

PLANNING DEPARTMENT  
6101 SE Johnson Creek Blvd  
Milwaukie OR 97206

PHONE: 503-786-7630  
FAX: 503-774-8236  
E-MAIL: [planning@milwaukieoregon.gov](mailto:planning@milwaukieoregon.gov)

# Application for Land Use Action

Master File #: WG-2017-003, NR-2017-002

Review type\*:  I  II  III  IV  V

## CHOOSE APPLICATION TYPE(S):

Willamette Greenway Review

Natural Resource Review

...

...

...

### Use separate application forms for:

- Annexation and/or Boundary Change
- Compensation for Reduction in Property Value (Measure 37)
- Daily Display Sign
- Appeal

## RESPONSIBLE PARTIES:

**APPLICANT** (owner or other eligible applicant—see reverse): Rick Buen - City of Milwaukie

Mailing address: 6101 SE Johnson Creek Blvd, Milwaukie, OR Zip: 97206

Phone(s): 503-786-7602 E-mail: [buenr@milwaukieoregon.gov](mailto:buenr@milwaukieoregon.gov)

**APPLICANT'S REPRESENTATIVE** (if different than above): Randy Reeve and Aaron Sherwood

Mailing address: 4790 NW Anthony Place, Albany, OR Zip: 97321

Phone(s): 541-231-9475 E-mail: [rreeve@reevesherwood.com](mailto:rreeve@reevesherwood.com)

## SITE INFORMATION:

Address: 11211 SE McLoughlin Blvd, Milwaukie, OR 97222 Map & Tax Lot(s): 11E35AD-01000

Comprehensive Plan Designation: P Zoning: OS Size of property: 1.46 Acres

## PROPOSAL (describe briefly):

The proposed project will replace the Kellogg Creek Bridge (BR #22142), as well as make additional improvements to the crossing, in Milwaukie Riverfront Park.

## SIGNATURE:

**ATTEST:** I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: 

Date: 07-06-17

## IMPORTANT INFORMATION ON REVERSE SIDE

**RESET**

\*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

**WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION** (excerpted from MMC Subsection 19.1001.6.A):

**Type I, II, III, and IV** applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

**Type V** applications may be initiated by any individual.

**PREAPPLICATION CONFERENCE:**

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

**REVIEW TYPES:**

This application will be processed per the assigned review type, as described in the following sections of the Milwaukie Municipal Code:

- Type I: Section 19.1004
- Type II: Section 19.1005
- Type III: Section 19.1006
- Type IV: Section 19.1007
- Type V: Section 19.1008

**THIS SECTION FOR OFFICE USE ONLY:**

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file		\$			\$	RECEIVED JUL _ 7 2017 CITY OF MILWAUKIE PLANNING DEPARTMENT
Concurrent application files		\$			\$	
		\$			\$	
		\$			\$	
		\$			\$	
<b>SUBTOTALS</b>		\$		\$		
<b>TOTAL AMOUNT RECEIVED: \$</b>		<b>RECEIPT #:</b>		<b>RCD BY:</b>		
<b>Associated application file #s</b> (appeals, modifications, previous approvals, etc.):						
<b>Neighborhood District Association(s):</b>						
<b>Notes:</b>						

\*After discount (if any)

## **INTRODUCTION**

This document fulfills the application requirements for a land use application to the City of Milwaukie for the Kellogg Creek Bridge Emergency Replacement Project, located within Riverfront Park. This document supports the concurrent review of this project in regards to the following:

- Willamette Greenway Review (Type III)
- Natural Resource Review (Type III)

This document summarizes the work to be done for this project and its compliance with the approval criteria and development standards of the Milwaukie Municipal Code (MCC) Sections 19.401 (Willamette Greenway Zone) and 19.402 (Natural Resources). Compliance with these criteria and standards is outlined both in this document and the following attached appendices:

- Impact Evaluation and Alternatives Analysis (Appendix A)
- HCA Mitigation Plan (Appendix B)
- Willamette Greenway Vegetation Buffer Plan (Appendix C)
- Construction Management Plan (Appendix D)
- Erosion Control Plan (Appendix E)

## **PROJECT NARRATIVE**

### **Existing Uses**

This project will replace an existing bridge within Riverfront Park that connects the main parking lot and boat ramp to the boat trailer parking area. The south bank of Kellogg Creek was damaged during a recent high-water event and the resulting scour and erosion issues are threatening the integrity of the bank itself, a sanitary infrastructure access point and the south end of the existing bridge.

### **Proposed Uses**

The proposed uses of the project area post-project are essentially unchanged. The new bridge will still serve to connect the two parking lots, but will also incorporate a pedestrian crossing as part of the bridge. The south bank will be stabilized and restored to a more natural condition and will contain elements that will increase fish habitat and usage within the Kellogg Creek-Willamette River confluence.

### **Proposed Construction**

The proposed construction of the Kellogg Creek Bridge Emergency Replacement Project will help correct the current scour and erosion issues that have damaged the south bank and the area around the sanitary manhole cover by doing bank stabilization and adding fish habitat structures and vegetation. The project will also create a more efficient and aesthetically appropriate crossing within Milwaukie Riverfront Park. The project will involve the following:

- Construction of protective fencing and installation of required erosion control measures.
- Construction of a new structure with abutments outside of the ordinary high water and scour influence of Kellogg Creek Bridge including new structure, impact panels, bridge rails, wing walls, etc.
- Reconstruction of approaches to allow easier access for boat trailers onto the new bridge.
- Approach reconstruction includes: reconstruction of roadway (curbs, asphalt, etc.), drainage, illumination and pedestrian facilities as well as restoration of traffic signal infrastructure, restoration and mitigation for disturbance to natural resources and water quality requirements.

- Widen structure to accommodate wider travel lanes and installation of 8' sidewalk on downstream side connecting both parking lots with overlook and parking area.
- Design and construction of a new 10" waterline within the new structure and abandonment of the existing waterline on the old structure.
- Reconstruction of currently over-steepened south bank between the existing bridge and the existing soldier pile wall, reestablishing the bank around the sanitary sewer manhole and raise the manhole cover and providing streambank improvements.
- Establish vegetation onto streambanks similar to previously approved Riverfront Park planting guidelines. (Plan Sheets 5 and 5A and Riverfront Park Planting Plan sheets).
- Isolation and fish removal for any areas where in-water work will occur.
- Placement of three (3) multi-log structures to enhance fish usage in Kellogg Creek (discussed and approved by ODFW).
- Construct temporary sheet pile wall from the Highway 99 bridge over to re-sloped streambank. (see Plan Sheet 7). This sheet pile wall is to hold back Highway 99 embankment temporarily since we are moving the new bridge downstream slightly, moving the end abutments further away from the creek and fully removing the old bridge. Currently, the Kellogg Creek Bridge abutments are containing the Hwy 99 fill. This sheet pile will be removed when ODPT reconstructs the Hwy 99 Bridge.
- Remove old structure and abutments and then restore streambanks and vegetate the area.
- Planting and seeding the areas and then, once established, removing all of the protective fencing and erosion control measures.

This work will be done all below the 100- year flood elevation since the current bridge is below this elevation (~36' NAVD 88). The project does impact some of the previously planted vegetation which will be dug up if impacted and then replanted after construction is complete. Some low quality vegetation on the south bank which is within the vegetation buffer for Kellogg Creek will be impacted as the over-steepened bank is worked on but the area will be fully replanted as previously described. The end product will be a well-vegetated streambank and improved habitat due to the placement of large woody debris (LWD) in three large structures at the toe of slope on the south bank. The removal of the old bridge abutments from the edge of the active channel will also improve the function of the creek at this location by widening the streambed.

## **COMPLIANCE WITH APPROVAL CRITERIA AND DEVELOPMENT STANDARDS**

The property on which this portion of the Kellogg Creek Bridge Emergency Replacement Project will take place is zoned Open Space (OS) and is within the Willamette Greenway and Natural Resources overlays. Therefore, the project work will need to be in compliance with or exempted from the base zone standards given in MMC Section 19.300, the Willamette Greenway standards given in MMC Section 19.401 and the Natural Resources standards in MMC Section 19.402. Compliance with or exemption from the approval criteria and development standards are discussed below.

### **Base Zone Standards (19.300)**

The project addressed in this application consists of replacement of the current bridge and bank stabilization and restoration activities within an existing park. The Open Space Base Zone standards do not directly address projects of this nature, as this project is not technically a structure and not listed in Table 19.304.2, nor does it fall under prohibited or non-conforming uses.

### **Willamette Greenway (19.401)**

The approval criteria given in MCC 19.401.6 are met as follows:

- A. *Whether the land to be developed has been committed to an urban use, as defined under the State Willamette River Greenway Plan* – The land on which this project takes place has already been approved for park use.
- B. *Compatibility with the scenic, natural, historic, economic, and recreational character of the river* – The project will not create any perceptible change to the historic, economic or recreational character of the river. The scenic and natural character of both the Willamette River and Kellogg Creek will be enhanced, however, by this project. Along with the bank stabilization and restoration activities done on the south bank of Kellogg Creek, the widening of the stream banks directly underneath the new bridge will result in lower velocities for Kellogg Creek and makes is much more conducive for fish species use. The south bank activities will include large woody debris (LWD) and other elements to increase fish habitat. The stabilization and restoration of the scoured and eroded portions of stream bank within the project area will enhance views from the Willamette River.
- C. *Protection of views both toward and away from the river* – The character and aesthetic value of the views toward and away from the river will not be substantially altered by this project. Any impact will likely be positive due to the aesthetic design elements incorporated into the bridge (see Plan Sheets 9 and 10) and the restoration of the south bank area. Any disturbance of the stream banks directly associated with the bridge replacement will be returned to natural conditions.
- D. *Landscaping, aesthetic enhancement, open space and vegetation between the activity and the river, to the maximum extent practicable* – The removal of the existing bridge and construction of the new bridge will result in the following: removal of the vertical concrete end-abutments from the waterway, a widening of the portion of the waterway directly beneath the new bridge, and placement of rock for bank stabilization to address scour issues directly beneath the new bridge. The streambanks directly adjacent to the new bridge will be replanted in accordance with the approved planting plan of the Riverfront Park Plan. The new bridge will incorporate aesthetic elements such as stained rock façade, decorate concrete rail and incorporation of the current bridge illumination. The stabilization and restoration of the south bank area will result in a more natural and aesthetically pleasing stream bank environment.
- E. *Public access to and along the river, to the greatest possible degree, by appropriate legal means* – The bridge in question is necessary to provide public access to the boat ramp and other elements of Riverfront Park. If this project is not under taken, this access is in jeopardy. Construction schedule and planning has been structured to inhibit public access as minimally as possible. The bank stabilization and restoration activities on the south bank should have no impact on public access.
- F. *Emphasis on water-oriented and recreational uses* – The project helps ensure “water-oriented and recreational uses” remain possible at this location by decreasing the chances of complete stream bank failure.

- G. *Maintain or increase views between the Willamette River and downtown* – This project will maintain the current view between the Willamette River and downtown.
- H. *Protection of the natural environment according to regulations in Section 19.402* – The attached appendices will be followed in order to meet the approval criteria and standards of MCC 19.402. In-water work will follow ODFW guidelines and will involve isolation and fish removal if necessary. Project area will be re-planted in accordance with the Riverfront Park Planting Plan. All disturbed soils will be returned to original or enhanced conditions.
- I. *Advice and recommendations of the Design and Landmark Committee, as appropriate:* No advice or recommendations from the Design and Landmark Committee were received for this specific project.
- J. *Conformance to applicable Comprehensive Plan policies* – This project will conform to the “Open Spaces, Scenic Areas and Natural Resources” element of the Environmental and Natural Resources portion of the Comprehensive Plan. The project will create no new negative impacts to the resources of Kellogg Creek. The rock placed directly beneath the new bridge will protect the stream banks from the erosion and scour that is happening currently. The widening of the waterway beneath the new bridge will reduce the velocity of Kellogg Creek at the point, making the confluence of Kellogg Creek and the Willamette River more conducive to the development of fish habitat. The project will restore areas of the waterway immediately adjacent to the new bridge to a more natural state and will repair the erosion and scour issues occurring in the vicinity. Placement of the LWD in the south bank area will improve fish habitat within Kellogg Creek. In-water work will occur in accordance with Oregon Department of Fish and Wildlife (ODFW) timing requests.
- K. *The request is consistent with applicable plans and programs of the Division of State Lands* – This project does include removal-fill activities within the waters of the state and the appropriate permits from the Oregon Department of State Lands U.S. Army Corps of Engineers will be acquired before any remove-fill activities take place within Kellogg Creek.
- L. *A vegetation buffer plan meeting the conditions of Subsections 19.401.8A through C.* – This project falls within the Riverfront Park Plan and will be subject to the Vegetation Buffer Plan included in that project for this specific area. In addition, while some minor removal of vegetation will occur during this project, the overall gist of the project is to actually restore vegetation that has been lost due to erosion, scour and past development practices. Planting throughout this area will be done in accordance with the Riverfront Park Planting Plan.

### **Natural Resources (19.402)**

It has been determined by the City of Milwaukie that, per MCC 19.402.4(A.3.) that the bridge replacement portion of project is exempt from the regular Natural Resources criteria review. This portion of the project has been deemed an emergency action due to the nature of the scour and erosion activity that has taken place within the project area and that is threatening various elements of City of Milwaukie public access and sanitary infrastructure. Any “impacts to the designated natural resource resulting from [this] emergency action” will be repaired in such a way to meet the Willamette Greenway criteria above. **However, in order to meet MCC 19.401.6H, both portions of the project will addressed in the Natural Resources plans and analysis.**

### **Approval Criteria**

Compliance with the requirements of MCC 19.402.12 are discussed in the Kellogg Creek Bridge Emergency Replacement in the attached Impact Evaluation and Alternatives Analysis (Appendix A), HCA Mitigation Plan (Appendix B) and Willamette Greenway Vegetation Buffer Plan (Appendix C). It is not possible to avoid some minor initial impact to the natural resources. However, all these impacts will be minimized and mitigated. Due to the nature of the bank stabilization and restoration activities associated with this project, this project will result in a net improvement and restoration of the natural resources within the project area.

### **Development Standards**

Compliance with the standards of MCC 19.402.11 is outlined in the attached Impact Evaluation and Alternatives Analysis (Appendix A), HCA Mitigation Plan (Appendix B), Willamette Greenway Vegetation Buffer Plan (Appendix C), Construction Management Plan (Appendix D) and Erosion Control Plan (Appendix E).

## **APPENDIX A: IMPACT EVALUATION AND ALTERNATIVE ANALYSIS**

The City of Milwaukee conducted an alternative analysis and concluded that the Kellogg Creek Bridge needed to be replaced (per the Milwaukee Riverfront Park Bridge Report). The city then put this project out to bid as a design-build project. The various teams looked at the proposed project and developed various methods and designs on building this bridge and stabilizing the over-steepened and eroding streambank. The City of Milwaukee picked the HP Civil team as having the best way to address all of the various issues. The team analyzed various bridge designs and concluded that lengthening the bridge and lowering the profile as low as possible was the best alternative. Widening the bridge was also looked at and by doing so it allowed pedestrian better access to the boat parking area. The bridge will be 8 feet wider so as to accommodate a sidewalk outside of the travel lanes.

The impacts of these actions are a bridge foot print that is closer to the Willamette River by approximately 35 feet. The benefit of this design is that the stream will not be restricted as it currently is by the old bridge end abutments that are currently on the edge of the water. The new end abutments will be way outside of the active channel and the stream banks will be sloped back to allow for unrestricted flow. The old bridge structure will be fully removed and, due to the high amount of erosion that is occurring, the banks will have rock placed so as to eliminate bank erosion. The current manhole on the sewer line will be raised and the area around it fortified with rock.

