

Draft Urban Design and Land Use Policies – Clean Version

Includes input from 6/17 CPAC meeting, 7/9 and 8/27 PC meetings, and 7/15 DLC meeting

Goal 1 - Design: Use a design framework that considers location and development typology to guide urban design standards and procedures that are customized by zoning district.

1. Downtown Milwaukie Policies

- a) Allow for a variety of dense urban uses in multi-story buildings that can accommodate a mix of commercial, retail, office and higher density residential uses.
- b) Provide a high-quality pedestrian environment that supports safe, convenient access to the area's multiple transportation modes.
- c) Prioritize pedestrian access and movement in the downtown while also improving safety and access for cyclists. Establish mode split targets in the Transportation System Plan (TSP) for alternative transportation modes.
- d) Capitalize on proximity to and views of the Willamette River and the Willamette Greenway.
- e) Ensure that buildings are designed with storefront windows and doors, weather protection, and details that contribute to an active, pedestrian oriented streetscape.
- f) Ensure that standards and guidelines implement a well-defined design vision for the downtown that has been vetted by the community.
- g) Support establishments that provide commercial services and amenities for downtown residents and employees.

2. Central Milwaukie Policies

- a) Ensure that new development supports better transportation connectivity through the Central Milwaukie district, especially for pedestrians and cyclists. Increased connectivity should include pedestrian and bicycle improvements through the Milwaukie Marketplace shopping center.
- b) Enhance Highway 224 intersections to increase the safety and comfort for pedestrians and cyclists traveling on cross streets. Implement these safety improvements through the Transportation Systems Plan.
- c) Ensure buildings and sites are designed to support a pedestrian-friendly streetscape and establish a storefront environment along key streets as set out in the Central Milwaukie Land Use and Transportation Plan.
- d) Manage the bulk and form of buildings to provide a transition between Central Milwaukie and adjacent areas with a lower density residential comprehensive plan designation.
- e) Broaden the scope of the Central Milwaukie Land Use and Transportation Plan to include the Milwaukie Market Place, Providence Hospital, and the Hillside Development.

3. Neighborhood Mixed Use (NMU) Policies

- a) Provide opportunities for a mixture of neighborhood commercial services and housing which are well-connected to the surrounding neighborhoods by sidewalks and bikeways.
- b) Ensure that development is designed to minimize impacts to surrounding residential areas through appropriate setbacks, building placement, buffers, and landscaping.
- c) Require that new development connect to surrounding neighborhoods for pedestrians and others using active transportation modes to travel to and within the district.
- d) Ensure that new mixed use and commercial buildings provide a commercial storefront environment with sidewalks and amenities appropriate to create an active, pedestrian-focused streetscape.
- e) Ensure that new development is designed to create a transition to adjoining residentially zoned properties in terms of height, massing, and building form.

