater Trail Signage | Install wayfinding signage for Springwater Trail. | Citywide | Citywide | \$20 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|----------------------------------|----------|------|---|---|--------------------------|---------------------------|-------------------------------|
| N/A | Low | O | North Clackamas Greenway Corridor Study | Study feasibility of corridor for multiuse path construction (possibly along Kellogg Creek). | Downtown | Clackamas Regional Center | \$50 |
| Priority to be Determined | | | | | | | |
| - | - | - | <u>Northern Bike Connection</u> | <u>Provide a bicycle connection through the Murphy site north to 29th Ave</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Oak St/34th Ave Connection</u> | <u>Provide pedestrian/bicycle connection between Monroe St and 34th Ave (nearby residential neighborhood)</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Campbell St upgrades</u> | <u>Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Connection through Union Pacific Railroad property</u> | <u>Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |
| - | - | - | <u>Crossing at Harrison St/31st Ave</u> | <u>Provide bicycle crossing across Harrison St between Campbell St and 31st Ave</u> | <u>Location-specific</u> | <u>Location-specific</u> | - |

Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan

Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

April 2015

LEGEND

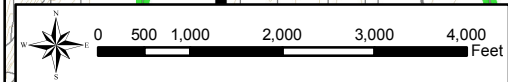
| Existing Bicycle Facilities | Proposed Improvements |
|---|--|
| <ul style="list-style-type: none"> Shared Lane Bicycle Lane Kellogg Creek Trail Springwater Trail Trolley Trail | <ul style="list-style-type: none"> Bicycle Intersection Safety Improvement Bicycle Lanes Neighborhood Greenway Central Milwaukie 2015 TSP Amendments |
| <ul style="list-style-type: none"> Schools Major Roads Streets Railroad County Line Water Parks City Limits Light Rail Station Light Rail Transit | |

PROPOSED PROJECTS

- Improve Intersection to Increase Bicycle Safety**
- A Adams St/21st Ave/Railroad Crossing
 - B Johnson Creek Blvd/Springwater Trail
 - C Johnson Creek Blvd/Linwood Ave
 - D Linwood Ave/King Rd
 - E Linwood Ave/Monroe St
 - F Linwood Ave/Harmony Rd
 - G Washington St/Oak St/Hwy 224
 - H International Way/Lake Rd
 - AF McLoughlin and 22nd
 - AP McLoughlin/Ochoco/Milport
- Provide Bicycle Lanes Where not Currently Present**
- See Table 6-2 for project descriptions B-R, AI, and AJ
- Enhance Existing Bicycle Connection**
- UH Install Neighborhood Greenway treatments at various locations
 - V Construct bicycle overpass from Railroad Ave to International Way
 - W Improve Springwater Trail paving
 - X Improve Kellogg Creek Trail
 - Y Install Trolley Trail signage
 - Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
 - AB Complete Springwater Trail along Ochoco St
 - AC Construct Kronberg Park Trail
 - AD Construct bike-ped overpass over Kellogg Creek
 - AE Construct pedestrian underpass under Hwy 99E at Kellogg Creek
 - AG Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AH Improve connection from Springwater Corridor to Pendleton Site
 - AK Establish bike-ped connection over railroad tracks and LRT
 - AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
 - AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - AN Improve bike-ped connection to neighborhoods west of station
 - AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
 - AP Establish bike-ped connection over McLoughlin at River Rd
 - AR Establish bike-ped connection to McLoughlin at Stubb St
- Provide Improved Bicycle Facilities in Central Milwaukie**
- See Table 6-2 for project descriptions AT, AU, AV, AW, and AX

Added:

- 1) Bicycle Connection through Murphy site north to 29th Ave
- 2) Connection between Monroe St and 34th Ave
- 3) Bicycle treatments on Campbell St between Monroe St and Harrison St
- 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St
- 5) Bicycle crossing across Harrison St between Campbell St and 31st Ave



Added proposed improvements from Moving Forward Milwaukie Central Milwaukie Area



Added:

- 1) Bicycle Connection through Murphy site north to 29th Ave
- 2) Connection between Monroe St and 34th Ave
- 3) Bicycle treatments on Campbell St between Monroe St and Harrison St
- 4) Pedestrian connection on Union Pacific Railroad land between Railroad Ave and Monroe St
- 5) Bicycle crossing across Harrison St between Campbell St and 31st Ave



Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukie 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
- AP McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- UH Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AK Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukie

See Table 6-2 for project descriptions AT, AU, AV, AW, and AX

Clean Amendments Transportation System Plan (TSP)

Table 5-1 Pedestrian Master Plan Projects

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|-------------------------------|----------|------|---|---|-------------------|-------------------|-------------------------------|
| High Priority Projects | | | | | | | |
| N/A | High | P | Study of Pedestrian Crossings on Hwy 224 | Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37 th Ave, Freeman Way) | Harrison St | Freeman Way | \$50 |
| A | High | C | Intersection Improvements at Hwy 224 and Freeman Way | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| B | High | C | Intersection Improvements at Hwy 224 and 37 th Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| C | High | C | Intersection Improvements at Hwy 224 and Oak St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| D | High | C | Intersection Improvements at Hwy 224 and Monroe St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| E | High | C | Intersection Improvements at Hwy 224 and Harrison St | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |

¹ See Figure 5-1.

² The projects in this table assume traditional sidewalks on both sides of the street. In some cases it may be appropriate to construct a nontraditional pedestrian facility on one side of the street. See Chapter 10 Street Design for more information on the City's approach to designing pedestrian facilities.

³ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------|----------|------|---|--|------------------------------|------------------------------|-------------------------------|
| L | High | C | 17 th Ave Improvements | Fill in sidewalk gaps on both sides of street; fill in gaps in existing bicycle network with bike lanes; and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E. | Ochoco St | McLoughlin Blvd | \$1,000 |
| O | High | C | Railroad Ave Capacity Improvements | Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side. | 37 th Ave | Harmony Rd | \$1,800 |
| P | High | C | Monroe St Neighborhood Greenway | Fill in sidewalk gaps on both sides of street. | 42 nd Ave | City limit | \$1,800 |
| U | High | C | 43 rd Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Howe St/42 nd Ave | King Rd/43 rd Ave | \$600 |
| V1 | High | C | Stanley Ave Neighborhood Greenway (north) | Fill in sidewalk gaps on both sides of street. | Johnson Creek Blvd | King Rd | \$1,900 |
| V2 | High | C | Stanley Ave Neighborhood Greenway (south) | Fill in sidewalk gaps on both sides of street. | King Rd | Railroad Ave | \$2,800 |
| W2 | High | C | Linwood Ave Sidewalks (south) | Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project). | King Rd | Railroad Ave | \$2,150 |
| Y | High | C | International Way Sidewalks | Fill in sidewalk gaps on both sides of street. | Criterion Ct | Lake Rd | \$840 |
| Z | High | C | Harmony Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Linwood Ave | City limits | \$40 |
| AL | High | C | River Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | McLoughlin Blvd | City limits | \$690 |
| AR | High | C | Kellogg Creek Dam Removal and Hwy 99E Underpass | Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. | Location-specific | Location-specific | \$9,900 |
| AU | High | C | Kellogg Creek Bike/Ped Bridge | Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge. | Lake Rd | Kronberg Park | \$2,500 |
| AV | High | C | Kronberg Park Trail | Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E. | Kellogg Creek Bridge | River Rd | \$300 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------------------|----------|------|--|---|----------------------|----------------------|-------------------------------|
| AW | High | C | Intersection Improvements at McLoughlin Blvd and 22 nd Ave | Improve safety of Trolley Trail crossing at 22 nd Ave. | Location-specific | Location-specific | \$200 |
| AX | High | C | Improved Connection to Springwater Trail at 29 th Ave and Sherrett St | Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP) | Location-specific | Location-specific | \$20 |
| AY | High | C | Improved Connection from Springwater Trail to Pendleton Site (Ramps) | Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$630 |
| AY | High | C | Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) | Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$100 |
| AZ | High | C | Improved Connection from Springwater Trail to Tacoma Station | Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) | Location-specific | Location-specific | \$80 |
| BL | High | C | Adams St Connector | Construct pedestrian- and bicycle-only facility on Adams St between 21 st Ave and Main St | 21 st Ave | Main St | \$450 |
| N/A | High | C | Intersection Curb Ramp Improvements | Install curb ramps at all intersections with sidewalks (approximately 700 intersections). | Citywide | Citywide | \$3,500 |
| Medium Priority Projects | | | | | | | |
| F | Med | C | King Rd Blvd Treatments | Install street boulevard treatments: widen sidewalks and improve multiple crossings. | 43 rd Ave | Linwood Ave | \$550 |
| M | Med | C | McLoughlin Blvd Sidewalks | Fill in sidewalk gaps on both sides of street. | Washington St | Southern city limits | \$650 |
| N | Med | C | Lake Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Where Else Ln | Hwy 224 | \$2,200 |
| Q | Med | C | Logus Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | 43 rd Ave | 49 th Ave | \$850 |
| T | Med | C | 37 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Lake Rd | Harrison St | \$870 |
| AE | Med | C | Brookside Dr Sidewalks | Fill in sidewalk gaps on both sides of street. | Johnson Creek Blvd | Regents Dr | \$20 |
| AT | Med | C | Springwater Trail Completion | Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. | 17 th Ave | 19 th Ave | \$90 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|------------------------------|----------|------|---|---|----------------------|-------------------|-------------------------------|
| BA | Med | C | Bicycle and Pedestrian Overpass over Railroad Ave | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | Railroad Ave | International Way | \$2,200 |
| BB | Med | C | Bicycle/Pedestrian Improvements to Main St | Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) | Hanna Harvester Dr | Tacoma station | \$2,900 |
| BC | Med | C | Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area | Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP) | Olsen St & Kelvin St | Mailwell Dr | \$4,000 |
| BD | Med | C | Improved Connection from Springwater Trail to McLoughlin Blvd | Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) | Location-specific | Location-specific | \$500 |
| BE | Med | C | Bicycle/Pedestrian Connection over Johnson Creek | Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) | Location-specific | Location-specific | \$400 |
| BF | Med | C | Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area | Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) | Location-specific | Location-specific | \$500 |
| N/A | Med | C | Downtown Streetscape Improvements | Install sidewalk bulbouts, lighting, and pedestrian amenities. | Downtown | Downtown | \$7,300 ⁴ |
| N/A | Med | O | Pedestrian Walkway Amenities | Install amenities, such as benches, along key walking routes. | Citywide | Citywide | \$60 |
| Low Priority Projects | | | | | | | |
| G | Low | C | Intersection Improvements at Olsen St and 42 nd Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| H | Low | C | Intersection Improvements at Railroad and 37 th Ave | Improve pedestrian crossing. | Location-specific | Location-specific | \$10 |

⁴ Estimated \$500,000 per block face.

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|---------------------|----------|------|---|--|----------------------|----------------------|-------------------------------|
| K | Low | C | Intersection Improvements at Stanley Ave and Logus Rd | Improve pedestrian crossing. | Location-specific | Location-specific | \$20 |
| R | Low | C | Olsen St Sidewalks | Fill in sidewalk gaps on north side of street. | 32 nd Ave | 42 nd Ave | \$470 |
| S | Low | C | Johnson Creek Blvd Sidewalks | Fill in sidewalk gaps on both sides of street. | Harney St | City limits | \$410 |
| W1 | Low | C | Linwood Ave Sidewalks (north) | Fill in sidewalk gaps on both sides of street (part of Linwood Ave road-widening project). | Johnson Creek Blvd | King Rd | 1,050 |
| X | Low | C | Hwy 224 Sidewalks | Fill in sidewalk gaps on both sides of street. | Oak St | 37 th Ave | \$460 |
| AA | Low | C | Home Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Railroad Ave | King Rd | \$830 |
| AB | Low | C | Harvey St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 42 nd Ave | \$590 |
| AC | Low | C | Roswell St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 36 th Ave | \$210 |
| AD | Low | C | Mason Lane Sidewalks | Fill in sidewalk gaps on both sides of street. | 42 nd Ave | Regents Dr | \$740 |
| AF | Low | C | Regents Dr Sidewalks | Fill in sidewalk gaps on both sides of street. | Brookside Dr | Winsor Dr | \$540 |
| AG | Low | C | Rusk Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Lake Rd | North Clackamas Park | \$730 |
| AH | Low | C | Pedestrian Connection to North Clackamas Park | Create pedestrian connection between the school and the park. | Rowe Middle School | North Clackamas Park | \$1,400 |
| AI | Low | C | Washington St Sidewalks | Fill in sidewalk gaps on both sides of street. | 32 nd Ave | 35 th Ave | \$130 |
| AJ | Low | C | 22 nd Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | McLoughlin Blvd | Sparrow St | \$360 |
| AK | Low | C | 19 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Kellogg Creek Trail | Sparrow St | \$330 |
| AM | Low | C | Oatfield Rd Sidewalks | Fill in sidewalk gaps on both sides of street. | Guilford Ct | City limits | \$150 |
| AN | Low | C | 49 th Ave Sidewalks | Fill in sidewalk gaps on both sides of street. | Logus Rd | King Rd | \$270 |
| AO | Low | C | Franklin St Sidewalks | Install sidewalks on both sides of street to connect to Campbell Elementary School. | 42 nd Ave | 45 th Ave | \$220 |
| AP | Low | C | Ochoco St Sidewalks | Construct sidewalks on Ochoco St to connect bus stops to Goodwill. | 19 th Ave | McLoughlin Blvd | \$1,300 |
| AQ | Low | C | Edison St Sidewalks | Fill in sidewalk gaps on both sides of street. | 35 th Ave | 37 th Ave | \$130 |

| Map ID ¹ | Priority | Type | Project Name | Project Description ² | From | To | Cost (\$1,000s ³) |
|----------------------------------|----------|------|---|---|-------------------|-------------------|-------------------------------|
| AY | Low | C | Improved Connection from Springwater Trail to Pendleton Site (Tunnel) | Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$1,200 |
| BG | Low | C | Intersection Improvement at all Crossings of McLoughlin Blvd | Improve all existing crossings of McLoughlin Blvd (e.g., extended time for crossing, signage). (ODOT to do.) | Location-specific | Location-specific | — |
| BH | Low | C | Bike/Ped Path on Sparrow St | Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail | River Rd | Trolley Trail | \$350 |
| BI | Low | C | Bike/Ped Overpass over McLoughlin Blvd at River Rd | Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd. | Kronberg Park | River Rd | \$2,500 |
| BJ | Low | C | Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd | Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP) | Location-specific | Location-specific | \$8,320 |
| BK | Low | C | Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St | Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP) | Location-specific | Location-specific | \$20 |
| N/A | Low | O | Pedestrian Walkway Signage | Provide maps and wayfinding signage on streets that identify ways to get around the city. | Citywide | Citywide | \$10 |
| Priority to be Determined | | | | | | | |
| - | - | - | Harrison/32 nd Ave Intersection | Open the currently closed pedestrian crosswalk on the west leg of the intersection | Location-specific | Location-specific | - |
| - | - | - | Oak St/34 th Ave Connection | Provide pedestrian/bicycle connection between Monroe St and 34 th Ave (nearby residential neighborhood) | Location-specific | Location-specific | - |
| - | - | - | Campbell St upgrades | Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St | Location-specific | Location-specific | - |
| - | - | - | Connection through Union Pacific Railroad property | Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St | Location-specific | Location-specific | - |

Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan



Transportation System Plan

FIGURE 1-2

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks

- < 5 ft width
- 5 ft - 10 ft width
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvement

- Pedestrian Intersection Safety Improvement
- Pedestrian Facilities
- Central Milwaukie 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- 10' Contours
- Water
- Parks
- City Limits
- Light Rail Transit
- Light Rail Station

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

- A Freeman Way/HWY 224
- B 37th Ave/HWY 224
- C Oak St/HWY 224
- D Monroe St/HWY 224
- E Harrison St/HWY 224
- F King Rd improvements
- G Olsen St/42nd Ave
- H Railroad Ave/37th Ave
- K Stanley Ave/Logus Rd
- AW McLoughlin Blvd and 22nd Ave
- BG All McLoughlin crossings
- BJ McLoughlin and Ochoco/Milport

