

## **Draft Natural Resource & Environmental Quality Policies - July 30 CPAC Version**

Includes input from 6/17 CPAC, 6/25 Planning Commission, NCUWC Comment Letter, and 7/16 Focus Group

General Comment from July 16 Focus Group: Do we want to group all of the policies related to climate change resiliency and adaptation/mitigation (plant trees that can adapt to climate change, protect late season flow, etc) under one goal?

### **Goal 1 – Protect and conserve Milwaukee’s natural resources and maintain the quality of its air, land and water.**

1. Protect and enhance the quality, diversity and resiliency of the City’s natural resources and ecosystems through a combination of development regulations, incentives, programs and partnerships with other public agencies and community stakeholders.
2. Partner with community groups, environmental organizations, and others to pursue legislative and administrative rule changes and regional, state, and federal funding for the acquisition, protection, or enhancement of natural resources.
3. Promote public education and encourage collaboration when developing strategies to protect air and water quality and other natural resources.
4. Support the clean-up and remediation of brownfields and other potentially contaminated land in an effort to protect natural resources and the City’s groundwater supply.
5. Periodically update the City’s inventory of wetlands, floodplains, fish and wildlife habitat and corridors, and other natural resources through both technology and in-field verification.

### **Goal 2 – Enhance water quality and water resources.**

1. Support programs and regulations to enhance and maintain the health and resilience of watersheds, riparian and upland zones, and floodplains.
2. Support efforts to restore Kellogg and Johnson Creeks and their tributaries and remove the Kellogg Dam.
3. Improve and expand coordination with adjacent jurisdictions on the protection and restoration of local rivers, creeks, and other natural resources.
4. Maintain the City’s regulatory hierarchy that requires development to provide a detailed analysis, including alternatives, of how it will 1) avoid, 2) minimize, and 3) mitigate for impacts to natural resources.
5. Regulate floodplains to protect and restore associated natural resources and functions, increase flood storage capacity, provide salmon habitat, minimize the adverse impacts of flood events, and promote climate change resiliency.
6. Consider and evaluate the downstream impacts resulting from development in upland areas and changes in water flow and quantity associated with climate change.
7. Protect water quality of streams by using best available science to help control the amount, temperature, turbidity, and quality of runoff that flows into them, in partnership with other regulatory agencies.

8. Improve stormwater detention and treatment standards through the use of best available science, technology, and management practices to meet water quality standards and achieve wildlife habitat protection and connectivity goals and standards. Establish the City's preference for sustainable stormwater facilities that utilize natural systems and green technology through the use of incentives as well as future code changes.
9. Monitor and ensure protection of the City's groundwater resources, particularly those water resources that provide the City with potable water.
10. Coordinate and partner with State and federal regulatory programs to protect domestic groundwater resources from potential pollution, including potential impacts associated with infiltration from water, wastewater and stormwater pipes.

**Goal 3 – Protect and conserve fish and wildlife habitat.**

1. Protect habitat areas for fish and wildlife species that live and move through the City, including indigenous fish populations subject to Native American fishing rights. Focus these efforts on habitat that is part of or helps create an interconnected system of high-quality habitat, and also considers downstream impacts of activities within Milwaukie.
2. Consider impacts to = habitat connectivity when reviewing development proposals.
3. Work with regulatory agencies and private property owners to remove barriers to fish passage and wildlife movement corridors between the Willamette River and its tributaries.
4. Protect and enhance riparian vegetation that provides habitat and improves water quality along creeks and streams through the use of best available science and management practices to promote beneficial ecosystem services, such as managing water temperature and providing woody debris for habitat.
5. Require mitigation that restores ecological functions and addresses impacts to habitat connectivity as part of the development review process.
6. Encourage and incentivize voluntary restoration of natural resource areas, including removal of invasive-species vegetation, on-site stormwater management, and planting of native-species or climate-adapted vegetation.
7. Develop a habitat connectivity analysis and strategic action plan.