4. **Neighborhood Hubs** Policies (outside of NMU areas)
 - a) Provide opportunities for the development of neighborhood commercial services and the provision of amenities and gathering places for residents of the surrounding area.
 - b) Ensure that new development projects are at a scale that fits with the height, bulk and form of development that have been historically permitted in the neighborhood.
 - c) Ensure new development contributes to a pedestrian friendly environment along the property frontage, recognizing that a storefront environment is not mandatory in a neighborhood hub setting.
 - d) Encourage development of multi-season outdoor seating areas and pedestrian plazas.
 - e) Provide for a high level of flexibility in design and incentives to accommodate a variety of start-up uses and explore innovative techniques for waiving or deferring full site development and parking requirements.
 - f) Provide a process to allow start-up and temporary uses that take advantage of incentives and deferral programs to make a smooth transition to status as a permanent use.
5. **North Milwaukie Innovation Area** Policies
 - a) Provide opportunities for a wide range of employment uses including manufacturing, office, and limited retail uses, as well as mixed-use residential in the area close to the Tacoma Station Area.
 - b) Ensure that the design of new development and redevelopment projects contribute to a pedestrian friendly environment within the Tacoma Station Area.
 - c) Provide for active transportation connections throughout the NMIA.
 - d) Implement provisions of the North Milwaukie Innovation Plan.
6. **International Way Business District** Policies
 - a) Provide flexibility to allow a wide variety of employment uses including industrial, research, office, and limited commercial in the district.
 - b) Protect natural resources in the district including Minthorn Natural Area and the waterways that connect to it. Daylight the creek where feasible.
 - c) Require landscaping along street frontages in the district.
 - d) With redevelopment, provide pedestrian and active transportation improvements through the district.
 - e) Work to ensure that the district is well-served by public transportation options and that transit stops and shelters are safe, comfortable, and easy to access.
7. **Corridors** Policies
 - a) Provide opportunities for higher intensity development in areas within walking distance of frequent transit service.
 - b) Ensure that design standards require direct pedestrian connections to the closest transit line.
 - c) If new development includes a commercial component, require a storefront design.
 - d) Ensure that all new development contributes to a safe, well-connected, and attractive pedestrian environment.
 - e) Maintain development and design standards that provide for a transition in development intensity between the development site and adjoining areas designated or planned for lower density residential uses.
8. **Regional Center** Policies
 - a) Develop and adopt a planning framework and zoning for the Clackamas Regional Center recognizing that this area is within the area subject to the Milwaukie Urban Growth Management Agreement and will eventually be annexed to the City.
 - b) Within the Regional Center:
 - Provide for high-intensity development to accommodate projected regional increases in housing and employment, including mixed-use development;

- Provide for and capitalize on high-quality transit service;
- Allow for a mix of land uses to support public transportation and bicycle and pedestrian usage;
- Provide for the open space and recreation needs of residents and employees of the area; and
- Support a multimodal street network.

Goal 2 - Livability. Enhance livability by establishing urban design concepts and standards that help improve the form and function of the built environment.

1. Policies to promote a great **Pedestrian Environment**:
 - a) Prioritize enhancement of the environment for pedestrians and people using other active transportation modes when expending public funds on street improvements.
 - b) Require new development and public improvements to be designed in a manner that contributes to a comfortable and safe environment for everyone, including pedestrians and other non-motorized users in the public right-of-way.
 - c) Enhance pedestrian spaces through adequate landscaping, trees, public art, and amenities such as benches and lighting.
 - d) Encourage small-scale storefront retail to be developed along street frontages in commercial and mixed-use districts.
 - e) Provide for pedestrian connectivity and access by other active transportation modes.
 - f) Use urban design features to reduce trips or slow traffic through areas where pedestrian safety is especially a concern, e.g. NMU districts and neighborhood hub areas.
 - g) To enhance the pedestrian experience, explore opportunities for woonerf and living street designs in areas with appropriate traffic volumes.
 - h) Provide a regularly scheduled review process that evaluates pedestrian comfort, safety, and accessibility using the best available science.
2. Policies for **Parking**-related design:
 - a) Establish parking standards that rely on higher levels of active transportation and increased use of transportation demand management programs to achieve community design patterns that are more sustainable.
 - b) As technology, development patterns, and transportation options evolve, plan for the potential conversion of parking spaces within the public right-of-way and encourage the redevelopment or conversion of existing private and public parking lots to other uses.
 - c) In the town center, buffer parking lots from the pedestrian environment with a combination of landscaping, stormwater facilities, public art, or decorative walls.
 - d) Provide on-street parking on frontages that have commercial storefronts.
 - e) Restrict off-street parking between the public sidewalk and the front of any new commercial retail or mixed-use building.
 - f) Require canopy trees and swales in parking lots to reduce stormwater runoff and better manage urban temperatures.
 - g) Prioritize pedestrian and bicycle safety over parking convenience to minimize conflicts between modes.
3. Policies to enhance **integration of the Urban and Natural Environment**:
 - a) Maintain landscaping design standards that require landscape plan approval as part of the development review process.
 - b) Use the landscape plan review process to ensure that new development provides tree canopy cover consistent with city urban forestry objectives and to achieve better habitat connectivity throughout the City.
 - c) Allow for vertical landscaping or green roofs to substitute for ground landscaping in situations where sites are constrained and there is a public benefit associated with the project.