Provide Pedestrian Facilities Where Not Currently Present

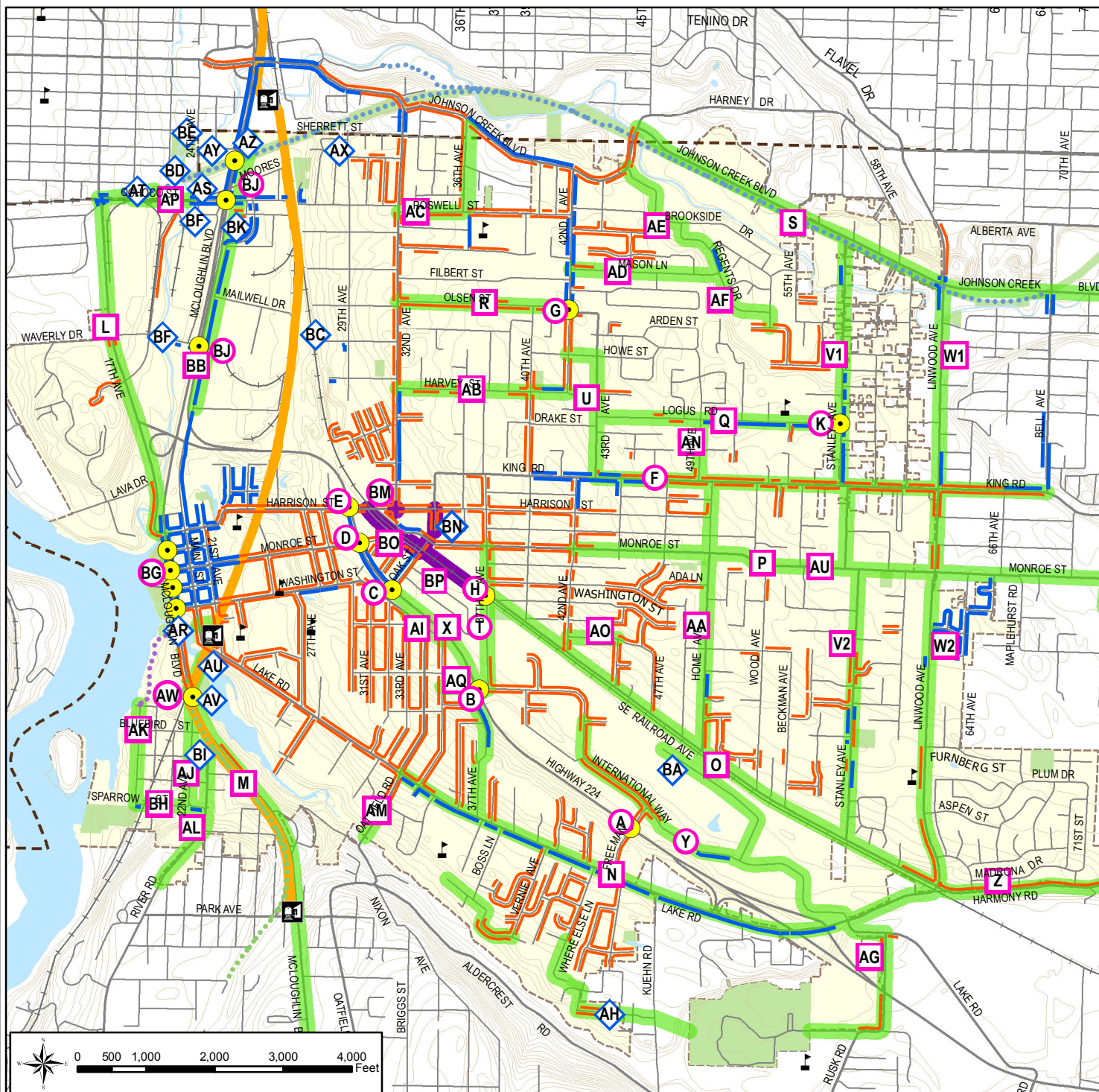
See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH

Enhance Existing Pedestrian Connection

- AI Create ped connection from Rowe Middle School to North Clackamas Park
- AR Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AT Complete Springwater Trail along Ochoco St
- AU Construct bike-ped overpass over Kellogg Creek
- AV Construct Kronberg Park Trail
- AX Pave connection to Springwater Trail at 29th Ave and Sherrett
- AY Improve connection from Springwater Corridor to Pendleton Site
- AZ Construct stairs to connect Springwater Corridor to LRT Station
- BA Establish bike-ped connection across Railroad Ave and tracks
- BC Establish bike-ped connection over railroad tracks and LRT
- BD Construct stairs from Springwater Corridor to McLoughlin Blvd
- BE Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- BF Improve bike-ped connection to neighborhoods west of station
- BI Establish bike-ped connection over McLoughlin at River Rd
- BK Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Pedestrian Facilities in Central Milwaukie

See Table 5-1 for project descriptions BM, BN, BO, and BP





Transportation System Plan

FIGURE 5-1a

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks

- < 5 ft width
- 5 ft - 10 ft width
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvement

- Pedestrian Intersection Safety Improvement
- Pedestrian Facilities
- Central Milwaukie 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- 10' Contours
- Water
- Parks
- City Limits
- Light Rail Transit
- Light Rail Station

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

- A Freeman Way/HWY 224
- B 37th Ave/HWY 224
- C Oak St/HWY 224
- D Monroe St/HWY 224
- E Harrison St/HWY 224
- F King Rd improvements
- G Olsen St/42nd Ave
- H Railroad Ave/37th Ave
- K Stanley Ave/Logus Rd
- AW McLoughlin Blvd and 22nd Ave
- BG All McLoughlin crossings
- BJ McLoughlin and Ochoco/Milport

Provide Pedestrian Facilities Where Not Currently Present

See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH

Enhance Existing Pedestrian Connection

- AI Create ped connection from Rowe Middle School to North Clackamas Park
- AR Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AT Complete Springwater Trail along Ochoco St
- AU Construct bike-ped overpass over Kellogg Creek
- AV Construct Kronberg Park Trail
- AX Pave connection to Springwater Trail at 29th Ave and Sherrett
- AY Improve connection from Springwater Corridor to Pendleton Site
- AZ Construct stairs to connect Springwater Corridor to LRT Station
- BA Establish bike-ped connection across Railroad Ave and tracks
- BC Establish bike-ped connection over railroad tracks and LRT
- BD Construct stairs from Springwater Corridor to McLoughlin Blvd
- BE Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- BF Improve bike-ped connection to neighborhoods west of station
- BI Establish bike-ped connection over McLoughlin at River Rd
- BK Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Pedestrian Facilities in Central Milwaukie

See Table 5-1 for project descriptions BM, BN, BO, and BP



Table 6-2 Bicycle Master Plan Projects

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|-------------------------------|----------|------|---|--|----------------------|----------------------|-------------------------------|
| High Priority Projects | | | | | | | |
| E | High | C | Intersection Improvements at Linwood Ave and Monroe St | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| G | High | C | Hwy 224 Crossing Improvements at Oak and Washington St | Improve intersection crossing safety for bicyclists at Washington St and Oak St. | Location-specific | Location-specific | \$10 |
| J | High | C | Lake Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Main St | Guilford Dr | \$3,400 |
| N | High | C | Railroad Ave Capacity Improvements | Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities. | 37 th Ave | Linwood Ave | \$4,800 |
| U1 | High | C | Monroe St Neighborhood Greenway (downtown) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | 21 st Ave | Hwy 224 | \$85 |
| U2 | High | C | Monroe St Neighborhood Greenway (central) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Hwy 224 | 42 nd Ave | \$80 |
| U3 | High | C | Monroe St Neighborhood Greenway (east) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | 42 nd Ave | Linwood Ave | \$165 |
| U4 | High | C | 29 th /Harvey/40 th Neighborhood Greenway | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Springwater Trail | Monroe St | \$220 |
| U5 | High | C | Stanley Ave Neighborhood Greenway (north) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | Springwater Trail | King Rd | \$135 |
| U6 | High | C | Stanley Ave Neighborhood Greenway (south) | Designate as a "neighborhood greenway" and install traffic-calming improvements. | King Rd | Railroad Ave | 195 |
| Z | High | C | 17 th Ave Improvements | Fill in sidewalk gaps on both sides of street, fill in gaps in existing bicycle network with bike lanes, and/or provide multiuse path. Improve intersection safety at Milport Rd, McBrod Ave, Hwy 224, Lava Dr, and Hwy 99E. | Ochoco St | McLoughlin Blvd | \$1,000 |

⁵ See Figure 6-3a.

⁶ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|---------------------------------|----------|------|--|--|----------------------|----------------------|-------------------------------|
| AC | High | C | Kronberg Park Trail | Construct multiuse path to connect bike/ped bridge to safe crossing of Hwy 99E. | Kellogg Creek Bridge | River Rd | \$300 |
| AD | High | C | Kellogg Creek Bike/Ped Bridge | Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge. | Lake Rd | Kronberg Park | \$2,500 |
| AE | High | C | Kellogg Creek Dam Removal and Hwy 99E Underpass | Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. | Location-specific | Location-specific | \$9,900 |
| AF | High | C | Intersection Improvements at McLoughlin Blvd and 22 nd Ave | Improve safety of Trolley Trail crossing at 22 nd Ave. | Location-specific | Location-specific | \$200 |
| AG | High | C | Improved Connection to Springwater Trail at 29 th Ave and Sherrett St | Pave the connection to Springwater Trail at 29 th Ave and Sherrett St. (TSAP) | Location-specific | Location-specific | \$20 |
| AH | High | C | Improved Connection from Springwater Trail to Pendleton Site (Ramps) | Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$630 |
| AH | High | C | Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) | Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$100 |
| N/A | High | O | Bike Lane Maintenance | Sweep bike lanes to remove debris. | Citywide | Citywide | \$1,200 |
| N/A | High | O | Bicycle-friendly Street Grates | Install bicycle-friendly street grates. | Citywide | Citywide | \$60 |
| Medium Priority Projects | | | | | | | |
| I | Med | C | Harrison St Bike Lanes | Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). | Hwy 99E | 21 st Ave | \$300 |
| K | Med | C | Oatfield Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Guilford Ct | Lake Rd | \$380 |
| U7 | Med | C | 19 th and Sparrow Neighborhood Greenway | Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd. | Eagle St | River Rd | \$800 |
| V | Med | C | Bicycle and Pedestrian Overpass over Railroad Ave | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | Railroad Ave | International Way | \$2,200 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|------------------------------|----------|------|---|---|----------------------|----------------------|-------------------------------|
| AB | Med | C | Springwater Trail Completion | Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. | 17 th Ave | 19 th Ave | \$90 |
| AI | Med | C | International Way Bicycle Facilities | Construct bike lanes or other bike facilities. | 37 th Ave | Lake Rd | \$400 |
| AJ | Med | C | Bicycle/Pedestrian Improvements to Main St | Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) | Hanna Harvester Dr | Tacoma station | \$2,900 |
| AK | Med | C | Bicycle/Pedestrian Connection from Eastern Neighborhoods to Tacoma Station Area | Establish bike/ped connection over existing railroad tracks and light rail to Tacoma station area. (TSAP) | Olsen St & Kelvin St | Mailwell Dr | \$4,000 |
| AL | Med | C | Improved Connection from Springwater Trail to McLoughlin Blvd | Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) | Location-specific | Location-specific | \$500 |
| AM | Med | C | Bicycle/Pedestrian Connection over Johnson Creek | Construct bike/ped bridge over Johnson Creek along Clatsop St at 23 rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) | Location-specific | Location-specific | \$400 |
| AN | Med | C | Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area | Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) | Location-specific | Location-specific | \$500 |
| N/A | Med | O | Bicyclist Education | Promote bicycling through bike use and route selection education. | Citywide | Citywide | \$10 |
| N/A | Med | O | Community Bicycle Rides | Support community bike rides to encourage bike use. | Citywide | Citywide | \$5 |
| Low Priority Projects | | | | | | | |
| B | Low | C | Springwater Trail Intersection Improvements at 45 th Ave | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| C | Low | C | Intersection Improvements at Johnson Creek Blvd and Linwood Ave | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| D | Low | C | Intersection Improvements at Linwood Ave and King Rd | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|---------------------|----------|------|---|---|----------------------|----------------------|-------------------------------|
| H | Low | C | Intersection Improvements at International Way and Lake Rd | Improve safety of crossing at intersection. | Location-specific | Location-specific | \$10 |
| L | Low | C | Harrison St Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Hwy 224 | 42 nd Ave | \$10 |
| M | Low | C | 37 th Ave Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Harrison St | Hwy 224 | \$3,200 |
| O | Low | C | 43 rd Ave Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | King Rd | Filbert St | \$1,100 |
| P | Low | C | Linwood Ave Bike Lanes (north) | Fill in gaps in existing bicycle network with bike lanes. | Queen Rd | Johnson Creek Blvd | \$1,900 |
| Q | Low | C | Linwood Ave Bike Lanes (south) | Fill in gaps in existing bicycle network with bike lanes. | Juniper St | Harmony Rd | \$320 |
| R | Low | C | Rusk Rd Bike Lanes | Fill in gaps in existing bicycle network with bike lanes. | Lake Rd | North Clackamas Park | \$1,000 |
| X | Low | C | Kellogg Creek Trail Improvements | Resurface trail and provide wayfinding signage to/from trail. | Milwaukie Riverfront | Treatment Plant | \$680 |
| AH | Low | C | Improved Connection from Springwater Trail to Pendleton Site (Tunnel) | Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) | Location-specific | Location-specific | \$1,200 |
| AO | Low | C | Bike/Ped Path on Sparrow St | Establish a dedicated bicycle and pedestrian connection on Sparrow St, connecting River Rd to Trolley Trail | River Rd | Trolley Trail | \$350 |
| AP | Low | C | Bike/Ped Overpass over McLoughlin Blvd at River Rd | Establish a dedicated bicycle and pedestrian connection across McLoughlin Blvd. | Kronberg Park | River Rd | \$2,500 |
| AQ | Low | C | Crossing Improvements for McLoughlin Blvd at Ochoco St and Milport Rd | Construct improvements at Ochoco St and Milport Rd to improve bike/ped crossing of McLoughlin Blvd (per ODOT, this will require full intersection improvements). (TSAP) | Location-specific | Location-specific | \$8,320 |
| AR | Low | C | Bicycle/Pedestrian Connection between McLoughlin Blvd and Stubb St | Establish bike/ped connection to McLoughlin Blvd sidewalk at west end of Stubb St. (TSAP) | Location-specific | Location-specific | \$20 |
| N/A | Low | O | Milwaukie Bike Map | Produce a Milwaukie Bike Map. | Citywide | Citywide | \$60 |
| N/A | Low | O | Police Enforcement on Drivers | Enforce laws related to bike lanes and bicycle safety. | Citywide | Citywide | \$10 |
| N/A | Low | O | Bike Lane Striping | Restripe existing bike lanes and stripe bike lanes on streets where buses and bicyclists share the road. | Citywide | Citywide | \$20 |
| N/A | Low | C | Springwater Trail Signage | Install wayfinding signage for Springwater Trail. | Citywide | Citywide | \$20 |

| Map ID ⁵ | Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁶) |
|----------------------------------|----------|------|--|--|-------------------|---------------------------|-------------------------------|
| N/A | Low | O | North Clackamas Greenway Corridor Study | Study feasibility of corridor for multiuse path construction (possibly along Kellogg Creek). | Downtown | Clackamas Regional Center | \$50 |
| Priority to be Determined | | | | | | | |
| - | - | - | Northern Bike Connection | Provide a bicycle connection through the Murphy site north to 29 th Ave | Location-specific | Location-specific | - |
| - | - | - | Oak St/34 th Ave Connection | Provide pedestrian/bicycle connection between Monroe St and 34 th Ave (nearby residential neighborhood) | Location-specific | Location-specific | - |
| - | - | - | Campbell St upgrades | Provide pedestrian/bicycle treatments on Campbell St between Monroe St and Harrison St | Location-specific | Location-specific | - |
| - | - | - | Connection through Union Pacific Railroad property | Provide pedestrian/bicycle connection on Union Pacific Railroad land located in the triangle formed by the rail line, Railroad Ave and Monroe St | Location-specific | Location-specific | - |
| - | - | - | Crossing at Harrison St/31 st Ave | Provide bicycle crossing across Harrison St between Campbell St and 31 st Ave | Location-specific | Location-specific | - |

Notes:

C = Capital Project
O = Operational Project
P = Policy Project

High = High priority
Med = Medium priority
Low = Low priority

TSAP = Tacoma Station Area Plan



Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
- AP McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- UH Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AK Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AT, AU, AV, AW, and AX





Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
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Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- UH Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
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- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AT, AU, AV, AW, and AX



Central Milwaukie Land Use and Transportation Plan

City of Milwaukie
March 2015



Content Overview

This plan includes fundamental concepts identified as key to Central Milwaukie's success as well as an accompanying land use framework, transportation framework, and strategies through which these concepts will be implemented. Ultimately, this plan will guide amendments to the Milwaukie Comprehensive Plan and Zoning Ordinance through adoption as an ancillary document to the Comprehensive Plan.

| | |
|----------|---|
| 1 | INTRODUCTION 5 Who will use the Plan 6 Central Milwaukie Planning Area 7 Guiding Principles 8 Fundamental Concepts 9 |
| 2 | LAND USE & TRANSPORTATION 11 Framework Plan for Central Milwaukie 12 Transportation Circulation & Infrastructure 18 |
| 3 | IMPLEMENTATION 25 Central Milwaukie Plan Implementation Strategies 26 Transportation Actions 28 Implementation Matrix 30 |
| 4 | APPENDIX 36 A. Building the Plan & Lessons Learned 36 B. Existing Conditions 42 C. Development Concepts 52 D. Community Input 56 |





1. INTRODUCTION

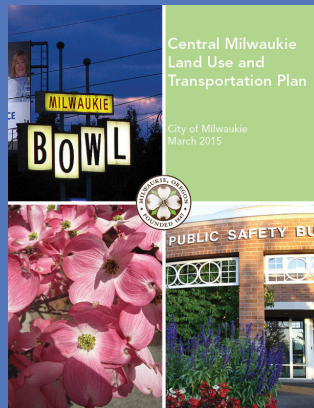
WHAT THE FRAMEWORK DOES

This document presents a land use and transportation framework for development and circulation in Central Milwaukie. Its purpose is to provide a cohesive vision for the area and facilitate future private and public investment that will meet community needs and desires while also achieving economic success.