The streambanks downstream on this feature were looked at for various ways of stabilization methods. Full rock from toe of slope to top was looked at, but this method would not allow for native vegetation to be reestablished effectively. A fully bio-engineered hillside was looked at but due to the large volume of water the concern here was the high failure rate would be likely. A compromise was finally agreed to that incorporated rock and large woody debris (LWD) at the toe of slopes followed by rock that would go partially up the hill but would be buried with dirt so vegetation could be established. Biodegradable matting will be placed on top of the dirt to keep the dirt in place until vegetation is established.

Oregon Department of Fish and Wildlife has concluded that LWD placed in groupings would be beneficial in creating fish habitat for the area. They also agreed that planting the streambank would benefit multiple species as well as being aesthetically pleasing for the park users.

Various reports commissioned for the Riverfront Park project were consulted for this project including the Milwaukee Riverfront Park Bridge Report, Geotechnical Engineering Report and Stormwater Report. For propriety reasons, they are not able to attached to this application, but they are available as standalone documents.



## **APPENDIX B: WQR AND HCA MITIGATION PLAN**

### **Mitigation Requirements**

#### **MMC 19.402.11A**

This project will comply with all standards listed in MMC 19.402.11A.

#### **MMC 19.402.11B**

All temporary or disturbances permanent disturbances will be either restored or mitigated. The permanent disturbances associated with the bridge replacement portion of the project are technically exempted from the requirements of MMC 19.402 due to its emergency nature (per MMC 19.402(A.3)). The new bridge will place its end abutments outside of OHW and remove fill from the creek banks and bed, thus allowing a more natural creek channel. The removal of the old bridge abutments will reduce the velocity of the creek by widening the channel. This action combined with the addition of fish habitat structures downstream more than mitigates for the temporary and permanent impacts to Kellogg Creek. The south bank portion of the project is self-mitigating. Plantings within the project will comply with the previously approved Riverfront Park Planting Plan.

#### **MMC 19.402.11C**

Per Table 19.402.11C, the existing conditions of the WQR (Kellogg Creek) within the project area is Class C – “Poor” (see attached photo). The requirements for this classification of existing conditions will be met by compliance with the Riverfront Park Planting Plan.

#### **MMC 19.402.11D**

Not applicable for this project.

#### **MMC 19.402.11E**

Not applicable for this project.

Looking west towards  
Willamette River, from  
existing bridge





Looking south towards south bank of Kellogg Creek, from north bank

## **APPENDIX C: WILLAMETTE GREENWAY VEGETATION BUFFER PLAN**

### **Requirements**

The entirety of the bank stabilization and restoration activities associated with the south bank portion of the project area and the areas impacted by the bridge replacement work fall within the “buffer strip of native vegetation” defined by “a location 25 ft. upland from the ordinary high water line (MMC 19.401.8A). Due to scour and erosion issues that have created the need for this project, minimal native vegetation remains within the portions of this buffer that the project will impact. Indeed, the very purpose of the slope stabilization and restoration work on the south bank of Kellogg Creek is to reestablish the vegetation that has previously been eliminated (see attached site photos). This project will address the requirements of MMC 19.401.8B as follows:

1. *Riverbank Stabilization* – As stated previously, bank stabilization is a central purpose of this project (see “Project Narrative” and Appendix D: Construction Management Plan).
2. *Scenic View Protection* – This project will enhance and restore the scenic views within the project area by restoring native vegetation to areas where it has been previously eliminated due to scour and erosion. This project will also follow the previously approved Riverfront Park Planting Plan (see attached).
3. *Retain Existing Native Vegetation and Large Trees* – This specific project will not remove any large trees (though some trees have been identified to be removed in this area in association with other Riverfront Park actions). Some low quality vegetation on the south bank of r Kellogg Creek will be impacted as the over-steepened bank is worked on, but the area will be fully replanted per the Riverfront Park Planting Plan.
4. *Restore Native Vegetation* – As previously stated, the project area will be replanted in accordance with the Riverfront Park Planting Plan.
5. *Enhance Vegetation Buffer Area* - As previously stated, the project area will be replanted in accordance with the Riverfront Park Planting Plan.
6. *Security that the Plan will be Carried Out* – All elements of this plan are included in a contractual agreement with the City of Milwaukie, who will oversee the completion of this project.

Plantings in this area will be salvaged and replanted

This vegetation may end being mostly removed, but this area will be replanted according to the Riverfront Park Planting Plan

Looking south towards south bank of Kellogg Creek, from north bank



## **APPENDIX D: CONSTRUCTION MANAGEMENT PLAN**

### **Introduction**

This memo addresses the construction management plan requirements of Milwaukie Municipal Code (MMC) Subsection 19.402.D for the bridge replacement and slope stabilization work at the south end of Riverfront Park. The Kellogg Creek Bridge (BR #22142) is located at roughly 11211 SE McLoughlin Blvd. The proposed project will improve access to the Milwaukie Riverfront Park. This plan is required per development standard 10 of MMC 19.402.11.A “Protection of Natural Resources During Site Development.”

### **Project Description**

The Kellogg Creek Bridge Emergency Replacement Project is a project that will replace the current parking lot/overlook access bridge (BR #22142) adjacent to the west side of the Hwy 99E Bridge over Kellogg Creek with a single, joint-use structure (vehicles and pedestrian). While creating a more efficient and aesthetically appropriate crossing within Milwaukie Riverfront Park, this project will also help correct current scouring issues that have damaged the south bank and area around the sanitary manhole cover by doing bank stabilization and adding fish habitat structures and vegetation. The project will include the following:

- Construction of protective fencing and installation of required erosion control measures.
- Construction of a new structure with abutments outside of the ordinary high water and scour influence of Kellogg Creek Bridge including new structure, impact panels, bridge rails, wing walls, etc.
- Reconstruction of approaches to allow easier access for boat trailers onto the new bridge.
- Approach reconstruction includes: reconstruction of roadway (curbs, asphalt, etc.), drainage, illumination and pedestrian facilities as well as restoration of traffic signal infrastructure, restoration and mitigation for disturbance to natural resources and water quality requirements.
- Widen structure to accommodate wider travel lanes and installation of 8’ sidewalk on downstream side connecting both parking lots with overlook and parking area.
- Design and construction of a new 10” waterline within the new structure and abandonment of the existing waterline on the old structure.
- Reconstruction of currently over-steepened south bank between the existing bridge and the existing soldier pile wall, reestablishing the bank around the sanitary sewer manhole and raise the manhole cover and providing streambank improvements.
- Establish vegetation onto streambanks similar to previously approved Riverfront Park planting guidelines. (Plan Sheets 5 and 5A and Riverfront Park Planting Plan sheets).
- Isolation and fish removal for any areas where in-water work will occur.
- Placement of three (3) multi-log structures to enhance fish usage in Kellogg Creek (discussed and approved by ODFW).
- Remove old structure and abutments and then restore streambanks and vegetate the area.
- Construct temporary sheet pile wall from the Highway 99 bridge over to re-sloped streambank. (see Plan Sheet 7). This sheet pile wall is to hold back Highway 99 embankment temporarily since we are moving the new bridge downstream slightly, moving the end abutments further away from the creek and fully removing the old bridge. Currently, the Kellogg Creek Bridge abutments are containing the Hwy 99 fill. This sheet pile will be removed when ODPT reconstructs the Hwy 99 Bridge.

- Planting and seeding the areas and then, once established, removing all of the protective fencing and erosion control measures.

This work will be done all below the 100- year flood elevation since the current bridge is below this elevation (~36' NAVD 88). The project does impact some of the previously planted vegetation which will be dug up if impacted and then replanted after construction is complete. Some low quality vegetation on the south bank which is within the vegetation buffer for Kellogg Creek will be impacted as the over-steepened bank is worked on but the area will be fully replanted as previously described. The end product will be a well-vegetated streambank and improved habitat due to the placement of large woody debris (LWD) in three large structures at the toe of slope on the south bank. The removal of the old bridge abutments from the edge of the active channel will also improve the function of the creek at this location by widening the streambed.

### **Compliance with MMC 19.402.9.B**

1. *Description of work to be done* – see Project Description section of this memo
2. *Scaled site plan showing demarcation of WQRs, HCAs, and the location of excavation areas for building foundations, utilities, stormwater facilities, etc.* - (see attached Habitat Conservation Areas Map)
3. *Location of site access and egress that construction equipment will use* - (see attached Proposed Access Points sheet) The site currently has vehicular, pedestrian and equipment access from Highway 99 and from the north end of Riverfront Park. Machinery access down the south bank to place the LWD structures and do the bank stabilization work will be kept to a minimum and all access points will be incorporated into the bank stabilization work and thus fully removed. Removal of the old bridge will be from the ends of the bridge and these areas will be re-sloped with the placement of rock and soil as the machinery pulls out so the creek will have a wider opening than currently available.
4. *Equipment and Material staging and stockpile areas* - (see Plan Sheet 3)
5. *Erosion and sediment control measures* - The erosion control methods employed for this project include perimeter controls, wattles, sediment fencing, biodegradable erosion control matting, seeding, and permanent vegetation (see Appendix E: Erosion Control Plan and attached Construction Management Site Plan)
6. *Measures to protect trees and other vegetation located within the potentially affected WQR and/or HCA* - Protective fencing will be placed so no work occurs outside of the fencing and will also help in keeping the public from getting into the work areas.

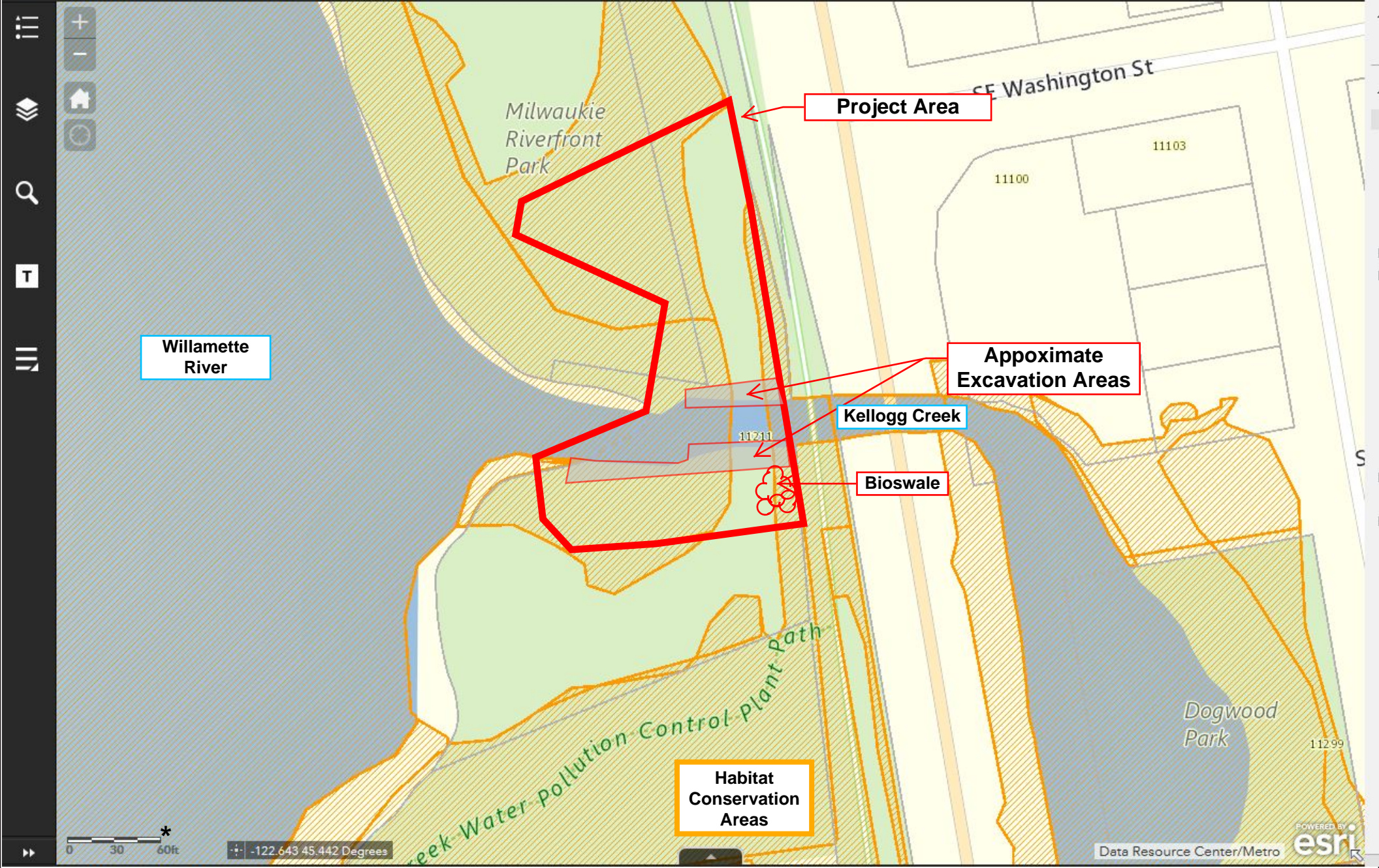
**Attachments**

Construction Management Site Plan Sheets (at end of document)

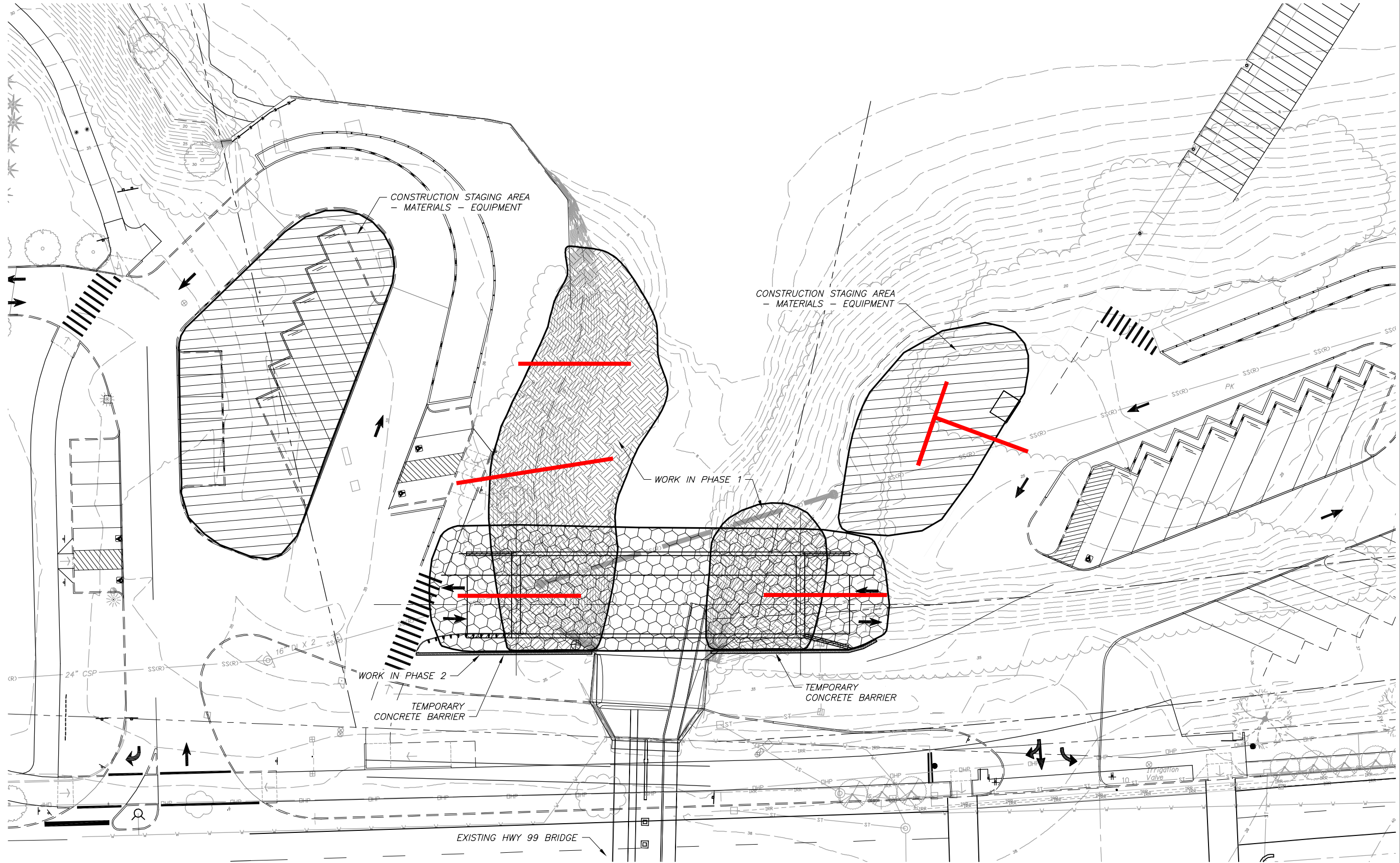
Habitat Conversation Areas Map

Proposed Access Points Plan Sheet





	<p>Kellogg Creek Bridge Emergency Replacement Project</p>	<p>Habitat Conservation Areas</p>
	<p>Scale: (*)</p>	<p>NOT for Construction Use; For Permitting Illustration ONLY</p>
<p>6/28/2017</p>		