- d) Require street trees consistent with urban forestry goals and to provide pollinator highways.
 - e) Utilize green infrastructure (bioswales, rain gardens, pervious pavement, and green roofs) to minimize impervious surfaces and to capture and treat stormwater on site.
 - f) Where appropriate, integrate natural features such as trees, creeks, wetlands, and riparian areas into the site planning process while also ensuring that designated natural resources are protected and conserved.
 - g) Daylight creeks and drainages where possible.
4. Policies for the design of **Public Spaces**:
- a) Provide clear standards for the design and improvement of public spaces and streets as set forth in design objectives of adopted project plans or special area plans.
 - b) Design streets to provide for the equitable allocation of space for different modes including pedestrians, bicycles, and transit.
 - c) Provide multi-season seating in public spaces where people are intended to gather. Areas of public seating should have access to direct sunlight and shade as well as options for rain protection.
5. Policies to promote **Community Character**:
- a) Limit the size and display characteristics of commercial signage, especially along Highway 224 and Highway 99E.
 - b) Where feasible, design of buildings should include views and orientation toward the Willamette river or other waterways.
 - c) Encourage green buildings through a program that allows extra building height with the development of a green building.
 - d) Ensure that policies and codes related to urban design are consistently and regularly enforced.

Goal 3 - Process. Provide a clear and straight forward design review process for development in Milwaukie along with incentives to achieve desired outcomes.

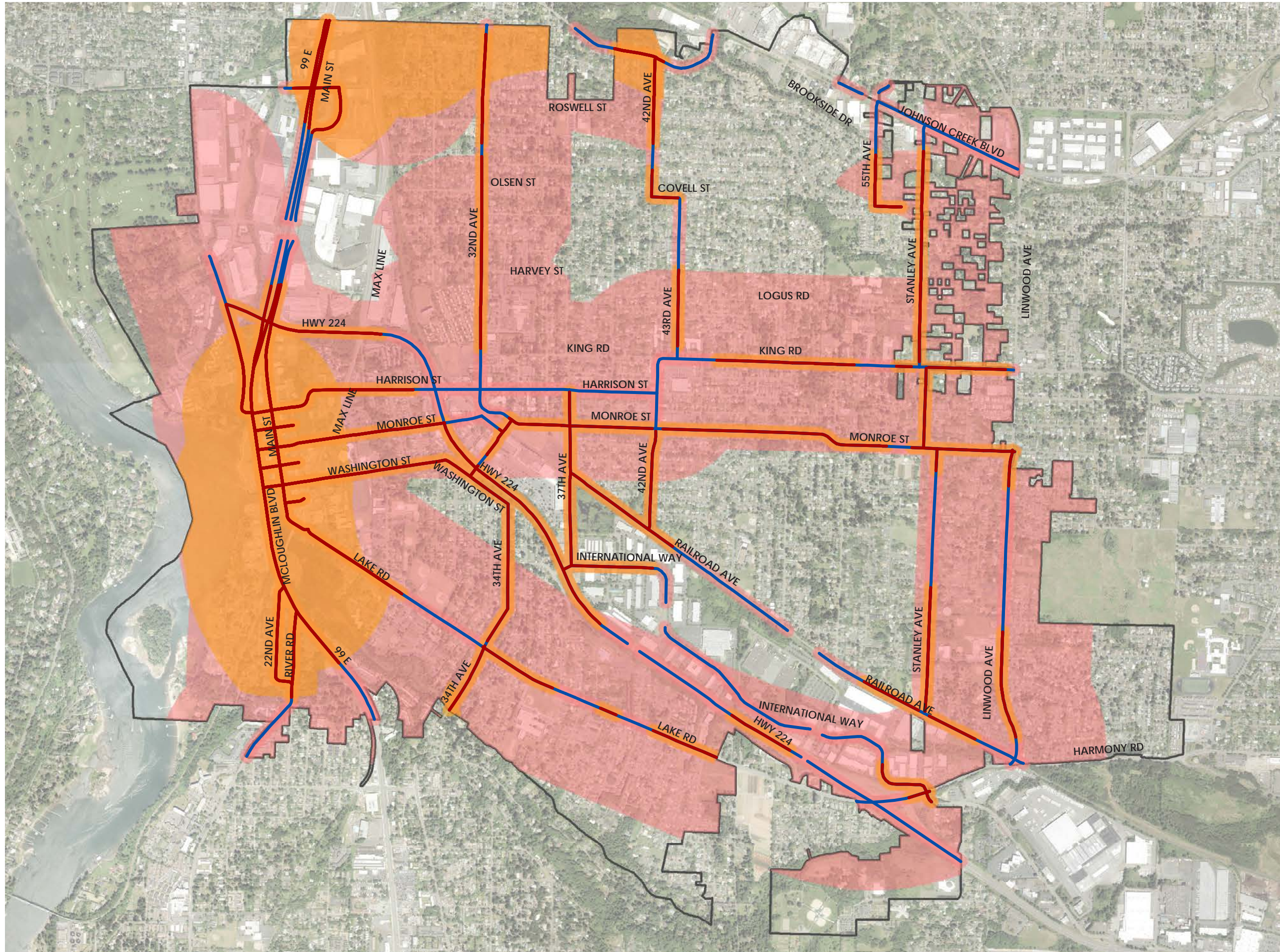
1. Use a two-track **Design Review** process to ensure that new development and redevelopment projects are well designed. Provide a clear and objective set of standards as well as an optional, discretionary track that allows for greater design flexibility provided design objectives are satisfied.
2. Ensure that a **clear and objective process** is available for all needed housing types that meet design standards, provide adequate open space, and fit into the community, while offering an alternative discretionary path for projects that cannot meet these standards.
3. Expand opportunities for neighborhood district associations (NDAs) and other stakeholders to review and provide feedback early in the development process and respond to community concerns on topics such as trip generation and the scale of development with clear, concise, objective information.
4. Expand **incentives** and refine development standards that help to:
 - a) Provide flexibility for commercial use of existing residential structures within Neighborhood Hubs and Neighborhood Mixed Use districts.
 - b) Provide flexibility for the types of uses permitted as home occupations where it can be demonstrated that the home occupation will help meet the daily needs of residents in the surrounding neighborhood.
 - c) Consider the use of vertical housing tax abatements and other financial tools to encourage development in Neighborhood Hubs
5. Require that **comprehensive plan amendment applications** address the following guidelines when the amendment would increase the intensity and/or density of an area:
 - a) High density districts should be:

