

ATTACHMENT 1

CITY OF MILWAUKIE COMPREHENSIVE PLAN



JANUARY 2020 PUBLIC REVIEW DRAFT

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CITY OF MILWAUKIE COMMUNITY VISION

In 2040, Milwaukie is a flourishing city that is entirely equitable, delightfully livable, and completely sustainable. It is a safe and welcoming community whose residents enjoy secure and meaningful work, a comprehensive educational system, and affordable housing. A complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system connect our neighborhood centers. Art and creativity are woven into the fabric of the city.

Milwaukie's neighborhoods are the centers of daily life, with each containing amenities and community-minded local businesses that meet residents' needs. Our industrial areas are magnets for innovation, and models for environmentally-sensitive manufacturing and high wage jobs. Our residents can easily access the training and education needed to win those jobs.

Milwaukie nurtures a verdant canopy of beneficial trees, promotes sustainable development, and is a net-zero energy city. The Willamette River, Johnson Creek, and Kellogg Creek are free flowing, and accessible. Their ecosystems are protected by a robust stormwater treatment system and enhanced by appropriate riparian vegetation. Milwaukie is a resilient community, adaptive to the realities of a changing climate, and prepared for emergencies, such as the Cascadia Event.

Milwaukie's government is transparent and accessible, and is committed to promoting tolerance and inclusion and eliminating disparities. It strongly encourages engagement and participation by all and nurtures a deep sense of community through celebrations and collective action. Residents have the resources necessary to access the help they need. In this great city, we strive to reach our full potential in the areas of education, environmental stewardship, commerce, culture, and recreation; and are proud to call it home.



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THE MILWAUKIE COMMUNITY

A special thanks to all of the **600+ Milwaukie community members** who have spent countless hours of their time providing input at town halls, open houses, online surveys, focus groups, public hearings, and so much more. This document would not exist without their input and hardwork.



All Photos: Hamid Shibata Bennett

Photos of CPAC members, consultants, Planning Commissioners, and Council

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ABOUT MILWAUKIE: OUR HISTORY & FUTURE

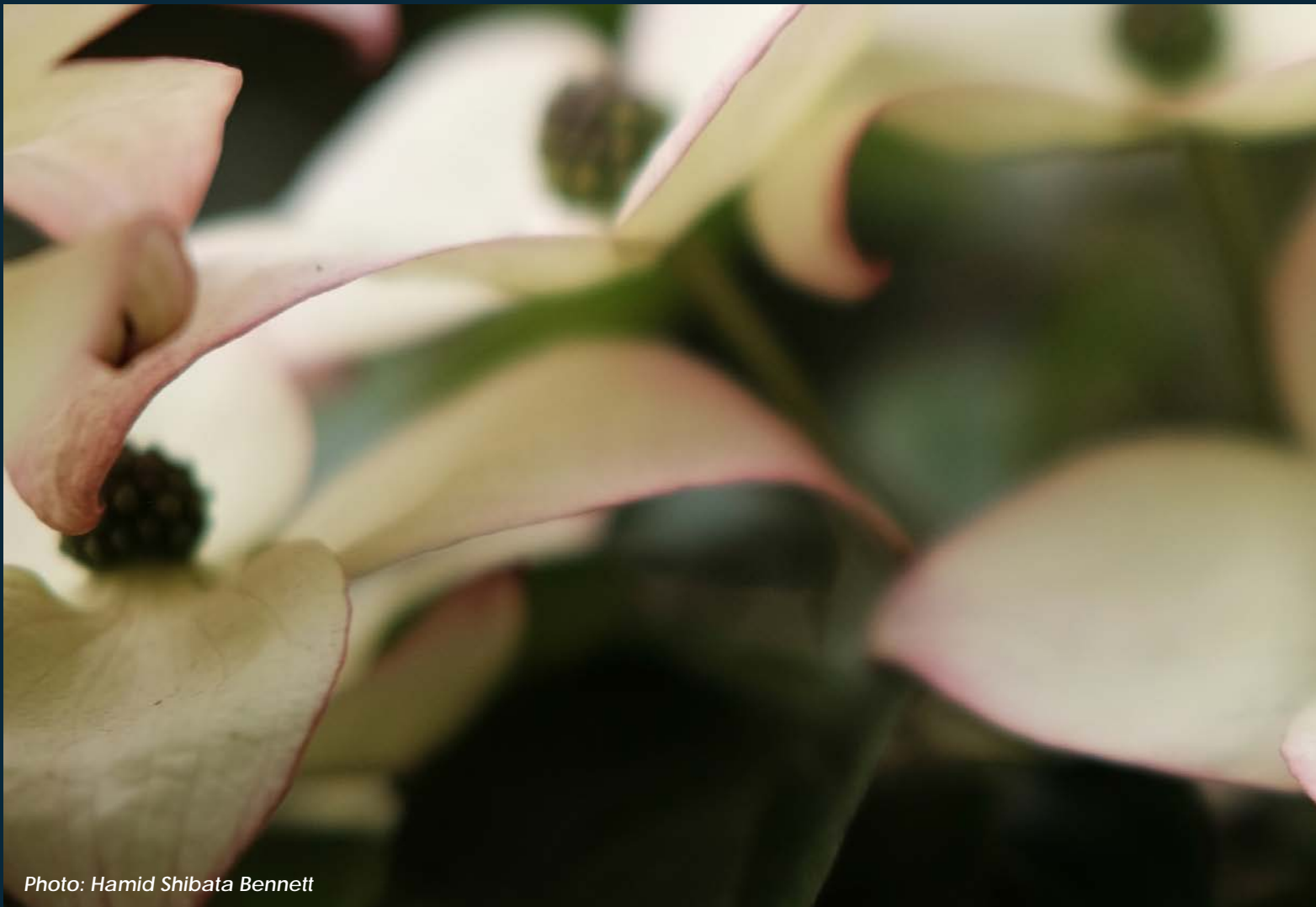


Photo: Hamid Shibata Bennett

“In 2040, Milwaukie is a flourishing city that is entirely equitable, delightfully livable, and completely sustainable.”

- Milwaukie 2040 Community Vision



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ABOUT MILWAUKIE

Milwaukie is a small city of about 20,500¹ people located on the shores of the Willamette River in the northwestern corner of Clackamas County, just south of Portland (**Map 1**). Milwaukie offers an active small-town feel with a charming downtown, a wealth of parks and natural resources, and easy access to the regional activities and services of the Portland metropolitan area. Milwaukie residents are proud of its strong community culture, which represents a range of backgrounds, ethnicities, and experiences that add value and diversity to the community. The city boasts a dynamic economy, with over 1,000 businesses employing approximately 13,000 people in a wide variety of industries. Milwaukie also benefits from a highly engaged community that is interested and involved in decision-making for the city.

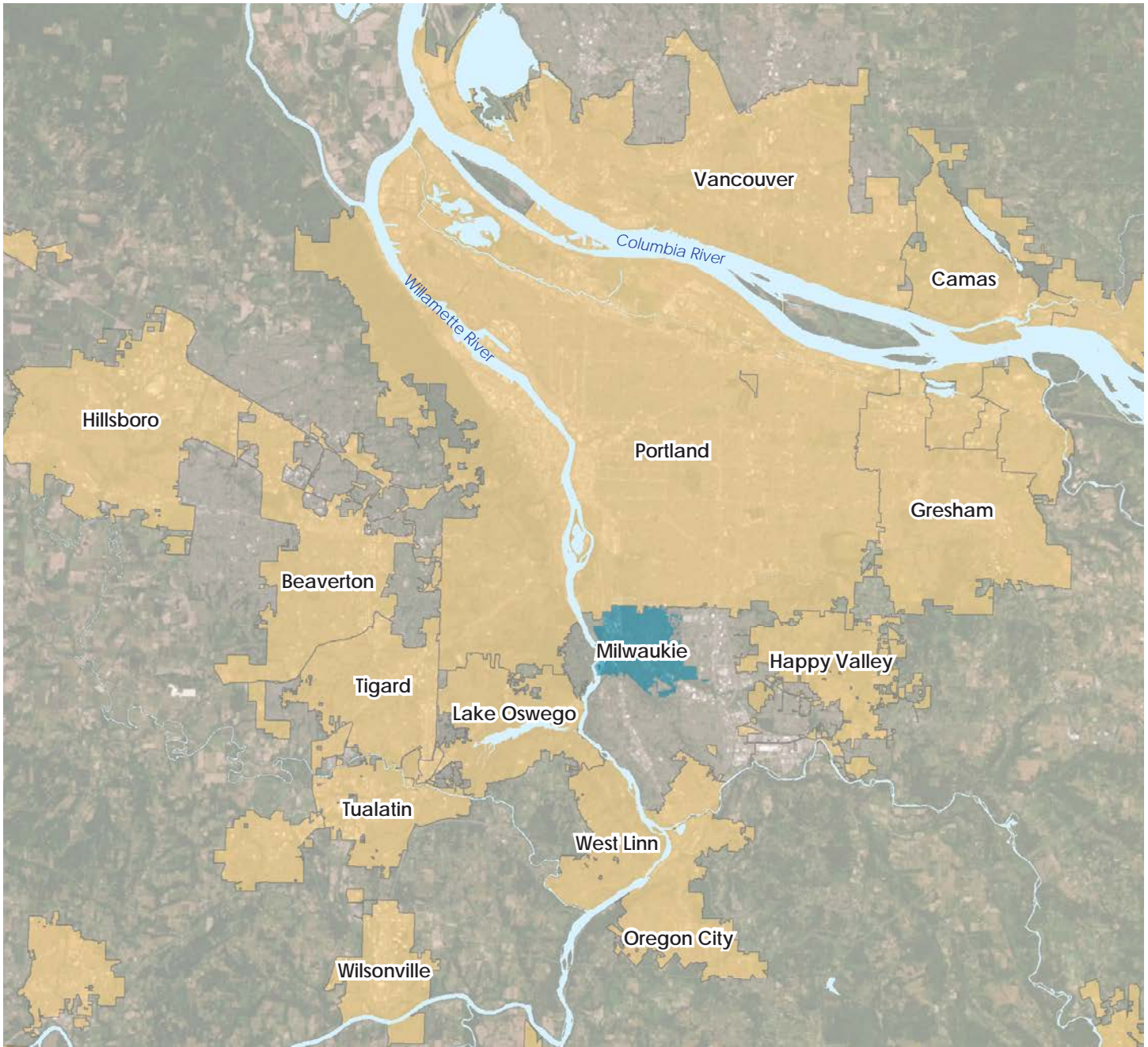
Infographics on population and employment, acres of parks, number of schools ,etc.

Infographics on population and employment, acres of parks, number of schools ,etc.



¹ 2019 Population Estimates, Population Research Center, Portland State University.



Location Map



Legend

-  River or Stream
-  City Boundaries

-  Milwaukie City Limits



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MILWAUKIE'S HISTORY

The story of Milwaukie begins with the people of the Clackamas tribe, who arrived thousands of years before there was an organized Oregon Territory. The Clackamas lived on the east bank of the Willamette River (including Milwaukie) below Willamette Falls and into the foothills of the Cascade Mountains, in villages with populations that could number in the hundreds and swell further during fishing seasons. By the time settlers first began arriving via the Oregon Trail in 1841, the Clackamas population had been devastated by diseases such as small pox and malaria that had been introduced by European explorers and fur traders, leading to a 98% reduction in the local population by 1853. In 1857, the remaining 78 tribe members were forced to relocate to Grand Ronde Federation land.

Milwaukie's history as an organized settlement dates back to the 1840s. In 1847, Lot Whitcomb made a donation land claim which encompassed Milwaukie Bay. He built a sawmill at Johnson Creek, a grist mill at Spring Creek, a flour mill at Kellogg Creek, and established a shipping empire. On his claim he platted the town of Milwaukie in 1848, which by 1850 had 500 residents and helped establish Milwaukie Bay as the first official port on the Willamette River. Orchardists Henderson Luelling and William Meek soon arrived via the Oregon Trail and

brought with them 700 grafted fruit trees, establishing Milwaukie as the agricultural center of Clackamas for years to come.

Luelling's brother, Seth (Lewelling), arrived a few years later. The 1850s also brought several thousand Chinese laborers to Oregon, including several dozen that worked for Lewelling in his Milwaukie orchards. One of these laborers was Ah Bing, who decades later was recognized as the creator of the Bing cherry.

In 1892, an electric trolley line connected Milwaukie to Oregon City and Portland, which attracted Portland elites who built summer homes around Kellogg Lake and near Elk Rock Island. Immigrants – primarily Germans, Italians, and Japanese – also arrived in larger numbers during this time to establish family farms. Milwaukie was incorporated as a city in 1903, and developers soon began plotting land for homes.

The Great Depression resulted in an economic downturn in Milwaukie as it did the rest of the country, but also led to New Deal programs that helped create McLoughlin Boulevard, which provided direct automobile access to Portland and Oregon City. The onset of World War II led to the creation of thousands of jobs in shipyards and other wartime industries in the region, and a major uptick in the city's population, which reached 5,000 people by the end of the war. It also resulted in the internment of residents of Japanese descent, very few of which returned after the war due to loss of their private property.

Milkewa Mill



Industrial Buildings on the Willamette River



Main Street Founders Parade 1950

All Photos: Milwaukie Historical Society

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MILWAUKIE'S HISTORY

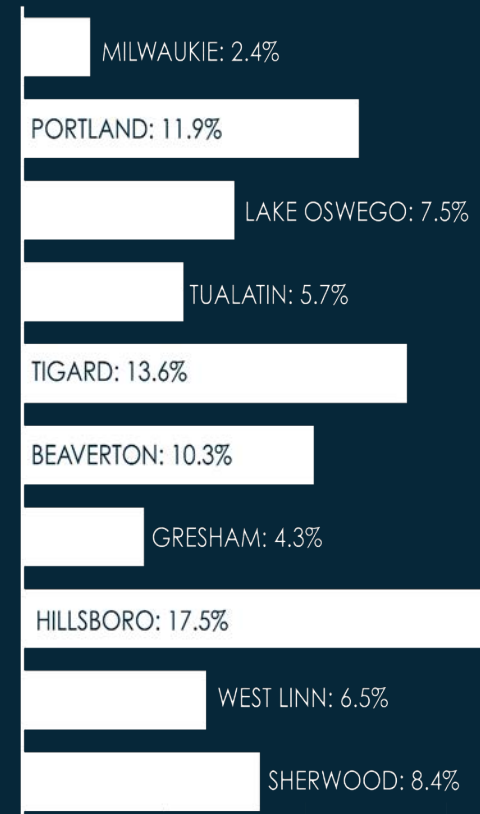
During the 1950s, suburban growth fueled by the rise of the automobile spread to Milwaukie and to the south and east of its boundaries, while the trolley line was shut down in 1958. New suburbanites and large annexations added to the city's growth into the 1960s, and the city's population reached 16,000 by 1970. The Kellogg Park housing development, which was created as worker housing during World War II, was converted into industrial lands and is now the North Milwaukie Innovation Area. 1970 also saw the construction of Hillside Manor, a nine-story affordable development owned by the Housing Authority of Clackamas County, on the site of their existing Hillside Park housing complex, which had also been built and served as working and military housing during World War II.

Interstate 205 was completed in 1983, which provided a new route to the east of the city and a connection to Highway 224, which had opened in 1969. The 1980s saw the creation of a new industrial and employment area along International Way, but also saw the opening of Clackamas Town Center and other regional malls contribute to an economic downturn for Downtown Milwaukie that lasted several decades. The following years were accompanied by slowing residential growth, with the city growing by just over 10% between 1980 and 2000, and experiencing no population

growth between 2000 and 2015.

The city is now bordered by developing or fully developed residential areas, and Milwaukie itself is largely built out and reliant primarily on infill and redevelopment opportunities. 2015 saw the opening of the Metropolitan Area Transit (MAX) Orange Line light rail service and an uptick in residential development that is anticipated to continue into the near future.

POPULATION GROWTH IN THE METRO AREA (2010-2019)



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MILWAUKIE'S FUTURE

According to the city's 2016 Housing Needs Analysis (HNA), Milwaukie's population is projected to grow by approximately 14% by the year 2040². However, this projection is derived from a regional population forecast, and is influenced by the city's historically low population growth rates, making future growth in Milwaukie difficult to project. There has been an uptick in residential development since TriMet began the MAX Orange Line light rail service in 2015, a trend that the city expects to continue in the near future as several public and private opportunity sites identified by the city are expected to be developed. The city will also be considering changes to its zoning code to allow for additional housing options throughout Milwaukie, which will influence growth in Milwaukie. The city must also prepare for the potential impacts of a changing climate on its future growth, as the Pacific Northwest has been identified as a likely destination for people looking to escape dryer and warmer climates.

The Housing Needs Analysis (HNA) assessed the City's 20-year supply of buildable land and whether it is sufficient to meet the City's projected residential growth. The HNA showed that the City has adequate land supply to meet its 20-year housing demand across a variety of housing types and household incomes, as required by Statewide Planning Goal 10.

² Source: U.S. Census, PSU Population Research Center, and Johnson Economics - Milwaukie Housing Needs Analysis, 2016

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MILWAUKIE'S COMMUNITY VISION

In late 2015, the city undertook a process, entitled Milwaukie All Aboard, to update its 20-year old Vision Statement. The 1995 Vision Statement was aspirational and ambitious in its vision of Milwaukie in 2015, calling for, among other things, an expanded city center, a renaissance of urban design, improved pedestrian and bicycle connections, and the return of public rail transit, which was realized with the opening of the MAX Orange Line in September 2015. However, with the Vision having reached its horizon, and the city experiencing new economic and housing pressures to grow, City Council called for the creation of a new Community Vision that would reflect community priorities and help guide city investments as it pursues the ideal Milwaukie of 2040.