- EXISTING TRAFFIC FLOW IS MAINTAINED.
- PROVIDE 20 MINUTE TRAFFIC CLOSURES (FLAGGING) FOR PILE DRIVING AND ERECTION OF GIRDERS

**PHASES 1 & 2**  
 1. AUGUST - OCTOBER 2017 - ALL WORK BELOW OHWM  
 2. OCTOBER 2017 - APRIL 2018 - CONSTRUCT NEW BRIDGE

**— = Access Point**

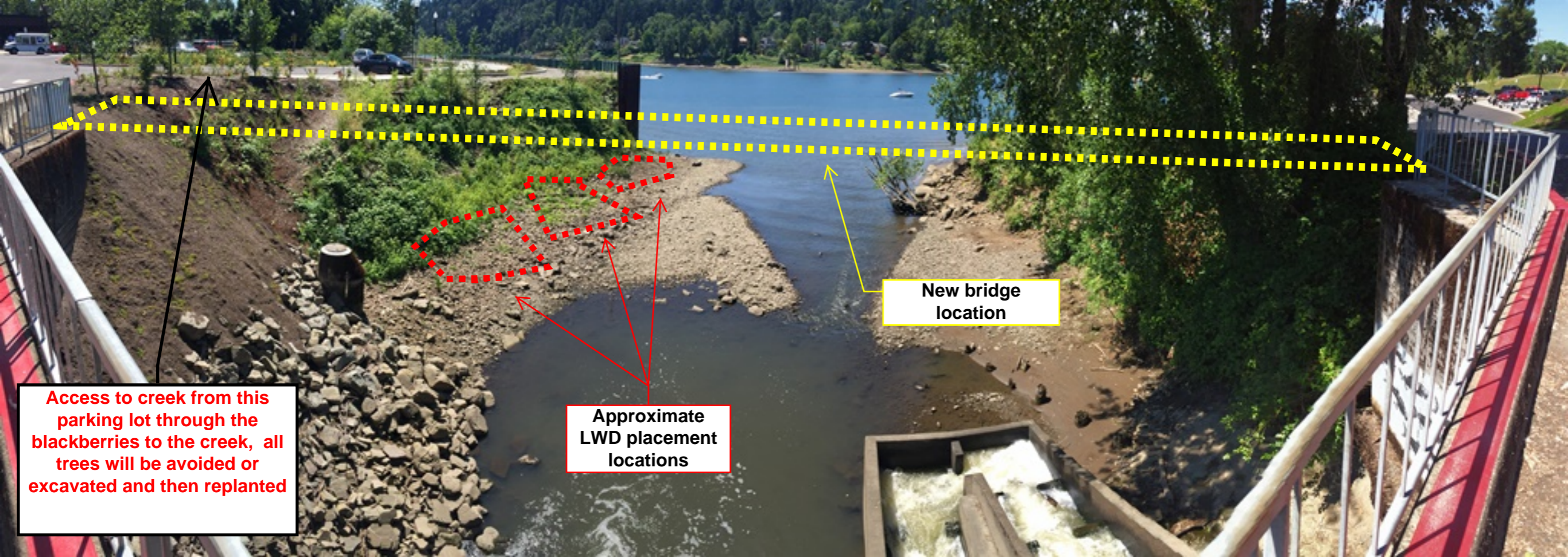
**Proposed Access Points**

1" = 20'-0" 2



ENGINEER:	NB	DATE:	04-13-17
DRAWN:	NB	CHECKED:	DS
DATE:		DESCRIPTION:	
R E V I S I O N S			
SHE			
JOB NO.	18328		

Plotted: Apr 17, 2017 - 4:28pm  
 ncb  
 I:\PROJECT\18328\CAD\DWG\18328-BR02 - Staging Phases 1 and 2.dwg  
 Layout Name: Construction Staging Plan 1



Access to creek from this parking lot through the blackberries to the creek, all trees will be avoided or excavated and then replanted

Approximate LWD placement locations

New bridge location

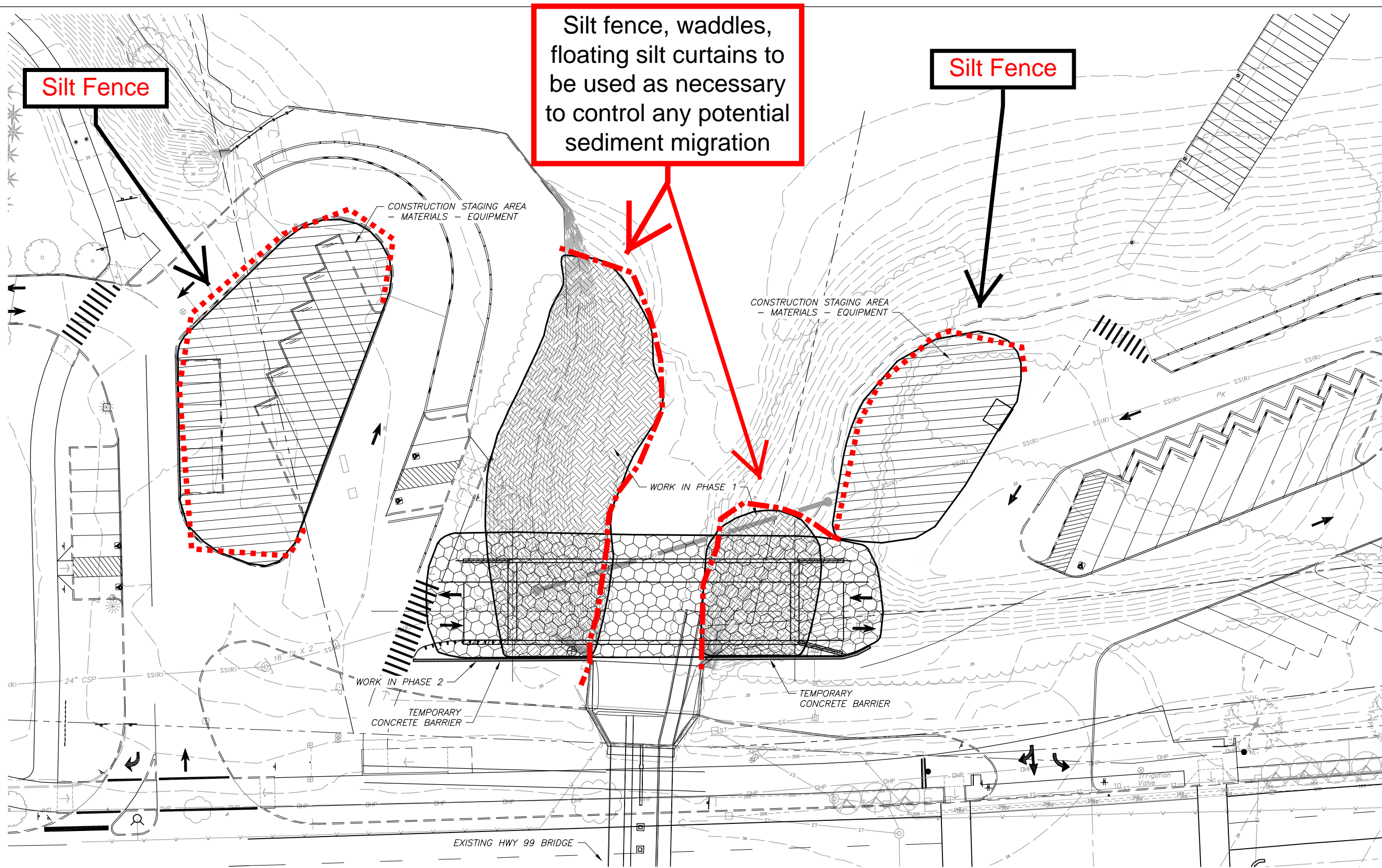
## **APPENDIX E: EROSION CONTROL PLAN**

### **Erosion Control**

Prior to the initiation of construction work, the work areas will be clearly marked out so that the impacts from construction will be limited to the designated areas shown on the attached Erosion Control Plan sheet. Erosion control measures will consist of silt fence, bio bags, straw waddles and biodegradable matting. Construction of the fish habitat and bank stabilization actions will be completed as much as practicable in the dry during low flow and low tide periods. Any work in the water will only be done after the area has been de-fished and isolated through the use of cofferdams, sandbags, floating silt curtains etc. All fish removal will be done in close association with Oregon Department of Fish and Wildlife and with a fish salvage permit.

Soils placed over any buried rock will have biodegradable matting placed on it and then planted with the appropriate seeds and plants as designated in the Riverfront Park Planting Plan.

Plotted: Apr 17, 2017 - 4:28pm ncb 1\PROJECT\18300\18300\CAD\DWG\18300-02 - Staging Phases 1 and 2.dwg Layout Name: Construction Staging Plan 1



Silt fence, waddles, floating silt curtains to be used as necessary to control any potential sediment migration

Silt Fence

Silt Fence

- EXISTING TRAFFIC FLOW IS MAINTAINED.
- PROVIDE 20 MINUTE TRAFFIC CLOSURES (FLAGGING) FOR PILE DRIVING AND ERECTION OF GIRDERS

PHASES 1 & 2  
 1. AUGUST - OCTOBER 2017 - ALL WORK BELOW OHWM  
 2. OCTOBER 2017 - APRIL 2018 - CONSTRUCT NEW BRIDGE

Erosion control plan

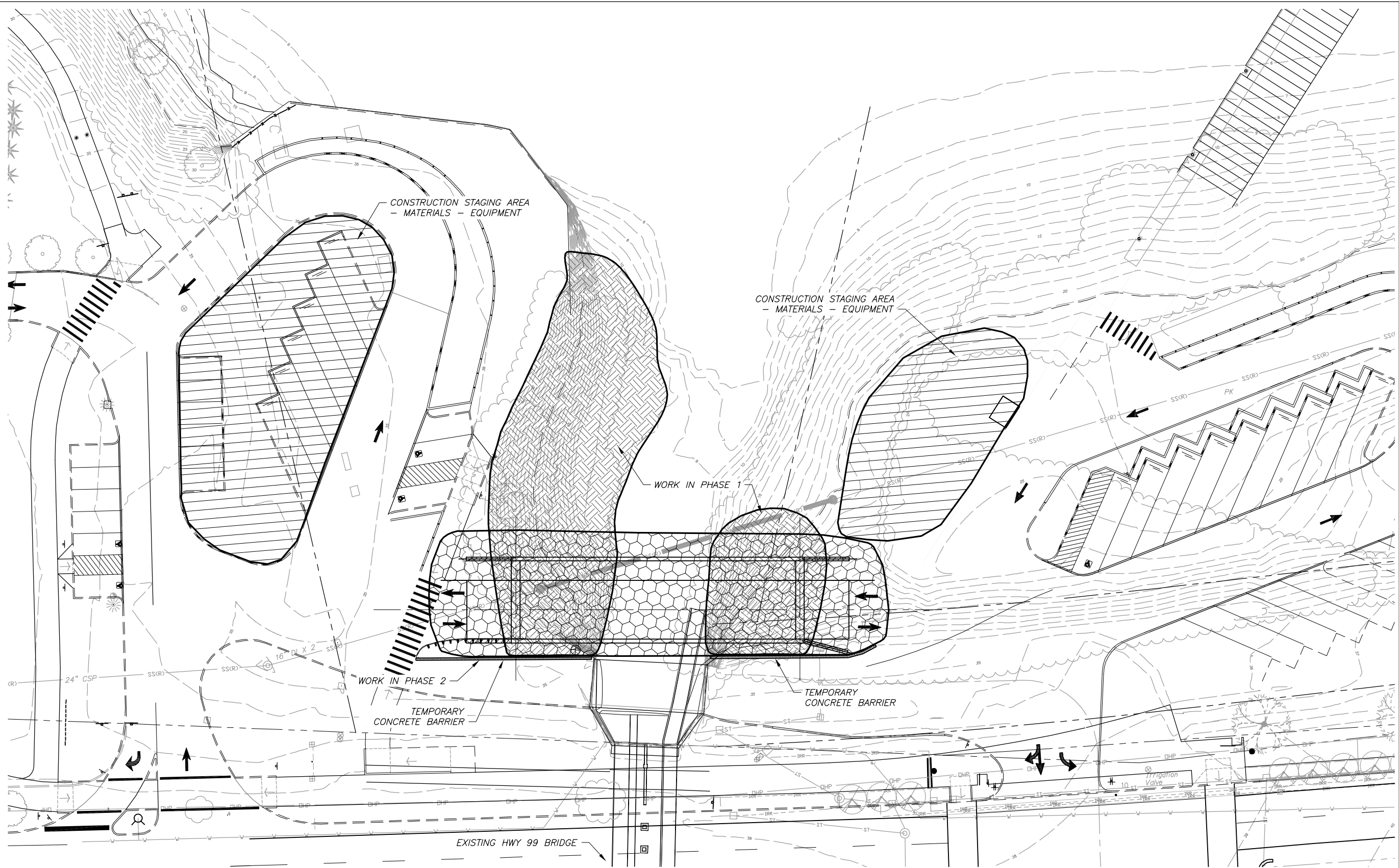
**otak**  
 808 SW Third Avenue  
 Suite 300  
 Portland, Oregon 97204  
 Phone: (503) 287-6825  
 FAX: (503) 415-2304  
 www.otak.com

KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON

ENGINEER:	NB	DATE:	04-13-17
DRAWN:	NB		
CHECKED:	DS		
DESCRIPTION			
NO.			
DATE			







- EXISTING TRAFFIC FLOW IS MAINTAINED.
- PROVIDE 20 MINUTE TRAFFIC CLOSURES (FLAGGING) FOR PILE DRIVING AND ERECTION OF GIRDERS

**PHASES 1 & 2**  
 1. AUGUST - OCTOBER 2017 - ALL WORK BELOW OHWM  
 2. OCTOBER 2017 - APRIL 2018 - CONSTRUCT NEW BRIDGE