- i. Served by a collector or arterial street or if served only by a local street system, within ¼ mile of frequent transit or a regional trail; and
 - ii. Within ¼ mile of a park or school; and
 - iii. Within ¼ mile of commercial services
- b) Medium density districts should be:
- i. Served by a collector or arterial street or if served only by a local street system, within ¼ mile of an arterial, frequent transit or a regional trail; and
 - ii. Within ¼ mile of a park or school; and
 - iii. Within ¼ mile of commercial services
- c) Mixed use districts should be:
- i. Served by a collector or arterial street or if served only by a local street system, within ¼ mile of frequent transit or a regional trail; and
 - ii. Within ¼ mile of a park or school

Geographic Designations

- **Downtown Milwaukie** is part of the Milwaukie Town Center, which is a regional destination in the Metro 2040 Growth Concept.
- **Central Milwaukie** is part of the Milwaukie Town Center that serves the larger Milwaukie community with goods and services and seeks to provide opportunities for a dense combination of commercial retail, office, services, and housing uses.
- **Neighborhood Mixed Use** areas are located primarily along collector or arterial roads
- **Neighborhood Hubs** are dispersed throughout Milwaukie
- The **North Milwaukie Innovation Area** is one of the City's main employment areas that has identified redevelopment opportunities.
- The **International Way Business District** is a major employment area off of International Way and Highway 224
- **Corridors** are located along frequent transit lines.

Areas Eligible for Zone Changes to High and Medium Density



-  High Density Eligibility Area
-  Medium Density Eligibility Area
-  High Density Eligible Collector or Arterial Streets
-  Medium Density Eligible Collector or Arterial Streets
- City Boundary