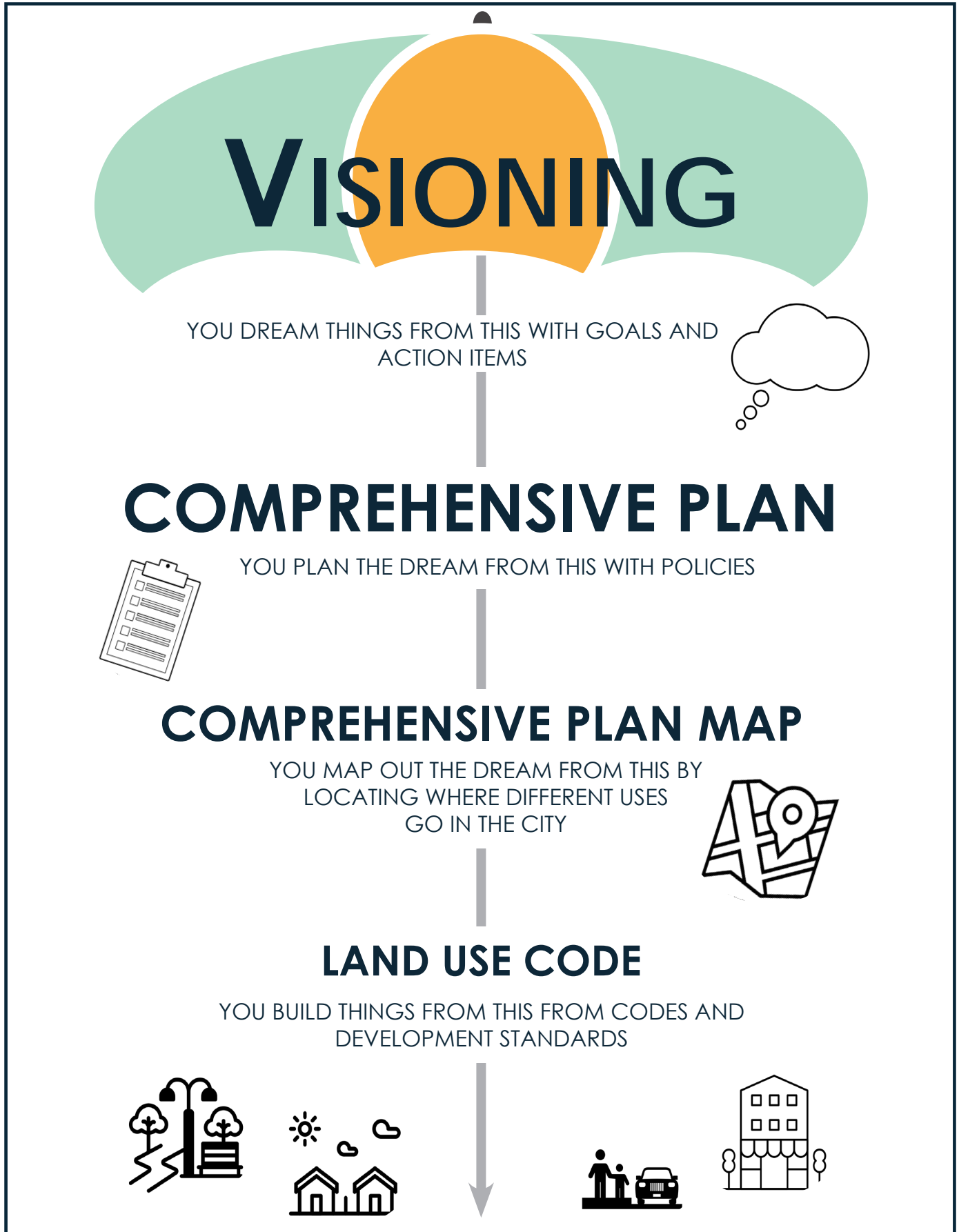
The process to develop a new Community Vision was led by the Vision Advisory Committee (VAC), a group of Milwaukie residents appointed by City Council. The process resulted in the engagement of hundreds of residents and other community stakeholders via a series of town halls, meetings with neighborhood district associations (NDAs) and other groups, web-based surveys, and a variety of other outreach efforts. Based on this community feedback, the VAC crafted a new Community Vision, a series of Goal Statements, and an Action Plan comprised of

dozens of action items designed to help the city realize its Community Vision. City Council adopted the new Community Vision in September 2017.

The Comprehensive Plan is one of the key policy documents that guides implementation of Milwaukie's Community Vision as it relates to land use, the built and natural environments, and transportation. The Comprehensive Plan sets the policy framework for implementation of the vision, most notably through the development (zoning) code. The development code translates the vision into land use regulations that guide how land is developed in the city (**Figure X**).

Milwaukie's Comprehensive Plan has undergone numerous incremental changes over the past several decades, but the City has not completed a major update since 1989. The 2020 Comprehensive Plan update takes community priorities established in the 2015 Community Vision and translates them into goals and policies to guide growth and development in the city over the next 20 years.

FIGURE X: City land use hierarchy



WHAT IS A COMPREHENSIVE PLAN & WHY DO WE PLAN?

The Comprehensive Plan is Milwaukie's primary land use document and includes a series of goals and policies that guide growth and development over a 20-year period. The Comprehensive Plan is a long-term plan that provides a foundation for decision-making on important issues and translates and reflects the community's social and economic values into a framework to guide future growth and development in the city. This includes activities related to the development of natural systems, the built environment, and associated services. The Comprehensive Plan is for all those who participate in the city's land use planning process, including local officials, persons with development interests, government agencies, neighborhood and community groups, and citizens representing all interests.

The Comprehensive Plan establishes a policy framework that helps inform other critical planning and regulatory documents used by the city to guide growth and development in Milwaukie. The Comprehensive Plan is primarily implemented through the Zoning Code, Land Division Code, and other city codes and ordinances, as illustrated in **Figure X**. Standards in those documents provide the

decision-making criteria that are used to make most land use decisions by the City of Milwaukie. However, consistency and compliance with the Comprehensive Plan is incorporated into legislative and quasi-judicial land use decisions. A primary purpose of Comprehensive Plan policies is to direct legislative decisions such as Comprehensive Plan and Zoning Map amendments, special area plan adoption, and adoption of development regulations.

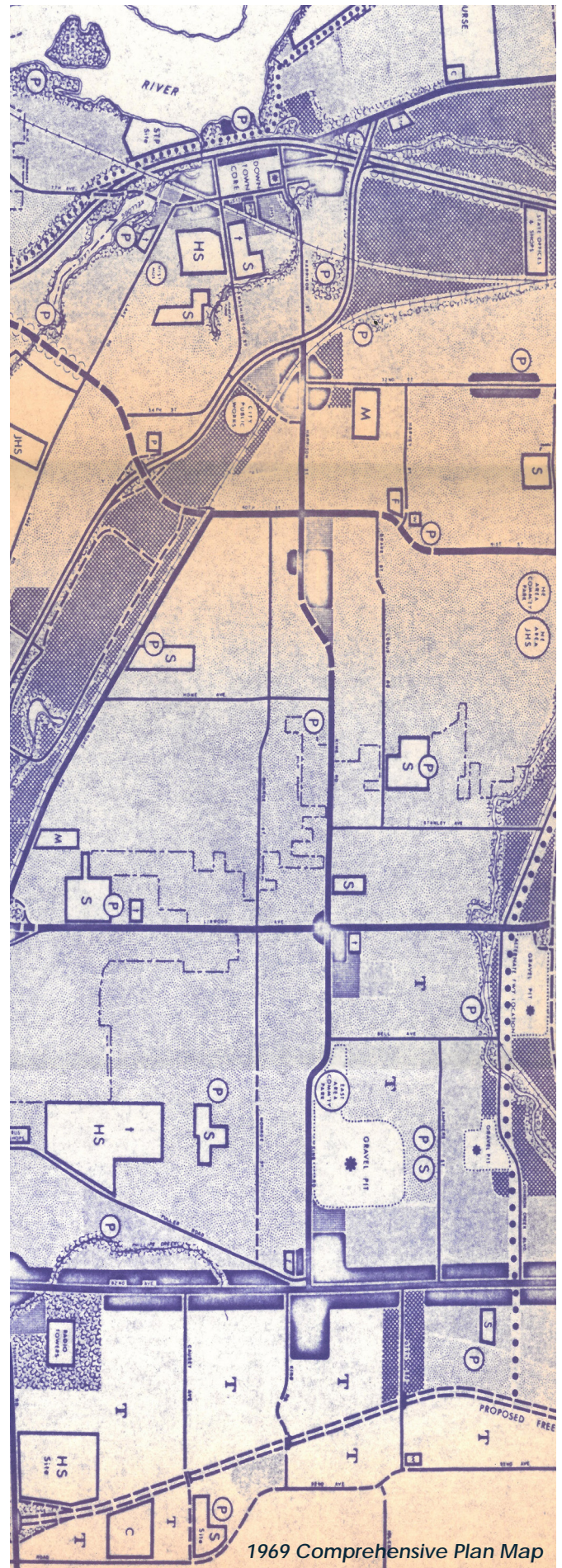
State and Metro Requirements

Oregon state law requires that all cities and counties adopt comprehensive plans that are consistent with the state's 19 Statewide Planning Goals, which were established in 1973 by the Oregon State Legislature. These goals set broad statewide policy direction for land use planning, citizen involvement, housing supply, economic development, transportation systems, public facilities and services, natural resources management, recreation, and more. They also direct the content within local jurisdictions' comprehensive plans. Under state law, all area and community plans, zoning codes, permits, and public improvement must be consistent with the Comprehensive Plan. This structure ensures that cities implement the state's policy goals first through the Comprehensive Plan, and then by more detailed supporting and implementing documents, which are in turn consistent with the

Comprehensive Plan. Comprehensive plans are reviewed for compliance with the statewide planning goals by the state's Land Conservation and Development Commission (LCDC) through the state's acknowledgment process.

There are thirteen Statewide Goals that Milwaukie's Comprehensive Plan must comply with:

- 1 CITIZEN INVOLVEMENT
- 2 LAND USE PLANNING
- 5 NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES
- 6 AIR, WATER, AND LAND RESOURCES QUALITY
- 7 AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS
- 8 RECREATIONAL NEEDS
- 9 ECONOMIC DEVELOPMENT
- 10 HOUSING
- 11 PUBLIC FACILITIES AND SERVICES
- 12 TRANSPORTATION
- 13 ENERGY CONSERVATION
- 14 URBANIZATION
- 15 WILLAMETTE RIVER GREENWAY



1969 Comprehensive Plan Map

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In addition to the Statewide Planning Goals, a comprehensive plan must also comply with the requirements of Metro, the regional government agency for Clackamas, Multnomah, and Washington Counties. Metro is responsible for managing the Portland Metropolitan Area's UGB and implements a coordinated plan for managing growth within the UGB. The UGB serves to control urban expansion onto rural (farm and forest) lands, and to instead focus growth in existing urban areas. Metro does this through the 2040 Growth Concept (adopted in 1995), which identifies a series of urban design components that serve as the focal points for growth. The 2040 Growth Concept places a priority on accommodating growth through infill development and redevelopment so that the region can maintain its rural and natural areas that residents cherish.

Local jurisdictions such as Milwaukie use their comprehensive plans to show how they comply with the 2040 Growth Concept and Statewide Planning goals. The Urban Growth Management Functional Plan (UGMFP) includes directives for changes to a local government's comprehensive plan, development code, and associated maps, and provides the tools and guidance for local jurisdictions to implement the regional policies outlined in the 2040 Growth Concept and Regional Framework Plan. The UGMFP consists of 12 code titles

pertaining to compliance procedures, as well as regulations for a range of topics covering many sections of Milwaukie's Comprehensive Plan.

Milwaukie's Transportation System Plan (TSP), a component of the Comprehensive Plan, must also comply with the requirements of Metro's Regional Transportation Plan (RTP). The RTP is used to coordinate and plan investments to the transportation system for metropolitan region and was most recently updated in December 2018. As further detailed at the end of Section 1.4, the city will be updating its TSP in 2021, and will be updating the transportation chapter (Chapter 6) when the new TSP is adopted.



The 2040 Growth Concept was adopted by the Metro Council in 1995 and provides a framework for growth in the Portland metropolitan region, with ten urban design categories serving as the focal points for growth.

Plan Background

It has been nearly 30 years since the City of Milwaukie has updated the Comprehensive Plan. Since the last update Milwaukie has experienced a number of significant changes, including the emergence of new housing types, evolving industry and employment trends, and the opening of the MAX Orange Line light rail service. In the 30 years since the last major update, the city has also transitioned from a full-service city to one that now utilizes special service districts for fire protection and parks and recreation services.

LCDC has historically required cities to update their comprehensive plan and land use regulations through a process known as “periodic review.” Periodic review was adopted by the state legislature in an effort to ensure that local comprehensive plans are updated periodically to respond to changes in conditions, coordinate with other comprehensive plans and investments, and maintain compliance with statewide planning goals, statutes, and rules. The state works with local jurisdictions to develop a work program that addresses topics to be covered as well as public outreach.

Oregon Revised Statutes (ORS) Section 197.629 calls for cities in the Portland metropolitan areas with over 2,500 residents to conduct periodic review every seven years, according to a schedule established by LCDC. However, the state’s periodic review program has not been consistently funded or enforced in recent years, and periodic review requirements were scaled back in 2011 by the state legislature to address only economic development, needed housing, transportation, public facilities, and urban growth.

Outside of periodic review, local cities are able to update their comprehensive plans through a process known as a post-acknowledgment plan amendment (PAPA), the requirements for which can be found in ORS Sections 197.610 through 197.615. This Comprehensive Plan document was adopted through the PAPA process, and until LCDC establishes a formal schedule for periodic review, the city intends to review its Comprehensive Plan every 7-10 years and make necessary PAPAs to ensure it stays current and reflects community priorities.

While the Comprehensive Plan itself has not been updated in several decades, the city has done significant long-range planning work in the intervening years (see **Figure X for a timeline**). This includes adoption of master plans, subarea plans, and other studies that have become ancillary documents to Comprehensive Plan and/or incorporated in the Comprehensive Plan itself. Examples of these efforts from the last several years include the Moving Forward Milwaukie project (2015), which saw the adoption of the Central Milwaukie Land Use and Transportation Plan and updates to the Downtown and Riverfront Land Use Framework Plan (first adopted in 2000); adoption of the Tacoma Station Area Plan (2013); and several updates to the Transportation System Plan (last update in 2018). A complete update to the Comprehensive Plan serves to create a central document that reflects the 2040 vision for the entire Milwaukie community.

The city began work on updating the Comprehensive Plan in late 2017 and spent two years completely updating the Plan’s goals and policies, with the exception of the Transportation chapter and land use designations, which will be updated as part of a separate process. This update is based on a robust community engagement process led by the Comprehensive Plan Advisory

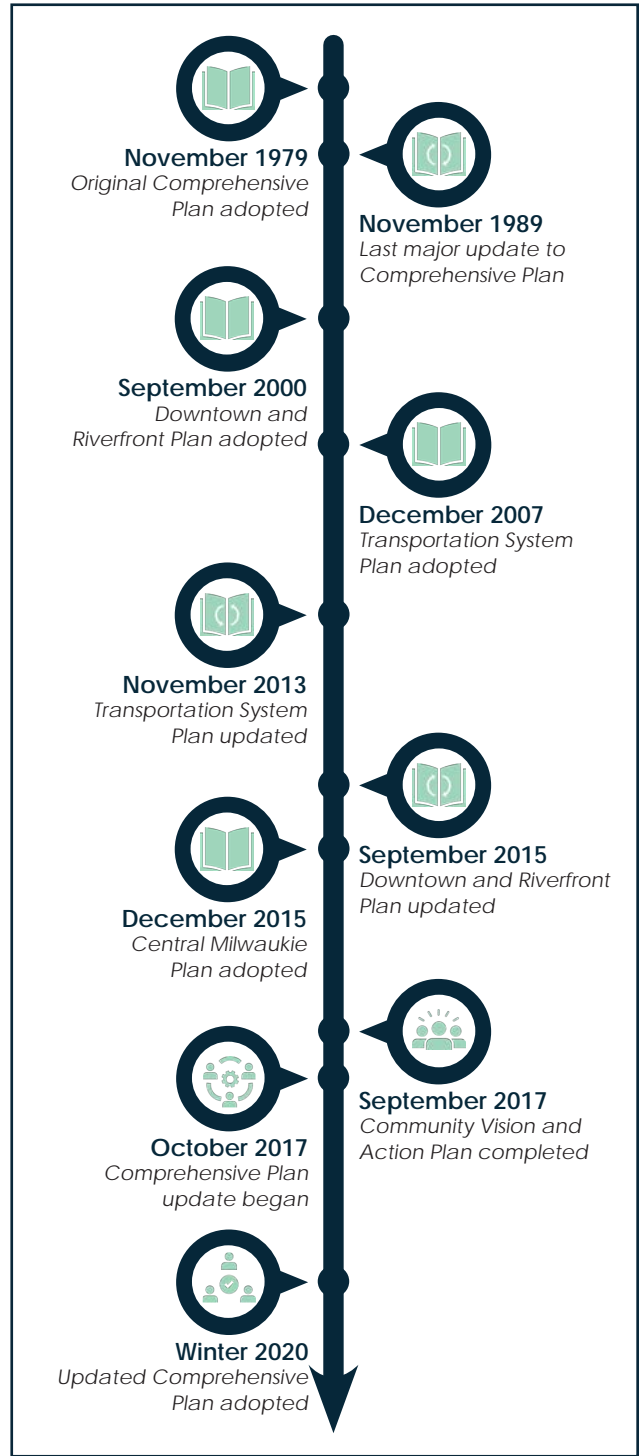
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Committee (CPAC), a group of local residents appointed by City Council that helped craft the goal and policy language and facilitate conversations with the community. Policy language is based on input from hundreds of Milwaukie stakeholders that participated in the process through a series of neighborhood meetings, town halls, open houses, and online surveys.

The process was broken up into four blocks of work, with 3-4 topic areas within each block (with the exception of housing, which had a dedicated block of work). Each block of work had an open house or town hall, an accompanying online survey, other public events, and multiple work sessions before Planning Commission and City Council. At the conclusion of each block, City Council adopted a resolution “pinning down” the draft policies. Prior to the adoption of the document, the community had additional opportunities to comment on the updated Comprehensive Plan, including at public hearings before Planning Commission and City Council.

FIGURE X: City's Long Range Planning Work Timeline



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HOW THIS DOCUMENT IS STRUCTURED

Utilizing the Vision’s Format in the Comprehensive Plan

Milwaukie's Community Vision was developed around a set of four lenses – the “4 P’s” of People, Place, Planet, and Prosperity (Figure 2) – that sought to illustrate how actions taken by the city and its partners can achieve multiple objectives and manage growth in a considerate, equitable, and cost-effective way. Utilizing a framework based on these four lenses, the VAC then developed a Vision Action Plan that was organized around a series of three goal statements per lens, with 6-10 individual action items falling under each goal statement.

The Vision Action Plan is comprised of nearly 100 action items grouped under 12 goal statements. With input and analysis from the community, city staff, and the VAC, action items were prioritized and organized under a series of five “Super Actions”.

The Community Vision calls for Milwaukie to promote sustainable development practices that integrate the built and natural environments, to prioritize life-sustaining natural resources, to be a net-zero consumer of energy, and to be resilient in the face of climate change. The Comprehensive Plan reflects this desire for sustainable growth and development through goals and policies that foster community,

create complete neighborhoods, and promote environmental stewardship and community resiliency. In developing the updated goals and policies, the CPAC utilized a modified version of the Vision’s four lenses, evaluating the policies for how they might help achieve 1) equity, 2) affordability, 3) sustainability, and 4) livability.