**CONSTRUCTION STAGING PLAN - PHASES 1 & 2**  
 1" = 20'-0"

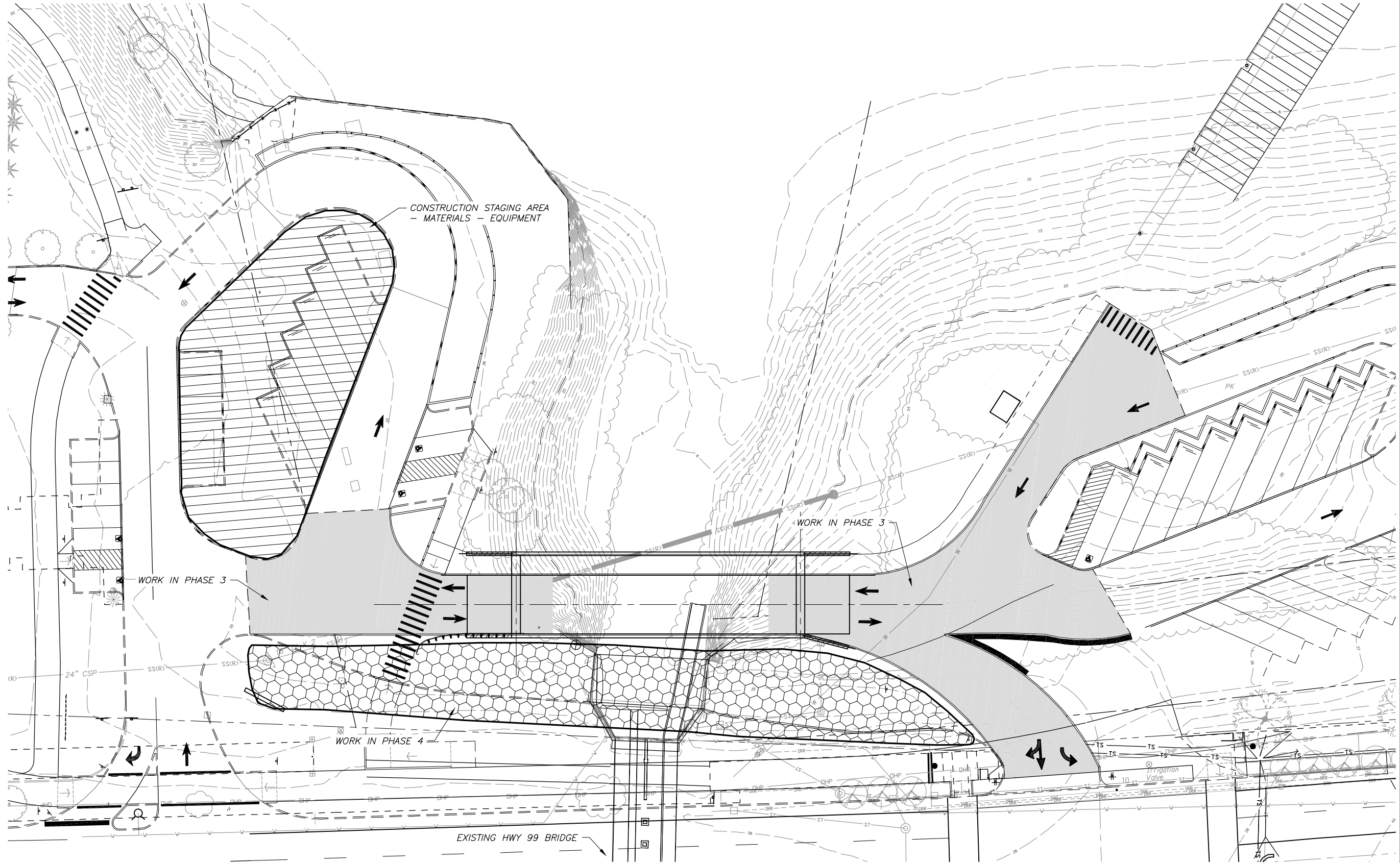
**KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON  
 CONSTRUCTION STAGING PLAN - PHASES 1 & 2**

ENGINEER:	NB	DATE:	04-13-17
DRAWN:	NB	CHECKED:	DS
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S			

SHEET NO.	<b>3</b>
OF	10
JOB NO.	18328

Plotted: Apr 17, 2017 - 4:28pm  
 ncb 1\PROJECT\18328\CAD\DWG\18328-BR02 - Staging Phases 1 and 2.dwg Layout Name: Construction Staging Plan 1





**PHASES 3 & 4**  
 3. APRIL 2018 - MAY 2018  
 4. MAY 2018 - SEPTEMBER 2018

- APPROACH TIE-INS, PAVING
- PARK CLOSURE (2 WEEKS) - TRUCKS FROM PLANT - RIGHT TO SOUTH BOUND LANE
- BRIDGE DEMOLITION, SHEET PILE WALL
- NO CLOSURE, INTERMEDIATE 20 MINUTE CLOSURES (FLAGGING)

**CONSTRUCTION STAGING PLAN - PHASES 3 & 4**  
 1" = 20'-0"

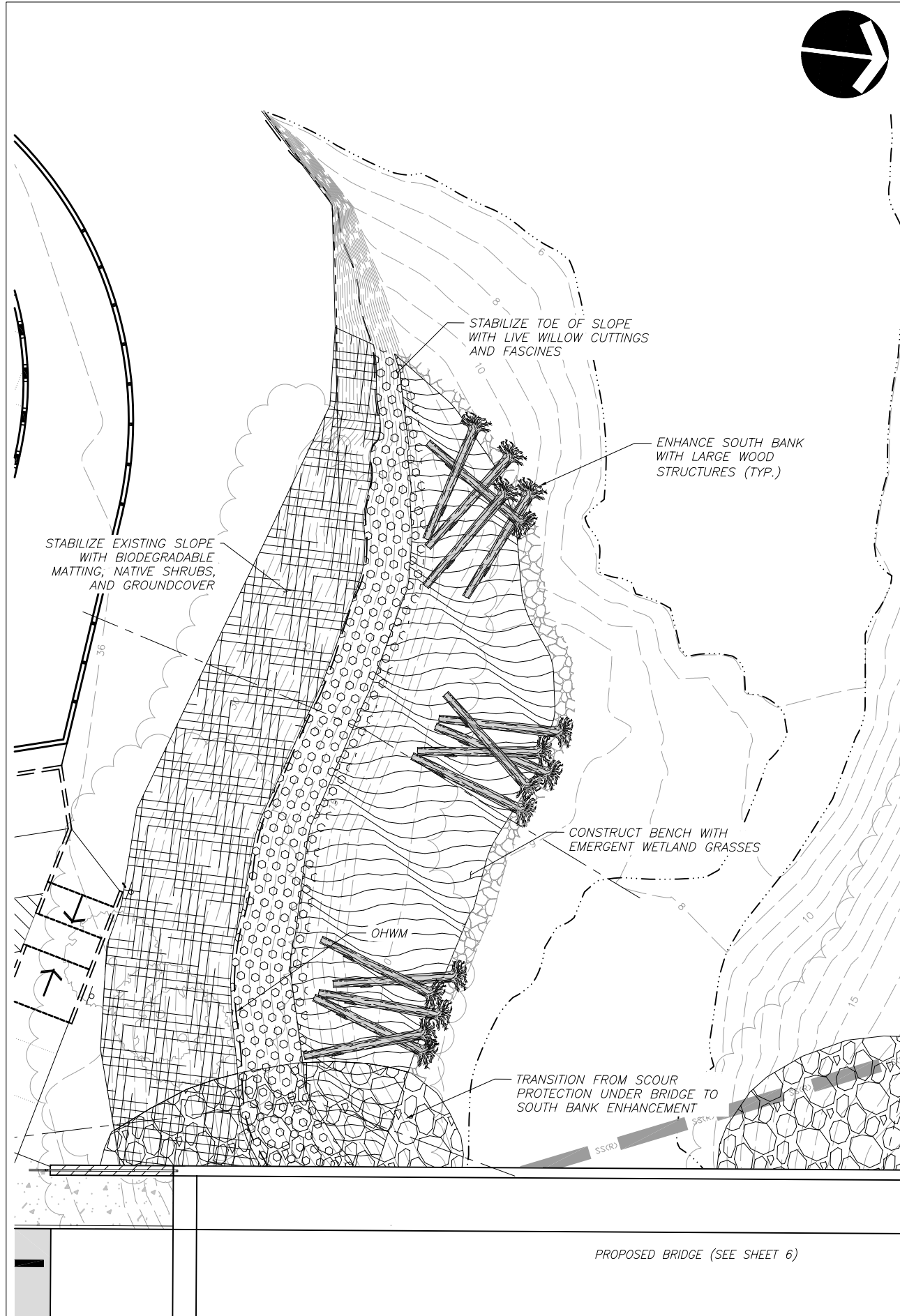
**KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON  
 CONSTRUCTION STAGING PLAN - PHASES 3 & 4**

ENGINEER:	NB
DRAWN:	NB
CHECKED:	DS
DATE:	04-13-17
R E V I S I O N S	
NO.	DESCRIPTION

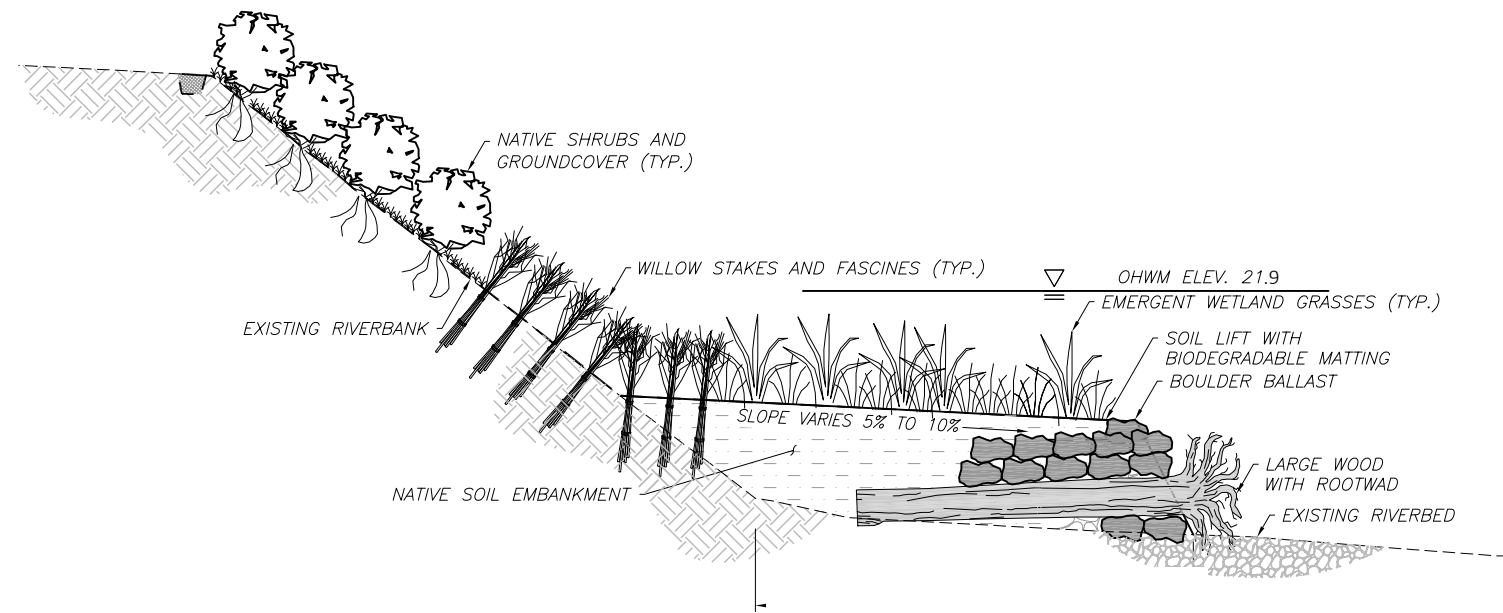
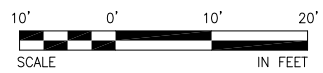
SHEET NO.	<b>4</b>	
	OF	10
JOB NO.	18328	

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 Layout Name: Construction Staging Plan 1

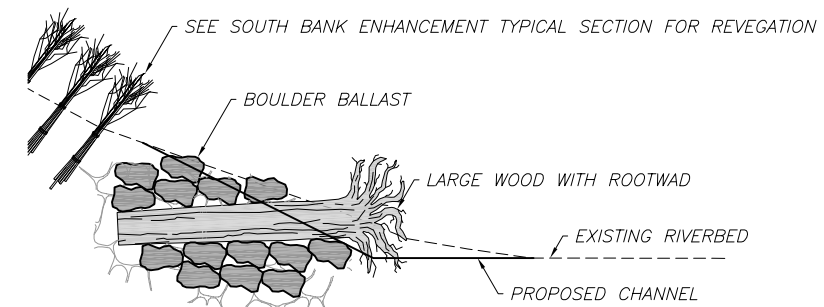
Plotted: Jun 25, 2017 9:22am  
 melaniem  
 V:\PROJECT\183001\_18328\CADD\Drawings\18328-RiverbankGrading.dwg Layout Name: 5 SOUTH BANK ENHANCEMENT PLAN AND DETAILS



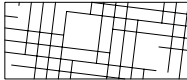
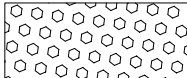

**SOUTH BANK GRADING PLAN**



**SOUTH BANK ENHANCEMENT TYPICAL SECTION**  
NOT TO SCALE



**SOUTH BANK TRANSITION TYPICAL SECTION**  
NOT TO SCALE

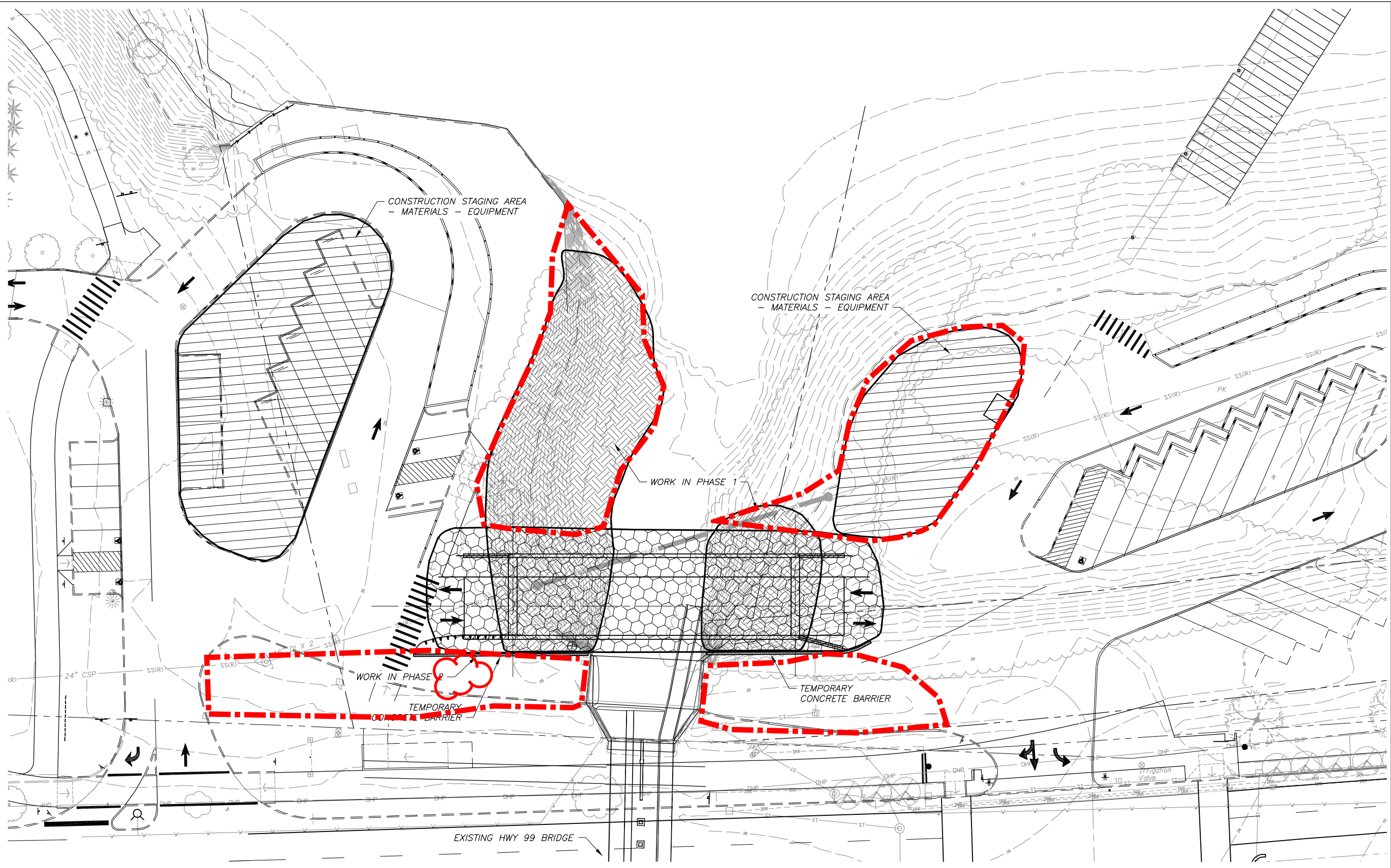
-  UPLAND: NATIVE SHRUBS AND GROUNDCOVER
-  RIPARIAN: WILLOW STAKES AND FASCINES
-  EMERGENT: NATIVE WETLAND GRASSES

