

## **Milwaukie Comp Plan Policy Synthesis**

### **Key Areas of Overlap or Connection**

#### Urban Forestry and Tree Canopy Protection

##### *Natural Resources and Environmental Quality*

3.4.1 Implement and maintain an urban forestry program.

3.4.2 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 and climate-adapted species.

3.4.3 Provide flexibility in the division of land, the siting and design of buildings, and design standards in an effort to preserve the ecological function of designated natural resources and environmentally-sensitive areas and retain native vegetation and trees.

3.4.4 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.

3.4.5 Enhance protections for existing native-species and climate-adapted trees that contribute to a diverse and multi-aged tree canopy.

##### *Climate Change*

6.1.4: Develop standards and guidelines that contribute to a 40% citywide tree canopy.

##### *Willamette Greenway*

Policy 4.4.2: Promote an increase in tree canopy within the Willamette Greenway through tree planting programs and by mitigating for any lost tree canopy that occurs through development, while recognizing the importance of certain public views of the river.

##### *Urban Design and Land Use*

8.2.3.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.

8.2.3.e. Ensure that street trees are climate resilient, consistent with the City’s urban forestry goals, and consider potential benefits to pollinators and local wildlife.

##### *Housing*

7.3.1. Ensure that the scale and location of new housing is consistent with city goals to preserve open spaces, achieve a 40% citywide tree canopy, and protect wetland, floodplains, and other natural resource or hazard areas.

## Riparian Area and Associated Habitat Protection

### *Natural Resources and Environmental Quality*

- 3.2.1. Support programs and regulations to enhance and maintain the health and resilience of watersheds, riparian and upland zones, and floodplains.
- 3.2.2. Support efforts to restore Kellogg and Johnson Creeks and their tributaries and remove the Kellogg Dam.
- 3.2.3. Improve and expand coordination with adjacent jurisdictions on the protection and restoration of local rivers, creeks, and other natural resources.
- 3.2.7. 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.
- 3.3.4. 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.

### *Willamette Greenway*

Policy 4.4.1: Within the Willamette Greenway, protect and conserve natural resources through the City's two Natural Resource overlay zones: WQR - Water Quality Resource and HCA – Habitat Conservation Area.

Policy 4.6.4: As part of the planning effort for parks and other public improvements, ensure that trees and other features are intentionally placed to frame and enhance views of the Willamette River and Kellogg Creek. Enhancing riparian vegetation along Kellogg Creek to improve aquatic habitat conditions for native species will be a higher priority than maintaining or improving views of the creek.

### *Public Facilities*

10.4.1. 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.

### *Urban Design and Land Use*

8.2.3.g. 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.

### *Housing*

7.3.1. Ensure that the scale and location of new housing is consistent with city goals to preserve open spaces, achieve a 40% citywide tree canopy, and protect wetland, floodplains, and other natural resource or hazard areas.

## Floodplain Management and Protection

### *Natural Resources and Environmental Quality*

3.2.5: 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.

### *Natural Hazards*

5.1.4: Regulate floodplain areas in a manner that protects the public, recognizes their natural functions as waterways and critical habitat, and provides open space/recreational opportunities.

### *Parks and Recreation*

9.2.4: Work with local, regional, state, and federal partners to plan, design and protect areas for habitat viability, including the safe movement of wildlife necessary to maintain biodiversity and ecological balance.

### *Public Facilities*

10.4.1: 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.

10.4.4: 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.

### *Housing*

7.3.1. Ensure that the scale and location of new housing is consistent with city goals to preserve open spaces, achieve a 40% citywide tree canopy, and protect wetland, floodplains, and other natural resource or hazard areas.

## Stormwater Detention and Management Using Natural Systems

### *Natural Resources and Environmental Quality*

3.2.8: 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.

### *Climate Change*

6.2.7: Prioritize natural stormwater management systems.

### *Public Facilities*

10.4.3. 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.

10.4.4. 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.

### *Urban Design and Land Use*

8.2.2.i. Require canopy trees and swales in parking lots to reduce stormwater runoff and better manage urban temperatures.

8.2.3.f. Utilize green infrastructure (bioswales, rain gardens, pervious pavement, and green roofs) to minimize impervious surfaces and to capture and treat stormwater on site.

## Renewable Energy Use

### *Climate Change*

6.2.4: Reduce barriers to developing renewable energy projects.

6.2.5: Aim to increase the use of renewable energy vehicles through a mix of infrastructure improvements, incentives, and development requirements.

6.3.8: Explore opportunities for increasing distributed renewable energy generation through community solar projects and other collective efforts.

### *Public Facilities*

10.9.3. Encourage the provision of electric vehicle charging stations in appropriate locations.

10.9.6. Promote and prioritize renewable energy production and use.

### *Parks and Recreation*

9.2.2 – Pursue solar power and other forms of renewable energy with updates to and expansions of existing parks and recreation opportunities and the creation of new parks and recreation opportunities.

### *Urban Design and Land Use*

8.2.2.h. Expand the number of electric vehicle charging stations in both public and private parking areas

## Promote Use of Active Modes of Transportation and Transit

### *Housing*

7.3.4. Promote the use of active transportation modes and transit to provide more reliable options for neighborhood residents and help reduce driving.

7.4.2. Require that new housing projects improve the quality and connectivity of active transportation modes by providing infrastructure and connections that make it easier and more direct for people to walk or bike to destinations such as parks, schools, commercial services, and neighborhood gathering places.

### *Climate Change*

6.2.1: Increase the quantity, quality and variety of Milwaukee's active transportation options, including trails, bike lanes, sidewalks, and transit.

### *Urban Design and Land Use*

#### 8.1.1: Downtown Milwaukee Policies

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.

#### 8.1.2: Central Milwaukee Policies

a. Ensure that new development and redevelopment supports better transportation connectivity through the Central Milwaukee district, especially for pedestrians and cyclists. Increased connectivity should include pedestrian and bicycle improvements through large sites.

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 Milwaukee Land Use and Transportation Plan.

#### 8.1.3: 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.

c. Require that new development connect to surrounding neighborhoods for pedestrians and others using active transportation modes to travel to and within the district.

#### 8.1.5: North Milwaukee Innovation Area Policies

b. Ensure that the design of new development and redevelopment projects contribute to a pedestrian and bike friendly environment within the Tacoma Station Area.

c. Provide for active transportation connections throughout the NMIA.

#### 8.1.6 International Way Business District Policies

d. As new development and redevelopment occurs, require pedestrian and active transportation improvements throughout the district.

#### 8.1.8 Corridors Policies

a. Provide opportunities for higher intensity development in areas within walking distance of existing or planned frequent transit service.

b. Ensure that design standards require direct pedestrian connections to the closest transit line.

#### 8.1.9 Regional Center Policies

b. Within the Regional Center:

- Provide for and capitalize on frequent and dependable transit service;
- Allow for a mix of land uses to support public transportation and bicycle and pedestrian usage;
- Support a multimodal street network.

#### 8.2.1. Policies to promote a great Pedestrian and Bicycle Environment for All:

#### 8.2.2 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.