**Goal 4 – Develop a healthy urban forest in Milwaukie.**

1. Implement and maintain an urban forestry program that contributes to a diverse and multi-aged tree canopy and inventory.
2. Pursue the City's goal of creating a 40% tree canopy through a combination of development code and other strategies that lead to preservation of existing trees and planting of new trees and prioritize native species.
3. Evaluate the roles and relationship between larger forested areas and the city's street trees.

4. Provide flexibility in the division of land, the siting and design of buildings, and design standards as appropriate to reduce the impact of development on environmentally-sensitive areas and to retain native vegetation and trees.
5. Prioritize increased tree canopy in areas that are currently canopy-deficient and can help provide a more equitable distribution of trees in the city, including street trees.
6. Enhance protections for existing native-species and climate-adapted trees and tree canopy.
7. Evaluate the stormwater impacts associated with tree removal as part of the development review process.

**Goal 5 – Encourage and incentivize sustainable design and development practices.**

1. Provide information about alternatives to conventional construction and site planning techniques, such as increased energy efficiency and reduced long-term costs
2. Incorporate sustainable and low-impact building- and site-planning technologies, habitat-friendly development strategies, and green infrastructure into City codes and standards.
3. Identify and diminish or remove existing barriers to sustainable design and development in City codes.
4. Identify additional opportunities for partner agencies and environmental agencies to provide early feedback and recommendations on reducing environmental impacts associated with development.
5. Examine development code changes that help reduce impacts on wildlife, such as bird-friendly building design.

**Goal 6 – Maintain a safe and healthy level of air quality and monitor, reduce, and mitigate noise and light pollution.**

1. Coordinate with federal and state agencies to help ensure compliance with state and federal air quality standards, while advocating for improved regional air quality standards.
2. Advocate for a consistent, effective level of environmental monitoring of local industrial activities by state and federal agencies to ensure that applicable State and federal air quality standards are met.
3. Support local efforts such as good-neighbor agreements that aim to evaluate and reduce local sources of air and noise pollution and their impacts on local residents.
4. Encourage and/or require building and landscape design, land use patterns, and transportation design that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional freight ways, freight rail lines, major city traffic streets, and other sources of noise.
5. Continue to enforce noise standards and other nuisance codes for industries and vehicles.
6. Evaluate impacts to both humans and wildlife related to light and noise pollution and require appropriate mitigation.

## **Draft Public Facilities and Services Policies – July 30 CPAC Version**

Includes input from 6/17 CPAC, 6/25 Planning Commission, NCUWC Comment Letter, and 7/16 Focus Group

### **Goal 1 – Plan, develop and maintain an orderly and efficient system of public facilities and services to serve urban development.**

1. Maintain or enhance levels of public facilities and services to existing City residents, businesses, and vulnerable populations as urban development or growth occurs.
2. Ensure that existing residents and taxpayers do not pay for services delivered outside its limits, except when part of a program or incentive to annex properties outside the City limits.
3. As an element of the Comprehensive Plan, maintain a Public Facilities Plan, in conformance with Statewide Planning Goals, that incorporates key components of the master plans for water, wastewater, stormwater, and other public facilities under City control.
4. Use the Public Facilities Plan to help guide the programming of improvements as the City's Capital Improvement Plan is updated and to establish Public Work Standards that identify the public facilities improvements that are required for properties to develop.
5. Use public facilities to strategically invest in different parts of the City and to help reduce disparities, enhance livability, promote growth and redevelopment, and to maintain affordability.
6. Require developers to pay their proportionate share of the cost of utilities and facilities needed to support their developments, except in such cases where the City may provide incentives to achieve priorities outlined in the City's vision.
7. To maximize the efficient provision of all services and to encourage cooperation and coordination, maintain up-to-date intergovernmental agreements with all public service agencies and service agreements with the providers of private services.
8. Work with other service providers in the region to plan for supply security, new technologies, and resiliency in the delivery of urban services to the urban areas.
9. Provide City infrastructure and facilities that can reasonably withstand natural or man-made disasters and systems that will continue to function during an emergency event.
10. Design, upgrade and maintain systems to ensure that they are sustainable and resilient and utilize best available science and technology.

