

## Ideas for Comprehensive Plan Call-Out Boxes

### *Section 1: Community Engagement*

#### **Community Involvement Advisory Committee (CIAC)**

Statewide Planning Goal 1 calls for cities' land use programs to include an officially recognized committee for citizen involvement that is broadly representative of geographic areas and interests related to land use and land use decisions.

#### **Diversity, Equity, and Inclusion (DEI)**

**Diversity & Inclusion** is the concept of engaging and involving a wide variety of stakeholders with different backgrounds in land use related activities and decision-making, while **Equity** deals with providing access and opportunities to groups that have historically experienced obstacles to participation.

### *Section 2: History, Arts and Culture*

#### **Historic and Cultural Resource Inventories**

**Historic and cultural resources** are sites, structures, districts, objects, and buildings within Milwaukie that reflect the City's unique architectural, archaeological, and historical heritage. The City keeps track of these resources by maintaining an **inventory** of historic and cultural sites, consistent with state and federal regulations.

#### **Public Art: Murals in Milwaukie**

**Public art** adds color, vibrancy, and character to the urban environment while creating a sense of place for the community and a destination for visitors. In 2014, the Milwaukie City Council adopted an ordinance establishing a process for reviewing large **murals** that cover full building walls, and a simpler public process for permitting smaller murals.

### *Section 3: Natural Resources and Environmental Quality*

#### **Wildlife Habitats and Corridors**

**Wildlife habitat** is an area upon which wildlife depends in order to meet their requirements for food, water, shelter, and reproduction. A **wildlife corridor** connects two or more larger areas of wildlife habitat and facilitates wildlife migration. **Habitat connectivity** is the degree to which areas of wildlife habitat are connected.

#### **Brownfields**

Cleaning up **brownfields** – properties with actual or perceived environmental contamination limiting their use or redevelopment – can be beneficial to both natural resource protection and economic development.

**Natural Resource Protection Hierarchy: Avoid, Minimize, Mitigate**

Natural resource protection in Milwaukie is based on the concept that projects should seek to **avoid** impacts to natural resources whenever possible; **minimize** impacts when impacts are unavoidable; and adequately **mitigate** for any impacts created.

*Section 4: Willamette Greenway***What are some key benefits of the Willamette River Greenway?**

- **Environmental** – preserving open space helps protect wildlife habitat, stormwater management, carbon sequestration, cooling hotter paved areas, and much more.
- **Recreational** – the greenway provides a variety of recreational opportunities and amenities, such as boating and paddling, walking trails, bicycle trails, viewing areas, and picnicking.
- **Economic** – the riverfront is a key public amenity that attracts visitors to downtown Milwaukie, supporting local businesses and commerce in the area.
- **Access and Views** – greenway regulations provide opportunities to expand public access to, and protect views of, the Willamette River.

**Two-tiered approach to planning in the Greenway Zone**

The Comprehensive Plan proposes amending the city’s zoning code to continue requiring a conditional use permit (and Planning Commission public hearing) for proposals close to the river (within the Greenway Compatibility Review Boundary), while having a clear and objective process for properties outside of the review boundary.

*Section 5: Natural Hazards***The role of floodplains**

Floodplains are areas next to rivers, creeks, and streams that become inundated with water when the capacity of the water body’s channel is exceeded. Floodplains provide storage for flood waters, help control erosion, provide fish and wildlife habitat, and maintain open space.

**Community Emergency Response Team (CERT)**

Milwaukie’s CERT program was founded in 2010 and includes active and reserve members that meet periodically for training and to conduct drills that prepare them to help in responding to natural hazards – such as flooding, earthquakes, and snow/ice – that impact Milwaukie.

*Section 6: Climate Change and Energy***Climate Change Adaptation vs. Mitigation**

Climate change mitigation deals with actions and strategies the city can take to reduce the impacts of climate change, such as reducing greenhouse gas emissions. Adaptation is the process to prepare for a changing climate, such as amending city codes and developing strategies to be better prepared for more frequent flooding and wildfires.

**The role of tree canopy in combatting climate change**

Tree canopy is the layer of leaves, branches and stems of trees that cover the ground when a tree is viewed from above. Milwaukee's goal for its urban forest is to achieve 40% canopy coverage citywide by 2040. Expanding the city's urban forest can help capture CO<sub>2</sub> in our atmosphere, conserve energy, provide shade, capture stormwater run-off, and curb the impacts of flooding.