Format for Document: Chapters, Topics, Goals, Policies

Chapters and Topics

The five Super Actions in the Community Vision provide an organizational framework and natural bridge to the Comprehensive Plan. As shown in **Figure X**, the Comprehensive Plan includes five chapters (Chapters 2-6) that are directly derived from the Community Vision’s five Super Actions. Each chapter includes one or more topic areas (housing, economic development, natural resources, etc.) that address the requirements of Oregon’s Statewide Planning Goals and Metro’s UGMFP and aim to reflect community priorities identified in the Community Vision. Each chapter includes a brief introduction addressing the topics covered and why the topics have been grouped together. For each topic area within a chapter, there is a brief summary of the regulatory framework and key issues related to that topic.

Goals and Policies

The core of the Comprehensive Plan lies in the goals and policies developed for each topic area. Each topic area in the Comprehensive Plan starts with an overarching goal that establishes the general purpose for that topic. For example,

the Housing overarching goal calls for a “range of housing types and options that meet the needs of Milwaukie residents of all household sizes, incomes, and preferences.”

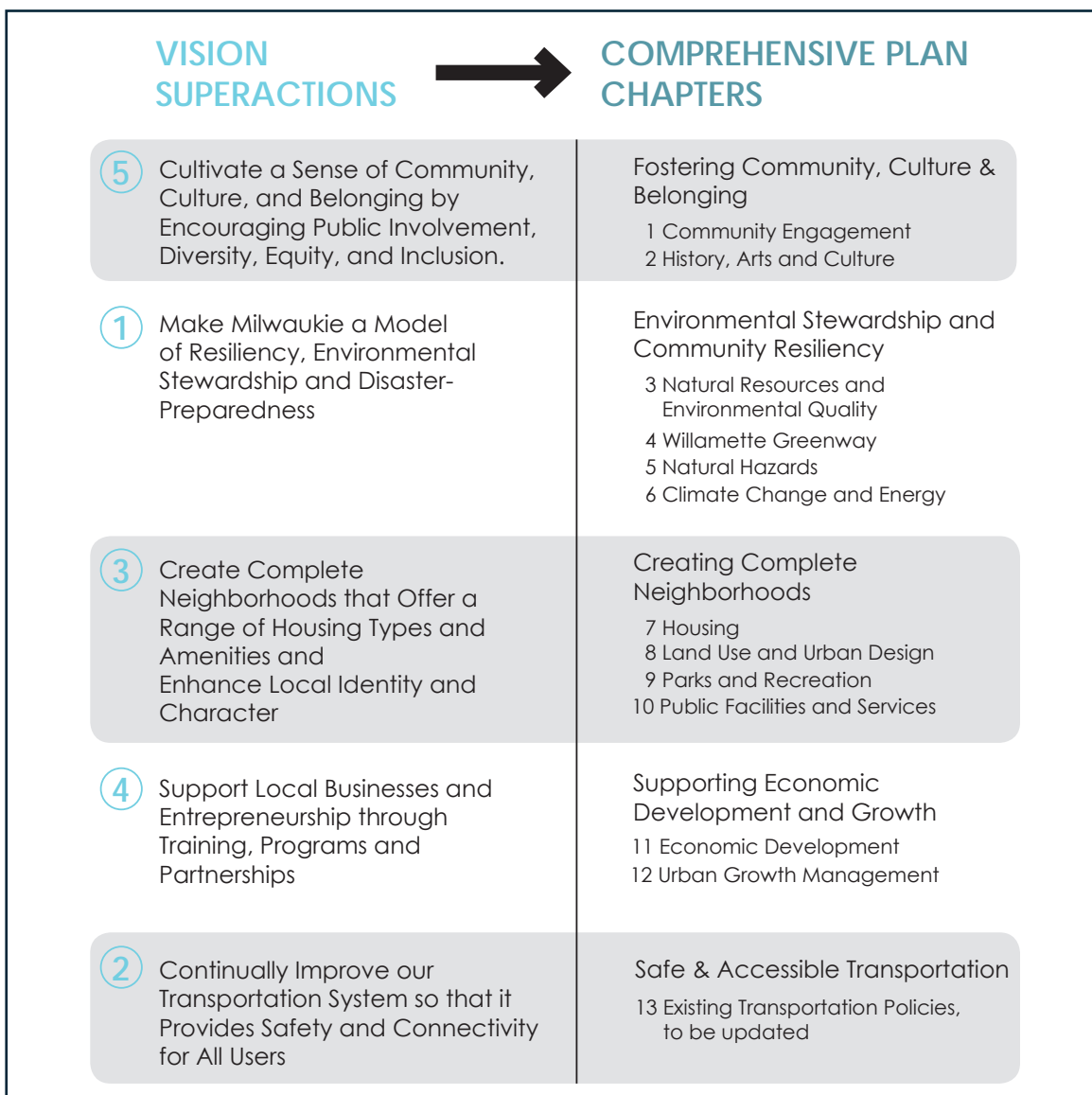
Beneath the overarching goal, each topic area then includes several goals that outline the city’s long-term aspirations in meeting that overarching goal. Again, using the Housing example, the city has four goals related to housing: affordability, equity, sustainability, and livability. Finally, beneath each goal are a series of policies designed to help achieve that goal. Policies provide the legislative framework for programs, code language, and other items that help

implement the Comprehensive Plan and serve as the roadmap within the land use and transportation planning process for arriving at the destination called out in the Community Vision and Comprehensive Plan goals.

Future Work

As noted above, this Comprehensive Plan includes transportation goals and policies that have been carried forward from the last update to the Transportation System Plan in 2013. When the city updates the TSP , those goals and policies will be amended via a separate ordinance. In addition, the city has not made any amendments to the Comprehensive Plan land use map, Comprehensive Plan land

Figure X: Vision to Comprehensive Plan Diagram



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use designations, or subarea plans such as the Town Center Plan as part of this update, or to its public facility master plans. These components and documents have been carried forward as part of this process and will be updated in 2020 and beyond, as the city considers amendments to its Zoning Code and other documents. Zoning code amendments will address a variety of topics, such as expanding housing options in residential neighborhoods, protecting natural resources, expanding the city's tree canopy, and updating flood management standards.

HOW TO USE THIS DOCUMENT

Chapter identifier. The overarching theme for the chapter under which similar sections are located.

Section identifier. Each section is in numbered order and includes a title describing the purpose of the section.

Overarching Section Goal. Each section has a broad overarching goal that defines the purpose of that section.

Goal Identifier. Each goal is in numbered order and includes a title describing the purpose of the goal

Goal Statement. A goal is a broad statement of purpose that defines the community's ideal future.

Policy Identifier. Each policy is preceded by a number based on the goal and policy order

Policy Statement. A policy is a clear statement guiding a specific course of action for decision-makers to achieve a desired goal.

Defined Term. Terms that are defined in the glossary are signified by an underline (in the first occurring instance in a goal).

Call Out Box. When there are statements or processes that need extra clarification beyond a glossary definition.

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3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY GOALS & POLICIES

OVERARCHING SECTION GOAL
Protect, conserve and enhance the quality, diversity, and resiliency of Milwaukee's natural resources and ecosystems, and maintain the quality of its air, land and water. Utilize a combination of development regulations, incentives, education and outreach programs, and partnerships with other public agencies and community stakeholders.

GOAL 3.1 - AWARENESS AND EDUCATION
Prioritize the protection of Milwaukee's natural resources and environmental quality through the use of best available science and increased community awareness and education.

POLICY 3.1.1 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.

POLICY 3.1.2 Promote public education and encourage collaboration with community partners and organizations when developing strategies to protect air and water quality and other natural resources.

POLICY 3.1.3 Support the clean-up and remediation of brownfields and other potentially contaminated land by identifying and pursuing available resources for such work in an effort to protect natural resources and the City's groundwater supply.

POLICY 3.1.4 Periodically update the City's inventory of wetlands, floodplains, fish and wildlife habitat and corridors, an other natural resources through both technology and in-field verification

CALL OUT BOX

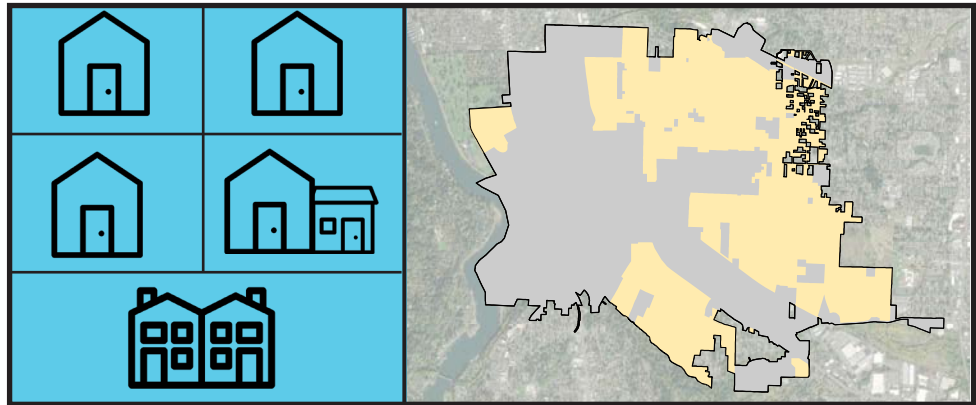
24

LAND USE DESIGNATIONS

The following list of land use designations is carried over, with minor edits, from the previous iteration of the Comprehensive Plan's Land Use Chapter and reflect changes through Ordinance 2163. The geographic location and distribution of the eight (8) land use designations are illustrated on the Comprehensive Plan Land Use Map (Map XX).

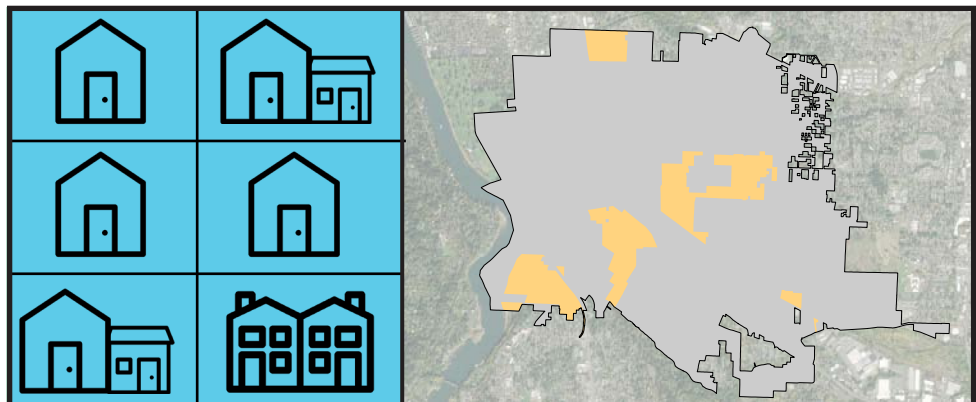
The list of permitted housing types and density ranges under each land use designation have been slightly revised from previous Comprehensive Plan policy language in order to match the uses and standards already permitted by the implementing zoning districts, which can be found in Title 19 of the Milwaukie Municipal Code. These land use designations will be further updated to comply with the requirements of House Bills 2001 and 2003, which must occur by June 30, 2022.

Low Density Residential (Zones R-10 & R-7) – up to 6.2 units per net acre



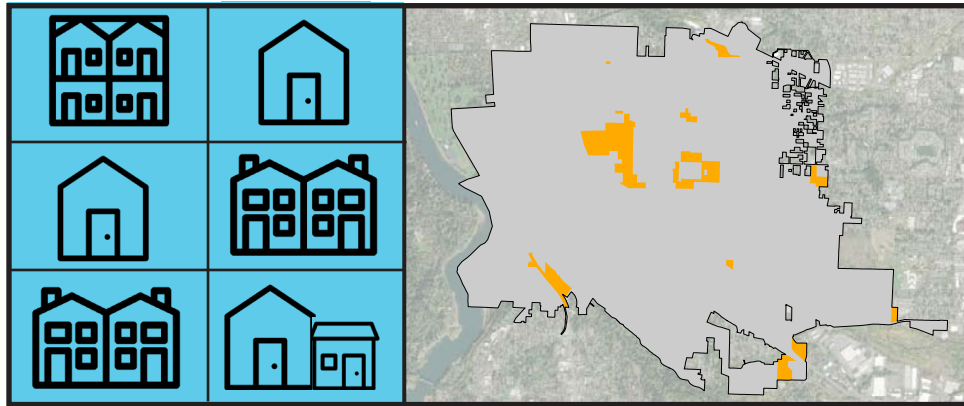
- a. Permitted housing types include single family detached, accessory dwelling units, and duplexes on large lots.
- b. Transportation routes are limited primarily to collectors and local streets.
- c. Sites with natural resource or natural hazard overlays may require a reduction in density.

Moderate Density Residential (Zone R-5) – 7.0 to 8.7 units per net acre



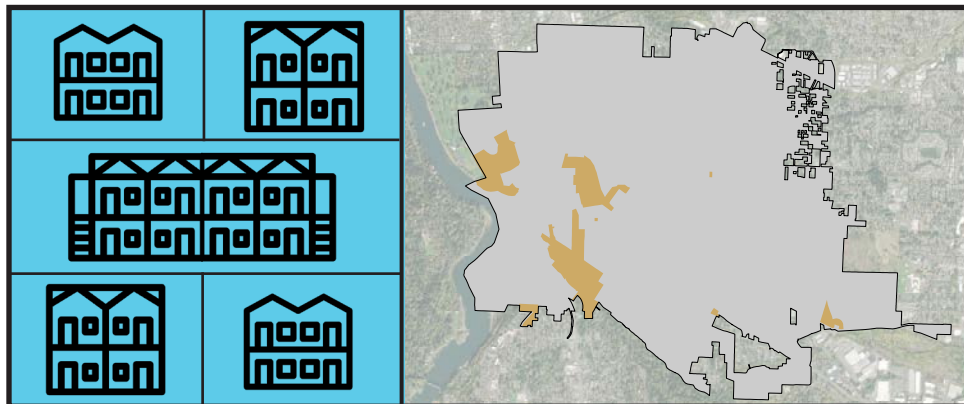
- a. Permitted housing types include single family detached on moderate to small lots, accessory dwelling units, and duplexes.
- b. Convenient walking distance to a transit stop or close proximity to commercial and employment areas distinguish moderate density residential from low density residential.

Medium Density Residential (Zones R-3, R-2.5, R-2) – 11.6 to 17.4 units per net acre



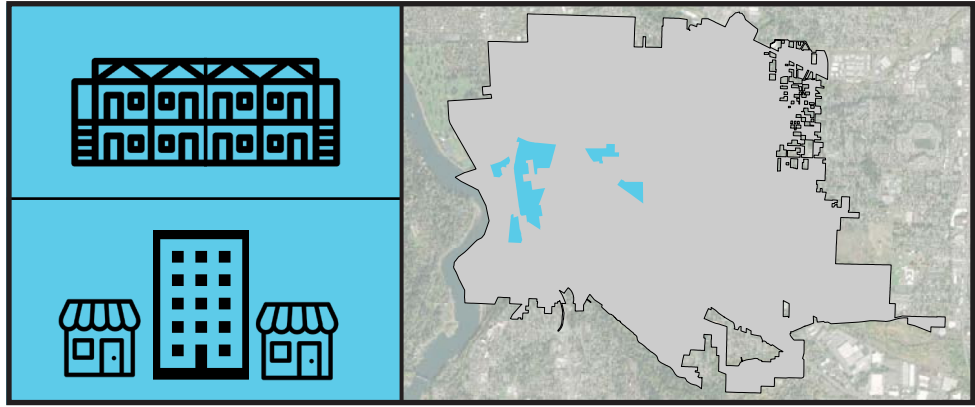
- a. Permitted housing types include single family detached on small lots, duplexes, accessory dwelling units, cottage clusters, and in limited areas, multi-family development.
- b. These areas typically have access to major or minor arterials. Siting should not result in increased traffic through Low Density Residential areas.
- c. Medium Density areas are to be located near or adjacent to commercial areas, employment areas or transit stops.

High Density (Zones R-1 & R-1-B) – 25.0 to 32.0 units per net acre



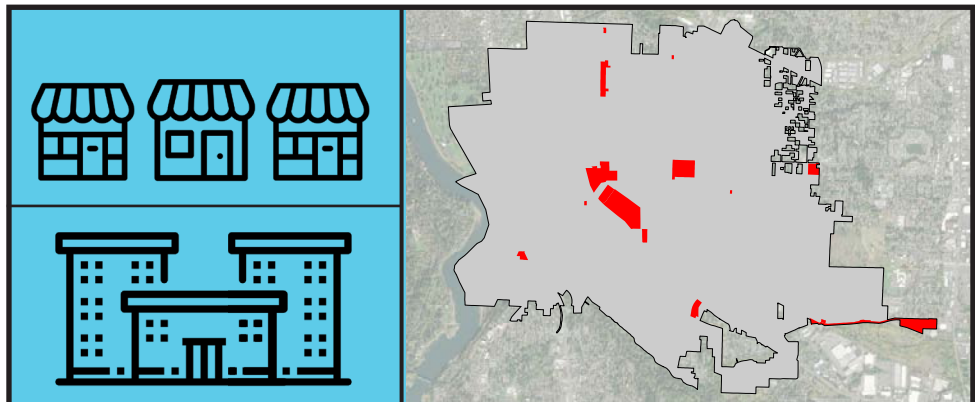
- a. A wide variety of housing types are permitted, with the predominant housing type being multifamily units.
- b. These areas should be adjacent to or within close proximity to downtown or district shopping centers, employment areas and/or major transit centers or transfer areas.
- c. Access to High Density areas should be primarily by major or minor arterials.
- d. Office uses are outright permitted in limited areas within close proximity of downtown.

Town Center (Zones DMU & GMU)



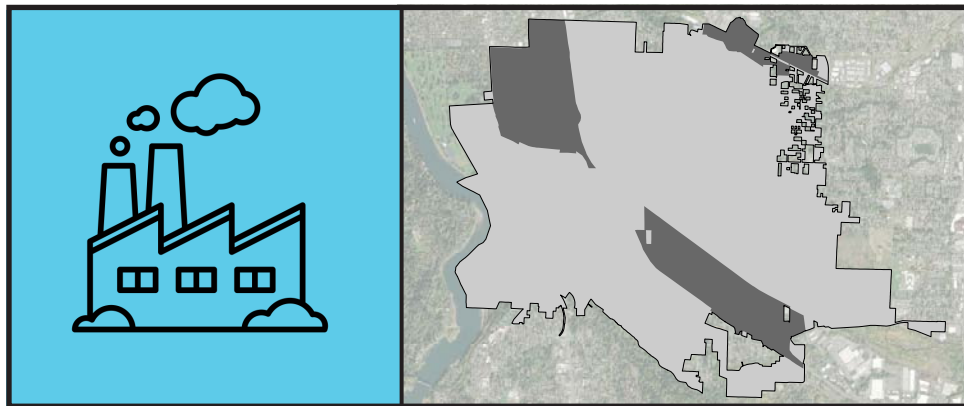
- a. Mixed-use development combining residential high-density housing with retail, personal service, commercial, and/or offices, is encouraged.
- b. The Downtown and Riverfront Land Use Framework Plan and the Downtown Mixed -Use Zone shall implement Subarea 1 of the Town Center Master Plan.
- c. Downtown Milwaukie is part of the Milwaukie Town Center, which is a regional destination in the Metro 2040 Growth Concept
- d. The Town Center Area shall be served by multimodal transportation options; therefore, on-street parking, shared parking, and enclosed parking are the most appropriate parking options in the Town Center Area.
- e. A variety of higher density housing is desired in the Town Center Area. The city shall work cooperatively with the private sector to provide a diverse range of affordable housing.
- f. Downtown public improvements should be coordinated with private improvement efforts by local property owners and should aim to stimulate and support private investments in the area.
- g. 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.
- h. The city will continue to work closely with Metro and TriMet in planning for transit improvements.
- i. More detailed design concepts and principles for these areas are included in the Urban Design section.