  
 808 SW Third Avenue  
 Suite 300  
 Portland, Oregon 97204  
 Phone: (503) 287-6825  
 FAX: (503) 415-2304  
 www.otak.com

KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON  
 SOUTH BANK ENHANCEMENT PLAN AND DETAILS

ENGINEER: KJT	DRAWN: MCK	CHECKED: KJT	DATE: 04-15-17												
R E V I S I O N S															
<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				NO.	DATE	DESCRIPTION									
NO.	DATE	DESCRIPTION													
SHEET NO. <b>5</b> OF 10															
JOB NO. 18328															

**KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON  
 CONSTRUCTION STAGING PLAN - PHASES 1 & 2**



- EXISTING TRAFFIC FLOW IS MAINTAINED.
- PROVIDE 20 MINUTE TRAFFIC CLOSURES (FLAGGING) FOR PILE DRIVING AND ERECTION OF GIRDERS

**PHASES 1 & 2**  
 1. AUGUST - OCTOBER 2017 - ALL WORK BELOW OHWM  
 2. OCTOBER 2017 - APRIL 2018 - CONSTRUCT NEW BRIDGE



**Proposed  
 Bioswale**

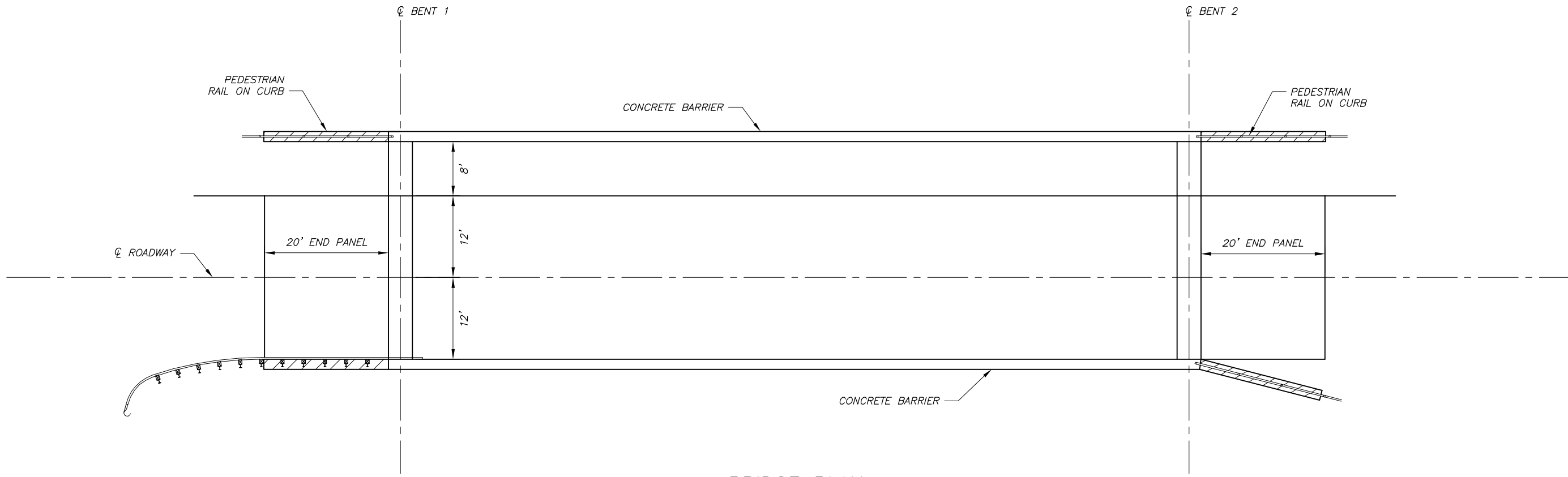


**Proposed Planting Areas**

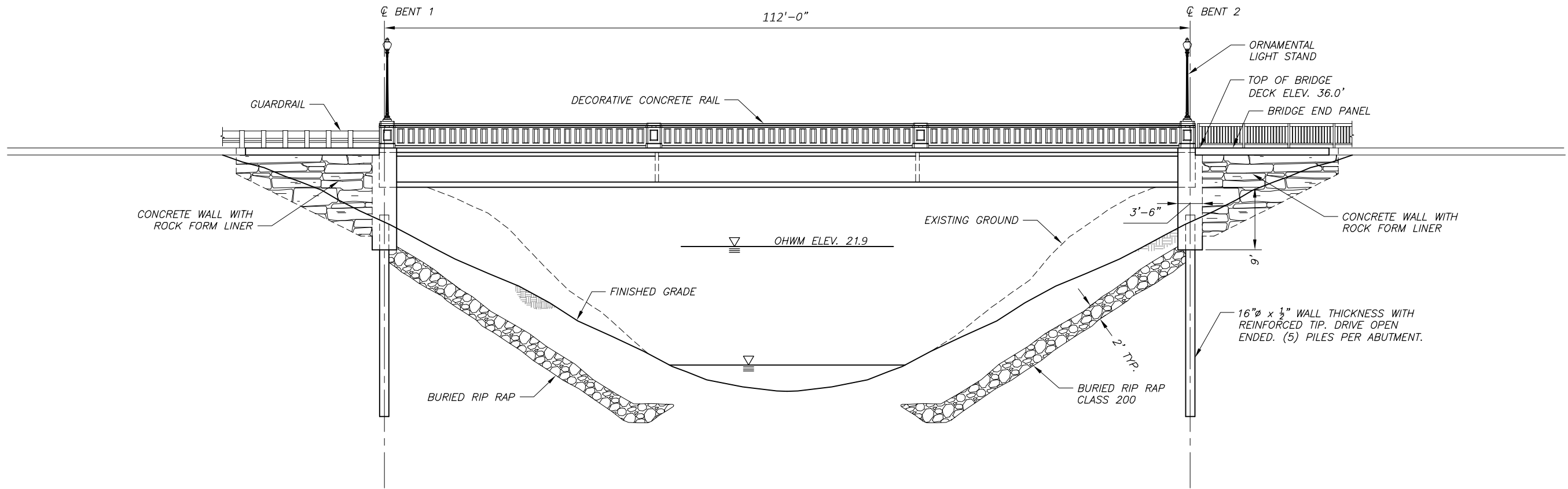


ENGINEER:	NO	DATE	DESCRIPTION

Plotfile: Apr 17, 2017 - 4:36pm ncbid v:\PROJECT\18328\CADD\DWG\18328-BR02 - Staging Phases 1 and 2.dwg Layout Name: Construction Staging Plan 1



**BRIDGE PLAN**  
1/8" = 1'-0"



**BRIDGE PROFILE**  
1/8" = 1'-0"

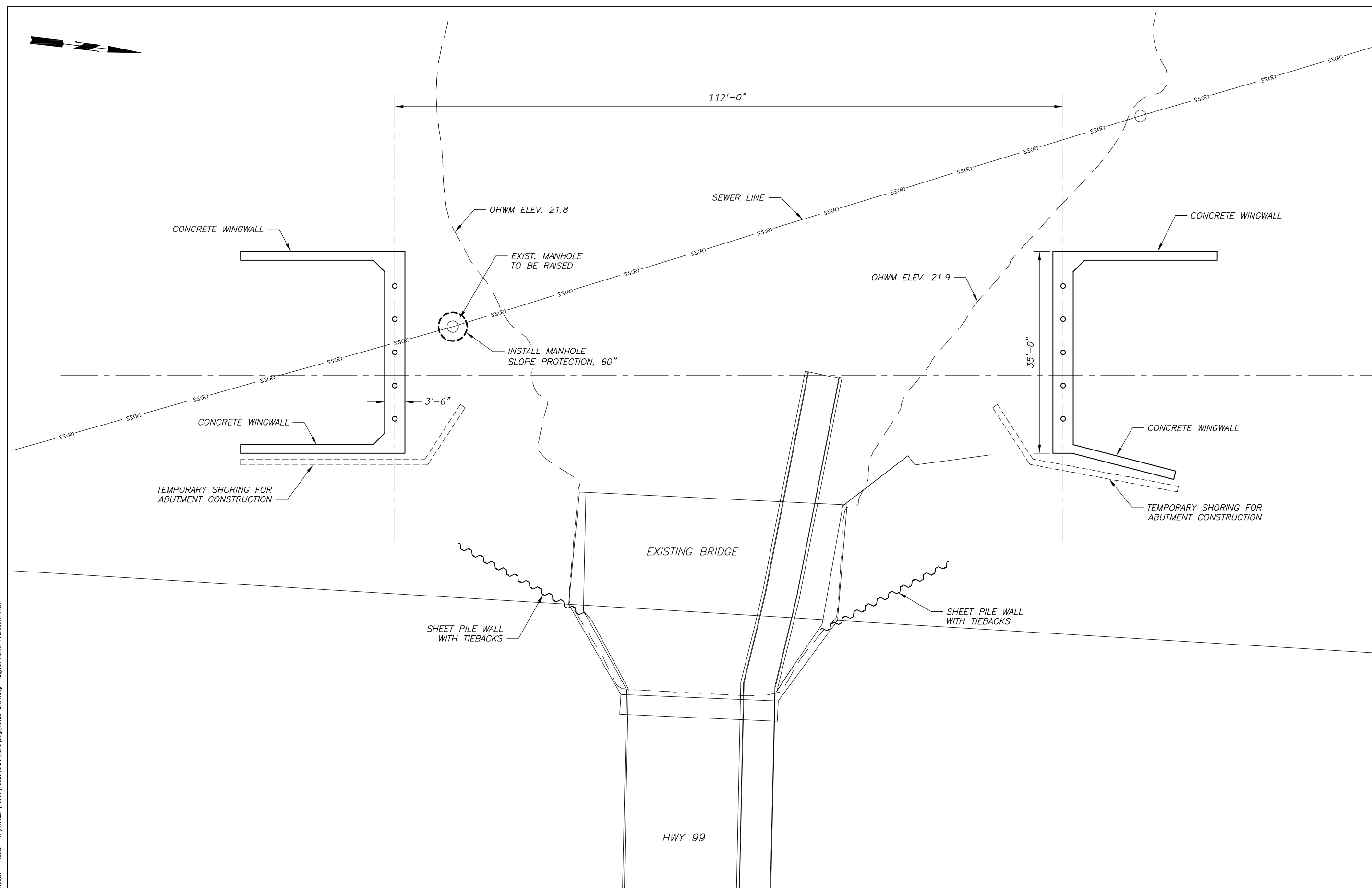
**otak**  
808 SW Third Avenue  
Suite 300  
Portland, Oregon 97204  
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www.otak.com

KELLOGG CREEK BRIDGE (BR #22142)  
EMERGENCY REPLACEMENT  
CITY OF MILWAUKIE, OREGON  
BRIDGE PLAN AND PROFILE

ENGINEER: NB	DRAWN: NB	CHECKED: DS	DATE: 04-13-17
R E V I S I O N S			

SHEET NO.  
**6** OF **10**  
JOB NO. 18328

Plotted: Apr 17, 2017 - 4:28pm  
 nickb  
 V:\PROJECT\18328\CADD\CAD\DWG\18328-BR01.dwg  
 Layout Name: Bridge Plan and Profile



KELLOGG CREEK BRIDGE (BR #22142)  
 EMERGENCY REPLACEMENT  
 CITY OF MILWAUKIE, OREGON  
 FOUNDATION PLAN

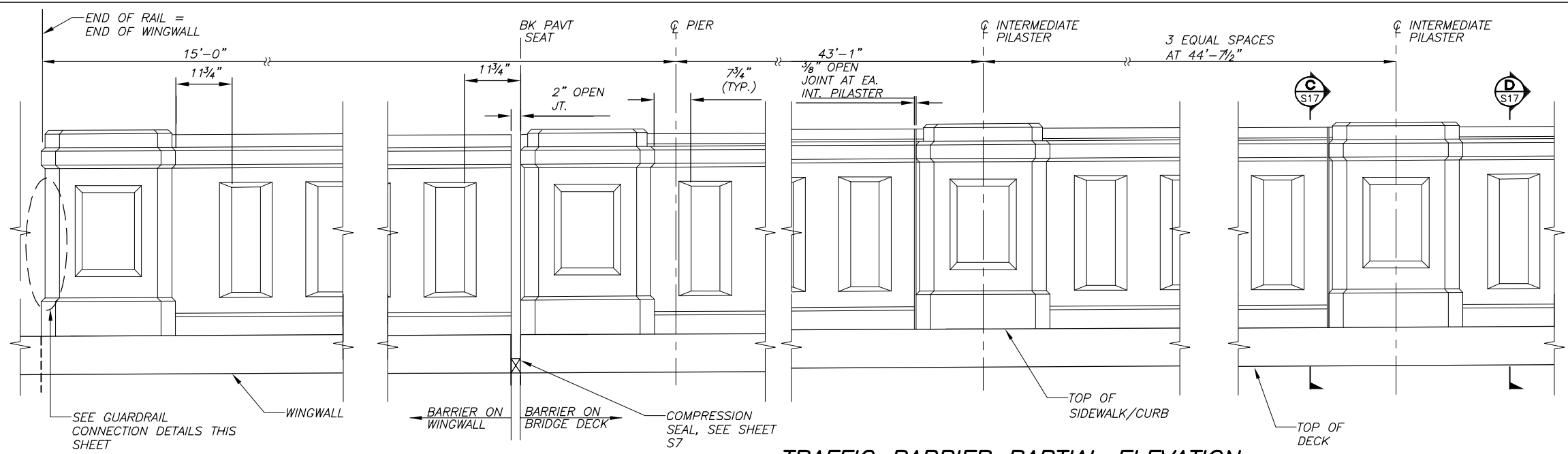
ENGINEER:	NB
DRAWN:	NB
CHECKED:	DS
DATE:	04-13-17