What is the purpose of this Plan?

The primary purpose of this document is to guide future development of Central Milwaukie.

Who will use this Plan?



DEVELOPMENT COMMUNITY

The Plan will provide the development community with a set of clear and understandable expectations that describe the type of development that is expected within the Central Milwaukie district.

.....



CITY COUNCIL

The Plan will provide some basic considerations for Council and staff to help foster and develop a vibrant walkable community.

.....



COMMUNITY AT LARGE

The Plan is a vision for how Central Milwaukie will grow and develop in the future to meet the needs of the community through jobs, public amenities, and improved public facilities that create greater connectivity for the community.

Central Milwaukie Planning Area

Central Milwaukie serves as both a commercial hub for the city as well as a crossroads for several neighborhoods.

The approximately 75 acre area is located at the junction of several neighborhoods and is a location where numerous commercial, housing, medical, and civic activities coincide.

The *Moving Forward Milwaukie: Enhancing Our Commercial Districts* project was the first official City project to define a boundary for the Central Milwaukie district, which is separated from Historic Downtown Milwaukie by Hwy 224. The residential neighborhoods of Lake Road, Ardenwald, and Hector Campbell are located directly east and west of the district and industrial/employment districts are located northwest and southeast.





Guiding Principles

Guiding Principles are high-level statements about Central Milwaukie's future and are intended to capture the community's values and priorities. They are the parameters with which the concepts must be consistent. Guiding Principles also help ensure the planning process for Central Milwaukie moves forward in a predictable manner that implements the community's shared vision for the area.

- **Maintain and improve Central Milwaukie as the city's primary commercial center**
- **Foster a sense of place in Central Milwaukie by promoting an identity and a vision**
- **Enhance economic opportunities in the area**
- **Add a mix of uses to support a district that is lively and active**
- **Maintain an overall character complementary to and protective of surrounding neighborhoods**
- **Improve access to and within the area for pedestrians, cyclists, and vehicles**



Fundamental Concepts

Fundamental Concepts are a step between Guiding Principles and Implementation Strategies. They must be consistent with the Guiding Principles, as they describe the approaches that can be used to realize them. The Concepts are used to craft specific implementation strategies and action plans necessary for moving the community's vision for Central Milwaukie from ideas to reality.

- **Facilitate development of the Murphy and McFarland opportunity sites**
- **Promote high-quality, urban design that is complementary to the surrounding area**
- **Encourage a range of housing types as a part of new mixed-use development**
- **Improve connectivity within the district with easily accessible multimodal pathways that are safe and attractive**
- **Improve external connections to the district**



PLANS & URBAN DESIGN

This plan takes the perspective that land use and transportation are inextricably linked, and therefore must be considered together in the planning for Central Milwaukie. Urban design also plays an important role and is integrated throughout the plan – many times how development looks is more important than what happens inside the building.

FRAMEWORK PLAN FOR CENTRAL MILWAUKIE

This section describes the policies used to implement the fundamental concepts (listed on page 9) identified as critical for successful development of Central Milwaukie. This framework will guide revisions to regulations for development in the area, and plans for future public investments in Central Milwaukie. Descriptions of the previous zoning in Central Milwaukie are also provided to highlight the differences and similarities between new and old policies.

Land Use and Urban Design

Central Milwaukie is a focal point of the surrounding neighborhoods. It's a place where people carry out various forms of commerce – buying, selling, and making goods and services – and also a place where people will live. People can access the area with many modes of travel, and they are all accommodated with ease and comfort. This is a place that will evolve – not change radically. While some of the area will remain stable over the planning period, it is recognized by this plan that several sites can change dramatically, especially the two opportunity sites.

Central Milwaukie already has a variety of uses but they are generally separated. The land use diagram is intended to promote a mix of uses that allow for greater flexibility and added connectivity within the area. The Land Use Concepts Diagram (see page 16) illustrates this general concept, and how the transportation, land use, and urban design components coalesce into the desired future for the area.

New Zoning

Below is a description of the updated zones for Central Milwaukie and the types of development they allow.

- **General Mixed Use Zone**

Buildings in areas zoned as General Mixed Use will be allowed and encouraged to accommodate a greater variety of uses than allowed in the previous General Commercial (CG) Zone. Mixed use buildings in Central Milwaukie may consist of commercial on the ground floor with office and/or residential on the upper levels or vertically-integrated, side by side uses. Parking in these mixed use buildings generally consists of either tuck-under or surface lots, or some combination thereof. The expectation is that buildings will be between 2 and 5 stories tall. While development in the General Mixed Use Zone may include housing, it will likely consist largely of commercial uses.

- **High Density Residential**

The High Density Residential area is the existing residential area east of Hwy 224 and west of Oak St (Myrtle St and Penzance St). No zoning changes are proposed for this area. Although this is a residential area surrounded by mixed use zoning, high density residential (which allows offices as a conditional use) is a transition area that melds the character of both single-family housing and multi-family development to create a soft, rather than hard transition between land uses.

Housing in the High Density Residential areas will consist of small-lot, attached rowhouses, apartments/condominiums, and a mix of single- and multifamily structures. Home occupations are allowed in all residential zones, which can also contribute to this transition area by allowing small scale business activity within existing homes.

- **Flex Space Overlay**

The Flex Space overlay covers a section of the Murphy site, replacing the previous Residential-Office-Commercial R-O-C Zone and Mixed Use Overlay MU designations. The Flex Space overlay is a designation added to the General Mixed Use Zone to allow for flexible uses (including office, light manufacturing or warehousing). This overlay does not preclude residential development, which is allowed in the General Mixed Use Zone.

Though a wider range of uses is allowed in areas with the Flex Space overlay than the previous R-O-C Zone and Mixed Use Overlay, development should be small-scale and in keeping with the character of the surrounding areas, limiting impacts to nearby residences.

- **Community Shopping Commercial (C-CS Zone)**

The Community Shopping Commercial Zone that applies to the Milwaukie Marketplace site remains unchanged. Maintaining this designation fosters continued use of this area as the commercial hub of Central Milwaukie. Development in this area may include a variety of commercial uses, but precludes residential or light industrial activities.

Public/private partnerships may result in additional uses on the site such as open gathering spaces and areas for outdoor commercial activities such as eating and drinking. These types of uses allow for and encourage public social gatherings and events such as festivals and carnivals to take place in Central Milwaukie.

New Park

There is potential for a new public park at Railroad Ave and Oak St. The land is owned by Union Pacific Railroad as part of the rail line's right-of-way, but is currently vacant. There are several large conifers that could be incorporated into a park design. The City will explore a partnership with Union Pacific to turn the small

area into a public park.

Neighborhood Transition Area

Design standards for new development activity will ensure that building envelopes and transitions between structures preserve access to light and air and limit negative off-site impacts of non-residential uses.

Residential Edge Treatment

This streetscape design standard is applied to areas where development is located across from an established residential neighborhood. These standards reinforce the classical residential design, which is a pattern of buildings set back from the street a consistent distance, low landscaping in the front yards, and walkways from the sidewalk to the front door. A repeating pattern of street trees may be included. In this manner new, non-residential development will be compatible with residential surroundings and provide a smooth aesthetic transition between land uses.

Commercial Edge Treatment

This streetscape design standard is applied to businesses fronting 32nd Ave to reinforce multimodal access and create an inviting environment for pedestrians. Commercial streets that are pedestrian-friendly have a similar, consistent design. Pedestrian-friendly commercial areas have a sidewalk along the road, buildings that are fairly close to the sidewalk, and no large parking lots adjacent to the sidewalk. The Commercial Edge Treatment establishes design standards that make the area an attractive, functional commercial district for all modes of travel.

Policies for new development:

1. Be of a compatible scale and character with the existing neighborhood.
2. Provide respectful transitions between new and existing structures.
3. Conform to building envelopes that preserve access to light and air and require appropriate setbacks along neighborhood streets, transitioning in size and scale toward adjacent residential structures.
4. Provide ground level open space.
5. Development within the Flex Space overlay should mitigate impacts to nearby residential areas.
6. Compose building facades with a substantial area of transparent windows or doors to provide visual connection between activities inside and outside the building.
7. Orient buildings' primary entrances toward the street.
8. Provide landscaping in the area between the building and the street.
9. Limit parking in the yard between the building and the street.
10. Apply existing streetscape standards.

Options for the Opportunity Sites



Due to their visibility and potential, development on these sites should be pedestrian friendly and attractive, especially when viewed from adjacent streets.

Basic design standards:

- Commercial buildings should be located close to the street, ensuring that parking lots are not a prominent feature.
- Pedestrians and bicyclists should be able to access and traverse the sites safely and comfortably.
- Buildings that face a public street should have transparent windows, doors, and entrances.
- Attractive landscaping should be provided.
- Larger setbacks where development is adjacent to residential areas to provide a more comfortable transition from residential homes.

Previous Zoning

The previous base zones within Central Milwaukie included:

- **Residential-Office-Commercial (R-O-C Zone):**

The R-O-C Zone was a high-density mixed use zone intended to implement the Town Center Master Plan. It permitted a broad range of commercial, office, and residential uses.

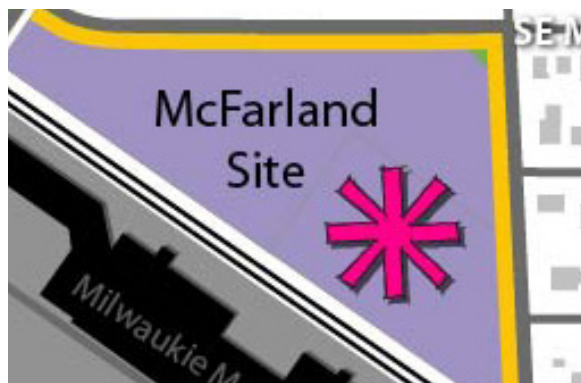
- **General Commercial (CG Zone):** The CG Zone allowed a range of commercial and office uses; residential uses were not allowed.

- **Community Shopping Commercial (C-CS Zone):** The C-CS Zone was applied to the Milwaukie Marketplace site and allowed a specific mix of uses and development types. This Plan does not make any changes to the C-CS Zone by this Plan.

- **Mixed Use Overlay (MU):**

The MU Overlay allowed mixed-use development on specific properties: Murphy site, McFarland site, and specific parcels owned by Providence Hospital. A Type III review was required for development proposals within the MU Overlay.

General Mixed Use



General Mixed Use allows for a broad range of commercial, office, and residential uses throughout Central Milwaukie.

Flex Space Overlay



General Mixed Use with a Flex Space overlay allows additional employment uses on the Murphy site.

Commercial Edge Treatment



The Commercial Edge Treatment on 32nd Ave allows multimodal access and creates a pedestrian-friendly environment.

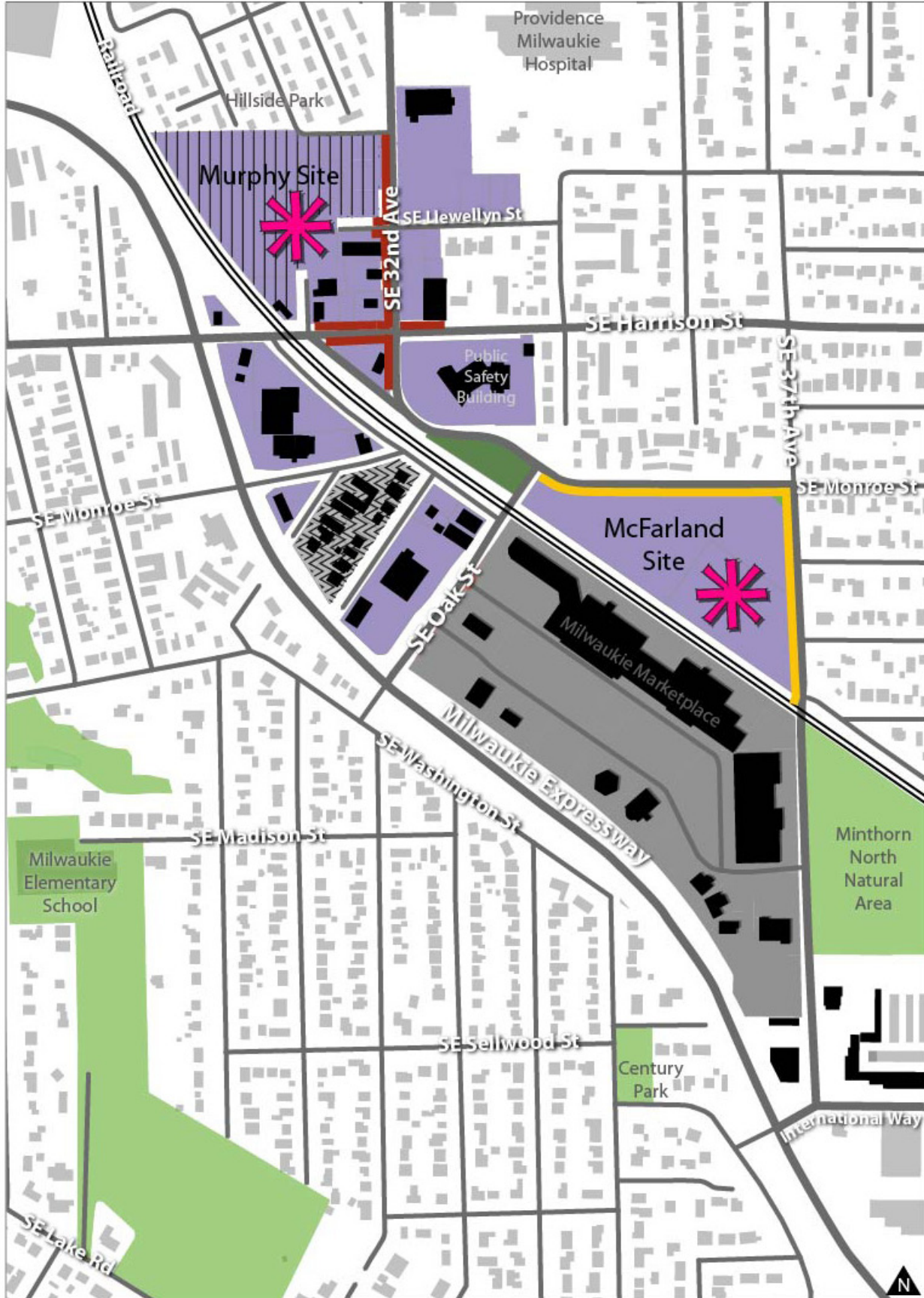
LAND USE & URBAN DESIGN CONCEPTS DIAGRAM

Key

-  Catalyst sites
-  General Mixed-Use
-  Commercial - no change to existing zoning
-  Flex Space Overlay
-  Neighborhood Overlay
-  Parks/Open Space/Schools
-  New Parks/Open Space

Unifying Treatments:

-  Commercial Edge Treatment
-  Residential Edge Treatment



TRANSPORTATION CIRCULATION AND INFRASTRUCTURE

The transportation framework presented here identifies the overarching goals for improving access to and movement within the Central Milwaukie, and follows with specific solutions to achieve those goals.