Commercial (Zones NMU, C-N, C-L, C-G, C-CS)



- a. The city's commercial areas aim to meet a wide variety of local and regional needs for shopping and services.
- b. Larger commercial centers are located along arterials and state highways
- c. Neighborhood Mixed Use Areas are located primarily along collector or arterial roads and provide opportunities for a mixture of neighborhood commercial services and housing which are well-connected to the surrounding neighborhoods by sidewalks and bikeways
- d. Neighborhood hubs are dispersed throughout Milwaukie and provide opportunities for the development of neighborhood commercial services, and the provision of amenities and gathering places for nearby residents.
- e. Corridors are located along existing or planned frequent transit lines and provide opportunities for higher intensity development in areas within walking distance of existing or planned frequent transit service.
- f. More detailed design concepts and principles for these areas are included in the Urban Design section.

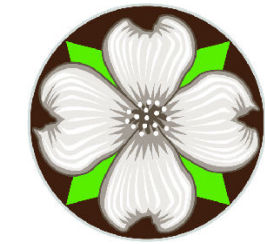
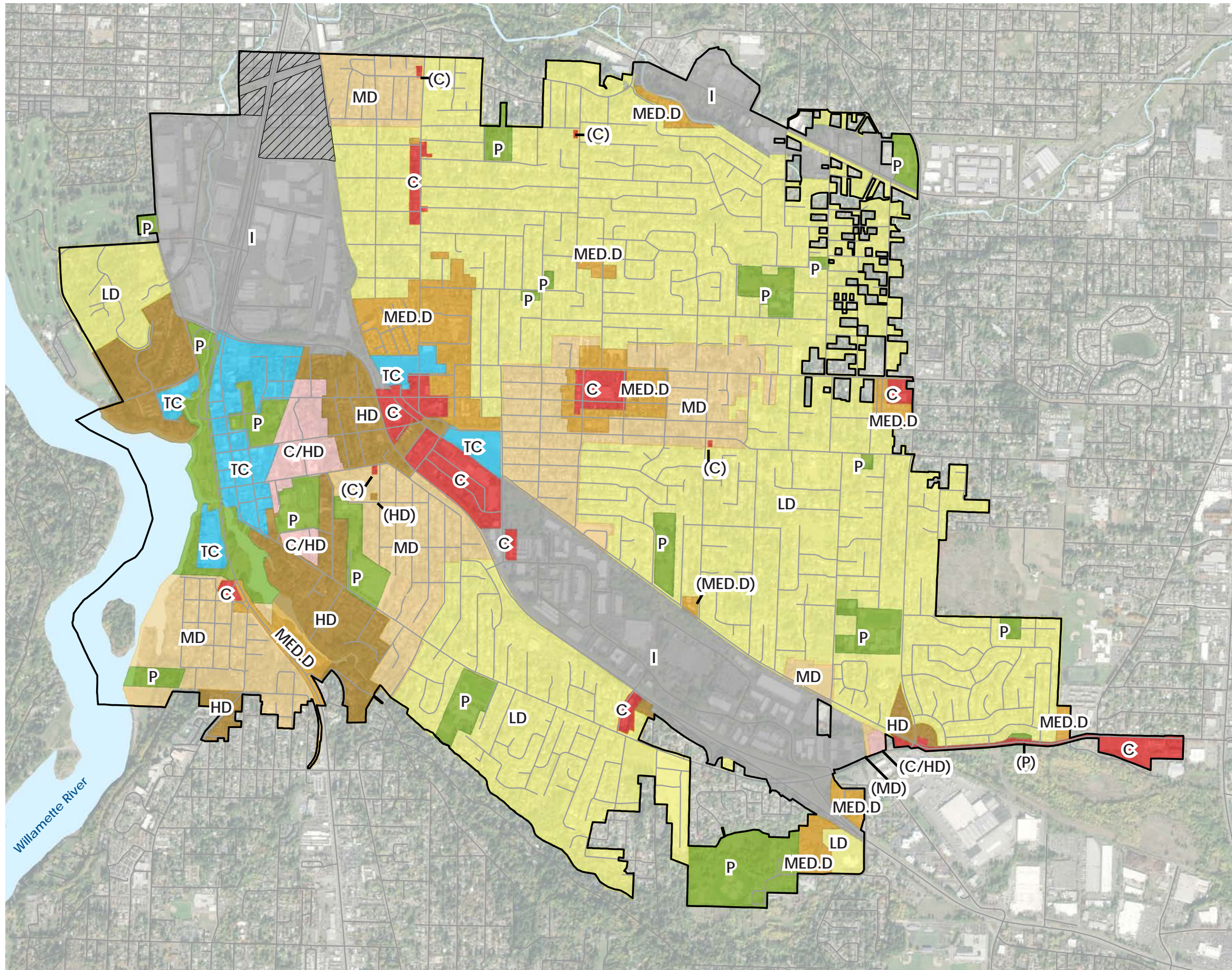
Industrial (Zones M, BI, MUTSA, NME)



- a. Industrial uses are concentrated in three major areas:
 - i. The North Milwaukie Innovation Area (NMIA) along Hwy 99 is one of the city's main employment areas that has identified redevelopment opportunities.
 - ii. The Johnson Creek Industrial Area is an important employment area within close proximity of Johnson Creek and residential neighborhoods
 - iii. The International Way Business District is a major employment area off of International Way and Highway 224
- b. More detailed design concepts and principles for these areas are included in the Urban Design section.

Public (Zone OS and as allowed through Community Service Use process)

- a. The Public land use designation is intended for schools, parks, public open space, and other community uses.
- b. With the exception of the downtown Open Space (OS) zone, the City currently lacks a zoning district for public uses. Public parks are approved through park master plans, while schools are approved through the community service use land use process.
- c. The City shall explore the creation of zoning districts that outright permit public uses such as parks and schools.



Land Use

Legend

- LD - Low Density
- MD - Moderate Density
- MED.D - Medium Density
- HD - High Density
- C - Commercial
- C/HD - Mixed Use
- I - Industrial
- P - Public
- TC - Town Center
- Tacoma Station Area
- Milwaukie City Limits
- Street

Data Sources:
 City of Milwaukie GIS
 Clackamas County GIS
 Metro Data Resource Center



0 2,250 4,500 Feet

FOSTERING COMMUNITY, CULTURE & BELONGING



“Milwaukie is an inclusive community of diverse people from a variety of backgrounds that honors our differences and shared similarities. We are engaged and come together in many ways through various events and community gathering places, where we can celebrate our interests and passions.”

- Milwaukie 2040 Community Vision



*Photo: Hamid Shibata
Bennett*

FOSTERING COMMUNITY, CULTURE & BELONGING

What makes Milwaukie a unique, engaged, and welcoming community? How do we recognize and cherish our past, while ensuring that the city’s diverse stakeholders have a voice in identifying community priorities and planning for our future?

This chapter includes two sections that include a series of goals and policies that aim to answer these questions. The chapter is derived from Super Action 5 in the 2017 Milwaukie Community Vision, which calls for the city to “Cultivate a Sense of Community, Culture, and Belonging by Encouraging Public Involvement, Diversity, Equity, and Inclusion.” The Super Action provides policy direction for complying with Statewide Planning Goals 1 (Citizen Involvement) and 5 (Historic Areas). It also addresses topics such as arts and culture that, while not required to be included in a Comprehensive Plan, are integral in shaping the development of Milwaukie.

STATEWIDE PLANNING GOALS ADDRESSED

- 1 CITIZEN INVOLVEMENT
- 2 LAND USE PLANNING
- 5 NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

The State of Oregon has 19 total statewide planning goals. All comprehensive plans in the state must show they meet all relevant planning goals.

SECTIONS INCLUDED IN THIS CHAPTER

- 1 COMMUNITY ENGAGEMENT
- 2 HISTORY, ARTS & CULTURE



Carefree Sunday 2019



Halloween in Downtown Milwaukie



Community Members at Movies in the Park

1 COMMUNITY ENGAGEMENT BACKGROUND SUMMARY

CONTEXT

Milwaukie is fortunate to have a community that is engaged in a wide variety of issues that affect the city. For topics related to land use planning, which can be technical and complex in nature, the Comprehensive Plan provides the policy framework for community engagement, and serves to identify opportunities and processes to inform, involve, listen, and respond to the public.

Statewide Planning Goal 1 (Citizen Involvement) helps guide the city's community engagement. Goal 1's guidelines call for the creation of a citizen involvement program that "insures the opportunity for citizens to be involved in all phases of the planning process," and covers everything from a minor design review land use application to a full update of the Comprehensive Plan. Milwaukie complies with this requirement through robust community engagement that varies based on the scope and complexity of the project. Examples include:

- Coordination with and support of the city's neighborhood district associations (NDAs). The city's seven (7) active NDAs help organize neighborhood events, comment on land

use applications, and keep their neighbors involved and informed of local and regional plans and projects.

- Regular meetings of volunteer citizen boards and committees such as the Milwaukie Arts Committee, Planning Commission and Design and Landmarks Committee.
- Extensive use of the city's website and social media platforms to provide information about city projects, programs, meetings, and other events.
- Coordination with local and regional partners.
- Outreach and engagement activities at local community and neighborhood events.

Community Visioning

In 2016-2017, the City of Milwaukie underwent an extensive public process to craft a Community Vision. The process resulted in a new vision statement and a set of action items that were designed to achieve a series of goals over the next 20 years. The outcomes of that process – which incorporated input from a community advisory group, partners agencies, and a diverse set of Milwaukie residents and stakeholders- strongly informed the goals and policies of the Comprehensive Plan.

KEY ISSUES

The following key issues were identified and addressed during the 2019 Comprehensive Plan update:

- **Planning for Diversity**

Milwaukie is not currently a racially diverse community; 82% of Milwaukie's population was non-Hispanic white, according to 2017 US Census data. However, the city is likely to become more diverse in the future. Planning for the future should include ways to increase and engage more racially and ethnically diverse communities. It is also important to ensure that voices from community members, across a full spectrum of ages, incomes, and perspectives and in all of Milwaukie's neighborhoods, are being heard equally in planning activities. In addition, the city is also trying to create a community that is inclusive and attractive to people of all kinds.

- **Digital Technology**

The introduction and widespread use of smartphones and the Internet have fundamentally changed the way we communicate and conduct business. These technological innovations can now be used as community

engagement tools, but there is still a divide between those that have access to digital technology and those that do not. The city will continue to conduct outreach that does not require use of a smartphone or internet to ensure it is reaching a broad cross section of community members, but also continue using innovative technology to engage the community.

- **Changing Engagement Needs and Strategies**

Traditional community engagement in the past has largely involved events such as town halls or public hearings, which require the physical presence of participants and significant time commitment. While still important, the city has begun to use a wider range of tools to engage the community, including online surveys, events tailored to families with children, and the use of translation services to facilitate participation for non-native English speakers. The city has also worked with community groups and partners to help engage a wider range of community members and meet them where they gather. This allows better engagement through sensitivity to different cultural needs.



Photo:
Hamid Shibata
Bennett

Community members
discussing topics at a
Comprehensive Plan
Update Town Hall

1 COMMUNITY ENGAGEMENT GOALS & POLICIES

OVERARCHING SECTION GOAL

Engage community members in city decision-making processes in an inclusive, collaborative, transparent, accountable, and equitable manner through a broad range of strategies that inform and involve a full spectrum of community members, including established neighborhood organizations and other groups, as well as people and groups who have been traditionally left out of the planning process.

GOAL 1.1 - FOSTER BROAD AND COLLABORATIVE COMMUNITY PARTICIPATION

Implement and encourage practices that increase community participation by providing thorough information, consulting with the community, and fostering collaborative partnerships.

POLICY 1.1.1 Generate interest and encourage diverse participation in City committees and commissions through broad outreach.

POLICY 1.1.2 Ensure publications and printed materials regarding current issues and proposed policies are readily accessible for all ages and abilities, allowing for dialogue between policy-makers and the community.

POLICY 1.1.3 Keep the community informed of opportunities for involvement using a range of outreach tactics that may include media, presenting information at fairs and events, and direct outreach to existing organizations.

POLICY 1.1.4 Enhance and extend community involvement by using emerging technologies, methods, and techniques.

POLICY 1.1.5 Improve engagement and dialogue with property owners, tenants, and employees in Milwaukie's commercial and employment areas.

Diversity, Equity & Inclusion (DEI)

*Diversity and 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.*

GOAL 1.2 - PROMOTE INCLUSION AND DIVERSITY

Involve a diverse cross-section of the community in community events and decisions making related to land use and comprehensive planning, including people of a variety of geographic areas, interest areas, income, races, ethnicities, genders, sexual orientations, and all ages and abilities.

POLICY 1.2.1 Build engagement across Milwaukie's diverse communities by notifying and facilitating participation in all land use and Comprehensive Plan related activities.

POLICY 1.2.2 Provide information to the community in multiple languages where appropriate.

POLICY 1.2.3 Seek public input on major land use issues through community organizations, such as faith groups, business associations, school districts, non-profits, service organizations, and other bodies to encourage broad participation.

POLICY 1.2.4 Reduce barriers to participation by considering language, meeting time, location, and required level of involvement.

GOAL 1.3 - MAINTAIN TRANSPARENCY AND ACCOUNTABILITY

Ensure transparency and accountability in city and land use policy decision-making by maintaining access to city leadership and making a commitment to equitable engagement practices.

POLICY 1.3.1 Recognize the Planning Commission as the City's Community Involvement Advisory Committee (CIAC) to evaluate community involvement practices related to land use and comprehensive planning. The CIAC shall meet annually to specifically review community involvement practices.

POLICY 1.3.2 Establish a Comprehensive Plan Advisory Committee (CPAC) to assist in periodic review or major updates to the Plan.

POLICY 1.3.3 Evaluate the success of community involvement activities regularly and make results available to the community.

POLICY 1.3.4 Prioritize funding in the planning budget to support inclusive community engagement and participation.

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.

1 COMMUNITY ENGAGEMENT GOALS & POLICIES

GOAL 1.4 - UPHOLD NEIGHBORHOOD DISTRICT ASSOCIATIONS (NDAs)

Continue to support, inform, consult, and empower community members through the Milwaukie NDAs.

POLICY 1.4.1 Encourage and support NDA leadership to develop and implement strategies to nurture new leaders and increase participation while intentionally reflecting the diversity in each neighborhood.

POLICY 1.4.2 Provide opportunities for NDAs to give relevant and effective testimony to the City Council and Planning Commission on matters affecting their neighborhoods.

POLICY 1.4.3 Assist NDAs by providing financial assistance, subject to budgetary allocations as approved by the City Council.

POLICY 1.4.4 Notify NDAs and solicit feedback on proposed land use actions and legislative changes as required by ordinances.

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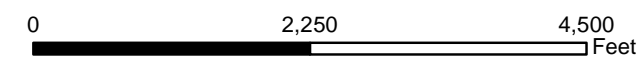
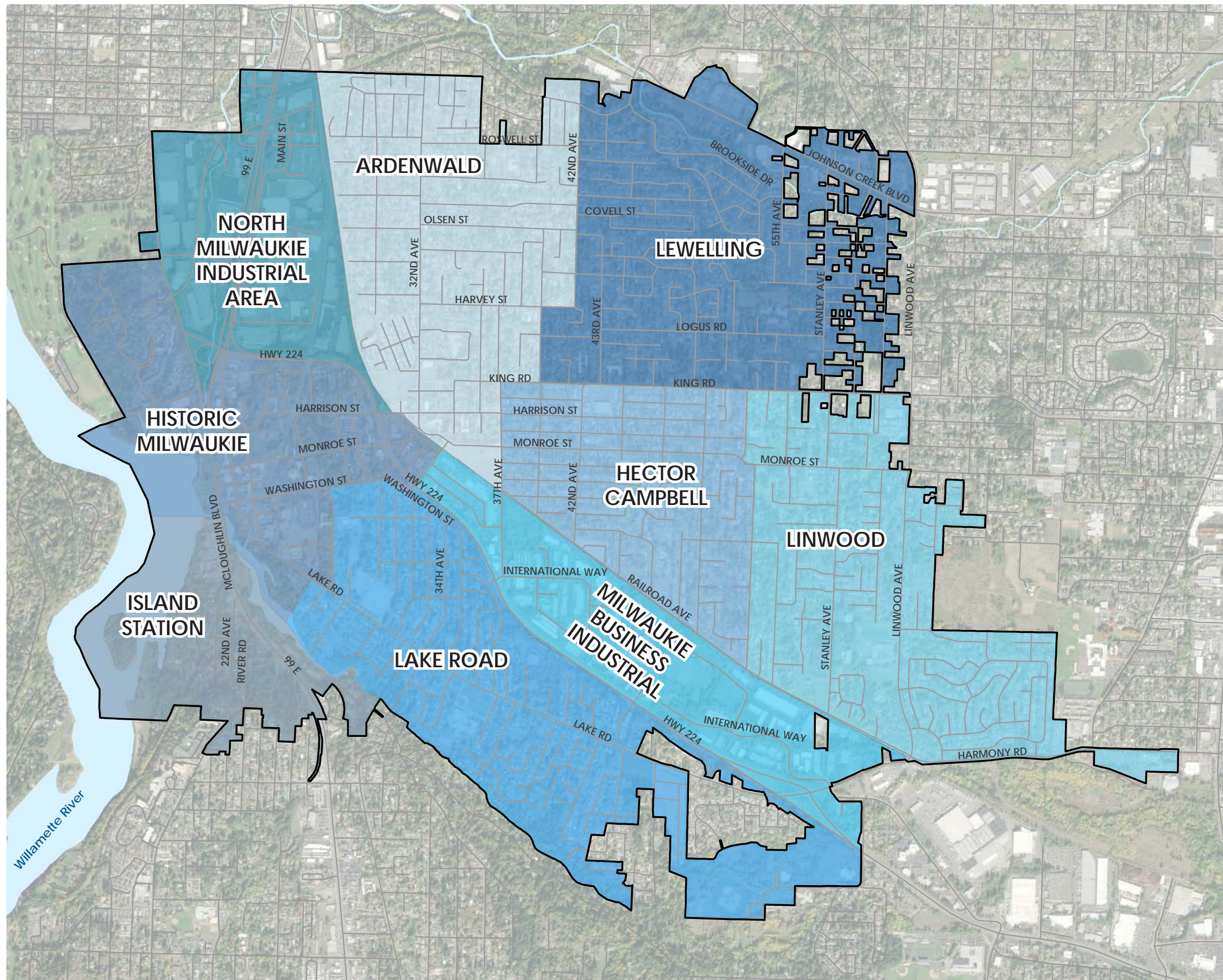


Neighborhood District Association Boundaries

Legend

- River or Stream
- Ardenwald
- Hector Campbell
- Historic Milwaukie
- Island Station
- Lake Road
- Lewelling
- Linwood
- Milwaukie Business Industrial
- North Milwaukie Industrial Area
- Milwaukie City Limits
- Street

Data Sources:
City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center



2 HISTORY, ARTS & CULTURE BACKGROUND SUMMARY

CONTEXT

Milwaukians are proud of our history, heritage and culture, and appreciate the influence that creativity has on our city and our lives. City residents represent a variety of backgrounds, ethnicities, and experiences that add value and diversity to our community. As detailed in the Community Vision, art is also an important community priority and component of the built environment, adding cultural, economic, visual and emotional value to the city while supporting economic growth and livability.