SHEET NO.	7		OF	10
JOB NO.	18328			

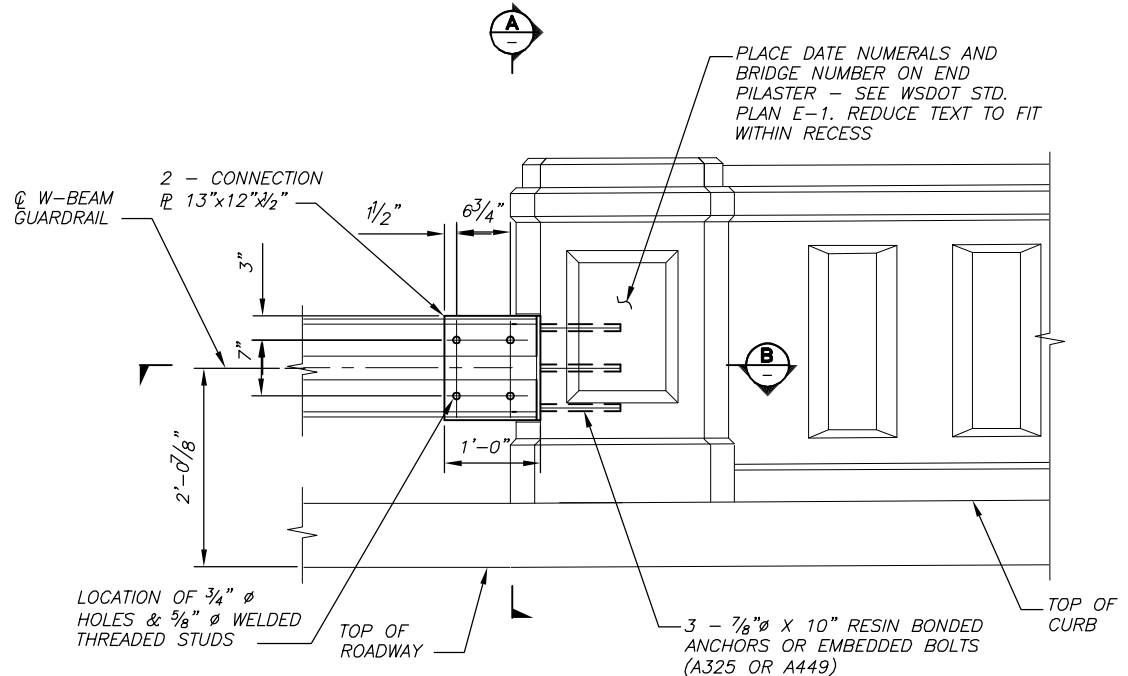
**FOUNDATION PLAN**  
 1/8" = 1'-0"

Plotted: Apr 17, 2017 - 4:28pm nlsdb \\s:\PROJECT\18328\18328\CADD\ACAD\DWG\18328-BR01.dwg Layout Name: Foundation Plan

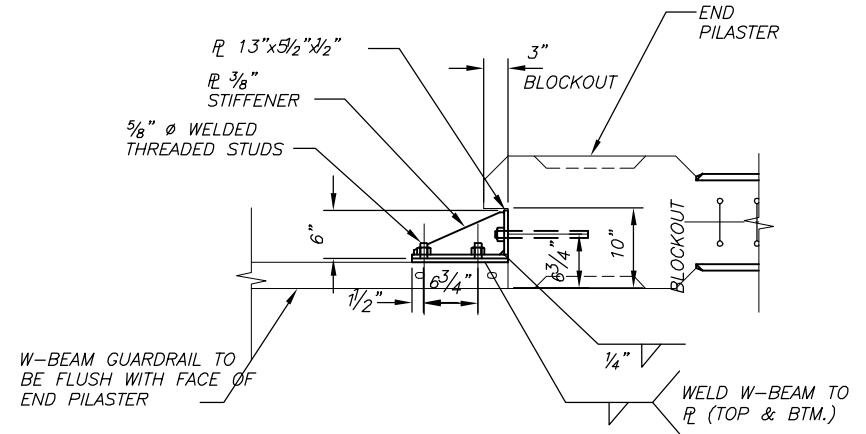
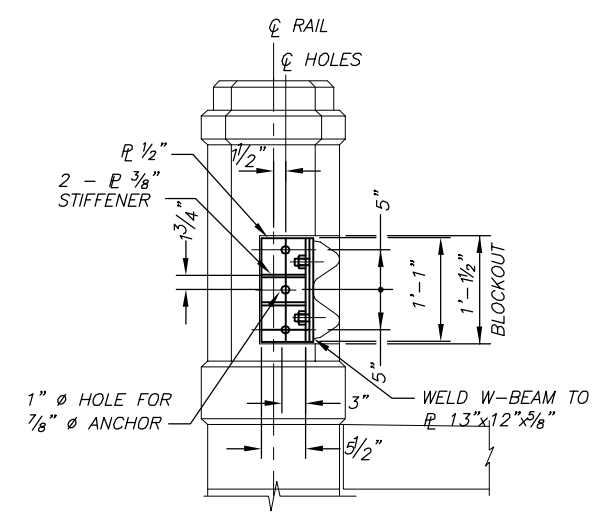




**TRAFFIC BARRIER PARTIAL ELEVATION**  
 SCALE: 7/8" = 1'-0"



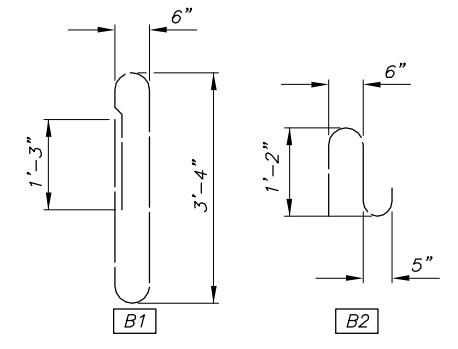
**GUARDRAIL TERMINAL CONNECTOR**  
 SCALE: 1" = 1'-0"



**BARRIER BAR LIST**

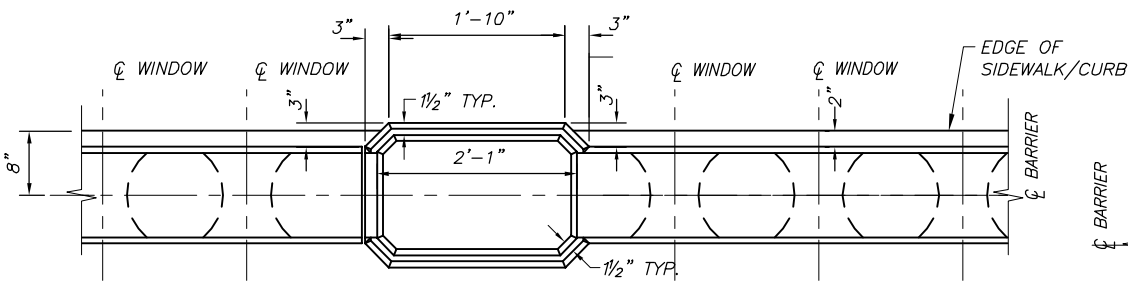
DESCRIPTION	MARK	SIZE	LENGTH	QUANTITY
	B1	#5	8'-6"	*
	B2	#5	3'-6"	*
	B3	#4	4'-9"	2
TOP, IN BARRIER	B4	#7	*	2 STR.
BOT. IN BARRIER	B5	#5	*	2 STR.
IN CLOSURE	B6	#5	*	*

\* DETERMINE FROM PLANS

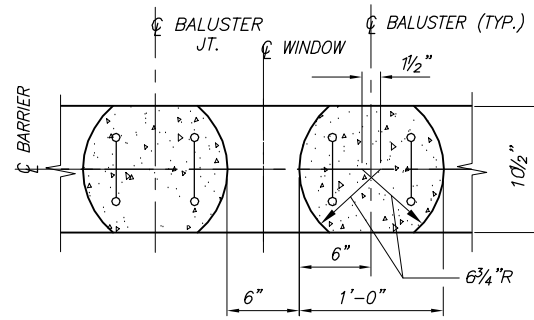


- GENERAL NOTES:**
- THIS RAIL HAS BEEN SUCCESSFULLY EVALUATED BY FULL-SCALE IMPACT TESTS. TEST DOCUMENTATION MAY BE FOUND IN RESEARCH REPORT 1185-3F, "AESTHETICALLY PLEASING CONCRETE COMBINATION PEDESTRIAN - TRAFFIC BRIDGE RAIL - TEXAS TYPE C411", OF RESEARCH STUDY 2-5-89/90-1185, TEXAS TRANSPORTATION INSTITUTE, AUGUST 1990.
  - POSTS AND PILASTERS SHALL BE VERTICAL LONGITUDINALLY AND TRANSVERSELY.
  - CONCRETE SHALL BE CLASS 4000 WITH TYPE 3 CEMENT. CONCRETE IN CLOSURE ZONE SHALL BE CLASS 4000 (TYPE 1 OR TYPE 3 CEMENT MAY BE USED FOR CLOSURE ZONE).
  - IF RAIL IS PRECAST, PROVIDE SHOP DRAWINGS AND FABRICATE IN ACCORDANCE WITH SECTION 6-02.3(28). IF RAIL IS CAST-IN-PLACE, PROVIDE PROPOSED CONSTRUCTION SEQUENCE, POUR LIMITS, AND DETAILS OF FORMWORK AND REBAR PLACEMENT. DO NOT POUR CONCRETE UNTIL SHOP DRAWINGS OR PROPOSED CONSTRUCTION SEQUENCE HAS BEEN APPROVED BY THE ENGINEER.
  - HOT-DIP GALVANIZE ALL GUARDRAIL CONNECTION STEEL INCLUDING PLATES, FASTENERS AND RESIN BONDED ANCHORS AFTER FABRICATION.
  - PERFORM WELDING IN ACCORDANCE WITH AWS D1.1 AND AWS D1.3.

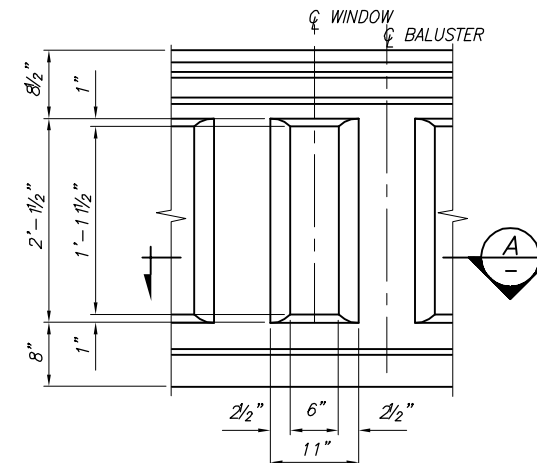
ENGINEER: NB	DRAWN: NB	CHECKED: DS	DATE: 04-13-17
R E V I S I O N S			
DATE			
NO.			
DESCRIPTION			
SHEET NO.			
9 OF 10			
JOB NO. 18328			



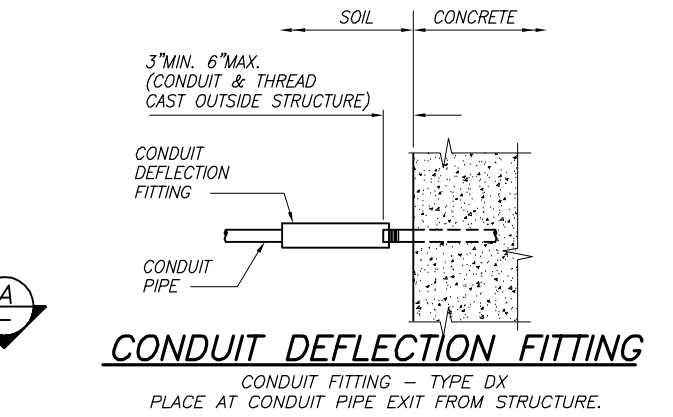
**PLAN - TOP OF PILASTER**



**SECTION A**

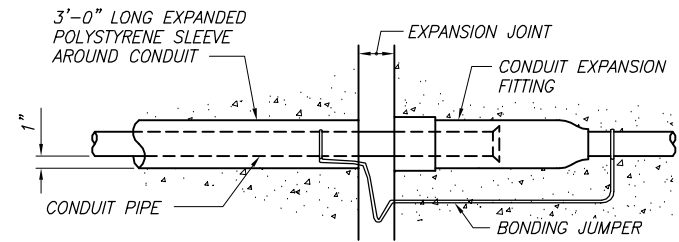


**WINDOW ELEVATION**



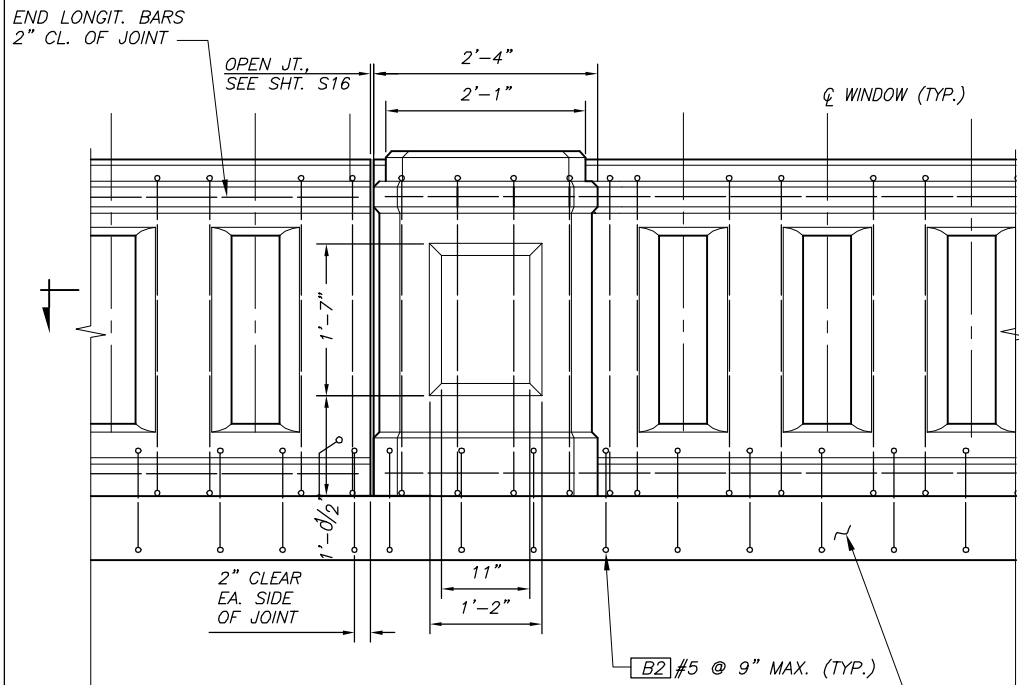
**CONDUIT DEFLECTION FITTING**

CONDUIT FITTING - TYPE DX  
PLACE AT CONDUIT PIPE EXIT FROM STRUCTURE.