The main goal of the Central Milwaukie transportation network, described below, is to increase connections within the area as well as to Downtown and neighborhoods to the east. The main goal of the Central Milwaukie transportation network, described below, is to increase connections within the area as well as to Downtown and neighborhoods to the east. This goal aligns with several of Milwaukie's Transportation System Plan (TSP) Goal: Goal #1 (Livability), Goal #2 (Safety), Goal #3 (Travel Choices) and Goal #5 (Reliability and Mobility). Each of these goals include an objective relating to a comprehensive and multi-modal transportation network (Milwaukie TSP, 2013).

The transportation network in Central Milwaukie will accommodate multimodal movement around and through the area—including travel by car, transit, bike or foot. As discussed in the Lessons Learned section of Appendix A, inadequate site access and transportation infrastructure have been a major barrier to development in Central Milwaukie.

Walking

Many area residents visit Milwaukie Marketplace and Oak Street Square on foot. It is critical that pedestrians are able to move within, to and from Central Milwaukie safely and comfortably.

Walking Plan

Pedestrian access to and circulation within Central Milwaukie is critical, and major

improvements will result from the enhanced crossings of Hwy 224 and the Monroe Street Neighborhood Greenway project. Additional north-south pedestrian connections will be implemented with the development of the opportunity sites. A proposed new pedestrian access point will connect Harrison St north to 29th Ave through the Murphy site. This crossing will require conversations with the property owner and Union Pacific Railroad. A proposed pedestrian route across the southern edge of the McFarland site will extend the Railroad Ave alignment from Oak St to the west to Railroad Ave to the east.

32nd Ave is a key north-south pedestrian connection between the residential areas to the north and the Milwaukie Marketplace. As of 2014, the intersection of 32nd Ave and Harrison St had marked pedestrian crosswalks and phasing on only three of the four segments. Because intersection capacity analysis from the Transportation System Plan (TSP) assumed full pedestrian access for this intersection, it is assumed that at this location there is sufficient capacity now (and that there will be in 2035 as well) to add a marked pedestrian crosswalk and phasing to the west segment. This will significantly improve pedestrian connectivity and convenience by reducing out-of-direction travel and delay at this location.

Several improvements - upgrades along 32nd Ave and its intersections with Oak Ave and Railroad Ave; upgrades to 31st Ave; the new pedestrian crossing of Harrison St from Campbell St to Oak Ave - will function to create a stronger pedestrian connection between Providence Hospital and housing to the north and Milwaukie Marketplace to the south.

Biking

An adopted goal of the TSP is to establish one safe and comfortable bike route within Central Milwaukie and between Central Milwaukie, neighborhoods, and downtown. Realizing this goal will create a strong bicycle connection between these areas. The planned Monroe St Neighborhood Greenway is key to improving the bike-accessibility of the area.

Biking Plan

There are planned bicycle routes to and through the study area along Harrison St, Monroe St, 37th Ave, and Railroad Ave. Both the Harrison St bike lanes and the Monroe Street Neighborhood Greenway will provide high-quality east-west connections between Central Milwaukie and Downtown Milwaukie and the “neighborhood main street” area of 42nd Ave. On the eastern edge of the study area north-south bike connectivity will be improved through the addition of bike lanes to 37th Ave and Railroad Ave. Both bike lane additions are components of the TSP.

Additional northwest-to-southeast connectivity is available through the Milwaukie Marketplace, and should be maintained if and when the Marketplace redevelops. North-south connectivity through the Murphy and McFarland opportunity sites should be integrated into development. An expansion of the City’s existing bicycle wayfinding signage program will improve Central Milwaukie’s position as a key nexus in the bike infrastructure system. Although not identified in the TSP as a bicycle infrastructure element, Railroad Ave between Harrison St and Monroe St is the natural direct bicycle connection between the two opportunity sites. The TSP should be amended to include Railroad Ave in plans for future improvements.

The MAX light rail station is about a mile from

most locations in Central Milwaukie, which is further than the standard walking access distance (about a half mile) for high capacity transit. A high-visibility, direct and comfortable bicycle route to the light rail station, via the Monroe St Neighborhood Greenway, will offer the best chance for encouraging access from Central Milwaukie.

Transit

Transit will likely play a bigger role in Central Milwaukie over time. As the area continues to develop, and the level of activity in the area grows, the City will work with TriMet to enhance transit access and frequency by public transportation.

Transit Plan

The Harrison St/32nd Ave intersection provides frequent service bus transit connections to Downtown Milwaukie and MAX light rail. This provides the Murphy site with excellent transit connectivity. Additionally, the Milwaukie Shuttle provides shopping service to the Milwaukie Marketplace from both Downtown Milwaukie and the Clackamas Town Center. This service may be re-routed to serve the opportunity sites as well. Regional transit integration is provided through bus connections at the Milwaukie Bus Shelter Area on Jackson St and via the downtown MAX light rail, located less than a mile from Central Milwaukie.

Motor Vehicles

The auto-accessibility of the area from Hwy 224 is one of Central Milwaukie’s strengths. Cars will continue to be an important mode of transportation for this area. The area primarily serves a retail function, providing for the needs of residents throughout Milwaukie. Proximity to Hwy 224 allows businesses in Central Milwaukie to capitalize on customers from out of town who

drive through the area every day.

Motor Vehicle Plan

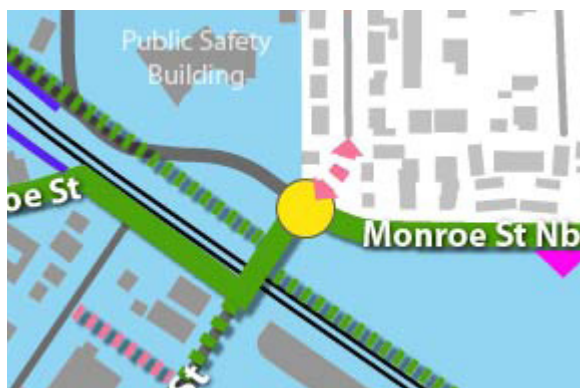
Both the Murphy site and the McFarland site require new street access locations and internal vehicle circulation upon development.

The Murphy site has the ability to support three new access points. Llewellyn St is currently a stub street that may be extended west into the site. Meek St, on the north side of the site, offers an opportunity for a through connection at C St.

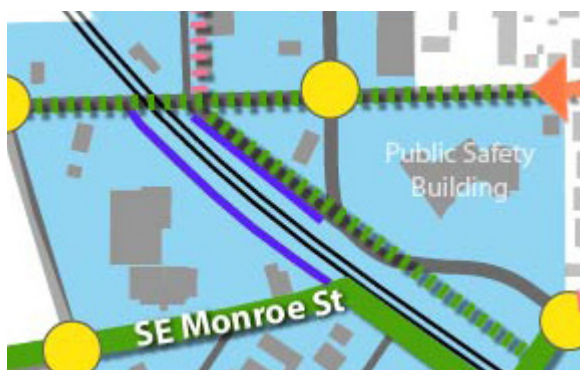
The McFarland site can support two new access points, one on 37th Ave at Jefferson St and one near the center of the site on Monroe Street. These access points will provide internal circulation while still leaving enough room for the Oak St/Monroe St intersection and railroad crossing to function optimally.

Proposed Multimodal improvements to the Central Milwaukie area are summarized in the table below

| Name | Description | Status |
|--|---|-----------------------------|
| Monroe St Neighborhood Greenway | Bicycle and Pedestrian treatments (shared lane, sidewalks) on low volume residential roads. Connects east-west to downtown. | Planning in progress |
| Harrison St Bike Lanes | Bike lanes on a major road, part of a grid of bike lanes. Connects east-west to downtown. | TSP project |
| 37th Ave Bike Lanes | Bike lanes on a major road, part of a grid of bike lanes. Connects north-south. | TSP project |
| Railroad Ave Bike Lanes | Bike lanes on a major road, part of a grid of bike lanes. Continues to the south-east. | TSP project |
| Intersection Improvements | As part of the Hwy 224 / 99E corridor plan, improve bike and pedestrian crossings at Oak, Monroe, and Harrison. | TSP action plan project |
| Murphy Site Internal Circulation | Provide auto, bike, and pedestrian circulation. | Provided during development |
| McFarland Site Internal Circulation | Provide auto, bike, and pedestrian circulation. | Provided during development |
| Harrison / 32nd Ave Intersection | Open the currently closed pedestrian crosswalk on the west leg of the intersection. | New Proposal |
| Oak St / 34th Ave Connection | Provide pedestrian / bicycle connection between study area and nearby residential neighborhood. | New Proposal |
| Northern Bike Connection | Bicycle connection through the Murphy site north to 29th Ave. Exact location to be determined. | New Proposal |
| Campbell St Upgrades | Pedestrian and bicycle treatments between Monroe St and Harrison St. | New Proposal |
| Connection Through Railroad Property | Provide connection between Monroe St and Campbell St. | New Proposal |
| Access Point Across Harrison at 21st Ave | Provide connection across Harrison St between Campbell St and the Murphy site. | New Proposal |



Enhancing key intersections with improved crossings will improve the pedestrian experience.



Improved street design along commercial streets with business frontage will help to attract developer investment and local customers.



Providing pedestrian & bicycle facilities is important in creating successful multi use districts.

TRANSPORTATION/ CIRCULATION DIAGRAM

Key

- Study Area
- Primary Connections
- Key intersections
- Potential Access Points
- Primary Bicycle Routes
- Monroe St Neighborhood Greenway
- Ped/Bike Connection Opportunities
- New Public Streets
- Street Upgrades



A yellow excavator is shown in the process of demolishing or moving large, dark, rectangular concrete blocks. The excavator's arm is extended, and its bucket is positioned over the blocks. In the background, a long, light-colored concrete wall stretches across the frame. The ground is uneven and covered with dirt and debris. The sky is overcast.

3. IMPLEMENTATION

BUILDING THE FUTURE

This section builds on the Guiding Principles and Fundamental Concepts to describe revisions to the policies and regulations guiding development in Central Milwaukie, as well as public investments that will enhance Central Milwaukie. The goal of these public investments and updated policies and regulations is to spur new private development that aligns with the community's vision for the area.

CENTRAL MILWAUKIE PLAN IMPLEMENTATION STRATEGIES

The section describes strategies for implementing the vision for Central Milwaukie set out in the Fundamental Concepts. Strategies for each Concept are organized into the categories of Land Use, Transportation and Finance/Economic Development.

Adoption of this document does not itself implement these strategies. Various sections must be adopted as part of, or referenced by, the Comprehensive Plan, Zoning Ordinance, and/or Transportation System Plan for full implementation.

Fundamental Concept #1: Facilitate Development of the Murphy and McFarland Opportunity Sites

Land Use

- **Use General Mixed Use zoning throughout Central Milwaukie** (with the exception of the Milwaukie Marketplace, which will retain its current C-CS Zone, and the high-density residential zones) to allow a broader range of office, commercial, and residential uses in the area.
- **Allow Flex Space use on the Murphy site.** Public input has been supportive of a wide range of uses in Central Milwaukie, as long as the buildings are attractive. One use, however, that is only allowed on a portion of the Murphy site (as opposed to throughout Central Milwaukie) is employment flex space. This allows for a wider range of development options on a portion of the Murphy site, while maintaining the mixed use, pedestrian-friendly character envisioned throughout Central Milwaukie.

- **Allow by-right development throughout Central Milwaukie.** The current challenge is that a Type III land use review and specific development schemes are required for the MU Overlay. Development that implements the community's vision, as identified in the Central Milwaukie Land Use and Transportation Plan, should be permitted through Type I Development Review.

Finance/Economic Development

- **Invest in high-priority projects with Public-Private Partnership (PPP) tools.** The Murphy and McFarland sites have been identified as key development sites. However, there is a significant financial gap for new development to be feasible in Milwaukie. The City has access to many different tools for investing in high-priority projects. The City should identify which of these tools they are comfortable using, identify criteria for when and where to use them, and then explore potential catalytic development options to invest in with these tools.

Fundamental Concept #2: Promote high quality urban design that is complementary to surrounding area

Land Use

- **Use residential edge treatment design standards on Monroe St and 37th Ave** to ensure streetscape compatibility and a smooth aesthetic transition between any McFarland site development and the residential properties it faces. Building setbacks should be consistent and should reinforce the classical residential design.
- **Use commercial edge treatment design standards on 32nd Ave** adjacent to and across from the Murphy site to ensure the streetscape is pedestrian friendly and compatible with the surrounding area.

Building setbacks should be limited, and primary entrances should be prominent and facing the commercial street. A substantial amount of ground floor transparency should also be required to provide visual connections between indoor and outdoor activities.

Edge Treatment standards include:

- Integrate appropriate transitions between new and existing structures into site and building design for new development.
- Create a gradual transition in height and density between commercial/office and residential zones
- **Use development and design standards to ensure development is attractive and pedestrian-friendly.** Development and design standards should be used to ensure high-quality development, while still being flexible enough to allow potential developers substantial freedom to design buildings that work best for their tenants. These standards are especially important for buildings fronting main streets such as 32nd Ave, or Harrison St.

Design standards include:

- Preserve access to light and air when new development occurs.
- Provide ground-level open space.
- Ground floor transparency.
- Encourage site design that easily accommodates pedestrian and bicycle access

Development standards include:

- Maximum setbacks ensure buildings are located close to sidewalk
- Parking is located at the side or rear of buildings.
- Building heights should be consistent within the area and appropriate in the context of existing adjacent uses.

Transportation

- **Employ parking management measures as needed.** Future development in Central Milwaukie could result in parking issues, for example the impact of employee and visitor parking on nearby residential areas. The City should monitor parking impacts in Central Milwaukie and adjacent neighborhoods and address any issues as they arise.

Finance/Economic Development

- **Create public open space.** Explore public-private partnerships to provide additional public open space in Central Milwaukie. One example could include creating a new park on the small vacant parcel between Monroe St and the railroad, just south of the Public Safety Building. Another example would be to encourage development of public/open space in Milwaukie Marketplace, as a part of a private redevelopment effort, if and when redevelopment of that site occurs.

Fundamental Concept #3: Encourage a range of housing types as part of a new mixed use development

Land Use

- **Provide a height bonus** for projects that include residential development.

Transportation

- **Add bicycle/pedestrian connections through McFarland site**

Finance/Economic Development

- **Institute a Vertical Housing Development Zone (VHDZ)**

Fundamental Concept #4: Improve Connectivity Within the District with Easily-Accessible Multimodal Pathways that are Safe and Attractive

Land Use

- **Use development and design standards along multimodal public pathways** to encourage “eyes on the street” and enhance pedestrian safety

Transportation

- **Address transportation infrastructure deficiencies for Central Milwaukie.** The Murphy and McFarland sites in Central Milwaukie are large and have no internal street network. Many intersections in Central Milwaukie are shared with Hwy 224 and have congestion issues that are expected to worsen in the future. The City should ensure that new development on the Murphy and McFarland sites provides for adequate transportation connections through these sites, and intersection improvements at congested intersections throughout the area.