While historic areas and resources are a component of Statewide Planning Goal 5, the topics of history, arts and culture are not otherwise required to be addressed in comprehensive plans. However with the Community Vision, community members recognized the interconnection between the arts, our past, and our future and therefore these topics have been incorporated as a new section of the Comprehensive Plan. This section provides a set of goals and policies that aim to outline how history, the arts, and culture can be integrated into the land use planning process.

KEY ISSUES

The following issues related to Arts and Community Culture were identified and addressed through the city's 2019 Comprehensive Plan update:

- Historic Resources and Preservation**
Milwaukie maintains a list of historic resources throughout the city that serves to document the architectural and cultural history of the city. However, the most recent inventory was completed in 1988. Updating the inventory would likely capture additional resources that now qualify as historic resources. The City also has an opportunity to strengthen its current mechanisms for protecting historic resources—potentially through enhanced preservation programs or incentives—to better meet the requirements of Statewide Planning Goal 5.
- Community/Special Events**
In addition to its historical resources, Milwaukie is also home to a range of activities and resources that embrace and celebrate arts and culture within the community. Weekly and monthly reoccurring events such as the Farmer's Market and First Fridays, and annual celebrations such as the Umbrella Parade and Tree Lighting, bring

community members together in a way that fosters our small-town appeal. Throughout the year, the Milwaukie Arts Committee, works to support artists and connect community members with art by sponsoring a range of events and activities.

- ***Celebrating Diverse Cultures***
Exploring each other's stories and experiences via art helps us understand the context and diversity of our community at the same time it strengthens our sense of shared culture. For example, the Milwaukie Museum, run by the Milwaukie Historical Society, is also dedicated to all aspects of Milwaukie's history and will continue to do so. This section emphasizes the importance of celebrating diversity in art and culture through programs, events, and incentives supporting art that reflects the diversity of Milwaukie's community.



Photo: Milwaukie Historical Society *Portland To Milwaukie On The Interurban, 1954*



Photo: Milwaukie Historical Society

Henneman's Farm
1885-1905

2 HISTORY, ARTS & CULTURE GOALS & POLICIES

OVERARCHING SECTION GOAL

Encourage and implement arts, cultural and history-based programs, projects, and spaces that celebrate Milwaukie's diversity and its unique historic, archaeological, and cultural heritage.

GOAL 2.1 - MILWAUKIE'S HERITAGE

Research, celebrate, document, and protect Milwaukie's unique and diverse historic, archaeological, and cultural heritage.

POLICY 2.1.1 Work with local residents, businesses, and organizations to document and preserve Milwaukie's diverse history.

POLICY 2.1.2 Recognize the Milwaukie area's indigenous cultures, people, and history that existed prior to the establishment of the city and ensure that historic preservation and documentation programs are representative of all cultures and time periods in the area's history.

POLICY 2.1.3 Appropriately memorialize historic sites, objects, or structures through signs or plaques which convey the historic significance of a resource

POLICY 2.1.4 Provide educational materials and information regarding preservation to property owners and other interested persons and assist property owners in applying for designation as a locally significant historic resource.

POLICY 2.1.5 Provide land use flexibility for properties with historic resources to encourage the restoration and maintenance of historic resources for both continuing uses and the adaptive reuse of properties.

POLICY 2.1.6 Pursue partnerships and private and public sources of funding for use by property owners in the renovation and maintenance of historic or cultural resources.

- **POLICY 2.1.7** Maintain an official inventory of Milwaukie's historic and cultural resources and regularly update the inventory as additional properties become eligible and are nominated for designation.
- **POLICY 2.1.8** Ensure that City processes for inventorying, altering, removing, or demolishing historic and cultural resources remain consistent with state and federal criteria as well as community priorities.
- **POLICY 2.1.9** Coordinate historic preservation activities with the Milwaukie Historical Society and the Oregon State Historic Preservation Office and follow all state and federal regulations for identifying and protecting archaeological resources.

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 maintains an **inventory** of historic and cultural sites, consistent with state and federal regulations.*

GOAL 2.2 - ART THAT REFLECTS THE COMMUNITY

Collaborate with community partners to create art and programs that reflect Milwaukie's diversity

POLICY 2.2.1 Provide opportunities and programs for art and cultural events to be located throughout Milwaukie.

POLICY 2.2.2 Prioritize the commissioning of art that reflects the diversity of Milwaukie's community.

- **POLICY 2.2.3** Promote visual art as a means of defining vibrant public and private spaces and neighborhood identity.

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.*

2 HISTORY, ARTS & CULTURE GOALS & POLICIES

POLICY 2.2.4 Incentivize development sites to include spaces conducive to public events, community gathering, and the provision of public art.

POLICY 2.2.5 Support a wide variety of community events that integrate the arts, showcase Milwaukie's diverse culture and history, and bring recognition and visitors to Milwaukie.

POLICY 2.2.6 Encourage a diverse range of community event types and event participants throughout Milwaukie by reducing barriers for holding community events.

POLICY 2.2.7 Encourage and support arts education in Milwaukie schools and other community organizations.

GOAL 2.3 - FOSTERING CREATIVE SPACES

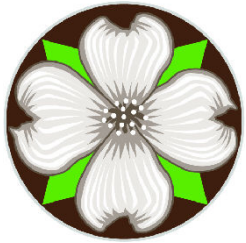
Encourage the development of creative spaces throughout Milwaukie.

POLICY 2.3.1 Make visual and performing art spaces more accessible to a diverse range of artists and residents throughout Milwaukie.

POLICY 2.3.2 Assist in the identification of properties with the potential for artists and other creative spaces which are financially, geographically, and spatially accessible

POLICY 2.3.3 Partner with the Arts Committee (artMOB), local organizations, and educational institutions to market Milwaukie as a place that values the arts.

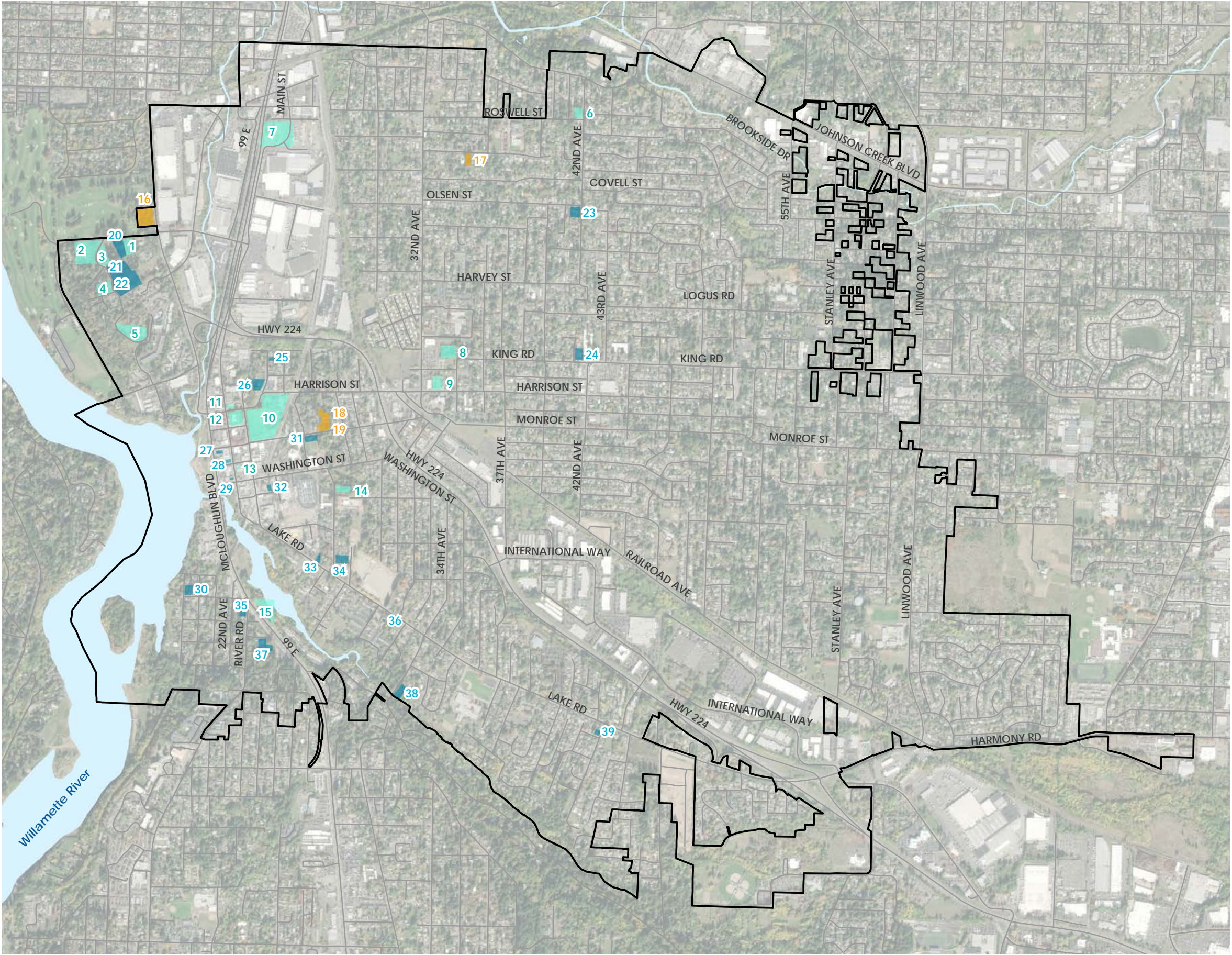
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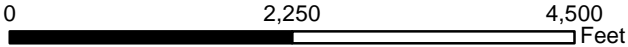
Historic Resources Inventory

Legend

- Significant Resource
- Contributing Resource
- Unranked Resource
- Milwaukie City Limits
- Street



Data Sources:
City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center



ENVIRONMENTAL STEWARDSHIP & COMMUNITY RESILIENCY



“Milwaukie nurtures a verdant canopy of beneficial trees, promotes sustainable development, and is a net-zero energy city. The Willamette River, Johnson Creek, and Kellogg Creek are free flowing, and accessible. Their ecosystems are protected by a robust stormwater treatment system and enhanced by appropriate riparian vegetation. Milwaukie is a resilient community, adaptive to the realities of a changing climate, and prepared for emergencies, such as the Cascadia Event.”

- Milwaukie 2040 Community Vision



ENVIRONMENTAL STEWARDSHIP & COMMUNITY RESILIENCY

As the city continues to grow, how do we accommodate new businesses and residents while preserving the natural resources that Milwaukians value and cherish? How do we adapt to a changing climate and increased threats of natural disasters, such as floods and wildfires?

This chapter includes four sections that include a series of goals and policies that aim to answer these questions. The chapter is derived from Super Action 1 of the 2017 Milwaukie Community Vision, which calls for the city to “Make Milwaukie a Model of Resiliency, Environmental Stewardship, and Disaster-Preparedness.” It includes traditional topics covered by the statewide planning goals, such as natural resources and the Willamette River Greenway, as well as important issues that have gained prominence more recently, such as climate change adaptation and mitigation.

STATEWIDE PLANNING GOALS ADDRESSED

- 5 NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES
- 6 AIR, WATER AND LAND RESOURCES QUALITY
- 7 AREAS SUBJECT TO NATURAL HAZARDS
- 13 ENERGY CONSERVATION
- 15 WILLAMETTE RIVER GREENWAY

The State of Oregon has 19 total statewide planning goals. All comprehensive plans in the state must show they meet all relevant planning goals.

SECTIONS INCLUDED IN THIS CHAPTER

- 3 NATURAL RESOURCES AND ENVIRONMENTAL QUALITY
- 4 WILLAMETTE GREENWAY
- 5 NATURAL HAZARDS
- 6 CLIMATE CHANGE AND ENERGY



Arbor Day Event 2019



Electric Avenue Opening



Opening of Wichita Park

All Photos:
Hamid Shibata Bennett

3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY BACKGROUND SUMMARY

CONTEXT

Natural resources and environmental quality are interrelated topics that share many common goals, challenges, and regulatory approaches. Milwaukie has a wealth of natural resources that shape the city's character. The Willamette River—one of Oregon's greatest natural resources—forms the city's western boundary. The city also contains wetlands, riparian zones, salmon-bearing creeks, terrestrial habitats, tree canopy, and a diversity of plant and animal species. These resources provide a variety of important ecosystem services, floodwater management, outdoor recreation opportunities, and contribute to a sense of place and community.

Environmental quality looks beyond specific natural resources, and incorporates the protection of air quality, water quality, soils, and other land resources and systems. Maintaining and enhancing environmental quality is critical to achieving Milwaukie's vision for a healthy community and healthy ecosystem.

Regulations

There are many federal, state, regional, and local regulations

that help conserve and protect natural resources and ensure adequate environmental quality for Milwaukie. Statewide Planning Goal 5 addresses Open Spaces, Scenic and Historic Areas, and Natural Resources, and identifies resources which must be inventoried, protected, and conserved. Goal 6 covers Air, Water, and Land Resources Quality, and guides local jurisdictions in protecting these resources from pollution and pollutants, including solid waste, water waste, groundwater pollution, noise and thermal pollution, air pollution, and industry-related contaminants.

Milwaukie complies with Goals 5 and 6 through the use of Natural Resource (NR) overlay zones to designate and protect water quality resources (WQRs) and habitat conservation areas (HCAs). WQRs are intended to protect the functions and values of riparian and wetland resources from impacts of development, while HCAs are intended to protect riparian areas and fish and wildlife habitat, as required by Title 13 of Metro's Urban Growth Management Functional Plan (UGMFP). HCAs also protect significant local Goal 5 resources, such as wetlands. The city also implements Metro Title 3, Water Quality and Flood Management, and Title 13, Nature in Neighborhoods, of the UGMFP through its NR overlay zones.

KEY ISSUES

The following issues related to Natural Resources and Environmental Quality were identified and addressed through the city's 2019 Comprehensive Plan update:

- **North Milwaukie Area and Johnson Creek**

The North Milwaukie Innovation Area (NMIA) is a major local and regional asset for manufacturing, transportation and jobs. However, Johnson Creek flows through the NMIA and poses both challenges and opportunities for the area. Much of the area adjacent to the creek is within the city's HCA, and the area also includes land within the base flood area identified on FEMA floodpl maps. The NMIA Plan (2017) includes a number of policies and strategies to protect and restore natural resources and improve water quality, while still attracting a variety of new employment and residential uses.

- **Mapping and Inventory updates**

The City currently does not have a Local Wetlands Inventory (LWI) that is approved by the Oregon Department

of State Lands (DSL). An LWI aims to map all wetlands at least 0.5 acres or larger at an accuracy of approximately 25 feet on a parcel-based map, and to classify wetlands by type. The results of an LWI may necessitate changes to the City's NR Overlay zones.

- **Climate change impacts on Environmental Quality**

Expected increases in severity of storm events is likely to produce more stormwater runoff and strain the city's stormwater management system. Higher regional temperatures caused by climate change pose challenges to natural water systems and drinking water quality. Natural resources provide valuable ecosystem services that mitigate climate change and help the community adapt by sequestering carbon, reducing urban heat island effects, and providing shading and cooling of vulnerable communities.

- **Balancing Natural Resources Protection and Development**

While protection of natural resources is highly valued by the Milwaukie



Photo: Mark Gamba

Smoke in Milwaukie during a wildfire in the state

3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY

BACKGROUND SUMMARY

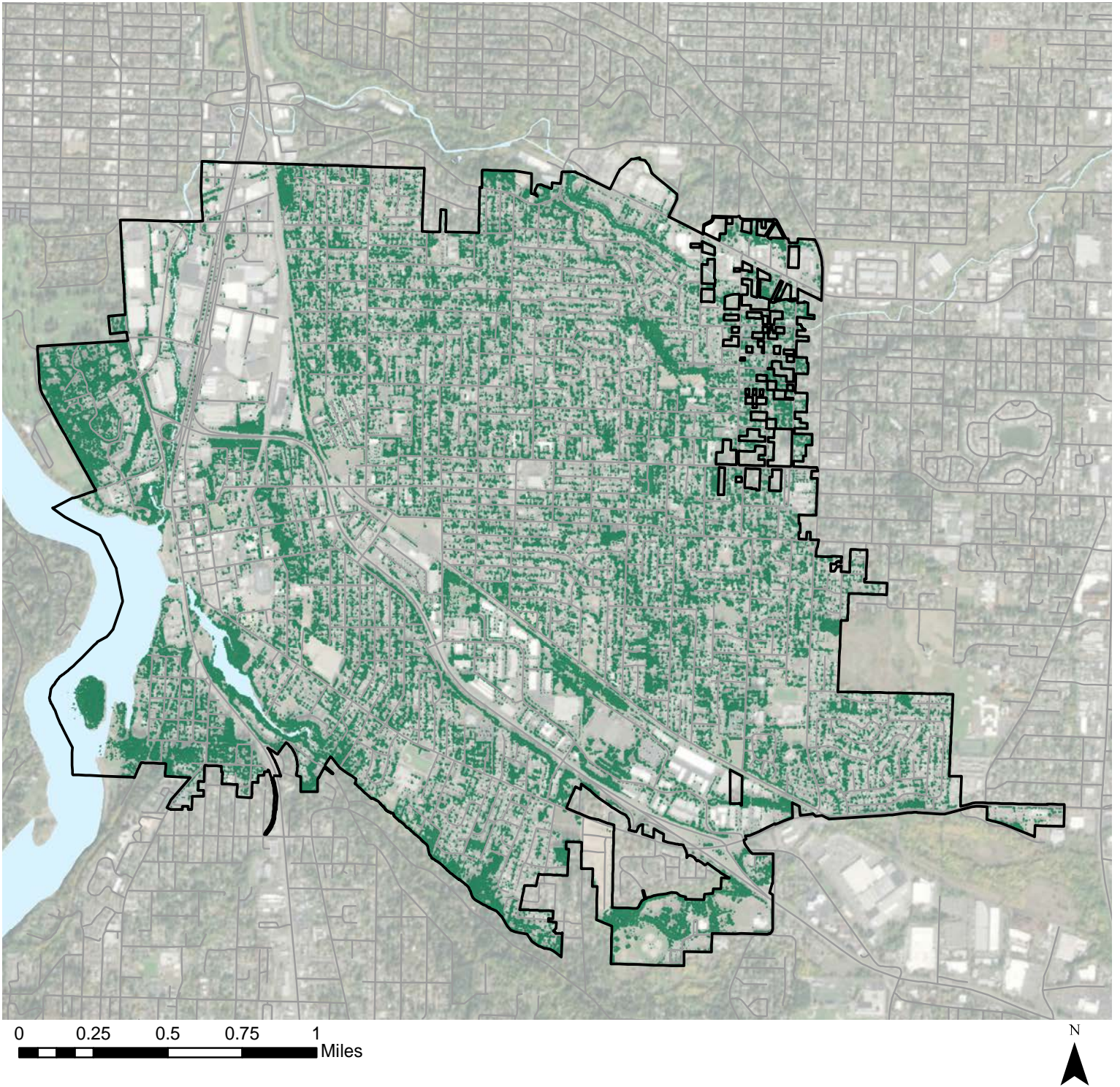
community, the city must balance this with the need to provide an adequate supply of jobs and housing to accommodate future growth. These goals can sometimes be in conflict, as Milwaukie has a limited land supply and natural resource protections can reduce or constrain development opportunities. Areas where this could play out are the industrial area along Johnson Creek Boulevard and the NMIA. Similarly, the Urban Forestry Management Plan (2019) calls for increasing the tree canopy from 26% to 40% by 2040, which may impact the intensity and form of future development.