*Section 7: Housing***Middle Housing Types**

The term "middle housing" or "missing middle housing" applies to housing types that fall between detached single-family residences and large apartment complexes. They include duplexes, triplexes, quadplexes, townhouses, cottage clusters, and courtyard and garden apartment complexes.

**Universal Access and Design: Planning for Everyone**

Universal access and design is the concept that buildings should be designed to meet the needs of people of all ages and abilities. Concepts include single story development, wider doorways and hallways, and the use of ramps and elevators.

**Housing Affordability and Housing Cost Burden**

The U.S. Department of Housing and Urban Development (HUD) defines housing as "affordable" when households spend no more than 30% of their income on housing costs. Households that spend 30% or more of their income on housing are considered "moderately cost burdened" and those spending 50% or more are "severely cost burdened."

*Section 8: Urban Design and Land Use***Active Transportation Modes**

Active transportation includes non-motorized forms of transportation including biking and walking. Improving active transportation infrastructure is an important component of creating compact and walkable neighborhoods.

**What are Neighborhood Hubs?**

Neighborhood Hubs are intended to provide neighborhood gathering places and locations where residents have relatively easy access to a variety of services or goods near their homes. Hubs are envisioned to vary in size and intensity.

**Design Review: Clear and Objective vs. Discretionary**

State law requires certain land uses, such as housing, to offer a "clear and objective" review process with clearly outlined development and design standards for development proposals. Cities may also offer a second "discretionary" track that evaluates projects based on a more subjective set of design guidelines.

### *Section 9: Parks and Recreation*

#### **The importance of partnerships for parks and recreation**

Milwaukie is not a full-service city and relies on partnerships with the parks district and school district to meet the recreational needs of the Milwaukie community. Strong partnerships and communication will be integral to meeting recreational demand as the city continues to grow.

#### **How can the city promote more inclusive recreational opportunities?**

Comprehensive plan goals policies call for expanding recreational opportunities in underserved areas (Policy 9.1.4), ensuring facilities and programs meet the needs of residents of all ages, abilities, cultures and incomes (Goal 9.2), and increasing transportation options to nature resource areas, parks, and recreation opportunities (Goal 9.4).

### *Section 10: Public Facilities and Services*

#### **What are system development charges (SDCs)?**

**SDCs** are one-time charges assessed on new development, additions, and changes of use to pay for the costs of expanding public facilities. Growth creates additional infrastructure demands; SDCs provide a mechanism to allow new growth in a community to pay for the new demand placed on storm and sanitary sewer systems, parks and recreation facilities, water, and street systems.

#### **Transportation Demand Management**

**Transportation demand management (TDM)** programs seek to reduce travel demand on local streets, especially during peak travel hours. They are often utilized by large institutions and employers and include components such as incentives to encourage carpooling and transit use.

#### **Safe Routes to School**

As part of the City's Safe Access for Everyone (SAFE) program, the city will be making a number of sidewalk and street improvements that improve the pedestrian and bicycle infrastructure throughout Milwaukie, including near several local schools.

### *Section 11: Economic Development*

#### **Minimizing Displacement of Existing Businesses**

Increased economic investment brings many positives but can also result in higher rents and other costs. As Milwaukie sees more development, it will need to develop strategies and programs that minimize the displacement of existing businesses.

#### **Targeted Industries**

The City's Economic Opportunities Analysis (EOA) includes an analysis of targeted industries and industry clusters, which are similar and related businesses that are mutually supportive, regionally competitive, and encourage entrepreneurship. The EOA analyzes targeted industries within the city and the Milwaukie Planning Area (MPA).

**Jobs-Housing Balance**

For a city of just over 20,000 people, Milwaukie has a very healthy local economy, with over 1,000 businesses and 13,000 workers. However, under 5% both live and work in Milwaukie. Meeting the housing needs of local workers has many potential benefits, including reduced commute times and greenhouse gas emissions.

*Section 12: Urban Growth Management***The Milwaukie Planning Area (MPA)**

The Milwaukie Planning Area (MPA) is an area of unincorporated Clackamas County to the east of the city's current boundaries that extends to Interstate 205. It is served by a full suite of urban services, and if fully annexed, would double the size and population of the city.

**What is a special service district?**

The City of Milwaukie provides the majority of city residents with public services such as water, wastewater conveyance, police services, and permitting. Other public services, such as fire protection, wastewater treatment, and parks and recreation services are provided by special service districts. Comprehensive Plan policies call of the city to oppose any new special service districts within the MPA.