Transportation Actions



GENERAL CONCEPTS FOR THE TRANSPORTATION PLAN

- Implement the Monroe Street Neighborhood Greenway
- Add more pedestrian connections and more and improved bike trails and facilities.
- Implement features to enhance pedestrian and cyclist safety
- Add enhanced crossings at key intersections
- Provide for better and safer crossings over Hwy 224 and the railroad tracks



SPECIFIC IMPLEMENTATION CONCEPTS

- Designate and improve Primary Bicycle Routes
- Identify and develop Pedestrian and Bicycle Connection Opportunities
- Add new connections between Oak St and Myrtle and Penzance Sts
- Develop design standards for a Commercial Edge Treatment where businesses front on an important road
- Develop design standards for Residential Edge Treatment where development is across from residential zones

Examples of improved transportation access to the Murphy and McFarland sites include:

- Extend Llewellyn St (currently a “stub” street) into the Murphy site
 - Create a through connection from Meek St to C St on the north end of the area (adjacent to the Murphy site).
 - Create access point to McFarland site at 37th Ave and Jefferson St.
 - Create access point to McFarland site at Monroe St near the midpoint of the site’s north edge.
- **Enhance pedestrian connections and improve bike trails and facilities** to increase safe and convenient multimodal access throughout the district. Specific improvements include:
 - Designate and improve Primary Bicycle Routes along Harrison St, Railroad Ave, Oak St, 37th Ave, 29th Ave, and the Murphy site.
 - Create a bicycle and pedestrian connection through the Murphy site from 31st Ave to Meek St.
 - Create a bicycle and pedestrian connection through the McFarland site from Railroad Ave to Oak St.
 - Implement features to enhance pedestrian and cyclist safety.
 - Add enhanced crossings at key intersections.
 - Create pedestrian connections between Oak St, Myrtle and Penzance Sts, and Milwaukie Marketplace.
 - Add marked pedestrian crosswalk and phasing to the west leg of the intersection at Harrison St and 32nd Ave.

- **Explore Multimodal Mixed Use Area (MMA) designation for Central Milwaukie.** An MMA designation allows greater flexibility for new development by lifting a requirement of the state Transportation Planning Rules (TPR) to apply automobile congestion standards to the review of certain land use changes. An MMA designation in Central Milwaukie would mean that changes to City land use plans would not need to be evaluated using congestion performance standards. Given the MMA designation, added congestion in Central Milwaukie from new development would not be an impediment to that development.

Fundamental Concept #5: Improve External Connections to the District

Transportation

- **Create more bicycle and pedestrian connections**
- **Enhance transit connections to the area.** Collaborate with TriMet to enhance transit access and frequency in the long-term. Explore the potential to reroute the Milwaukie Shuttle to create transit connections between opportunity sites in Downtown Milwaukie and Clackamas Town Center in addition to the Milwaukie Marketplace. Emphasize the Monroe St Neighborhood Greenway as a route providing pedestrian and bicycle access to the Downtown light rail station.

IMPLEMENTATION MATRIX

| Fundamental Concept | Strategy Category | Strategy |
|--|------------------------------|---|
| #1 Facilitate development of the Murphy and McFarland sites | Land Use | 1.1 General Mixed Use Zoning Apply General Mixed Use zoning throughout Central Milwaukie allowing for a broader range of uses |
| | Land Use | 1.2 Employment Overlay Apply Flex Space Overlay to the Murphy Site to accommodate potential light industrial flex space uses |
| | Land Use | 1.3 By-Right Development Allow by-right development (via Type I Development Review) throughout Central Milwaukie to simplify the permitting process for new development proposals that are in keeping with the community vision for the District |
| | Finance/Economic Development | 1.4 Public-Private Partnership Tools Invest in high-priority projects with Public-Private Partnership (PPP) tools to make high quality development in the District more financially feasible |
| #2 Promote high quality urban design complementary to surrounding area | Land Use | 2.1 Residential Edge Treatment Use residential edge treatment design standards such as consistent building setbacks and appropriate frontage orientation to ensure streetscape compatibility and a smooth aesthetic transition between McFarland development and nearby residential properties |
| | Land Use | 2.2 Commercial Edge Treatment Use commercial edge treatment design standards such as ground floor transparency to ensure a pedestrian-friendly and visually engaging streetscape |
| | Land Use | 2.3 Pedestrian-Friendly Development and Design Standards Use development and design standards such as provision of ground-floor open space and access to light and air to ensure development is attractive and pedestrian-friendly. |
| | Transportation | 2.4 Parking Management Employ parking management measures as needed to limit potential negative impacts of new development on residential parking needs |
| | Finance/Economic Development | 2.5 Open Space Explore public-private partnerships to provide additional public space in Central Milwaukie. |

| Location | Implementation Mechanism |
|--|---|
| Throughout District (except Milwaukie Marketplace and high-density residential zones) | Zoning Map/Text Amendment |
| Murphy Site | Zoning Map/Text Amendment |
| Throughout District | Zoning Text Amendment |
| Throughout District (with emphasis on Murphy and McFarland Opportunity Sites) | Financial Tools (to be identified using criteria based on established City goals) |
| Monroe St and 37th Ave adjacent to/across from McFarland site | Zoning Map/Text Amendment |
| 37th Ave adjacent to/across from Murphy site | Zoning Map/Text Amendment |
| Throughout District | Zoning Text Amendment |
| Throughout District | Monitor parking |
| Throughout District. Possibilities include the vacant parcel between Monroe St and the railroad, or somewhere within Milwaukie Marketplace | Capital Improvement Plan (CIP), Financial Tools (tbd) |

| Fundamental Concept | Strategy Category | Strategy |
|--|------------------------------|--|
| #3 Encourage range of housing types as part of new mixed use development | Land Use | 3.2 Height Bonus Provide a height bonus for projects that include residential development or are certified green buildings. |
| | Transportation | 3.3 Pedestrian Connections Add pedestrian connections through McFarland site to increase multimodal access within and through the area for existing and future residents |
| | Finance/Economic Development | 3.4 Vertical Housing Development Zone Institute a vertical housing development zone to incentivize the addition of residential units to mixed use development |
| #4 Improve connectivity within District with easily-accessible multimodal pathways that are safe/ attractive | Land Use | 4.1 Multimodal Pathway Development Standards Use development standards along multimodal pathways to encourage “eyes on the street” and enhance pedestrian safety |
| | Transportation | 4.2 Address transportation infrastructure deficiencies for Central Milwaukie Facilitate creation of a more connected and complete street network within the District, especially through the Murphy and McFarland, sites to address potential future congestion issues |
| | Transportation | 4.3 Enhance pedestrian connections and improve bike trails and facilities Enhance pedestrian and bike trails and connections to increase safe and convenient multimodal access. |
| | Transportation | 4.4 Explore Multimodal Mixed Use Area (MMA) designation An MMA designation in Central Milwaukie would mean that changes to City land use plans would not need to be evaluated using congestion performance standards. Added congestion from new development would not be an impediment to that development. |

| Location | Implementation Mechanism |
|--|--|
| Throughout District (except Milwaukie Marketplace where residential uses are not permitted). | Zoning Text Amendment |
| McFarland Site | Site planning in coordination with future developer (tbd) |
| Throughout District (except Milwaukie Marketplace where residential uses are not permitted). | Adopt Vertical Housing Zone |
| Throughout District | |
| <ul style="list-style-type: none"> • Extend Llewellyn St into Murphy site • Create through connection from Meek St to C St on north end of the area (adjacent to Murphy site) • Create access point to McFarland site at 37th Ave and Jefferson St • Create access point to McFarland site at Monroe St near the midpoint of the site's north edge | TSP implementation and update (see summary table of proposed improvements on pg. 20) |
| <ul style="list-style-type: none"> • Bicycle routes along Harrison St, Railroad Ave, Oak St, 37th Ave and north through Murphy site to 29th. • Pedestrian connection through Murphy site from 31st Ave to Meek St • Features to enhance pedestrian and cyclist safety throughout District • Enhanced crossings at key intersections (see diagram on pg. 22) • Pedestrian connections between Oak St, Myrtle and Penzance Sts, and Milwaukie Marketplace • Marked pedestrian crosswalk at west leg of intersection at Harrison St and Monroe St | TSP update and implementation (see summary table of proposed improvements on pg. 20) |
| Throughout District | Comprehensive Plan Amendment |

| Fundamental Concept | Strategy Category | Strategy |
|---|-------------------|--|
| #5 Improve external connections to District | Transportation | 5.1 Create more bicycle and pedestrian connections Adding and enhancing multimodal facilities at the perimeter of Central Milwaukie will make entering and exiting the District safer and more convenient |
| | Transportation | 5.2 Enhance transit connections to the area Collaborate with TriMet to enhance transit access and frequency in the long-term, exploring to increase access by rerouting the Milwaukie Shuttle and emphasizing the Monroe St Neighborhood Greenway as a path with multimodal access to Downtown Light Rail Station |

| Location | Implementation Mechanism |
|---|---|
| <p>Key intersections for improving multimodal access at the perimeter of the District include: Hwy 224 and Oak St, Hwy 224 and Harrison St; Monroe and Oak St</p> <p>Primary Connections to the District include: 32nd Ave to the north; Harrison St to the east and west; Monroe St to the east and west; Oak St to the west; International way to the east and west; 37th Ave to the north and south; Railroad Ave to the southeast</p> | <p>TSP update and implementation (see summary table of proposed improvements on pg. 20)</p> |
| <p>Milwaukie Marketplace (for rerouting Milwaukie Shuttle); Monroe St</p> | <p>Collaborate with TriMet</p> |

A. BUILDING THE PLAN & LESSONS LEARNED

HOW WE GOT HERE

This section presents the steps in the planning process for Central Milwaukie and summarizes the Lessons Learned through the process.



BUILDING THE PLAN

This section describes the planning process for Central Milwaukie, and methods used in each step to contribute to the final land use and transportation concept and plan.

Developer Interviews

Developer interests play a key role in determining what kinds of development are occurring within Central Milwaukie. An early dialogue with interested developers to better understand their needs and concerns for what is feasible in the current market formed a foundation for moving ahead with the community's vision.

Market Analysis

A market analysis conducted in 2013 evaluated demographic and market trends and examined development opportunities and barriers for two opportunity sites in Central Milwaukie. The resulting report outlined key findings for each study area (the market analysis was conducted for Downtown, Central Milwaukie, and citywide). The analysis found that Central Milwaukie has many strengths that will be advantageous to development of the opportunity sites. Additional findings included:

- Hwy 224 provides great accessibility to Central Milwaukie
- There was a lack of consensus among the community, developers, and private property owners on the preferred type of new development on Central Milwaukie's opportunity sites
- Previous zoning for the area was conflicting and confusing, and required Planning Commission review and approval for any type of development on the opportunity sites.

Opportunity Sites

Opportunity sites are key properties in a larger

district or neighborhood that have the potential to "unlock" or catalyze additional investment and achieve development goals of the City and community.

The Murphy and McFarland opportunity sites, which together make approximately 18% of the area in Central Milwaukie, were chosen as early examples that could be highlighted through the planning process and used as examples of development potential. They are both currently vacant and underutilized, and have potential to contribute to the economic revitalization of the surrounding area.

The lessons learned from the development concepts have informed the final land use and transportation framework, and will inform the zoning code revisions for this area.

Strength-Weakness-Opportunity-Threat (SWOT) Analysis

A SWOT analysis was conducted for each of the opportunity sites; findings are briefly described below:

Murphy Site Findings

Given market conditions, light industrial or flex space development are likely feasible uses for the site. As of this Plan's writing, market demand for office and retail space in the Milwaukie area is insufficient to develop a site as large as the Murphy Site. Heavy industrial uses would be inconsistent with the nearby residential uses. The property owner has been eager to explore any and all feasible development possibilities for the site.

McFarland Site Findings

Viable uses for the McFarland Site included small lot residential (such as apartments or rowhomes), office, or mixed use office with a small amount of retail. Feedback from developer interviews implied the site would be most appropriate for employment-based development due to the



large size, proximity to Hwy 224, and perceived weak market demand for other uses. However, the adjacent single-family homes, the railroad “quiet zone,” and proximity to retail along Hwy 224 led some developers to suggest the site may be most appropriate for residential or mixed use development.

Building Prototypes

Using the Envision Tomorrow suite of planning tools, the planning team tested a range



of building prototypes possible in Central Milwaukie, ranging from adaptive reuse of existing buildings to new mixed use buildings, apartments and office buildings. The team tested the long-term financial performance of different building types using a Return on Investment (ROI) model, similar to the tool a developer uses when deciding whether to pursue a project. Using local

rents, construction costs and land costs, the team was able to better understand the challenges for financial feasibility of new development.

Development Concepts

Using the building prototypes as a framework, draft plans for the opportunities sites were prepared and presented to the public and stakeholders for feedback. The initial concepts were narrowed down to three for each site that demonstrate a range of uses and site designs.

These development concepts are summarized on page 54. Though the development concepts will not dictate how the opportunity sites are ultimately developed, they served as an exercise to understand the development obstacles and opportunities for these sites under current and potential zoning designations. The lessons learned from the development concepts have been folded into the final land use framework for the area, illustrated by the map on page 14.

Lessons Learned

Findings from the preceeding steps were synthesized and distilled into essential “lessons learned.” These conclusions form the foundation of the Land Use and Transportation Framework. Conclusions pertain to all of Central Milwaukie unless noted.

The district needs an identity. This is created through clear design standards for non-residential uses, which the area was previously lacking. Design standards help create a visual sense of continuity and coherence in an area. They can promote compatibility with surrounding areas through use of similar materials, building design and landscaping. Design standards will ultimately be codified through amendments to the zoning ordinance. However, this Plan puts forth several Guiding Principles and Fundamental

Concepts that focus on using consistent design standards to create a distinct and welcoming identity for Central Milwaukie.

Both internal and external connectivity need improvement if Central Milwaukie is to redevelop successfully. The railroad tracks and Hwy 224 pose significant barriers for people traveling to and through the area, by all modes of transportation. Additionally, many intersections in the area are projected to experience significant congestion in the future. The Framework Plan includes infrastructure enhancements such as new intersection treatments, internal roadways, and external vehicle access points.

Pedestrian, bicycle, and motor vehicle transportation infrastructure needs improvement. The area lacks clear north/south pedestrian and vehicular connections. Though north-south vehicular access will continue to be a challenge due to the heavy rail line, additions of pedestrian and bicycle networks throughout the area will make these active means of transportation more appealing for moving through Central Milwaukie. Improvements to Railroad and Campbell streets will improve connectivity in and through the area for all modes.

Heavy rail is not necessarily an obstacle to development. An active heavy rail line runs through Central Milwaukie. The rail line is an obstacle to connectivity through the area, including bike, pedestrian, and auto connections. Additionally, train traffic through the area generates noise and vibration, which could act as a deterrent for new development. A quiet zone that is now in effect will limit the noise impact with the reduction of train horns. Though vibrations and other associated sounds may still be objectionable to some, there are examples of successful development near rail lines. Locally, the Brooklyn neighborhood in SE Portland is

adjacent to a heavy rail line, features a quiet zone and is experiencing renewed neighborhood investment. Union Pacific's Intermodal Rail Yard site sits in the heart of this thriving neighborhood. Over the past several years there have been several new apartments, townhomes and condos developed in the area.

A more streamlined development process would encourage development of the opportunity sites. The Mixed Use overlay that currently applies to the Murphy and McFarland sites and portions of the Providence Hospital site require Type III Planning Commission review for all development. This is a subjective process, which adds uncertainty and cost to the development review. The current process has the potential to create lengthy delays or costly changes to a proposed development program. Additionally, the MU overlay requires compliance with the Town Center Master Plan, which was adopted in 1997 and is out of date. To address this problem this plan recommends more permissive zoning to these two sites. A proposed Flex Space overlay on portions of the Murphy site would expand allowable development to include flex space uses, providing developers with more options for financially feasible projects.

B. EXISTING CONDITIONS

WHAT IS ON THE GROUND NOW

This section provides: a description of existing physical and market conditions in Central Milwaukie.