### **Goal 2 – Provide an adequate supply and efficient delivery of water services.**

1. Maintain and safeguard clean groundwater as the primary water supply source for the community. Utilize wellhead protection zones and land use restrictions to avoid impacts on wells and to maintain water quality.
2. Increase storage capacities and provide interconnections with the water systems of other providers in the region to ensure a reliable water supply for use during emergencies or periods of extremely high demand and to mitigate the impacts of climate change.

3. Continue to develop water storage and well sources to provide adequate water supply and water pressure in all areas of the City. Provide water flows at levels sufficient for firefighting throughout the City.
4. Provide a self-sufficient water system that meets the demands of current and future City residents.
5. Encourage programs and provide incentives that promote and establish targets for water conservation by customers of the City's water system.
6. Encourage and remove code barriers to the use of grey water systems and rainwater collection, with clear strategies and targets for expanding water supply and reducing the demand for water provided by the City.

**Goal 3 - Continue to provide adequate wastewater collection and treatment services to all Milwaukie residents.**

1. Comply with federal and State clean water requirements in managing the wastewater collection system.
2. Maintain and improve the existing sanitary sewer collection system through preventive maintenance and ongoing appraisal.
3. Provide adequate wastewater collection services to all future residents.
4. Encourage the optimization and improvement of the Kellogg Water Resource Recovery Facility (the sewage treatment plant). Encourage capacity expansion through water conservation and the use of pre-treatment by heavy users.
5. Work with plant operators to minimize or eliminate external impacts of the wastewater treatment process by reducing the overall physical footprint of the plant, covering portions of the plant, reducing vehicle trips, eliminating odors, and/or other viable strategies.
6. Participate in developing long-term plans for the treatment plant, including examination of the potential for generating energy from plant and system operations and the possible acquisition of the plant by the City.

**Goal 4 - Maintain and improve the City's stormwater management system to ensure that waterways are clean and free flowing.**

1. Preserve and restore natural functioning and historic floodplains and healthy uplands to better manage flood events, provide and enhance wildlife habitat, improve water quality, and increase climate change resiliency.
2. Require that new development and redevelopment treat stormwater consistent with state and federal water quality standards before it is discharged into the City's creeks and lakes and the Willamette River.
3. Require that stormwater be managed and treated on-site, except where to the City determines it to be infeasible.
4. To the extent possible, stormwater should be managed with green infrastructure such as green roofs, water quality swales, rain gardens, and the intentional placement of appropriate trees.

5. Restrict development within drainageways and their buffers to prevent erosion, regulate stormwater runoff, protect water quality, and protect and enhance the use of drainageways as wildlife corridors.
6. Provide resources and tools to facilitate stormwater retrofits for existing development.
7. Consider potential stormwater impacts during the land use review process.
8. Examine and encourage opportunities to daylight creeks, where feasible (IS THIS POLICY MOST APPROPRIATE IN PUBLIC FACILITIES, NATURAL RESOURCES, OR URBAN DESIGN?).
9. Expand public outreach and education programs on how the community can help protect Milwaukee waterways.
10. Encourage and incentivize the reduction of impervious surfaces for both existing development and redevelopment.

**Goal 5 - Make solid waste services available to City residents.**

1. Utilize franchise agreements with private operators to coordinate the collection of solid waste, recyclable materials, and yard/food waste, reduce environmental impacts, and identify strategies to reduce waste generation.
2. Manage and monitor the adequacy of the solid waste hauler service and communicate with private operators when problems arise.
3. Require solid waste haulers to provide curbside or onsite recycling and composting services.
4. Examine and pursue strategies to reduce food waste and expand opportunities for composting.
5. Require new development to provide on-site and enclosed space for recycling.
6. Create an equity and inclusion strategy for solid waste franchises.
7. Work with partners to educate residents on recycling and waste reduction.
8. Establish clear targets for waste reduction by residential, commercial, and industrial customers.