- **Health**
Environmental health is closely linked to human health. Poor air quality can exacerbate human health conditions such as asthma and lung disease, and urban heat island effects can contribute to respiratory difficulties, heat-stroke and heat exhaustion. Negative health outcomes associated with poor air quality tend to disproportionately impact those with lower incomes and communities of color.





Tree Canopy Coverage



Legend

-  River or Stream
-  2014 Tree Canopy
-  Milwaukie City Limits
-  Street

3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY GOALS & POLICIES

OVERARCHING SECTION GOAL

Protect, conserve, and enhance the quality, diversity, and resiliency of Milwaukie’s natural resources and ecosystems, and maintain the quality of its air, land, and water. Utilize a combination of development regulations, incentives, education and outreach programs, and partnerships with other public agencies and community stakeholders.

GOAL 3.1 - AWARENESS AND EDUCATION

Prioritize the protection of Milwaukie’s natural resources and environmental quality through the use of best available science and increased community awareness and education.

POLICY 3.1.1 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.

POLICY 3.1.2 Promote public education and encourage collaboration with community partners and organizations when developing strategies to protect air and water quality and other natural resources.

POLICY 3.1.3 Support the clean-up and remediation of brownfields and other potentially contaminated land by identifying and pursuing available resources for such work in an effort to protect natural resources and the city’s groundwater supply.

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.*

POLICY 3.1.4 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

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.*

GOAL 3.2 - WATER QUALITY AND RESOURCES

Enhance water quality and water resources.

POLICY 3.2.1 Support programs and regulations to enhance and maintain the health and resilience of watersheds, riparian and upland zones, and floodplains

POLICY 3.2.2 Support efforts to restore Kellogg and Johnson Creeks and their tributaries and remove the Kellogg Dam.

POLICY 3.2.3 Improve and expand coordination with adjacent jurisdictions on the protection and restoration of local rivers, creeks, and other natural resources.

POLICY 3.2.4 Maintain the City's regulatory hierarchy that requires a detailed analysis, including alternatives, of how development will 1) avoid, 2) minimize, and 3) mitigate for impacts to natural resources.

POLICY 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.

POLICY 3.2.6 When considering development proposals, take into account changes in water flow and quantity associated with climate change and evaluate the downstream impacts of development in upland areas.

POLICY 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

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.*

3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY GOALS & POLICIES

POLICY 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.

POLICY 3.2.9 Monitor water table levels and ensure protection of the City's groundwater supply, particularly those water resources that provide the City with potable water.

POLICY 3.2.10 Coordinate and partner with State and federal regulatory programs to protect the quality of the City's groundwater resources from potential pollution, including potential impacts associated with infiltration from water, wastewater and stormwater pipes.

GOAL 3.3 - FISH AND WILDLIFE HABITAT

Protect and conserve fish and wildlife habitat

POLICY 3.3.1 Protect habitat areas for indigenous fish and wildlife species that live and move through the City, especially those 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.

POLICY 3.3.2 Consider impacts to habitat connectivity when reviewing development proposals.

POLICY 3.3.3 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.

POLICY 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.

POLICY 3.3.5 Require mitigation that restores ecological functions and addresses impacts to habitat connectivity as part of the development review process.

POLICY 3.3.6 Encourage and incentivize voluntary restoration of natural resource areas, including removal of invasive species vegetation, on its stormwater management, and planting of native species or climate-adapted vegetation.

POLICY 3.3.7 Develop a habitat connectivity analysis and strategic action plan.

GOAL 3.4 - HEALTHY URBAN FOREST

Develop a healthy urban forest in Milwaukie.

POLICY 3.4.1 Implement and maintain an urban forestry program.

POLICY 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.

POLICY 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.

POLICY 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.

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

POLICY 3.4.6 Evaluate the stormwater impacts associated with tree removal as part of the development review process.

3 NATURAL RESOURCES & ENVIRONMENTAL QUALITY GOALS & POLICIES

GOAL 3.5 - SUSTAINABLE DESIGN AND DEVELOPMENT

Encourage and incentivize sustainable design and development practices.

POLICY 3.5.1 Provide information about alternatives to conventional construction and site planning techniques that can help increase energy efficiency, utilize existing buildings and reclaimed materials, and reduce long-term costs.

POLICY 3.5.2 Incorporate sustainable and low-impact building and site planning technologies, habitat-friendly development strategies, and green infrastructure into city codes and standards.

POLICY 3.5.3 Identify and develop strategies to remove barriers to sustainable design and development, including affordability and regulatory constraints.

POLICY 3.5.4 Identify additional opportunities for partner agencies and environmental organizations to provide early feedback and recommendations on reducing environmental impacts associated with development.

POLICY 3.5.5 Examine development code changes that help reduce impacts on wildlife, such as bird-friendly building design.

GOAL 3.6 - AIR, NOISE, AND LIGHT QUALITY

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

POLICY 3.6.1 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.

POLICY 3.6.2 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.

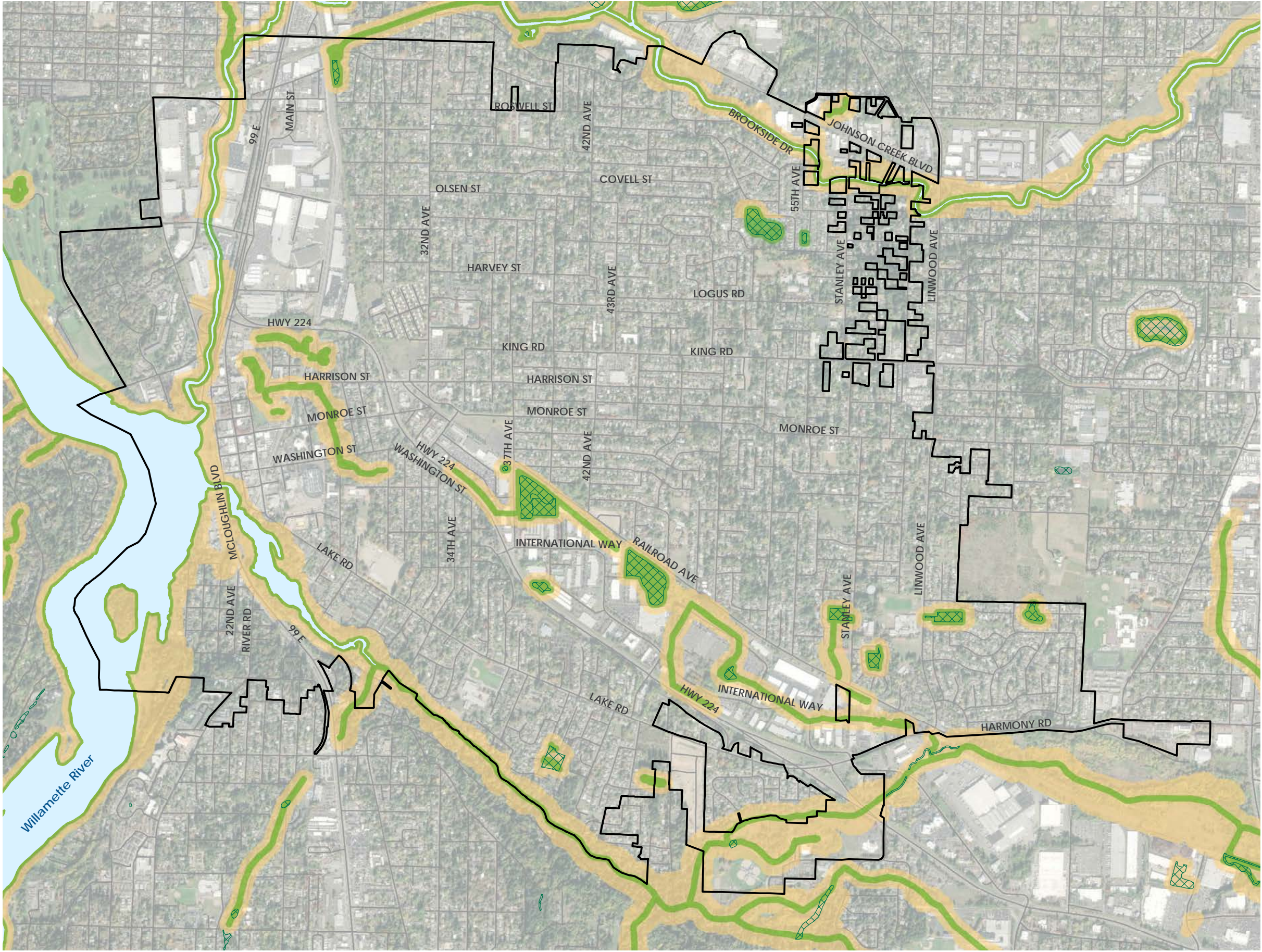
- POLICY 3.6.3** Support local efforts such as good-neighbor agreements and partner with community organizations and/or governments that aim to evaluate and reduce local sources of air and noise pollution and their impacts on local residents.
- POLICY 3.6.4** Encourage or require building and landscape design, land use patterns, and transportation design that limit or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional freight ways, rail lines, major city traffic streets, and other sources of noise.
- POLICY 3.6.5** Continue to enforce and enhance noise standards and pursue other nuisance codes such as odor to address the adverse impacts of industries and vehicles.
- POLICY 3.6.6** Evaluate impacts to both humans and wildlife related to light and noise pollution and require appropriate mitigation.
- POLICY 3.6.7** Create standards and best practices for the demolition of buildings to reduce impacts associated with creation or release of dust and air pollutants.
- POLICY 3.6.8** Incorporate emission reduction and other environmental requirements into the city's contracting process to reduce air quality impacts associated with use of city equipment and activities on city-owned properties or developments.



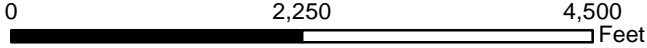
Natural Resources Inventory

Legend

- River or Stream
- Habitat Conservation Areas
- Vegetated Corridor
- Wetland
- Milwaukie City Limits
- Street



Data Sources:
City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center



4 WILLAMETTE GREENWAY

BACKGROUND SUMMARY

CONTEXT

The Willamette River is among Oregon's greatest natural resources. The river and its banks form Milwaukie's western boundary and provide the city with tremendous opportunities for recreation, active transportation, access to nature and scenic beauty, as well as tourism and economic development.

Regulations

In 1967, the Oregon legislature established the Willamette River Greenway Program, which aimed to protect, conserve, and enhance areas along a 3,800-acre corridor of the Willamette River between Portland and Eugene. The Willamette River Greenway was added as Statewide Planning Goal 15 in 1975, and seeks to "protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."

Milwaukie complies with Goal 15 through its Willamette Greenway overlay zone, which establishes a greenway boundary (illustrated on the city's zoning map) within which greenway compatibility review is required for development projects.

Milwaukie's greenway boundaries include all land within 150 feet of the ordinary low water line of the Willamette River, plus additional land including Kellogg Lake and lands along its southern shore. Milwaukie's greenway regulations have historically required a conditional use permit for any intensification, change of use, or development within the greenway. Milwaukie's Downtown and Riverfront Land Use Framework – an ancillary document to the Comprehensive Plan last updated in 2015 – also provides some guidance for greenway-related development and activities. A fundamental concept of the Framework Plan is creating stronger connections between downtown Milwaukie to the riverfront and enhancements to Milwaukie Bay Park.

Access to the Willamette River is one of Milwaukie's key assets, and the city owns three parks that help provide this access: Milwaukie Bay Park, Elk Rock Island, and Spring Park. In addition, visual access to the river is available from the trail through the Kellogg Creek Water Resource Recovery Facility property and along the 19th Ave Neighborhood Greenway and its cross streets Eagle St, Bluebird St, Bobwhite St, and Wren St. Public access to the river is crucial to preserving this community asset. The area within the greenway represents an opportunity to improve recreational riverfront access as well as meet the City's goals for natural area restoration.

The greenway extends southeast from McLoughlin Boulevard and includes Kellogg Lake, which was partially created by a dam that is part of the support structure for the McLoughlin Blvd bridge that crosses Kellogg Creek as it enters the Willamette River. The City has long-term plans to remove the dam to allow the Kellogg Creek to better function as a fish-bearing stream. Two city-owned parks abut Kellogg Lake and are located within the greenway boundary. Dogwood Park is located high on the bank at the south end of the downtown and provides an impressive view of Kellogg Lake, while Kronberg Park is located on the south shore of Kellogg Lake and is connected to the downtown via a pedestrian bridge under the light rail line.

KEY ISSUES

The following issues related to Willamette River Greenway and Statewide Planning Goal 15 were identified and are addressed through the City's 2019 Comprehensive Plan update:

- ***Willamette Greenway Zone Boundary*** The Milwaukie Municipal Code implements greenway regulations through the Willamette Greenway (WG) overlay zone. In some areas, the boundary for the WG overlay zone is further inland than the state regulated 150 feet from the ordinary low water line minimum requirement. The city has identified ways to focus greenway review on its intended purpose, areas in close proximity to and visible from the river, with a less stringent review process for minor additions and areas further from the river.
- ***Regulating for View Protection*** View protection under Milwaukie's greenway process has historically been highly discretionary, since the city has not completed an inventory of important views and there is no differentiation