Previous Planning Efforts



COMPREHENSIVE PLAN (1989)

The 1989 plan was the first to address concepts for Central Milwaukie, and assumed a future light rail alignment along Hwy 224. The policies adopted in 1989 continue to guide development in Central Milwaukie today.

TOWN CENTER MASTER PLAN (1997)

The plan was adopted in response to Metro's designation of Milwaukie as a Regional Center in the 2040 Framework Plan. The Murphy & MacFarland sites were identified as having substantial redevelopment opportunity. At the City's request, Milwaukie was redesignated as a Town Center in 1999 and the plan was renamed.

MIXED USE OVERLAY (1998)

Adopted in order to both accommodate growth in housing and jobs to capture the desired urban design of a Town Center

TRANSPORTATION SYSTEM PLAN (2013 UPDATE)

Contains several long-term transportation goals and policies as well as transportation infrastructure projects that will shape Central Milwaukie.

COMPREHENSIVE PLAN

The Comprehensive Plan designations for the Central Milwaukie area are: Commercial (C), Town Center (TC), Medium Density Residential (MED. D), and High Density Residential (HD). Outside of downtown, the Comprehensive Plan designates Central Milwaukie as the area of the highest intensity land uses within the city. The goals and policies in the Comprehensive Plan established Milwaukie Marketplace's status as the primary community shopping center in the city, while the Town Center land use designation identified the area as appropriate for mixed use development as described in the Town Center Master Plan (1997).

Previous Zoning

The base zones within Central Milwaukie included:

- **R-O-C:** The R-O-C Zone was a high-density mixed use zone intended to implement the Town Center Master Plan. It permitted a broad range of commercial, office, and residential uses.
- **CG:** The CG Zone allowed a range of commercial and office uses; residential uses are not allowed.
- **C-CS:** The C-CS Zone was applied to the Milwaukie Marketplace site and allowed a specific mix of uses and development types. No changes to the C-CS Zone are proposed by this Plan.

• Mixed Use Overlay (MU):

The MU Overlay allowed mixed-use development on specific properties: Murphy site, McFarland site, and specific parcels owned by Providence Hospital. A Type III review was required for development proposals within the MU Overlay.

The R-O-C, MU overlay and the C-CS Zone were unique to the central Milwaukie area, and not found elsewhere within the city.

Review of the C-CS Zone and the Milwaukie Marketplace development will be appropriate when or if redevelopment of the site is proposed, and is not addressed in this plan.



The R-O-C Zone and MU overlay applied only to the Murphy and McFarland sites and a portion of the Providence Hospital site. Though the R-O-C Zone permitted a range of commercial, office, and residential uses, the MU overlay required specific uses and development types on the Murphy and McFarland sites.

Current Land Use

The area is characterized by diverse land uses including single family dwellings, apartment buildings, medical services, commercial uses, and sizeable areas of vacant land.

Environmental features

The primary environmental feature in Central Milwaukie is the Minthorn Springs Natural Area. Minthorn Springs is a 6.52 -acre forested, and open water wetland just east of the Milwaukie Marketplace. Over the past 15 years, the

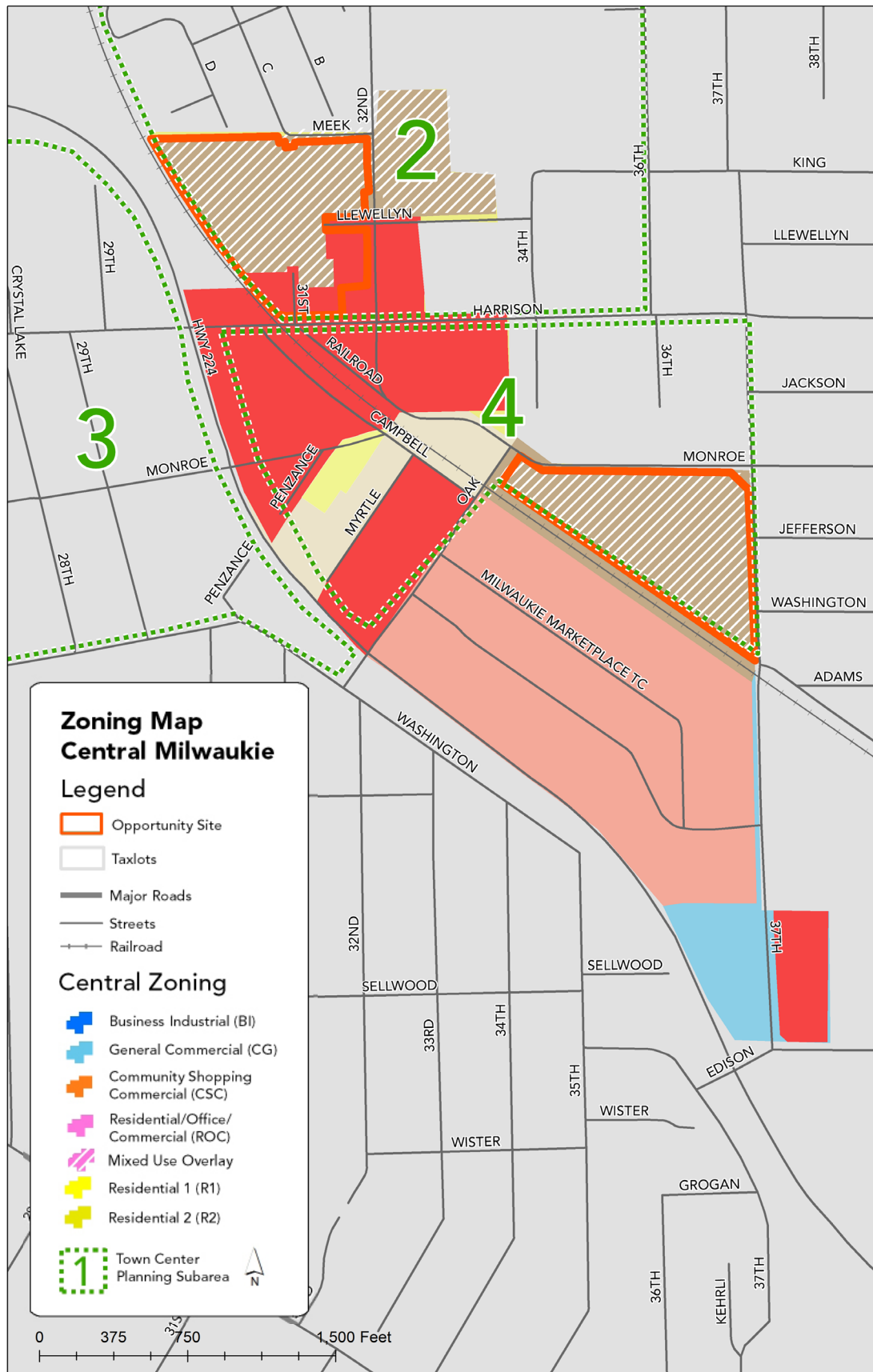
wetland has been restored from a degraded blackberry and reed canary grass-infested area to a thriving, healthy wetland, home to birds, mammals, snakes, salamanders, butterflies and dragonflies.

Cultural features

Civic and cultural features in Central Milwaukie include the Milwaukie Museum, the Bertman House (Theatrical House) and the Public Safety Building. Identifying these cultural features and highlighting them can create interest for residents and visitors to the area.



Minthorn Springs offers a unique restored habitat just steps away from Central Milwaukie





The streetscape on Campbell St adjacent to the railroad provides an opportunity for improvements to help define the character of the area.








The railroad crossing at SE Harrison St requires improvements to increase pedestrian safety.









Commercial development at Oak St is easily accessible from Hwy 224.

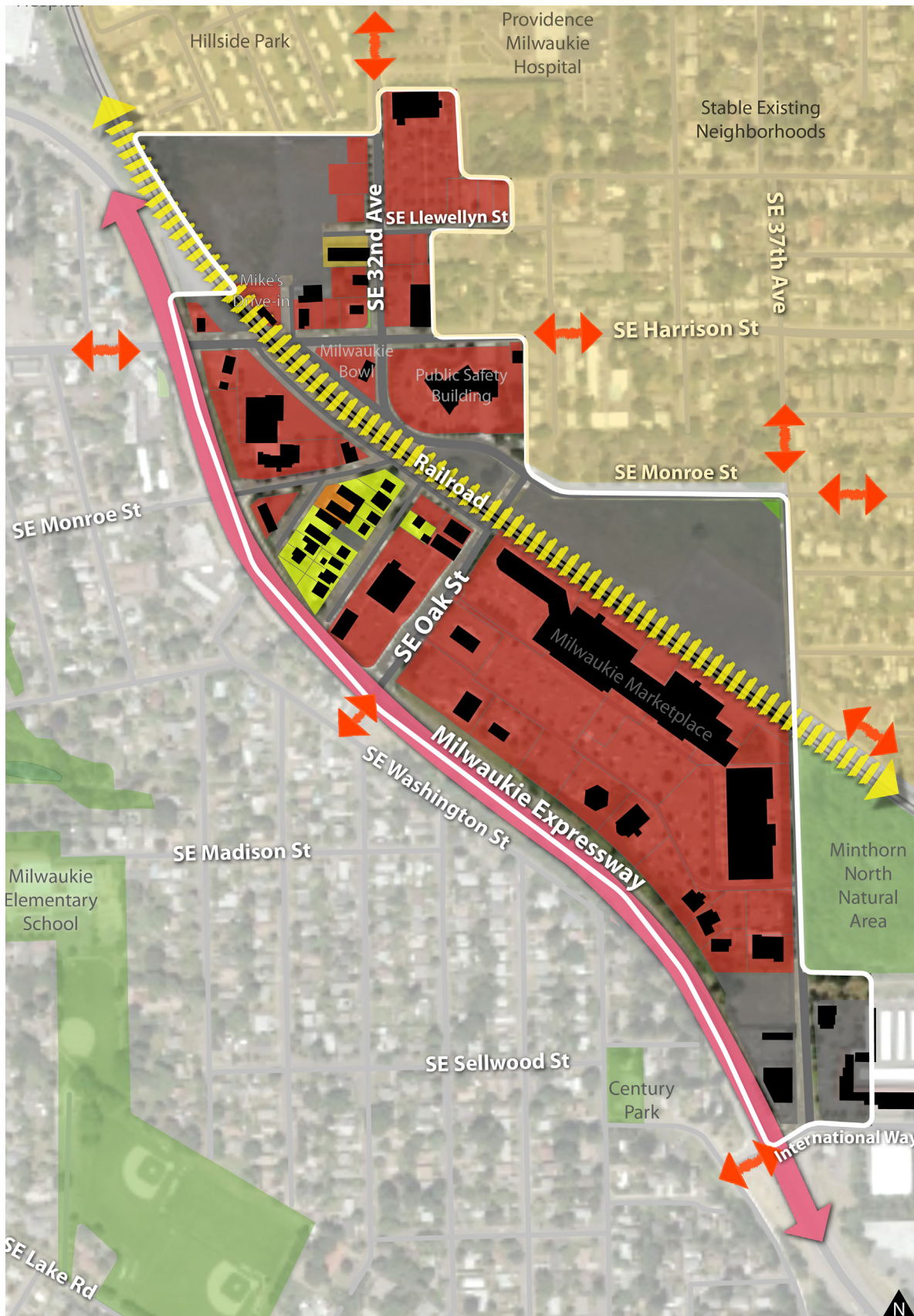
EXISTING CONDITIONS DIAGRAM

Key

-  Central Milwaukie
-  Railroad Tracks
(Circulation Barrier)
-  Milwaukie
Expressway/Hwy 224
(Circulation Barrier)
-  Primary Connections
-  Stable Existing
Neighborhoods

Existing Land Use:

-  Commercial
-  Single-Family Residential
-  Multi-Family Residential
-  Industrial
-  Vacant
-  Park/Open Space



● Transportation connectivity is currently constrained across the district going east to west.

● The railroad cutting through the center of the district creates a constraint for future development.

● Intersections along Hwy 224 are near or at capacity, creating traffic bottlenecks in the area.

Transportation Infrastructure and Circulation Patterns

Anticipated development in Central Milwaukie will increase travel to and from the area, including the two opportunity sites. This increased demand across all modes may result in impacts to the transportation system in locations that have been identified as deficient in the Milwaukie Transportation System Plan (TSP).

Motor Vehicle

The primary vehicle capacity bottlenecks in the area are the intersections along Hwy 224 at Harrison Street, Oak Street, and 37th Ave (i.e., every intersection providing access to Central Milwaukie). In the Milwaukie TSP, these intersections are forecast to fail to meet mobility targets by 2035 even with planned minor improvements. As these intersections provide connections to Downtown Milwaukie, as well as regional east-west access along Hwy 224, it is expected that vehicular traffic from development in Central Milwaukie will increase future motor vehicle volumes at these intersections.

Per the TSP, planning for capacity mitigations for Hwy 224 intersections is to be deferred until the City of Milwaukie and ODOT complete a Hwy 99E/Hwy 224 corridor refinement plan. The refinement plan is intended to evaluate the corridor from a comprehensive system perspective, and may include the development

of alternative mobility targets for the corridor as well as projects to increase capacity at critical intersections. It should also be noted that there is a 10-ton weight restriction on 37th Ave. During this planning process, the City of Milwaukie will have the opportunity to prioritize and promote solutions that reduce the barrier effect of Hwy 224 between Central Milwaukie and Downtown Milwaukie.

Pedestrian and Bicycle

As shown in the Transportation/Circulation Diagram on page 20, the Hwy 224 intersections with Harrison Street, Monroe Street, and Oak St are identified for priority enhanced pedestrian crossings. These locations provide the most direct pedestrian and bicycle connections between Central and Downtown Milwaukie and also serve as key gateways to Central Milwaukie. Oak St serves as a “Main Street” of the study area, providing critical circulation from Hwy 224 to Railroad Ave and the planned Monroe St Neighborhood Greenway to the north. The project will provide a high-quality bicycle and pedestrian connection through Central Milwaukie. When complete this will be a clear, direct, and appealing route from Central Milwaukie to the new MAX Light Rail station in Downtown Milwaukie, as well as to points east. The McFarland Site, specifically, will benefit from the access and exposure provided by this greenway.



Improvements have been made to increase connectivity within Central Milwaukie but further investment is needed.

CENTRAL MILWAUKIE PROJECT AREA



Murphy Opportunity Site

Site History and Description

The privately owned Murphy Site is a 7.5 acre site owned by the Murphy family. The site is actually a collection of 14 parcels under a single ownership; 6.2 acres of the site are undeveloped. General boundaries of the site include the railroad tracks to the west, SE Meek St to the north, SE 32nd Ave to the east, and SE Harrison St to the south. Currently a convenience store, the parcel on the northwest corner of SE 32nd Ave and SE Harrison St is not owned by the Murphy family and is not included as part of this Opportunity Site.

Zoning on the Murphy site is mixed. The northwest two-thirds of the site (~270,000 sq ft) is zoned Residential-Office-Commercial (ROC) with a Mixed Use overlay (MU). Remaining lots (~55,000 sq ft) are zoned General Commercial (CG). Current zoning permits mixed use or light industrial development, though any development in the MU Overlay must be consistent with the 1997 TCMP.

Though a former brownfield site, the Murphy site requires no further action for new development. An internal street network will likely be required to support redevelopment.

The site is triangular in shape, with boundaries defined by SE Monroe St to the north, SE 37th Ave to the east, SE Oak St to the west, and the railroad tracks to the south. The site is adjacent to a single family residential neighborhood to the north and east, and the back of a retail center to the southwest. The site is zoned Residential-Office-Commercial (ROC) with a Mixed Use (MU) overlay.

Parcel 1, to the northwest, is not contaminated; where Parcel 2, to the southeast, is a brownfield. It has been temporarily capped and will require additional remediation as a component of any new development in that area of the property. Because of past contamination, Parcel 2 is not suitable for residential development.

McFarland Opportunity Site

Site History and Description

The privately-owned McFarland Site is a 7.3 acre site which is currently vacant. The site is comprised of two parcels, both controlled by the McFarland family but under separate ownership. The northwestern parcel (Parcel 1) is privately owned by the LD McFarland Company LTD. The southeastern parcel (Parcel 2) is privately owned by Tyee Management Company LLC.