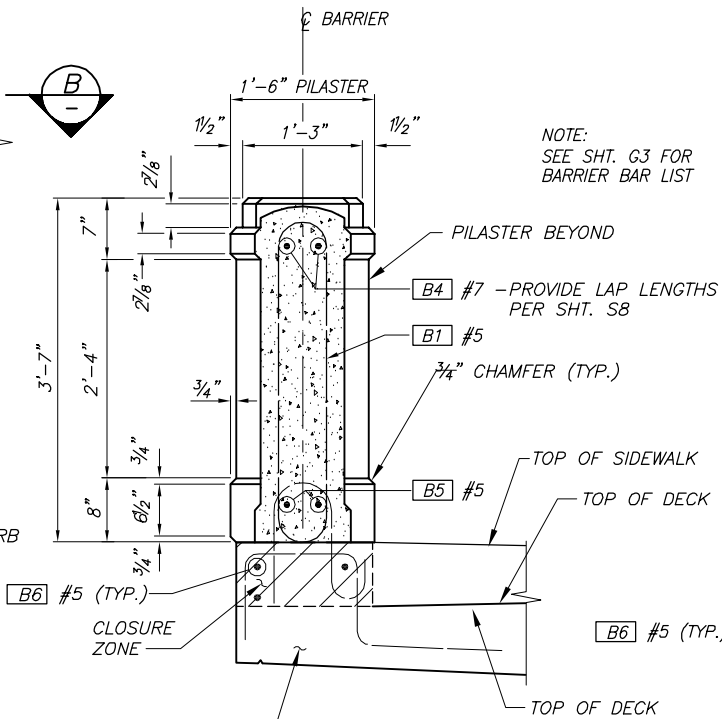


**CONDUIT EXPANSION FITTING**

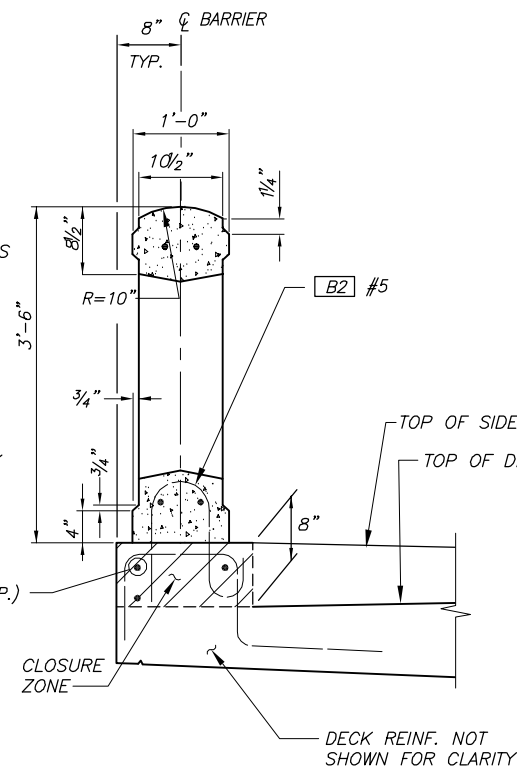
CONDUIT FITTING - TYPE AX  
FOR BRIDGE EXPANSION JOINTS AT ABUT. 1 & 2



**TYPICAL PILASTER ELEVATION**

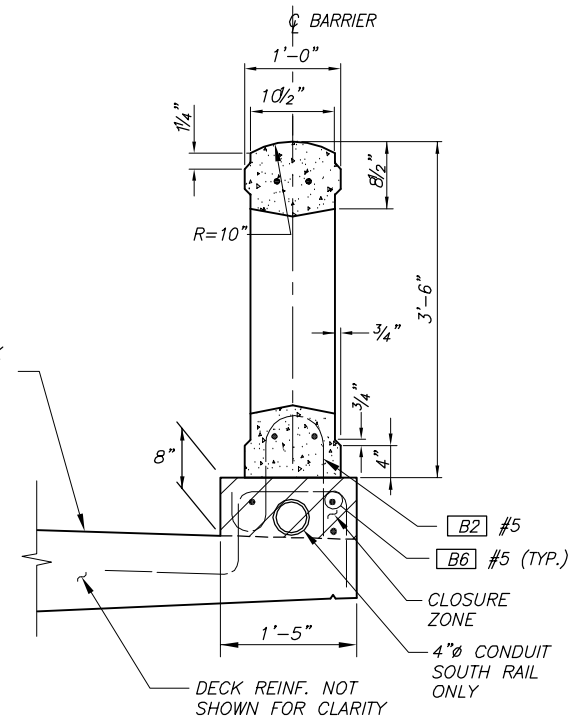


**SECTION THROUGH BALUSTER**  
(NORTH SIDE PILASTER SHOWN)

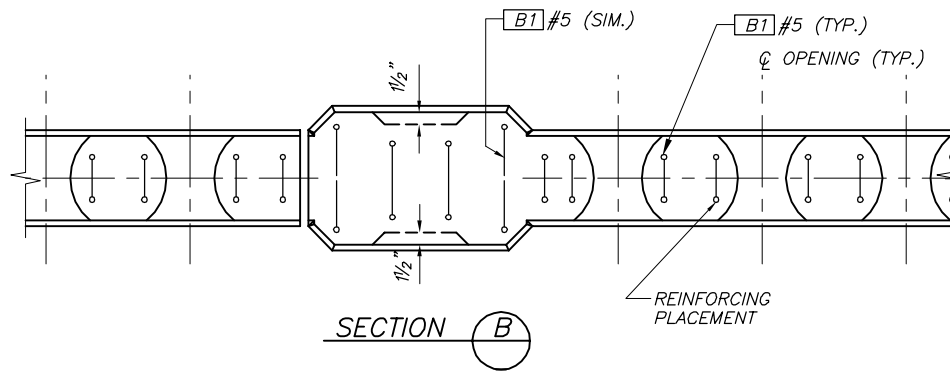


**(NORTH BRIDGE RAIL)**

**SECTIONS THROUGH WINDOWS**



**(SOUTH BRIDGE RAIL)**



**SECTION B**

KELLOGG CREEK BRIDGE (BR #22142)  
EMERGENCY REPLACEMENT  
CITY OF MILWAUKIE, OREGON  
BRIDGE RAIL DETAILS

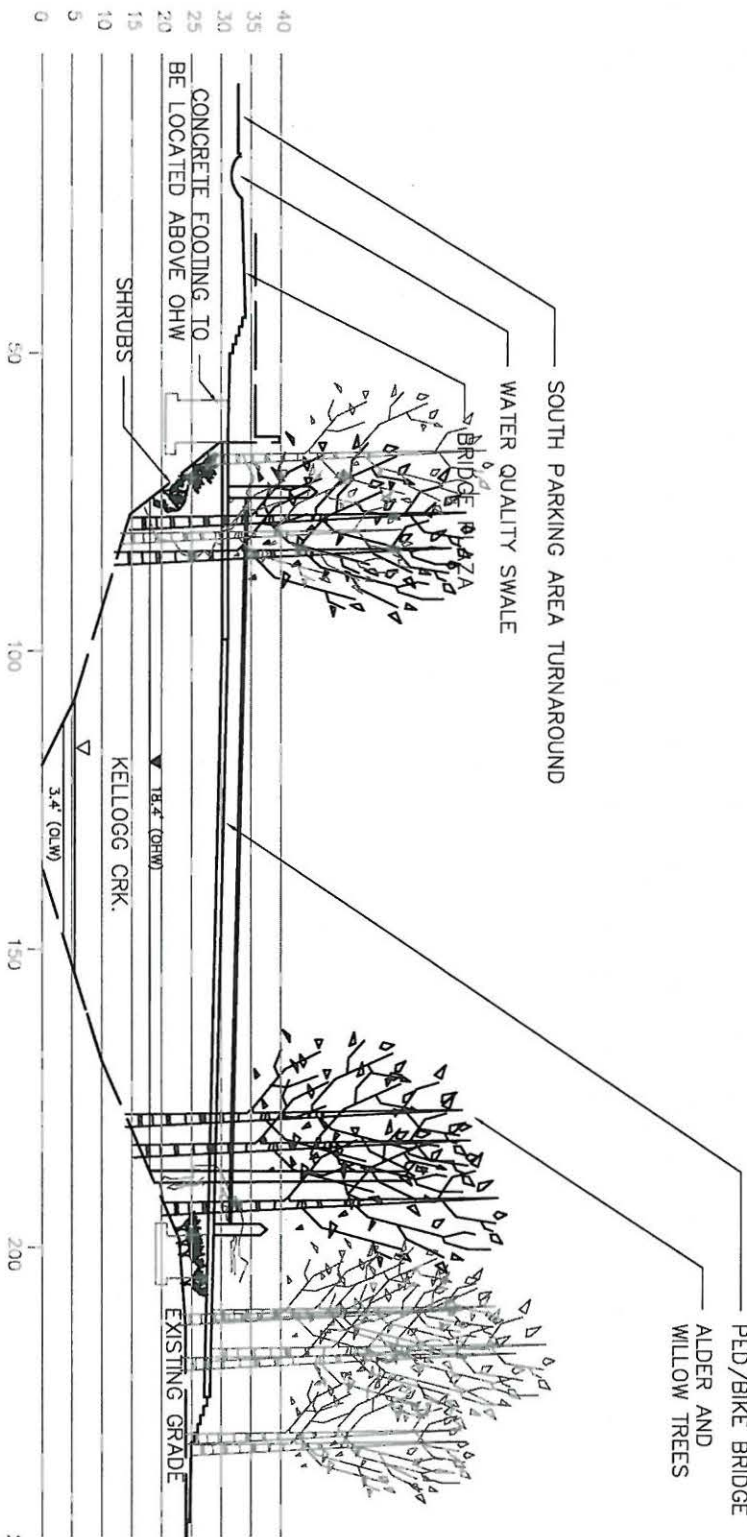
ENGINEER	NB	DRAWN	NB	CHECKED	DS	DATE	04-13-17
DESCRIPTION							R E V I S I O N S
NO.	DATE	NO.	DATE	NO.	DATE		

SHEET NO.	10	OF	10
JOB NO.	18328		



PROPOSED CONDITIONS  
 TYPICAL FOR KELLOGG CRK  
 NOTE: NO CUT/FILL  
 ACTIVITY IN THIS AREA

SECTION P2- KELLOGG CREEK  
 (REFER TO FIGURE 6A)



PROJECT

Milwaukie Riverfront Park

SHEET

TITLE

Proposed Site Plan

Cross Section P2

7B

DWG. REF.	PROJECT	SCALE	AMENDMENT NO.
C-1	MAEX0018	1"=30'	0.0
DRAWN BY	DESIGN BY	APPROVED BY	DATE
BAR	CRM, RGWI	ENCLOSURE 1	05-15-09



PLANTING COMMUNITIES LEGEND



**EM - Emergent Shrub**  
 10% Tree Cover  
 60% Shrub Cover  
 90% Herbaceous Cover



**UP - Upland Shrub and Herbaceous**  
 20% Tree Coverage  
 60% Shrub Coverage  
 20% Herbaceous Coverage



**MD - Native meadow**  
 100% Herbaceous Coverage



**OS - White Oak and Shrub Mix**  
 30% Tree Coverage  
 20% Shrub Coverage  
 90% Herbaceous Coverage



**FM - Doug Fir and Bigleaf maple**  
 60% Tree Coverage  
 40% Shrub Coverage  
 60% Herbaceous Coverage



**LW - Lawn**  
 100% Herbaceous Coverage



**AW - Ash and Willow**  
 60% Tree Coverage  
 40% Shrub Coverage  
 60% Herbaceous Coverage



**SW - Stormwater planting**  
 20% Tree Coverage  
 40% Shrub Coverage  
 40% Herbaceous Coverage

SHEET

9A

PROJECT

Milwaukie Riverfront Park

TITLE

Proposed Planting Plan

Plant Community Key

DWG. REF.

C-1

PROJECT

MAEX0018

SCALE

1" = 60'

AMENDMENT NO.

0.0

DRAWN BY

BAR

DESIGN BY

BXM, BAR

APPROVED BY

ENCLOSURE 1

DATE

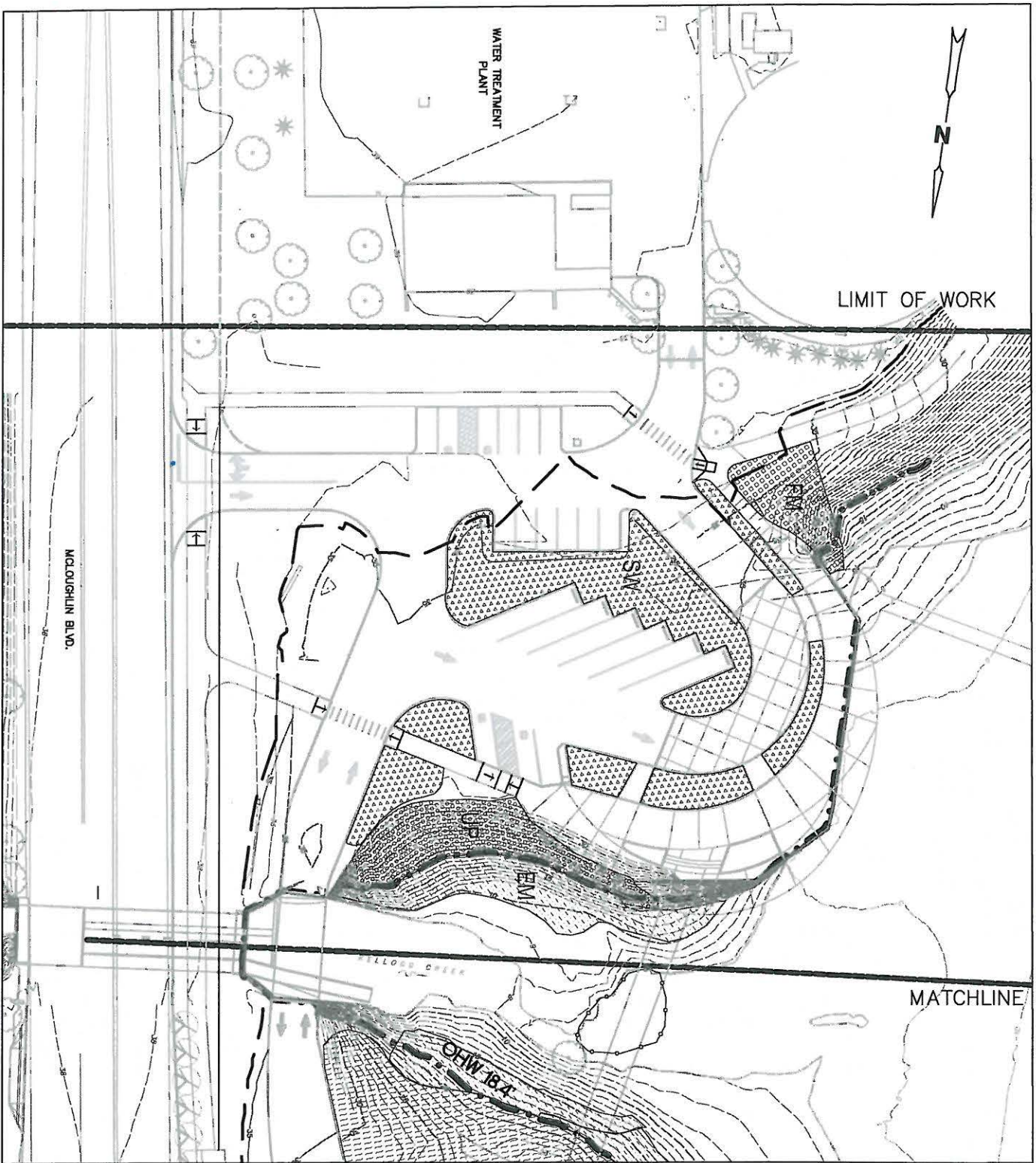
05-15-09

NWP-2009-19 Page 23 of 40



**DAVID EVANS AND ASSOCIATES INC.**

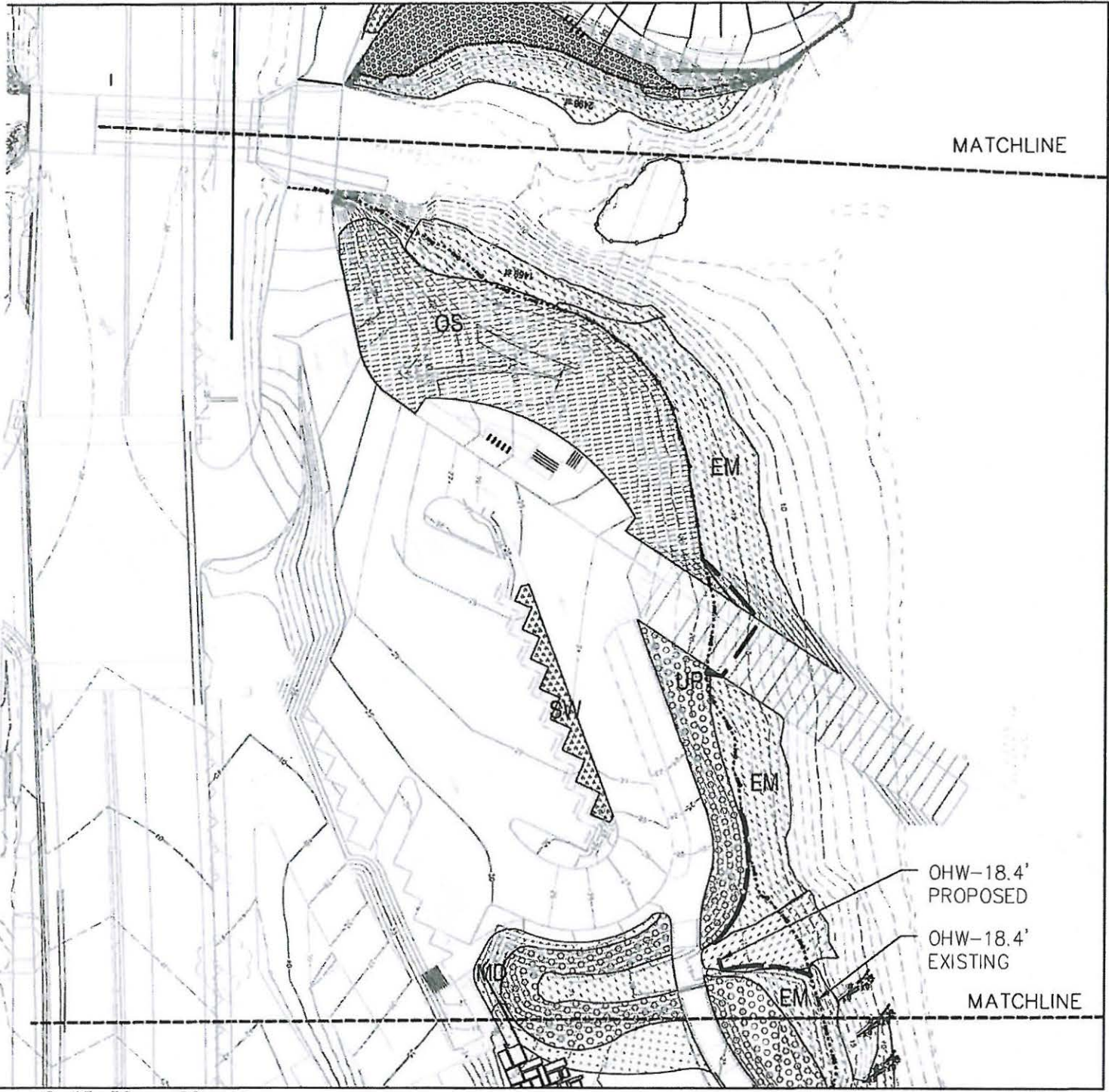
2100 Southwest River Parkway  
 Portland Oregon 97201  
 Phone: 503.223.6663