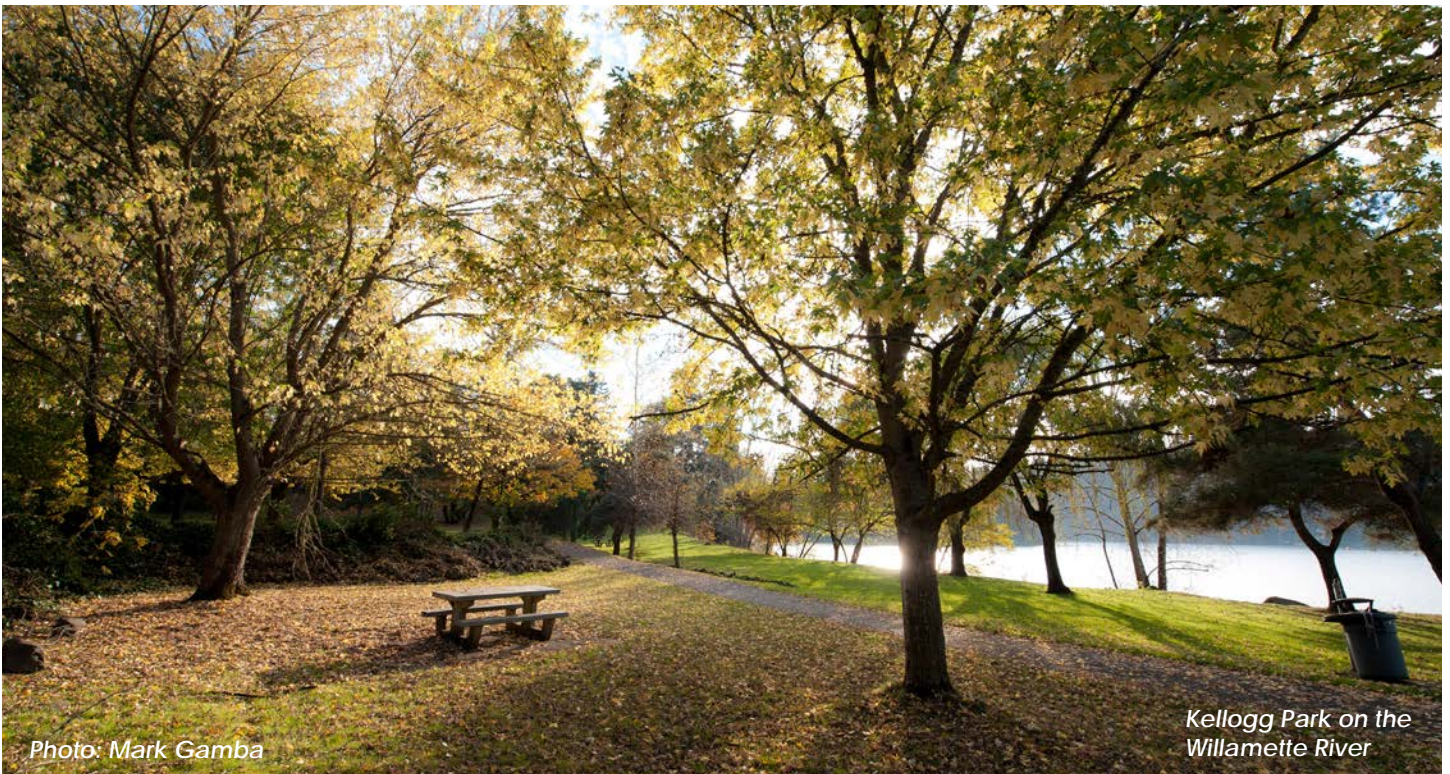


Photo: Mark Gamba

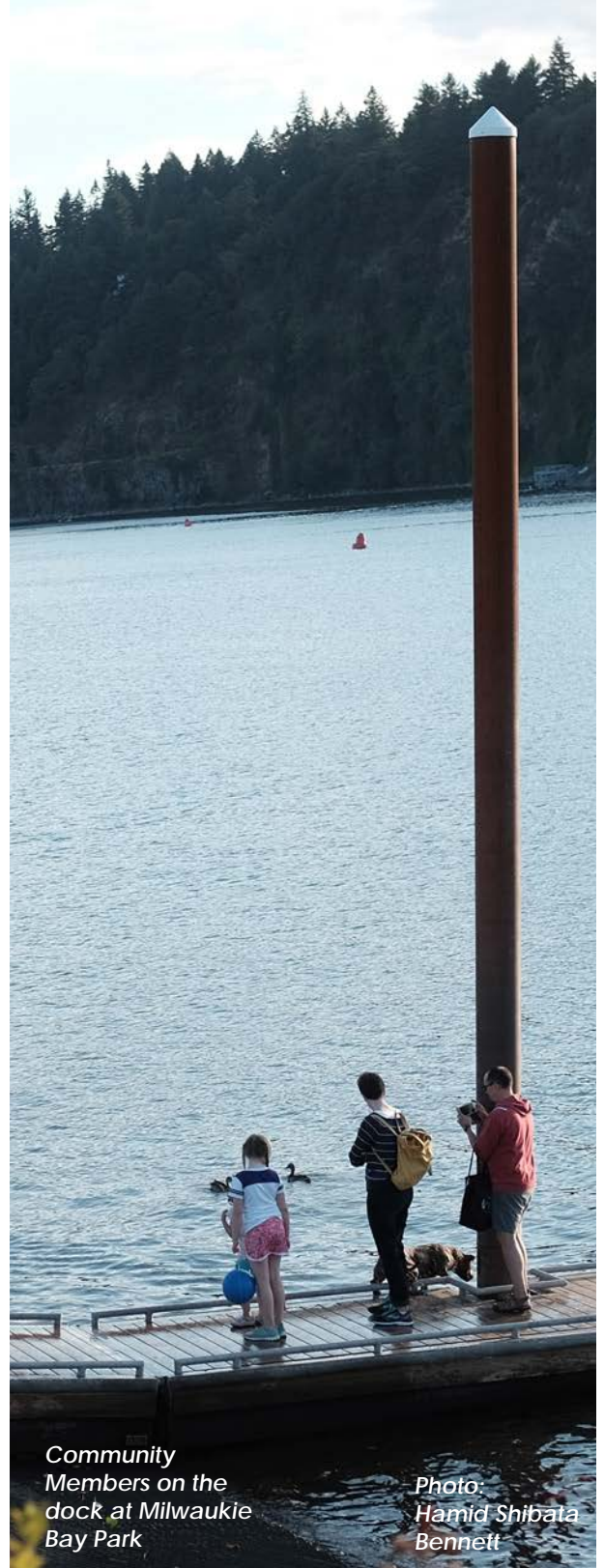
Kellogg Park on the Willamette River

4 WILLAMETTE GREENWAY

BACKGROUND SUMMARY

between private and public views.

- **Federal Regulations**
Willamette River Greenway planning is closely associated with floodplain management. As federal laws change regarding floodplain management, the city may need to make additional adjustments to the WG overlay zone.



Community
Members on the
dock at Milwaukie
Bay Park

Photo:
Hamid Shibata
Bennett

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4 WILLAMETTE GREENWAY GOALS & POLICIES

OVERARCHING SECTION GOAL

Protect, conserve, enhance, and maintain the lands and water that comprise the City's portion of the Willamette River Greenway in a manner that recognizes the unique natural, scenic, historical, economic, and recreational qualities that exist along the Willamette River.

GOAL 4.1 - WILLAMETTE GREENWAY BOUNDARY

Maintain the Willamette Greenway Boundary and utilize a Greenway Compatibility Review Boundary to implement Statewide Planning Goal 15.

POLICY 4.1.1 Utilize the Greenway Compatibility Review Boundary to identify where the highest level of compatibility review will occur. The Greenway Compatibility Review Boundary will apply within 150 feet of the ordinary high-water line of the Willamette River and in other adjacent areas that have been identified as being in the 100-year floodplain of the Willamette River or areas that have unique or significant environmental, social, or aesthetic qualities. The Greenway Compatibility Review Boundary is depicted on **Map XX**.

POLICY 4.1.2 Kronberg Park and the area occupied by Kellogg Lake are included within the Willamette River Greenway Boundary.

What are some key benefits of the Willamette River Greenway?

- **Environmental** – preserving open space helps protect wildlife habitat, stormwater management, carbon sequestration, cooling 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.

GOAL 4.2 - GREENWAY DESIGN PLAN

Allow preparation of a Greenway Design Plan within the Willamette Greenway Boundary.

POLICY 4.2.1 The adopted park master plans for Kronberg Park and Spring Park, the downtown design review approval for Milwaukie Bay Park, and the Elk Rock Island management plan will serve the same purpose as a Greenway Design Plan for each of the parks. All future park master plans or amendments to plans will be adopted through the community service use process.

POLICY 4.2.2 A Greenway Design Plan may be prepared and adopted as an ancillary plan to the Comprehensive Plan. The Greenway Design Plan may apply to the entire Willamette Greenway or any portion of the greenway. An adopted Greenway Design Plan may provide an alternative review process for development within the greenway provided it is consistent with the adopted plan, and should be updated periodically to reflect best available science and changing conditions along the greenway, including those induced by climate change.

GOAL 4.3 - LAND USE REVIEW PROCESS

Coordinate public and private land uses and ensure compatibility of uses within the Willamette Greenway.

POLICY 4.3.1 Utilize the Willamette Greenway Zone in combination with underlying land use designations to manage uses and implement City Willamette Greenway objectives and Statewide Planning Goal 15.

● **POLICY 4.3.2** Two levels of review will be employed to determine the appropriateness and compatibility of new or intensified uses with the Willamette Greenway.

A. Within the Greenway Compatibility Review Boundary, a Willamette Greenway Conditional Use Permit must be obtained prior to new construction or intensification of an existing use when the new or intensified use is not identified as a permitted planned use within an adopted park master plan or the Greenway Design Plan. Special criteria addressing use, siting, size, scale, height, and site improvements will be used to review and guide development within the Compatibility Review Boundary.

Two-tiered approach to planning in the WG 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.

4 WILLAMETTE GREENWAY GOALS & POLICIES

B. Outside of the Greenway Compatibility Review Boundary, new construction and intensification of uses will be allowed, provided that the scale and nature of the use meets the standards specified in the Willamette Greenway Zone. Development standards for these uses will be used to allow certain forms of development as a use by right.

The review process will require consistency with the following plans: Willamette Greenway Chapter of the Comprehensive Plan, parks master plans, the Greenway Design Plan, and the Downtown and Riverfront Land Use Framework Plan.

POLICY 4.3.3 Setbacks for new or intensified uses may be established through the park master planning process or through a Greenway Design Plan. When not established through these plan processes, the Willamette River Greenway conditional use process will be used to establish setbacks. For uses that are not water-dependent or water related, setbacks will be determined on a case-by-case basis and the uses will be directed away from the river. Existing and proposed uses that are water-dependent and water-oriented may be permitted near or at the water's edge.

GOAL 4.4 - NATURAL RESOURCE PROTECTION

Protect and conserve the natural resources within the Willamette River Greenway while recognizing recreation needs.

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 4.4.2 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.

POLICY 4.4.3 Support the removal of the Kellogg Creek Dam and the restoration of Kellogg Creek through revegetation of riparian areas with native species. Removal of the Kellogg Creek Dam is consistent with the greenway chapter of the plan and will not require greenway review.

POLICY 4.4.4 Manage Elk Rock Island as a natural area park.

POLICY 4.4.5 Allow and support environmental education and interpretative displays within the Willamette Greenway.

GOAL 4.5 - RECREATION

Enhance the recreational use of lands within the Willamette Greenway boundaries while protecting and conserving natural resources.

POLICY 4.5.1 Use park master plans to outline the major recreational uses, activities, and conceptual design for each of the parks within the Willamette Greenway.

POLICY 4.5.2 The parks within the Willamette River Greenway will serve a variety of needs for the City including:

- Access to the Willamette River for water sports - boating, fishing, swimming, kayaking etc.,
- Recreational trails along the river,
- River and natural area viewing,
- Picnicking, and
- Community events.

The Parks and Recreation Chapter of the Comprehensive Plan will define the primary intent and purpose of each park

POLICY 4.5.3 Within the Willamette Greenway, accommodate a trail system along the river that is intended to connect with future Willamette Greenway trails to the north and south of the City. Develop a trail plan, acquire right-of-way, and build trail segments as funding becomes available.

POLICY 4.5.4 Connect City bicycle and pedestrian trail systems with the trail system through the Willamette Greenway.

4 WILLAMETTE GREENWAY GOALS & POLICIES

GOAL 4.6 - PUBLIC ACCESS AND VIEW PROTECTION

Provide, improve, and maintain public access and visual access to the lands and water that make up the Willamette River Greenway.

POLICY 4.6.1 Encourage new public access and views within the greenway and to the Willamette River, through dedications, easements, acquisitions or other means.

POLICY 4.6.2 Undertake efforts to make existing points of public access more accessible and usable through maintenance and signing.

POLICY 4.6.3 As part of the Greenway Compatibility Review process, evaluate proposals for new development and intensification of use for their effect on visual access to the Willamette River and Kellogg Creek from publicly owned land and the public right-of-way. Where impacts are significant, efforts will be made to preserve visual access to the river and creek through dedications, easements, acquisitions or other means.

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.

POLICY 4.6.5 Based on the Public Use Doctrine, the City acknowledges that the public has the right to recreate on land and water below the ordinary high-water line of the Willamette River.

GOAL 4.7 - DOWNTOWN

Maintain Milwaukie Bay Park, Dogwood Park, and Kronberg Park as the key public amenities in the downtown that attract people to the area to enjoy the open space, public trails, riverfront access, and riverfront-related development, consistent with the Downtown and Riverfront Land Use Framework Plan and park master plans.

POLICY 4.7.1 Provide safe pedestrian connections between the downtown Milwaukie and the Willamette River consistent with the Downtown and Riverfront Land Use Framework Plan.





POLICY 4.7.2 Work with Clackamas County Water Environment Services to accommodate recreational and water-related uses at the treatment plant site. This could include full redevelopment and relocation of the facility, shrinking the footprint, adding wetland features, adding a community water quality education center, providing physical access to the river, or capping the treatment plant with park facilities over the plant.

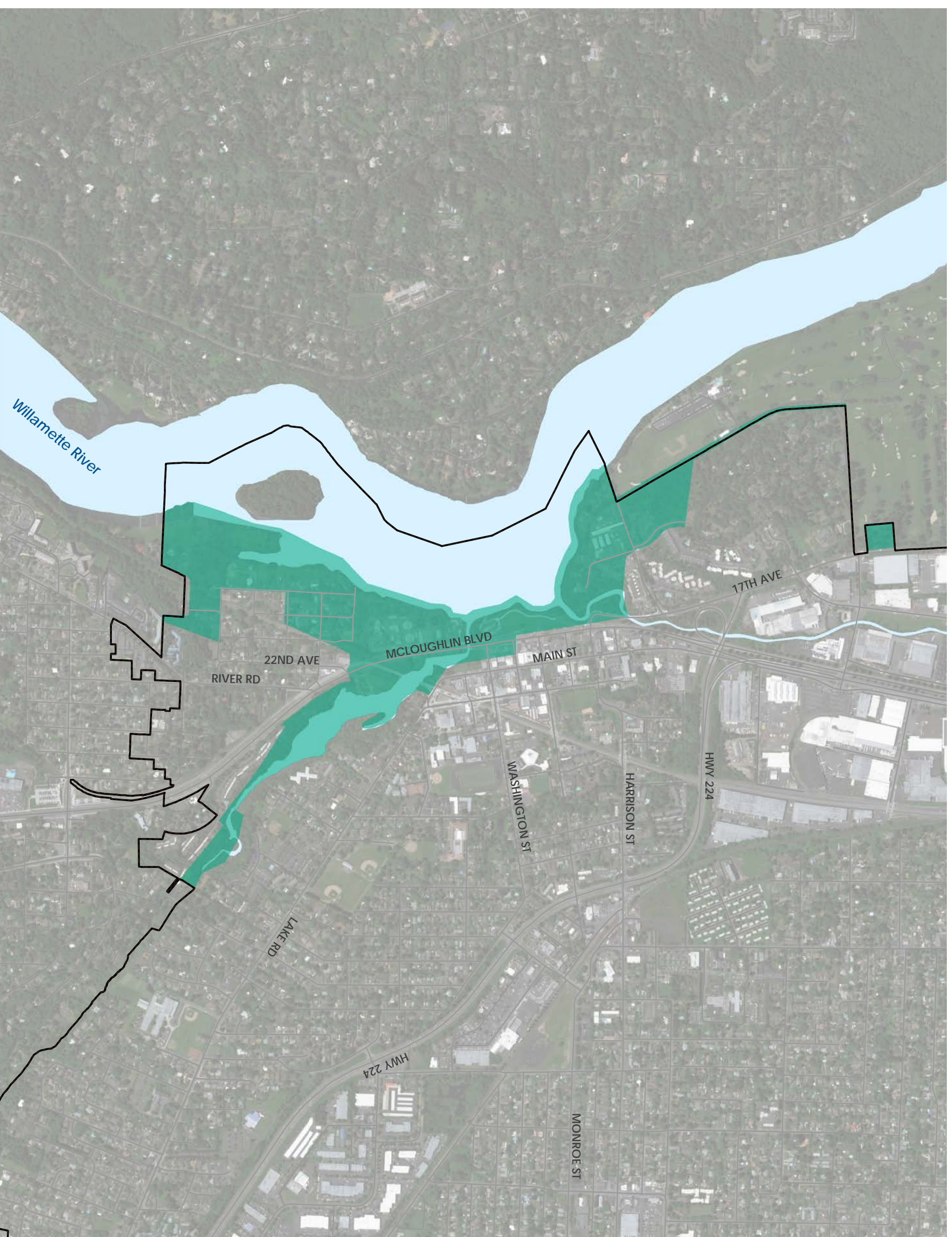
POLICY 4.7.3 Within the Willamette Greenway, provide opportunities for limited commercial and recreational services that are focused to support users of the river, the parks, or the trail systems.



Willamette Greenway Boundary

Legend

-  River or Stream
-  Willamette Greenway Area
-  Milwaukie City Limits
-  Street



Data Sources:

- City of Milwaukie GIS
- Clackamas County GIS
- Metro Data Resource Center

5 NATURAL HAZARDS

BACKGROUND SUMMARY

CONTEXT

Milwaukie is fortunate to be located in a region with beautiful scenery and natural resources. However, these same conditions create potential risks for a variety of natural hazards, including flooding, landslides, weak foundation soils, earthquakes, high winds, and wildfires. Natural hazard planning is critical to preventing the loss of life, property, and economic well-being as a result of extreme environmental forces. By regulating land uses within areas subject to these natural hazards, the city can reduce risks to property, environmental quality and human safety. This section provides a brief introduction to natural hazards and policies to address them. More in-depth information can be found in the Milwaukie Climate Action Plan (2018), Milwaukie Hazard Mitigation Plan (2020), and Clackamas County Multi-Jurisdictional Hazard Mitigation Plan (2019).

Regulations

Natural hazards are regulated by Statewide Planning Goal 7 (Areas Subject to Natural Hazards), which seeks to “protect people and property from natural hazards” and calls for cities to respond to

new hazard inventory information provided by federal and state agencies by adopting or amending plan policies and implementing measures as needed. Other applicable state and regional regulations include:

- ***Title 3 of the Metro Urban Growth Management Functional Plan***
Requires the city to balance any fill in the floodplain with corresponding cut that excavates an equal amount of material. In addition, Title 3 requires the city to regulate the area of inundation from the 1996 flood in addition to the area with a 1% chance of flooding as identified on National Flood Insurance Program (NFIP) maps.
- ***Floodplain regulations***
FEMA administers the NFIP and periodically makes changes to their requirements, which in turn require local governments to update their local floodplain regulations.
- ***Steep slopes and landslide hazard areas***
The Oregon Department of Geology and Mineral Industries (DOGAMI) periodically generates and updates information related to steep slopes, landslide hazard areas, and other potential hazards and resources.

Regulations continue to evolve as advancing technology and research

results in new and updated information. In addition, regional collaboration is crucial when assessing hazard risks and developing and implementing mitigation strategies.

KEY ISSUES

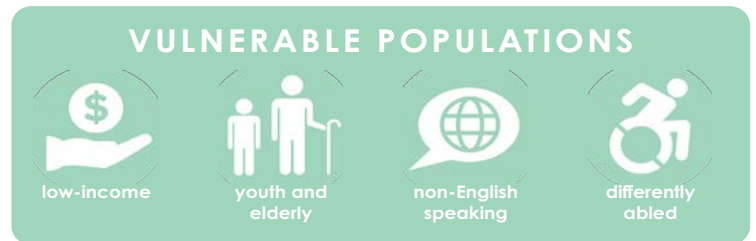
The following issues related to Natural Hazards and Statewide Planning Goal 7 were identified and addressed through the City's 2019 Comprehensive Plan update:

- **Climate Change**
Climate change is expected to exacerbate several natural hazards. Increased intensity of storms will increase flood and landslide hazard risks, while hotter weather and droughts are likely to increase wildfire risk
- **Cascadia Subduction Zone Earthquake**
Since 2005, scientists have been warning of the potential for a major earthquake along the Cascadia subduction zone. Scientists predict an earthquake could be as powerful as 9.0 on the Richter scale. An earthquake of this magnitude is likely to have a devastating impact

on communities throughout the state and Portland region, and will require additional emergency preparedness, building standards, and infrastructure resiliency so that public services and the city's building stock can withstand a major natural disaster.

- **Hazards and Vulnerable Populations**
Vulnerable populations, **see figure X**, are often more affected by natural hazards and are less able to recover. It is vital to provide education and support to these groups as part of emergency preparedness and response efforts.

Figure X: Vulnerable Populations



Milwaukie Community Emergency Response Team (CERT) members



Photo:
Hamid Shibata
Bennett

5 NATURAL HAZARDS GOALS & POLICIES

OVERARCHING SECTION GOAL

Protect the Milwaukie community from the threats of natural hazards, including those induced by climate change, through risk minimization, education, and adaptation.

GOAL 5.1 - IDENTIFYING AND REDUCING HAZARD POTENTIAL

Identify areas with high natural hazard potential and develop policies and programs to reduce potential negative impacts.

POLICY 5.1.1 Ensure that City natural hazard maps stay updated and reflect the most recent information and best available science for natural hazard areas, including flooding, landslides, liquefaction, unstable soils, wildfire earthquakes, drought and sea level rise.