C. DEVELOPMENT CONCEPTS

WHAT SHOULD GET BUILT

Development types were designed and then tested against market realities for each of the opportunity sites.



MURPHY SITE

Acres: 6.6

Opportunity:

New Construction/
redevelopment

Current Zoning:

R-O-C with MU
overlay

Proposed Zoning:

Mixed Use with Flex Space
overlay



Three story residential on the western half of the site, three-story office on the eastern half of the site. Ground floor commercial with the office buildings along 32nd Ave/Harrison frontages. Uses existing parking standards.



One story flex on the western half of the site, three-story MFR on the eastern half (with ground floor office/commercial on 32nd Ave). Uses existing parking standards.



The entire site is one-story flex space. Uses existing parking standards.





D. COMMUNITY • INPUT

WHAT THE COMMUNITY SAID



Feedback received to date on the Central Milwaukie Land Use and Transportation Plan

This Plan is the result of a rigorous planning and public involvement process emphasizing the involvement of local community members and leaders through a variety of engagement tools. Milwaukie citizens shared many ideas that will guide the future of the area. Listed below are some of the most popular ideas among community members for future development in Central Milwaukie:

- Creating an accessible, multi-modal area that encourages pedestrians, bicycles and automobiles.
- Improve the overall appearance and feel of the Central Milwaukie by bringing some vitality to the area.
- Central Milwaukie should continue to be the commercial service center for much of the City.
- As Central Milwaukie develops over time, it should start to become more of a mixed use center.
- Central Milwaukie should be a place where people want to be, where they can work, live, shop, play, or all of the above.
- Creating safe connections and pathways through the area for pedestrians and bikes is important.
- Protect and enhance the character of existing adjacent neighborhoods.
- Expand the range of housing, employment and commercial options.

Outreach efforts for the Moving Forward Milwaukie project included public meetings and workshops, advisory committees, online surveys and in-depth interviews. Through the use of these engagement tools, this project gathered meaningful input from the community to help define a vision of Central Milwaukie as an integral place within the City.

Input from the Community Workshop

During the workshop, participants were asked specifically how they would like Central Milwaukie to change. In thinking about the area, participants were asked to consider what transportation and other improvements they would like to see.

| How do you use Central Milwaukie? | % |
|-----------------------------------|----|
| 1. I live in Central Milwaukie | 10 |
| 2. I work in Central Milwaukie | 14 |
| 3. I shop in Central Milwaukie | 38 |
| 4. All of the above | 14 |
| 5. None of the above | 24 |

| What is the highest priority for Central Milwaukie? | % |
|---|----|
| 1. New housing | 21 |
| 2. New businesses | 26 |
| 3. Street and roadway improvements | 5 |
| 4. Landscaping improvements | 5 |
| 5. More retail variety | 26 |
| 6. More recreation-oriented uses | 11 |
| 7. Other | 5 |

| What type of housing is most needed in Central Milwaukie? | |
|---|----|
| 1. Mixed Use Housing | 25 |
| 2. Multifamily Housing | 15 |
| 3. Rowhouses | 5 |
| 4. Senior Housing | 20 |
| 5. Single-Family Homes | 25 |
| 6. No new housing is needed | 10 |

| What type of jobs are most needed in Central Milwaukie? | |
|---|----|
| 1. Retail and Service jobs | 30 |
| 2. Arts and Entertainment Jobs | 10 |
| 3. Industrial jobs | 5 |
| 4. Medical jobs | 25 |
| 5. Manufacturing jobs | 20 |

| | |
|---------------------------------|---|
| 6. Financial Services jobs | 5 |
| 7. Hospitality and Tourism jobs | 5 |
| 8. No new jobs are needed | 0 |

Would you support or oppose new senior housing in Central Milwaukie?

| | |
|---------------------|----|
| 1. Strongly support | 38 |
| 2. Somewhat support | 24 |
| 3. Neutral | 29 |
| 4. Somewhat oppose | 5 |
| 5. Strongly oppose | 5 |

Would you support or oppose new affordable housing in Central Milwaukie?

| | |
|---------------------|----|
| 1. Strongly support | 19 |
| 2. Somewhat support | 19 |
| 3. Neutral | 29 |
| 4. Somewhat oppose | 19 |
| 5. Strongly oppose | 14 |

Would you support or oppose new restaurants and retail shops in Central Milwaukie?

| | |
|---------------------|----|
| 1. Strongly support | 75 |
| 2. Somewhat support | 15 |
| 3. Neutral | 10 |
| 4. Somewhat oppose | 0 |
| 5. Strongly oppose | 0 |

Would you support or oppose new office space in Central Milwaukie?

| | |
|---------------------|----|
| 1. Strongly support | 38 |
| 2. Somewhat support | 38 |
| 3. Neutral | 24 |
| 4. Somewhat oppose | 0 |
| 5. Strongly oppose | 0 |

Would you support or oppose new light industrial in Central Milwaukie?

| | |
|---------------------|----|
| 1. Strongly support | 43 |
| 2. Somewhat support | 38 |
| 3. Neutral | 10 |
| 4. Somewhat oppose | 10 |
| 5. Strongly oppose | 0 |

What is the most important goal for the Murphy site?

| | |
|---|----|
| 1. Provide a high number of family wage jobs | 29 |
| 2. Provide housing choice options | 29 |
| 3. Let the private sector develop whatever they want | 24 |
| 4. Ensure attractive, high-quality development – even if there is no market demand at this time | 19 |

What would you most like to see develop on the Murphy site?

| | |
|----------------------------------|----|
| 1. Mixed use residential/retail | 26 |
| 2. Retail | 5 |
| 3. Office | 0 |
| 4. Light industrial / flex space | 26 |
| 5. Residential | 11 |
| 6. A mix of all of the above | 32 |
| 7. Other | 0 |

What is the most important goal for the McFarland site?

| | |
|---|----|
| 1. Provide a high number of family wage jobs | 37 |
| 2. Provide housing choice options | 16 |
| 3. Let the private sector develop whatever they want | 21 |
| 4. Ensure attractive, high-quality development – even if there is no market demand at this time | 26 |

What would you most like to see develop on the McFarland site?

| | |
|----------------------------------|----|
| 1. Mixed use residential/retail | 15 |
| 2. Retail | 10 |
| 3. Office | 0 |
| 4. Light industrial / flex space | 30 |
| 5. Residential | 5 |
| 6. A mix of all of the above | 35 |
| 7. Other | 5 |

My vision for Central Milwaukie is closest to:

| | |
|-------------------------------|----|
| 1. Shopping Center | 15 |
| 2. Residential Neighborhood | 25 |
| 3. Office and Industrial Area | 25 |
| 4. Medical District | 20 |
| 5. None of the above | 15 |

General Comments from the Community Workshop about Central Milwaukie:

- Implement Monroe St Neighborhood Greenway (bikes)
- Food co-op @ Milwaukie Marketplace would be nice
- Add planting strips & street trees along 32nd Ave
- Save Mike's
- Senior housing with some retail
- The addition of a Hotel/motel
- Increase Medical use - lab/office/health services
- New park or plaza
- Courtyard housing
- Small grocery is desired
- Light industrial is a good use
- Community garden and greenway
- Live/work units
- Deli/bakery/coffee
- Fitness center
- Office/industrial
- Other medical - dental/massage/orthopedic
- Bus service on RR Ave, sidewalk, bike trail

General Comments from the Community Workshop about the Murphy Site:

- New N/S street on 31st
- New E/W street on Llewellyn; extension heading NW
- Light industrial as RR buffer - 4 stories to block noise
- Park & garden for senior housing

- Deli/bakery - small-scale
- Senior housing near hospital
- Parking lot for visitors
- Housing over retail (senior housing over retail)
- Shops/plaza in SE corner
- Industrial - surface [parking]
- On-site senior housing - tuck-under [parking]
- Car wash stays
- Additional parking at 32nd intersection
- Housing over community spaces
- Flex space and green space buffer for the railroad
- Trees of a larger size and properly placed
- Sound barrier
- Higher density housing

General Comments from the Community Workshop about the McFarland Site:

- Save Centennial dogwood trees (in pocket park on corner of 37th and Monroe)
- Jefferson St extension
- New internal streets
- 6-story aquaponic farming along the tracks
- Keep pocket park on corner of 37th and Monroe
- Make a bigger bike/ped trail parallel to tracks
- Neighborhood park or sports facility (community-based – soccer or tennis)

Input from PAC Meeting #7:

- Dedicated bike/ped pathway to connect to other parts of the city
- 32nd need improvements, sidewalks and bike paths are needed
- Milwaukie Bowl is an area for new development, possible redevelopment
- The neighborhood has potential for redevelopment
- The area to the north (housing authority) should be redeveloped
- Lots of parking, maybe reduce the parking

standards

- Identity = the shopping area
- Problem is connections for all modes of transport
- Oak St is not good for pedestrians
- 224 is clear a major barrier as is the railroad
- Live work or redevelopment
- Identity = retail, shopping, medical, some recreation (bowling)
- Connection of 4 neighborhoods – family oriented to draw in people
- Recreational opportunities on the McFarland site. Outdoor courts?
- Auto centric, designed for cars
- Sidewalk improvements should be more open and park like, setbacks are important, not parking but open space
- Possible community center on the McFarland site
- Central Milwaukie is all about convenience! One stop shopping
- Crossing 224 is very difficult to pedestrians
- Tree area owned by the RR is probably not developable but its empty
- The Providence Hospital vacant lot is good for redevelopment
- Bowling alley and gas station could be redesigned or redeveloped
- The residential area could convert to live-work
- The area is a necessity, it's convenient
- The identity that it is really not so bad
- Potential for food carts or events
- Higher quality retailers would be nice

Key Questions Exercise During PAC Meeting #7:

1. What are the major landmarks and activity areas here?

- Hwy 224 – barriers to bikes and pedestrians; prevents people from continuing to downtown or to outside areas; lights and access; concerns about walk signal length; per TSP all three Hwy 224 intersections need improvement

- 37th and Railroad not a ped/bike friendly area; getting into Marketplace is difficult
- Railroad crossings are barriers and difficult for bikes and peds
- Monroe St – more stop signs; longer signal
- 32nd to Oak St needs improvement – N/S connection
- 37th and Oak St main access to services but difficult access
- Bike Connections - No bike connection from north downtown into central Milwaukie via 32nd Ave; want for bike path along tracks from 29th Ave (end of bikeway) to Railroad Ave; general need for more connections
- Better connections with downtown for specialty retail, etc.
- Connections through Murphy site – issue at Harrison St.

2. Are there other development opportunities besides the Murphy and McFarland sites?

- Residential area, housing block/more intense housing, cottage cluster/incubator space
- Providence Hospital area: parking lot, co-locate medical/hospital support services
- Milwaukie Bowl/Oak St area – redevelopment/something bigger? Better cross access
- Hillside Park redevelopment
- Vacant site south of marketplace on 37th
- Upgrade 32nd to encourage more activity
- Comments: Need for public spaces and recreation facilities for community; high parking standards and regulation impediment

3. What is the identity of this area? What can help create identity here?

Identity:

- Convenient, everyday commercial area: shopping, medical offices, restaurants
- Family-oriented area: bowling, shopping, Mike's Drive-In
- Nexus of four neighborhoods: like a hub or junction for Milwaukie
- Car-centric, boring, one-stop necessity area

What could help create more identity:

- More accessible and friendlier for pedestrians and bikes; less car-centric
- More density and activity: higher-quality businesses, food carts or other draw, events, focal point (like the Bomber)
- Residential housing block, neighborhood hub
- Wider, more parkway-like sidewalks and features; landscaping along building frontages

Input from PAC Meeting #8:

Discussing the guiding principles and the fundamental concepts.

Live polling, 12 respondents

Guiding Principles

1. Foster a sense of place in Central Milwaukie, promote an identity and a vision.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 67% | 8 |
| Somewhat support | 25% | 3 |
| Neutral | 8% | 1 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

2. Maintain and improve Central Milwaukie as the City's primary commercial center.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 58% | 7 |
| Somewhat support | 33% | 4 |
| Neutral | 8% | 1 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

3. Enhance the area's value to the community?

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 64% | 7 |
| Somewhat support | 9% | 1 |
| Neutral | 27% | 3 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |

Totals 100% 11

4. Enhance economic opportunities in the area.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 75% | 9 |
| Somewhat support | 25% | 3 |
| Neutral | 0% | 0 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

5. Add residential uses to create a district that is lively and active.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 50% | 6 |
| Somewhat support | 33% | 4 |
| Neutral | 8% | 1 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 8% | 1 |
| Totals | 100% | 12 |

6. Maintain an overall character complementary to and protective of surrounding neighborhoods.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 42% | 5 |
| Somewhat support | 25% | 3 |
| Neutral | 33% | 4 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

Fundamental Concepts

1. Improve access to and within the area for pedestrians, cyclists and vehicles.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 58% | 7 |
| Somewhat support | 25% | 3 |
| Neutral | 17% | 2 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

2. Facilitate development of the Murphy and McFarland opportunity sites.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 83% | 10 |
| Somewhat support | 8% | 1 |
| Neutral | 8% | 1 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

3. Promote high-quality, human-scale urban design that is complementary to the surrounding area.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 58% | 7 |
| Somewhat support | 25% | 3 |
| Neutral | 17% | 2 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

4. Integrate a range of housing types into new mixed use development.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 42% | 5 |
| Somewhat support | 17% | 2 |
| Neutral | 25% | 3 |
| Somewhat oppose | 17% | 2 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

5. Improve connectivity within the district with easily-accessible multimodal pathways that are safe and attractive.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 55% | 6 |
| Somewhat support | 9% | 1 |
| Neutral | 27% | 3 |
| Somewhat oppose | 9% | 1 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 11 |

6. Improve external connections to the district.

| Responses | Percent | Count |
|------------------|---------|-------|
| Strongly support | 58% | 7 |
| Somewhat support | 8% | 1 |
| Neutral | 33% | 4 |
| Somewhat oppose | 0% | 0 |
| Strongly oppose | 0% | 0 |
| Totals | 100% | 12 |

Map Exercise

Post it notes and markers next to maps of the transportation/circulation diagram and the proposed land use and urban design diagram.

Transportation/Circulation Diagram

Comments:

- Concerned about additional crosswalk across Oak St from Oak St Square to Milwaukie Marketplace, it's dangerous to pull out in a car already.

Transportation Projects Comments:

- Add marked pedestrian crosswalk and phasing to the west of the intersection at Harrison St and 32nd Ave "This would be safe for pedestrians, right turn from 32nd onto Harrison."
- I feel like there is a lot of discussion about bike and pedestrian improvements but there are vehicular safety improvements to consider too.
- Railroad Property; don't do anything to encourage trespassing on the railroad tracks.
- Improve pedestrian crossings between Oak St Square and Milwaukie Marketplace. "Too dangerous for pedestrians to cross Oak St from Milwaukie Marketplace."

Land Use and Urban Design Diagram

Comments:

- Murphy Site: Screen commercial and flex space from Clackamas County Housing Authority units.
- Return ROW of 31st St to the owner if the road is closed when development occurs.
- Murphy Site: Do we need more than one way for bikes to travel? Can't they have their own pathway through the site?
- Both Murphy and McFarland Sites: Do not bring buildings to the sidewalk, leave space for plantings, grass and landscaping.
- McFarland Site: I dislike the idea of multifamily housing so close to the railroad tracks.
- Split Monroe bikes off Oak, use Harrison/Railroad east bound and 32nd to Harrison west bound.
- McFarland Site: It's very important to apply the residential edge treatment. It should improve livability, not detract.

Land Use and Urban Design Concepts

Comments:

- Maintain lawn, landscaping and plantings between buildings and sidewalk.
- Apply Flex/Industrial Overlay to a portion of the Murphy site. Change to: "Apply Flex/Industrial Overlay all the way to Harrison on the Murphy site."

Stakeholder Input

Coordination between private property owners, neighborhood and community stakeholders and the City Council is important to the success of the Central Milwaukie. Engagement between these groups early on in the planning process means that issues and concerns were identified and addressed early on, mitigating problems down the road. The City conducted numerous stakeholder interviews to gain insight into the needs of property owners, community groups and key stakeholders and to gather ideas for how the opportunity sites can be developed to help meet their needs and concerns.