**DAVID EVANS  
AND ASSOCIATES, INC.**  
2100 Southwest River Parkway  
Portland, Oregon 97201  
Phone: 503.231.0933

<b>PROJECT</b>		Milwaukie Riverfront Park		<b>SHEET</b>	
<b>TITLE</b>		Proposed Planting Plan			
		Reach 1			
<b>DWG. REF.</b>	<b>PROJECT</b>	<b>SCALE</b>	<b>AMENDMENT NO.</b>		
C-1	MAEX0018	1" = 60'	0.0		
<b>DRAWN BY</b>	<b>DESIGN BY</b>	<b>APPROVED BY</b>	<b>DATE</b>		
BAR	BXM, BAR	ENCLOSURE 1	05-15-09		

**9B**



0 15 30 60



**DAVID EVANS  
AND ASSOCIATES INC.**  
2100 Southwest River Parkway  
Portland Oregon 97201  
Phone: 503.223.6663

PROJECT	Milwaukie Riverfront Park			SHEET
TITLE	Proposed Planting Plan			<b>9C</b>
	Reach 2			
DWG. REF.	PROJECT	SCALE	AMENDMENT NO.	
C-1	MAEX0018	1" = 60'	0.0	
DRAWN BY	DESIGN BY	APPROVED BY	DATE	
BAR	BXM, BAR	ENCLOSURE 1	05-15-09	



June 29, 2017

Rick Buen  
City of Milwaukie

**Re: Preapplication Report**

Dear Rick:

Enclosed is the Preapplication Report Summary from your meeting with the City on June 15, 2017, concerning your proposal for action on property located at Kellogg Creek Bridge.

A preapplication conference is required prior to submittal of certain types of land use applications in the City of Milwaukie. Where a preapplication conference is required, please be advised of the following:

- Preapplication conferences are valid for a period of 2 years from the date of the conference. If a land use application or development permit has not been submitted within 2 years of the conference date, the Planning Director may require a new preapplication conference.
- If a development proposal is significantly modified after a preapplication conference occurs, the Planning Director may require a new preapplication conference.

If you have any questions concerning the content of this report, please contact the appropriate City staff.

Sincerely,

Alicia Martin  
Administrative Specialist II

Enclosure

cc: Chuck Eaton, Engineering Director  
Larry Gescher, HP Civil Inc.  
Aaron Sherwood, Reeve Sherwood Consulting, LLC  
Randy Reeve, Reeve Sherwood Consulting, LLC

**PRE-APPLICATION CONFERENCE REPORT**

---

**This report is provided as a follow-up to a meeting that was held on 6/15/2017 at 10:00am**

**Applicant Name:** Rick Buen  
**Company:** City of Milwaukie Engineering  
**Applicant 'Role':** Owner  
**Address Line 1:** 6101 SE Johnson Creek Blvd  
**Address Line 2:**  
**City, State Zip:** Milwaukie OR 97206  
**Project Name:** Kellogg Creek Bridge Replacement  
**Description:** Replace Kellogg Creek Bridge and additional improvements to the crossing in Riverfront Park  
**ProjectAddress:** 11211 SE McLoughlin Blvd  
**Zone:** Downtown Open Space OS  
**Occupancy Group:**  
**ConstructionType:**  
**Use:** Public (P) and Town Center (TC)  
**Occupant Load:**  
**AppsPresent:** Larry Gescher, Aaron Sherwood, Randy Reeve  
**Staff Attendance:** Denny Egner, Vera Koliias, Alex Roller, Richard Nasiombe, Rick Buen

**BUILDING ISSUES**

**ADA:**  
**Structural:**  
**Mechanical:**  
**Plumbing:**  
**Plumb Site Utilities:**  
**Electrical:**  
**Notes:** N/A

Please note all drawings must be individually rolled. If the drawings are small enough to fold they must be individually folded.

### FIRE MARSHAL ISSUES

**Fire Sprinklers:**

**Fire Alarms:**

**Fire Hydrants:**

**Turn Arounds:**

**Addressing:**

**Fire Protection:**

**Fire Access:**

**Hazardous Mat.:**

**Fire Marshal Notes:** See attached.

### PUBLIC WORKS ISSUES

**Water:** Water line relocation will be covered under construction plans.

**Sewer:** Storm manhole raising will be covered under construction plans.

**Storm:** Submission of a storm water management plan by a qualified professional engineer is required as part of the proposed development. The plan shall conform to Section 2 - Stormwater Design Standards of the City of Milwaukie Pubic Works Standards.  
The storm water management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing storm water management facilities serving the development property. Also, the plan shall demonstrate compliance with water quality standards. The City of Milwaukie has adopted the City of Portland 2016 Stormwater Management Manual for design of water quality facilities.  
All new impervious surfaces, including replacement of impervious surface with new impervious surfaces, are subject to the water quality standards. See City of Milwaukie Public Works Standards for design and construction standards and detailed drawings.

**Street:** Development property fronts McLoughlin Blvd.

**Frontage:** Chapter 19.700 of the Milwaukie Municipal Code, hereafter referred to as "Code", applies to partitions, subdivisions, and new construction.

Frontage improvements will not be required, as they have already been completed under previous Capital Improvement Project.

**Right of Way:** This development does not trigger any dedication requirements.

**Driveways:** n/a

**Erosion Control:** Per Code Section 16.28.020(C), an erosion control permit is required prior to placement of fill, site clearing, or land disturbances, including but not limited to grubbing, clearing or removal of ground vegetation, grading, excavation, or other activities, any of which results in the disturbance or exposure of soils exceeding five hundred square feet.

Code Section 16.28.020(E) states that an erosion control permit is required prior to issuance of building permits or approval of construction plans. Also, Section 16.28.020(B) states that an erosion control plan that meets the requirements of Section 16.28.030 is required prior to any approval of an erosion control permit.

**Traffic Impact Study:** Code Section 19.704.1(A) states that the City will determine whether a transportation impact study (TIS) is required. In the event the proposed development will significantly increase the intensity of use; a transportation impact study will be required. The City of Milwaukie Engineering Director will make this determination based on proposed preliminary subdivision design and the number of lots created. No TIS will be required.

**PW Notes:** none

## **PLANNING ISSUES**

**Setbacks:** The setback requirements do not apply to the proposed project in the OS Zone.

**Landscape:** Based on the proposal, landscaping requirements are related to the MMC 19.402 Natural Resources requirements.

**Parking:** Minimum parking requirements per MMC 19.600 do not apply to the proposed project.

**Transportation Review:** Please see the Public Works notes for any information about the requirements of MMC 19.700.

**Application Procedures:** The proposed work is a revision to an approved plan for Riverfront Park as well as installation of improved slope stabilization infrastructure.

Land use applications required:

- \* Willamette Greenway review (Type III)
- \* Natural Resources (Type III)

Willamette Greenway WG (MMC 19.401): A greenway conditional use is required for all intensification or change of use, or alteration of the vegetation buffer area, or development. Approval shall be granted only if the criteria in Subsection 19.401.6 are met. A new conditional use is subject to Type III review and approval by the Planning Commission under Section 19.1006.

Per 19.401.6, the following shall be taken into account in the consideration of a greenway conditional use:

- A. Whether the land to be developed has been committed to an urban use, as defined under the State Willamette River Greenway Plan;
- B. Compatibility with the scenic, natural, historic, economic, and recreational character of the river;
- C. Protection of views both toward and away from the river;
- D. Landscaping, aesthetic enhancement, open space, and vegetation between the activity and the river, to the maximum extent practicable;
- E. Public access to and along the river, to the greatest possible degree, by appropriate legal means;
- F. Emphasis on water-oriented and recreational uses;
- G. Maintain or increase views between the Willamette River and downtown;



- H. Protection of the natural environment according to regulations in Section 19.402;
- I. Advice and recommendations of the Design and Landmark Committee, as appropriate;
- J. Conformance to applicable Comprehensive Plan policies;
- K. The request is consistent with applicable plans and programs of the Division of State Lands;
- L. A vegetation buffer plan meeting the conditions of Subsections 19.401.8.A through C.

More information on the requirements for a WG conditional use can be found in MMC 19.401.

Natural Resources (MMC 19.402): The regulations in Section 19.402 apply to all properties that contain, or are within 100 ft of a WQR and/or HCA as shown on the Milwaukie Natural Resource Administrative Map. The area of work contains both WQR and HCA and is entirely within 100 ft of the WQR. The proposed work exceeds 150 sf within the HCA and within 100 ft of a WQR, and therefore is subject to Type III review and approval by the Planning Commission under Section 19.1006.

The application materials should include the following information:

- Information found required in 19.402.9 Construction Management Plans
- Demonstrate compliance with 19.402.11 Development Standards
- Type III Natural Resource review is subject to 19.402.12 General Discretionary Review.
  - o 19.402.12.B identifies the approval criteria for Type III applications. Application materials should demonstrate how the proposal complies with the listed criteria.

Both applications may be filed together and they will be reviewed concurrently.

For the City's initial review, the applicant should submit 5 complete copies of the application, including all required forms and checklists. A determination of the application's completeness will be issued within 30 days. If deemed incomplete, additional information will be requested. If deemed complete, additional copies of the application may be required for referral to other departments, the Island Station and Historic Milwaukie Neighborhood District Associations (NDAs), and other relevant parties and agencies. City staff will inform the applicant of the total number of copies needed.

For Type III review, once the application is deemed complete, a public hearing with the Planning Commission will be scheduled. Staff will determine the earliest available date that allows time for preparation of a staff report (including a recommendation regarding approval) as well as provision of the required public notice to property owners and residents within 300 ft of the subject property, at least 20 days prior to the public hearing. A sign giving notice of the application must be posted on the subject property at least 14 days prior to the hearing.

Issuance of a decision starts a 15-day appeal period for the applicant and any party who establishes standing. Permits submitted during the appeal period may be reviewed but are not typically approved until the appeal period has ended.

Prior to submitting the application, the applicant is encouraged to present the project at a regular meeting of the Historic Milwaukie and Island Station NDAs.

**Natural Resource Review:** The project area includes a designated Water Quality Resource (WQR) area and a Habitat Conservation Area (HCA), extending from the river up onto the area of work. The proposed project will disturb both the WQR and HCA and is subject to Type III Natural Resources review.

The subject property is entirely within the Willamette Greenway (MMC 19.401): A greenway conditional use is required for all intensification or change of use, or alteration of the vegetation buffer

area, or development. Approval shall be granted only if the criteria in Subsection 19.401.6 are met. A new conditional use is subject to Type III review and approval by the Planning Commission under Section 19.1006.

Please refer to application procedures above.

**Lot Geography:**

The subject property is an irregular shaped lot along the Willamette River with frontage on McLoughlin Blvd.

**Planning Notes:**

The proposal is to replace and relocate the existing bridge with associated slope stabilization in nearby areas of slope failure in Riverfront Park, which has approved plans and a Notice of Decision.

The applicant's narrative should address the question of whether and/or how much the proposed bridge and slope work will impact views both from the river to the site and toward the river from the street and neighboring properties. Photo simulations or rendered elevations of the proposed bridge would be one effective way to demonstrate the degree of anticipated impact. Neighboring properties within 300 ft of the site will receive notice of the proposed development and may submit comments or testify at the hearing. As noted above, it might be useful to discuss the project with City Council and the Historic Milwaukie and Island Station NDAs to gauge support for the project.

Assuming the Willamette Greenway conditional use request is approved, the City will prepare a conditional use permit that must be recorded with Clackamas County before work commences.

The preapplication conference is valid for purposes of submitting future land use applications as described in MMC 19.1002.4. A preapplication conference is valid for 2 years.

The full zoning code is available online at:  
<http://www.qcode.us/codes/milwaukie/view.php?topic=19&frames=on>

**ADDITIONAL NOTES AND ISSUES**

**County Health Notes:**

**Other Notes:**

**This is only preliminary preapplication conference information based on the applicant's proposal and does not cover all possible development scenarios. Other requirements may be added after an applicant submits land use applications or building permits. City policies and code requirements are subject to change. If you have any questions, please contact the City staff that attended the conference (listed on Page 1). Contact numbers for these staff are City staff listed at the end of the report.**

**Sincerely,**

**City of Milwaukie Development Review Team**

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**BUILDING DEPARTMENT**

**Samantha Vandagriff - Building Official - 503-786-7611**

**Bonnie Lanz - Permit Specialist - 503-786-7613**

**ENGINEERING DEPARTMENT**

**Chuck Eaton - Engineering Director - 503-786-7605**

**Richard Nasiombe - Associate Engineer - 503-786-7694**

**Alex Roller - Engineering Tech II - 503-786-7695**

**COMMUNITY DEVELOPMENT DEPARTMENT**

**Alma Flores - Comm. Dev. Director - 503-786-7652**

**Alicia Martin - Admin Specialist - 503-786-7600**

**PLANNING DEPARTMENT**

**Dennis Egnor - Planning Director - 503-786-7654**

**David Levitan - Senior Planner - 503-786-7627**

**Brett Kolver - Associate Planner - 503-786-7657**

**Vera Kolas - Associate Planner - 503-786-7653**

**Mary Heberling - Assistant Planner - 503-786-7658**

**CLACKAMAS FIRE DISTRICT**

**Mike Boumann - Lieutenant Deputy Fire Marshal - 503-742-2673**

**Matt Amos - Fire Inspector - 503-742-2661**

# Clackamas County Fire District #1

## Fire Prevention Office



### E-mail Memorandum

To: City of Milwaukie Planning Department  
From: Matt Amos, Fire Inspector, Clackamas Fire District #1  
Date: 6/29/2017  
Re: Kellogg Creek Bridge 17-012PA

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This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements. When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access and water supply may be modified as approved by the fire code official. The following items should be addressed by the applicant:

The Fire District has no comments for this proposal.