**Goal 6 - Maintain facilities and personnel to respond to public safety needs quickly and efficiently.**

1. Support efforts to implement Crime Prevention Through Environmental Design (CPTED) principles in building and site design and transportation corridors.
2. Increase public awareness of crime prevention methods and involve the community in crime prevention programs.
3. Coordinate with the fire department to address fire safety in the design of buildings and through site planning, consistent with state fire code requirements and other best practices for fire protection.
4. Distribute resources throughout the city for responding to fires, floods, and other natural and human-induced disasters, including staff designated to help coordinate the city's response.

5. Require streets be designed and maintained to meet the minimum needs of emergency services providers.

**Goal 7 - Coordinate with local partners in planning for schools, medical facilities, and other institutional uses.**

1. Coordinate community development activities and public services with the school district.
2. Work with the district, in coordination with the City's park and recreation provider, to meet community and neighborhood recreational and educational needs.
3. Provide transportation improvements such as sidewalks and bikeways that promote safe access to schools.
4. Support creation of a master plans for institutional uses such as parks, schools and hospitals.
5. Support the provision of temporary housing for the families of local medical patients.
6. Establish a Transportation Demand Management (TDM) program for schools and other large institutions and businesses.

**Goal 8 - Provide high quality administrative services to the people of Milwaukie while maintaining cost-effectiveness and convenience.**

1. Maintain the efficiency of the City's land development processing, including provision of a one-stop development permit center.
2. Maintain and improve library service levels and facilities that keep pace with the demands of existing and future residents.
3. Maintain a public safety building which houses City police services.
4. Strive to consolidate public-facing city services (other than public safety) in one city facility.

**Goal 9 - Ensure that energy and communications services are adequate to meet residential and business needs.**

1. Coordinate with public utility and communications companies to provide adequate services, while minimizing negative impacts on residential neighborhoods, natural and scenic resources, and recreational areas.
2. Encourage grid modernization to promote energy security and grid resiliency and to work toward producing enough renewable energy to fully meet the community's energy demand.
3. Encourage the provision of electric vehicle charging stations in appropriate locations.
4. Explore opportunities to create a public communications utility to expand equitable access to high speed broadband internet service.
5. Work with utility companies to underground utility systems and infrastructure to improve aesthetics and reduce damage from storm events and other natural disasters.
6. Promote and prioritize renewable energy production and use.

# Draft Urban Design and Land Use Policies – July 30 CPAC Version

Includes input from 6/17 CPAC, 7/9 Planning Commission, and 7/15 DLC Meetings

**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. (NOTE: DLC RECOMMENDED DISTINGUISHING BETWEEN NORTH, CENTRAL AND SOUTH PARTS OF DOWNTOWN – WHAT ARE CPAC MEMBERS’ THOUGHTS?)
- b) Provide a high-quality pedestrian environment that supports excellent 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 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. (NOTE- IS THERE A BETTER TERM FOR “HISTORICALLY PERMITTED”?)
  - 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 transit or micro-transit 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 adopted 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 opportunities arise, encourage redevelopment of existing parking lots or conversion of parking lots for 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) Anticipate and plan for the conversion of parking spaces into pick-up/drop-off areas as use of shared modes of transportation (ride share, autonomous vehicles, micro-transit, etc.) grows in the community.
- g) Require canopy trees and swales in parking lots to reduce stormwater runoff and better manage urban temperatures.
- h) 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 is well designed, provides adequate open space, and fits into the community, while offering an alternatives discretionary path for projects that cannot meet these standards.
- 3. 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
- 4. 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 and a regional trail
  - ii. Within ¼ mile of a park (PUBLIC PARK, OR IS PRIVATE OPEN SPACE OK?)
  - 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 frequent transit or a regional trail
  - ii. Within ½ mile of a park
  - iii. Within ½ mile of commercial services
- c) Low density districts should be:
- i. Served by local, collector, or arterial streets
  - ii. Within ½ mile of a park
  - iii. Within ½ mile of commercial services
- d) 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
  - ii. Within ¼ mile of a park
  - iii. Located to serve residents in the surrounding ¼ mile area

### 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.

### **Notes from DLC and PC:**

- Include maps of Neighborhood Hubs and Corridors
- Add a hub location at the northwestern corner of Railroad Avenue and Stanley.