Central Milwaukie Land Use & Transportation Plan

City of Milwaukie
March 2015

THIS IS TO NOTIFY YOU THAT THE CITY OF MILWAUKIE HAS PROPOSED A LAND USE REGULATION THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

(Land Use File #CPA-2015-001/ZA-2015-001)



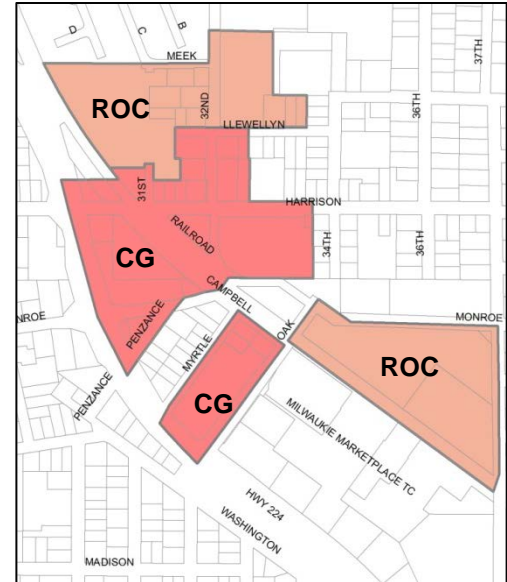
MILWAUKIE
Dogwood City of the West

WHY THE CITY IS SENDING THIS NOTICE

State law requires cities to inform property owners about proposed land use regulation changes that may affect what development projects or uses can be constructed or allowed on their property. The proposed changes affect properties within the CG and ROC zones of central Milwaukie zones (*shown on map at right*). This notice is being sent to owners of property in the central Milwaukie project area, and to tenants in central Milwaukie buildings. The City of Milwaukie has determined that adoption of this ordinance may affect the permissible uses of your property, and other properties in the affected zone, and may change the value of your property.

HOW THE PROPOSED REGULATIONS MIGHT AFFECT YOUR PROPERTY

The land use regulations will revise the standards for development and design in central Milwaukie, as well as land use review procedures for new development or additions. If you are considering development or redevelopment of a property in central Milwaukie, the proposed regulations may affect the standards the project is subject to and the process it would have to go through to gain approval.



WHY THE CITY IS PROPOSING NEW REGULATIONS

Central Milwaukie is a key commercial area in the City. At the nexus of key transportation routes and adjacent to several of Milwaukie's established neighborhoods, new development in Central Milwaukie needs to utilize this central location effectively and contribute to broader community goals. As a result, the City is proposing to change its land use regulations, which are located in Title 19 of the Milwaukie Municipal Code, to revise the City's central Milwaukie use, development, and design standards and land use review procedures to remove barriers to realizing the community's vision for the area.

THE PUBLIC PROCESS TO DATE

City Council directed the City's Planning Department to begin this project in early 2013. These proposed regulations are the result of a 16-month long project to update the City's regulations and land use review procedures in central Milwaukie. To date, City staff has conducted interviews with community members; held two public events; and provided 2 staff updates to the Planning Commission. In September 2013, staff convened an 18-member project advisory committee (PAC) to guide the project policy. A full description of public outreach activities to date is located at www.milwaukieoregon.gov/planning/community-involvement-and-outreach-0. Although a great deal of work has been done, the project is ongoing and there are still opportunities for participation and comment.

HOW TO LEARN MORE ABOUT THE PROPOSED REGULATIONS

- Project information is available at <http://www.milwaukieoregon.gov/planning/central-milwaukie-land-use-and-transportation-plan>.
- The proposed regulations, all supporting documents, and all applicable City ordinances are available for inspection at the Johnson Creek Facility (6101 SE Johnson Creek Blvd), or online at <http://www.milwaukieoregon.gov/planning/central-milwaukie-land-use-and-transportation-plan>. Copies of the materials are available for purchase at a reasonable cost.

WHO TO CONTACT WITH QUESTIONS

Vera Kolias, Associate Planner
Planning Department
6101 SE Johnson Creek Blvd, Milwaukie, OR 97206
Email: koliasv@milwaukieoregon.gov / Phone: 503-786-7653

SUMMARY OF PROPOSED CHANGES

- The CG and ROC zones in central Milwaukie would be combined into one General Mixed Use (GMU) zone
- The regulations apply to new construction and street-facing additions in the GMU zone.
- Expand the range of uses permitted throughout the area, including mixed-use development.
 - Allow residential development throughout central Milwaukie
 - Apply a Flex Space Overlay to a portion of the Murphy site to allow for additional employment uses, such as light industrial.
- Proposed revisions to development standards include:
 - Prohibit off-street parking in front of buildings
 - Maximum setbacks
- Proposed revisions to design standards include:
 - New pedestrian-friendly design features for new buildings
 - New requirements for ground floor windows and doors
 - New commercial street edge standards to development adjacent to 32nd Ave and a portion of Harrison St.
 - New residential street edge standards to development adjacent to a portion of Monroe St and a portion of 37th Ave.
- Proposed revisions to land use review procedures include:
 - Rezone the Murphy and McFarland "opportunity sites" to a new General Mixed Use zone rather than the current Residential-Office-Commercial R-O-C with a Mixed-Use Overlay MU.

HOW TO COMMENT ON THE PROPOSED REGULATIONS

The Milwaukie Planning Commission will hold a public hearing on the proposed changes (Land Use File #CPA-2015-001/ZA-2015-001) at the date, time, and location listed below:

Date: Tuesday, April 28, 2015
Time: 6:30 p.m.
Location: Milwaukie City Hall – 10722 SE Main Street – Council Chambers, 2nd floor

The materials provided to the Planning Commission for the hearing will be available at 8:00 a.m. on Wednesday, **April 21, 2015**, at the Planning Department (6101 SE Johnson Creek Blvd), Ledding Library (local information shelf), City Hall (10722 SE Main St), and online at <http://www.milwaukieoregon.gov/planning/planning-commission-125>. If the Planning Commission recommends approval, the proposed regulations will be considered for adoption by the Milwaukie City Council at a future public hearing. If necessary, an additional Planning Commission hearing is tentatively scheduled for **May 12, 2015**.

The Planning Commission is interested in hearing your comments on this proposal. You are invited to attend the hearings and/or submit written comments to the Planning Department at koliasv@milwaukieoregon.gov before the hearing begins. You may also submit written comments or present verbal testimony at the hearings.

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.

THIS IS TO NOTIFY YOU THAT THE CITY OF MILWAUKIE HAS PROPOSED A LAND USE REGULATION THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

(Land Use File #CPA-2015-001/ZA-2015-001)



MILWAUKIE
Dogwood City of the West

WHY THE CITY IS SENDING THIS NOTICE

State law requires cities to inform property owners about proposed land use regulation changes that may affect what development projects or uses can be constructed or allowed on their property. The proposed changes affect properties of greater than 3 acres. This notice is being sent to owners of affected property city-wide. The City of Milwaukie has determined that adoption of this ordinance may affect the use and permitting process of your property, and may change the value of your property.

HOW THE PROPOSED REGULATIONS MIGHT AFFECT YOUR PROPERTY

The land use regulations will revise the land use review process for proposed development on sites greater than 3-4 acres. A new requirement for a preliminary circulation plan on sites of 3-4 acres and larger, and subject to Type II review, is proposed. If you are considering development or redevelopment of a site that is at least 3 acres in size, the proposed regulations may affect the process it would have to go through to gain approval. NOTE: The exact minimum size will be determined through the public hearing process.

WHY THE CITY IS PROPOSING NEW REGULATIONS

In order to guide site development on large sites of greater than 3-4 acres, the proposed language requires a pre-development on-site conceptual circulation plan for development subject to Development Review. The proposed language requires a plan that addresses site access, connectivity, and internal circulation. As a result, the City is proposing to change its land use regulations, which are located in Title 19 of the Milwaukie Municipal Code, to revise the City's land use review procedures.

THE PUBLIC PROCESS TO DATE

These proposed regulations are the result of a 16-month long project to update the City's regulations and land use review procedures in central Milwaukie. A project advisory committee meeting and a Planning Commission discussion specifically addressed the proposed amendments. A full description of public outreach activities to date is located at www.milwaukieoregon.gov/planning/community-involvement-and-outreach-0. Although a great deal of work has been done, the project is ongoing and there are still opportunities for participation and comment.

HOW TO LEARN MORE ABOUT THE PROPOSED REGULATIONS

- Project information is available at <http://www.milwaukieoregon.gov/planning/central-milwaukie-land-use-and-transportation-plan>.
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HOW TO COMMENT ON THE PROPOSED REGULATIONS

The Milwaukie Planning Commission will hold a public hearing on the proposed changes (Land Use File #CPA-2015-001/ZA-2015-001) at the date, time, and location listed below:

Date: Tuesday, April 28, 2015

Time: 6:30 p.m.

Location: Milwaukie City Hall – 10722 SE Main Street – Council Chambers, 2nd floor

SUMMARY OF PROPOSED CHANGES

- Proposed revisions to land use review procedures:
 - Create a new section 19.504.11 Preliminary Circulation Plan, which would apply to development on sites 3-4 acres and larger that are subject to Development Review per MMC 19.906 and are either:
 1. Vacant
 2. The proposed new development or redevelopment will result in reconfiguration of the transportation and development pattern for >50% of the site.
 - A new Preliminary Circulation Plan or a revision to an approved Preliminary Circulation Plan are proposed to be subject to Type II review per Section 19.1005.

The materials provided to the Planning Commission for the hearing will be available at 8:00 a.m. on Wednesday, **April 21, 2015**, at the Planning Department (6101 SE Johnson Creek Blvd), Ledding Library (local information shelf), City Hall (10722 SE Main St), and online at <http://www.milwaukieoregon.gov/planning/planning-commission-125>. If the Planning Commission recommends approval, the proposed regulations will be considered for adoption by the Milwaukie City Council at a future public hearing. If necessary, an additional Planning Commission hearing is tentatively scheduled for **May 12, 2015**.

The Planning Commission is interested in hearing your comments on this proposal. You are invited to attend the hearings and/or submit written comments to the Planning Department at koliasv@milwaukieoregon.gov before the hearing begins. You may also submit written comments or present verbal testimony at the hearings.

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.

MEMORANDUM

Daniel Heffernan Company2525 NE Halsey Street
Portland, OR 97232

DATE: April 10, 2015
TO: Denny Egner, Milwaukie Planning Director
Vera Kolas, Associate Planner
FROM: DJ Heffernan
SUBJECT: Central Milwaukie Flex Space Overlay Zone Recommendations

In my capacity representing Mr. John Murphy, the owner of the Murphy Opportunity site in Central Milwaukie, I am submitting this memorandum with comments and recommendations for the City of Milwaukie's proposed development rules for the Murphy Property.

First, we support rezoning the property to General Mixed Use (GMU) with an overlay that would allow light industrial/flex land uses on portions of the site. We are concerned about several provisions in the proposed flex-overlay zone, however, and offer the following recommendations.

1. Do not require that development approved under the flex overlay front a public street. This would severely constrain the ability to develop flex space buildings on the Murphy to the point that is unlikely any such development would occur.
2. Alter the design and development standards for the Flex-overlay zone per the attached tables. As I read the proposed code, the GMU design and development standards apply unless the flex zone includes alternative standards. So these separate standards for the flex overlay zone would have no effect on applications that come forward under the GMU zone. They would only apply to applications for approval under the flex overlay zone.
3. Alter the overlay zone district boundary by pushing it back 100' (1/2 block) from 32nd Avenue. This avoids local concerns for the "public face" for buildings that front 32nd.
4. In the event the City seeks some reassurance that development in the flex-overlay is primarily employment related, limit permitted uses in that zone to warehousing, light manufacturing and fabrication, auto service/ repairs, display showrooms, etc. Prohibit approval of residential, stand-alone office / professional buildings, and retail uses that are allowed outright in the GMU zone.

We also recommend that the City delete references in the Milwaukie Comprehensive Plan to the Town Center Master Plan so as not to leave any reference in the plan to the soon to be defunct TC Plan for the Murphy site. We are concerned that keeping a reference to that plan designation could be used to challenge future land use applications that do not conform to the old plan. Specifically, delete references to the T.C. Plan in:

- Chapter 4 - Housing Element, Objective 2, Policy #7(a);
- Economic Base and Industrial/Commercial Element, Objective 1, Policy #10.

MEMORANDUM

Finally, please alter the wording in the Comprehensive Plan, Economic Base and Industrial/Commercial Element under Objective #16 – Central Milwaukie, Policy #3 to say, “Future development of the Murphy opportunity site may ~~will~~ be guided by the Flex Space Overlay, which...”

MEMORANDUM

Development Standards – General Mixed Use vs. Flex Overlay

| | <i>General Mixed Use (GMU)</i> | | <i>Flex Space Overlay (FSO) - Proposed</i> |
|------------------|---|--|--|
| Minimum Lot Size | 1500 sq ft+ | | Same as GMU |
| Frontage | 25' of building must abut a public street | | No required public street frontage. |
| Setbacks | No minimum; 20' max | | No minimum or maximum |
| | Clear Vision Areas (see below) | | |
| | Areas between building and sidewalk, if any, must be landscaped | | 3' landscape buffer between sidewalks and site improvements |
| | Landscaped areas may include plazas, courtyards, terraces, etc | | Same as GMU |
| | No parking between building front and the street. Parking may be located to the side or behind buildings. | | Parking allowed in front of buildings. Parking may be located to the side or behind buildings. |
| FAR | minimum 0.5 (for non-residential) | | No minimum; no maximum. |
| | may be calculated based on contiguous project parcels | | Same as GMU |
| | FAR must be met for each developed phase | | Same as GMU |
| Building Height | 3 stories or 45' | | Is this relevant to flex space? |
| | 1 story/12' height bonus for buildings with 25% gross floor area devoted to residential | | |
| | 1 story/12' height bonus for ANSI green building | | |

MEMORANDUM

| | | | |
|-------------------|--|--|--|
| Primary entrances | General Mixed Use (GMU) | | Flex Space Overlay (FSO) - Proposed |
| | Must face an abutting public street | | May be located to suit tenant needs. |
| | If multiple buildings, entrances may front a common plaza, courtyard, or walkway that is connected to the street frontage. | | OK? |
| Lot Coverage | 85% of lot area (maximum) | | Same as GMU |
| Landscaping | 15% of total lot area | | Same as GMU |

Design Standards: GMU vs. Flex Overlay

| | | | |
|-------------------|--------------------------------|--|--|
| | General Mixed Use (GMU) | | Flex Space Overlay (FSO) - Proposed |
| Clear Vision Stds | Hand out | | Same as GMU |
| Building Design | 19.508 | | 19.508 does not apply. |
| | | | Building façade may be of uniform character. |
| | | | Glazing - 25% of 1st floor front |
| | | | Doors - Primary entry oriented to primary street/roadway; side entrances allowed to meet tenant needs; roll-up doors /loading docks allowed to meet tennant needs. |
| | | | No requirement for 45-degree orientation on corners. |
| | | | Building Material ratio 65% primary minimum/35% secondary maximum only applies to the building front. Side and rear materials may be of any primary or secondary material. |

MEMORANDUM

General Mixed Use (GMU)

Flex Space Overlay (FSO) - Proposed

Materials table - add poured/pre-cast concrete, concrete block and fibre-reinforced concrete panels to primary list.

Weather protection over entrances only. Not loading docks, bays, or other parts of the building.

Roofs - flat, shed, gabled; Exterior walls should extend 18" above roof elevation; no eaves are required for sloped roofs.

Screening required for rooftop equipment setback less than 12' from building edge.

Public/private open space is not required

Type III design review variance by MDLC for projects that do not meet design stds.

| | | | |
|------------------|--|--|--|
| Circulation Plan | Required for projects over 3 acres (Type 2 review) | | Required for projects over 3 acres (Type 2 review) |
| | Conceptual internal circulation plan | | Conceptual internal circulation plan |
| | Proposed access points (should align with city grid) | | Proposed access points (should align with city grid) |