POLICY 5.1.2 Require the submittal and neutral third-party review of detailed technical reports for proposed development within high risk flood, liquefaction and landslide hazard areas.

POLICY 5.1.3 Encourage and prioritize development in areas with low risk of natural hazards and restrict development in areas with high risk that cannot be adequately mitigated.

POLICY 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.

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.

GOAL 5.2 - PARTNERSHIPS AND EDUCATION

Continue and expand partnerships with government agencies, utilities, and other groups that can help Milwaukie residents prepare for natural hazards.

POLICY 5.2.1 Continue to coordinate with regional, state and federal agencies on disaster preparedness efforts

POLICY 5.2.2 Work with agency partners to address and respond to increased episodes of poor air quality resulting from wildfires in the region

POLICY 5.2.3 Ensure that mapping of the 100- and 500-year floodplain areas stays current and accurate.

POLICY 5.2.4 Work with the county, state, and regional partners to regularly update the City's Hazard Mitigation Plan.

POLICY 5.2.5 Increase outreach and education for hazard awareness and natural disaster preparedness, especially for low-income, elderly, non-English speaking, and other vulnerable populations.

GOAL 5.3 - INFRASTRUCTURE AND BUILDING RESILIENCY

Ensure that the City's built environment and infrastructure are adequately prepared for natural disasters.

POLICY 5.3.1 Ensure that relevant sections of the Milwaukie Municipal Code, most notably those that deal with Flood Hazards, Seismic Conditions, and Soils, are maintained to reflect best available science.

POLICY 5.3.2 Increase the quality, resiliency, and redundancy of utility and transportation infrastructure to increase chances of continued service following a natural disaster.

POLICY 5.3.3 Promote the retrofitting of buildings for better natural disaster resiliency through education and potential incentives for residential and commercial property owners.

POLICY 5.3.4 Encourage development that exceeds minimum building code standards and is built to withstand high intensity natural disasters.

POLICY 5.3.5 Prohibit essential public facilities and uses with vulnerable populations from being located within areas at high risk of flooding, landslides, liquefaction, and fire, and aim to relocate existing uses in these areas

5 NATURAL HAZARDS GOALS & POLICIES

GOAL 5.4 - ADAPTION AND MITIGATION

Develop programs that inform the public about the increased risks from natural hazards and create strategies for how to deal with them.

POLICY 5.4.1 In areas where there is a high risk of flooding or other natural hazards, support efforts by the City and other public and private entities to acquire properties for conservation purposes. Restrict development to uses that have a demonstrated community benefit and for which the natural hazard risks and environmental impacts can be adequately mitigated.

POLICY 5.4.2 Increase requirements for protecting large trees, riparian vegetation and wetlands that have the potential to consume and retain large amounts of surface and storm water.

POLICY 5.4.3 Coordinate with local, regional, state and federal agencies on disaster preparedness efforts, including coordination for major seismic and flooding events

POLICY 5.4.4 Encourage, and eventually require, green infrastructure and development practices.

POLICY 5.4.5 Support expansion of the City's Community Emergency Response Team (CERT) to aid in responding to natural hazard events.

POLICY 5.4.6 Create designated emergency routes and provide an array of disaster recovery facilities, with emergency supplies, that can withstand major natural hazard events, and keep the public informed of them through a variety of different outreach methods.

Community Emergency Response Team (CERT)

Milwaukee'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 Milwaukee.

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6 CLIMATE CHANGE & ENERGY

BACKGROUND SUMMARY

CONTEXT

The earth's climate is changing at an accelerating pace. There is nearly universal agreement among the world's climate scientists that humans are contributing to climate change, and that it is starting to have direct impacts on communities throughout the world. Recognizing that the city must take action to address the threats of climate change and the need for increased resiliency and greater energy conservation, in May 2017 the City Council deemed climate change to be the "single largest threat to the future of citizens of Milwaukie," and called for the creation and adoption of a Climate Action Plan (CAP). Adopted in 2018, the CAP's stated goal is for Milwaukie to be a net zero building energy city by 2040, and fully carbon neutral by 2050.

While the CAP focuses on short- and medium-term actions for climate change mitigation and adaptation, the Comprehensive Plan has a broader and longer-term focus. However, the CAP provides a framework, background information, and policy direction that informs the Comprehensive Plan's long-term climate change and energy goals and policies within the context of the built environment

and multimodal transportation system.

Regulations

Oregon's Statewide Planning Goals were created in 1973 and do not specifically reference climate change. However, Goal 13 Energy Conservation, calls for conservation of all forms of energy, implemented at the local level through development standards and regulations. While the language in Goal 13 is largely outdated, the state continues to develop laws, guidelines, and targets to address climate change, energy conservation, and community resiliency. This includes Oregon Senate Bill 1059 (2010), which directed the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to work with local governments in metropolitan areas on ways to reduce greenhouse gas emissions (GHGs). Metro has also developed a number of programs that encourage cities to address climate change and increase energy efficiency, such as the Climate Smart Strategy.

KEY ISSUES

The following issues related to climate change were identified and addressed through the City's 2019 Comprehensive Plan update and the development of the Climate Action Plan:

- **Scale of Climate Change**
Milwaukie is a small city whose individual actions will have a minor impact on climate change and energy conservation. Further, many of the issues related to climate change are not delineated by city boundaries. However, the City has the opportunity to set an example for other jurisdictions, as well as to partner with local, regional, and state agencies whenever possible.

- **Population Growth and Climate Change Impacts**
It has been projected that the Pacific Northwest will experience population growth directly related to climate change, as residents of other climate-change affected areas (such as drought) move to the region. Milwaukie will need to plan strategically in order to accurately estimate and accommodate this growing population, as well as to minimize its environmental impact through energy efficient land use patterns such as compact, walkable neighborhoods.

- **Resiliency and Adaptation**
As described in the CAP, Milwaukie faces a variety of climate change-related threats, such as increased flooding, droughts, and heat waves. The city must ensure its residents, infrastructure, and built and natural environments can withstand these impacts to the extent possible.

- **Uncertain Outcomes**
Small variations in future temperature increases tied to climate change can result in a wide spectrum of potential impacts, as well as the associated costs to mitigate these impacts. The Comprehensive Plan must provide adequate flexibility to address these future impacts.

- **Cost and Capacity**
Emerging technologies to address climate change and energy conservation can have large upfront costs for residents and businesses but may provide significant cost savings in the long term. The city will need to consider and balance economic concerns and adequately budget for climate change.



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6 CLIMATE CHANGE & ENERGY GOALS & POLICIES

OVERARCHING SECTION GOAL

Conserve energy and be prepared for the anticipated impacts of climate change in Milwaukie through efficient land use patterns, multimodal transportation options, wise infrastructure investments, increased community education and incorporating strategies from the City's Climate Action Plan.

GOAL 6.1 - BUILT ENVIRONMENT

Create a built environment that prioritizes energy efficiency and climate resiliency and seamlessly integrates the natural environment.

POLICY 6.1.1 Encourage the use of innovative design and building materials that increase energy efficiency and natural resource conservation, and minimize negative environmental impacts of building development and operation.

POLICY 6.1.2 Provide flexibility in development standards and permitted uses for projects that address climate change and energy conservation through strategies identified in the Climate Action Plan and/or best available science.

POLICY 6.1.3 Advocate at the local, state, and federal level for building codes that increase energy conservation and facilitate emission reductions, and be a model for implementing these higher standards.

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

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. Milwaukie's goal for its urban forest is to achieve 40% canopy coverage citywide by 2040. Expanding the city's urban forest can help capture CO2 in our atmosphere, conserve energy, provide shade, capture stormwater runoff, and curb the impacts of flooding.

- POLICY 6.1.5** Create a more energy efficient land use pattern that includes but is not limited to infill and cluster development, neighborhood hubs and increased density.
- POLICY 6.1.6** Encourage the creation of compact, walkable neighborhoods and neighborhood hubs throughout the city that provide a mix of uses and help reduce transportation emissions and energy usage.
- POLICY 6.1.7** Work with property owners and developers to facilitate the adaptive reuse of existing buildings.
- POLICY 6.1.8** Incorporate climate change criteria into city decision making processes, including land use applications and development review.
- POLICY 6.1.9** Streamline review for solar projects on rooftops, parking lots, and other areas with significant solar capacity

GOAL 6.2 - TRANSPORTATION AND UTILITY INFRASTRUCTURE

Maintain and expand Milwaukie's transportation and utility infrastructure in a manner that facilitates greater redundancy, energy conservation, and emissions reductions.

- POLICY 6.2.1** Increase the quantity, quality and variety of Milwaukie's active transportation options, including trails, bike lanes, sidewalks, and transit.
- POLICY 6.2.2** Work with local businesses and regional partners to increase transit usage and develop last mile solutions to Milwaukie homes, businesses, and neighborhood hubs.
- POLICY 6.2.3** Identify desired transportation mode splits and use best available science to develop programs and standards to ensure that they are met.
- POLICY 6.2.4** Reduce barriers to developing renewable energy projects.
- POLICY 6.2.5** Aim to increase the use of renewable energy vehicles through a mix of infrastructure improvements, incentives, and development requirements.
- POLICY 6.2.6** Account for rapidly changing technologies such as autonomous vehicles and other intelligent transportation systems during site development review and capital improvement planning.
- POLICY 6.2.7** Prioritize natural stormwater management systems.

6 CLIMATE CHANGE & ENERGY GOALS & POLICIES

GOAL 6.3 - ADAPTION AND MITIGATION ●

Ensure that the Milwaukie community is informed and prepared to address a changing climate and the need to modify historic norms and behavior.

POLICY 6.3.1 Educate residents, businesses, developers and other community members on climate science and the most effective ways they can take action to adapt and mitigate for a changing climate, including transportation and energy choices, local food production and consumption, the sharing economy, sustainability at work programs and waste reduction.

POLICY 6.3.2 Be an advocate and early adopter of emerging technologies and strive to be a model for how small cities can adapt to climate change.

POLICY 6.3.3 Incorporate best available science related to energy conservation and climate change adaptation into planning and development review.

POLICY 6.3.4 Regularly update the City's Climate Action Plan to identify strategies for addressing climate change and include emerging technologies and programs.

POLICY 6.3.5 Promote climate-resilient vegetation, landscaping, and local food systems.

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.

- POLICY 6.3.6** Pursue the development of heat shelters and shading sites, including indoor community spaces that can serve as clean air and cooling centers and shaded outdoor community spaces.
- POLICY 6.3.7** Encourage property owners to retrofit their properties to accommodate renewable energy production.
- POLICY 6.3.8** Explore opportunities for increasing distributed renewable energy generation through community solar projects and other collective efforts.
- POLICY 6.3.9** Consider equity and affordability when developing city programs and development standards related to energy conservation and climate change and identify strategies for reducing potential impacts related to increased costs.
- POLICY 6.3.10** Consider increased population growth due to climate refugees, moving to the area to escape less hospitable climates, and identify metrics and triggers for when additional planning is needed to address potential impacts to housing, infrastructure, and the economy.
- POLICY 6.3.11** Encourage the use of materials and site development techniques that can mitigate for climate-change induced impacts such as heat island effect and increased flooding

CREATING COMPLETE NEIGHBORHOODS



“Milwaukie invests in housing options that provide affordability, high quality development and good design, promoting quality living environments. It maintains the small neighborhood feel through creative use of space with housing options that embrace community inclusion and promotes stability.”

- Milwaukie 2040 Community Vision



CREATING COMPLETE NEIGHBORHOODS

What makes Milwaukie a place where people want to live, work, or visit? Is it the range of housing options, parks, and open spaces? The neighborhoods and their design character? The quality public services and infrastructure?

This chapter includes four sections that include a series of goals and policies that aim to answer these questions. The chapter is derived from Super Action 3 in the 2017 Milwaukie Community Vision, which calls for the city to “Create Complete Neighborhoods that Offer a Range of Housing Types and Amenities and Enhance Local Identity and Character.” Taken collectively, these four topics will help shape the built environment of Milwaukie over the next 20 years.

STATEWIDE PLANNING GOALS ADDRESSED

- 2** LAND USE PLANNING
- 8** RECREATIONAL NEEDS
- 10** HOUSING
- 13** PUBLIC FACILITIES AND SERVICES

The State of Oregon has 19 total statewide planning goals. All comprehensive plans in the state must show they meet all relevant planning goals.

SECTIONS INCLUDED IN THIS CHAPTER

- 7** HOUSING
- 8** URBAN DESIGN AND LAND USE
- 9** PARKS AND RECREATION
- 10** PUBLIC FACILITIES AND SERVICES

Milwaukie Police Officer
at a Concert in the Park



Carefree Sunday
2019



Wichita
Park

All Photos:
Hamid Shibata Bennett

7 HOUSING BACKGROUND SUMMARY

CONTEXT

Milwaukie has historically been a working-class suburb of Portland, with relatively affordable home prices and rents and a mix of housing types. Population growth was essentially flat between 1990 and 2015, and the city saw little residential development during this period. As of 2016, the city had approximately 9,300 housing units, with about 58% being owner-occupied (primarily detached single family residences) and 42% being renter-occupied (in a mix of single-family and multifamily housing types).

However, between 2000 and 2018, the median home price for Milwaukie increased by 58%. For comparison, the median home price during this time frame increased by 122% in the State of Oregon. Also, by 2018 more than half (51%) of renters were considered housing-cost burdened (defined as spending more than 30% of income on housing). In April 2016 the City Council declared a housing emergency in Milwaukie, and in May 2017 it identified housing affordability as the number one priority for the 2017-2018 biennium.

The city has undertaken a number of planning efforts

related to housing in recent years, including the 2016 Milwaukie Housing Strategies Report and the 2018 Milwaukie Housing Affordability Strategy (MHAS). The 2017 Community Vision called for expanding “middle housing ” options throughout the entire city. The city has also implemented a number of programs aimed at increasing housing supply and addressing housing affordability. These include a construction excise tax (CET) dedicated to affordable housing, property tax abatements for low-income housing or mixed-use developments in Downtown and Central Milwaukie, and feasibility studies and code audits for cottage clusters and accessory dwelling units (ADUs).

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.

Regulations

Policies related to housing are guided by Statewide Planning Goal 10 (Housing), which seeks to “provide for the housing needs of citizens of the state” and which establishes

guidelines for how local jurisdictions can achieve the goal. Milwaukie complies with Goal 9 by preparing a Housing Needs Analysis (HNA), which is used to help develop Comprehensive Plan goals and policies that are consistent with the HNA and which reflect city priorities and strategies. The city last completed an HNA in 2016, which include an inventory of buildable land and how that buildable land translates to a 20-year supply of housing, as well as the city's projected needs (demand) for housing over the same 20-year period. As required by Goal 10, the HNA analyzes the supply of and demand for housing across a variety of housing types, household sizes, and household incomes.

KEY ISSUES

In developing the housing goals and policies to reflect community priorities and comply with Goal 10, the city utilized the following four lenses to frame the discussion:

- **Affordability**
As noted above, housing affordability has become a major issue in Milwaukie in

recent years, leading to the declaration of a housing emergency in 2016. However, the city has limited tools when trying to address and influence housing affordability. The city must be efficient, resourceful and responsible when developing housing affordability programs, and rely on a variety of partners to help implement these programs.

- **Equity**
Like most jurisdictions in the region and the country, permitted housing types and development standards in Milwaukie's residential zones have resulted in neighborhoods dominated by single housing types (detached single family residences, apartment units, etc.). The Community Vision called for expanding housing options in all of Milwaukie's neighborhoods to offer opportunities for Milwaukie households across a range of incomes and household sizes.
- **Livability**
As a city that has experienced little growth over the last several decades but that has started to see an increase



Photo: Mark Gamba

Neighborhood in Milwaukie

7 HOUSING BACKGROUND SUMMARY

in housing production, the city needs to consider the impacts of growth and development on existing residents, while affording ample and equitable opportunities for new residents. Addressing concerns about traffic, tree protection, and quality design will be vital as the city grows.

- **Sustainability**
Located along the banks of the Willamette River and several creeks, there are likely to be conflicts between housing needs and natural resource protection. The city must also consider potential impacts resulting from a changing climate, and integrate other city goals, such as a 40% tree canopy, when evaluating its housing needs and developing housing standards and programs.



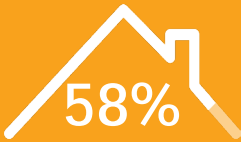
Photo:
Mark Gamba

Mixed Use Building
in Downtown
Milwaukie

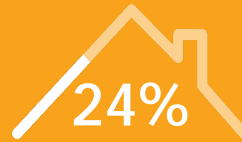
HOUSING COST BURDEN



Cost Burdened Households are households spending more than 30 percent of gross household income on monthly housing and utility expenses.



Increase in median home price in Milwaukie
(source: US Census)



Increase in median sale price for a small multifamily unit in Milwaukie between 2012 and 2018



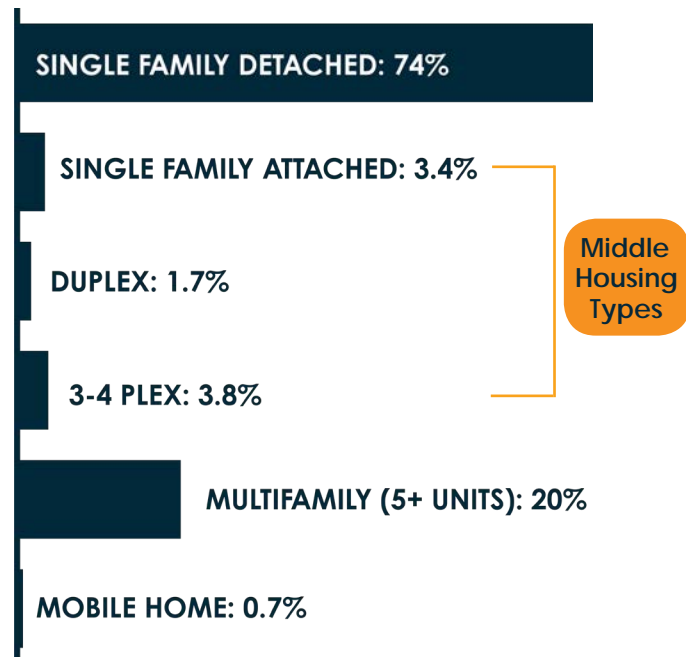
51% of renters are cost burdened according to the most recent Census data (2010)



32% of homeowners are cost burdened according to the most recent Census data (2010)

Source: Milwaukie Housing Milwaukie Housing Affordability Strategy (MHAS)

MILWAUKIE'S HOUSING SPREAD



Source: Milwaukie Housing Milwaukie Housing Affordability Strategy (MHAS)

7 HOUSING GOALS & POLICIES

OVERARCHING SECTION GOAL

To provide opportunities for development of housing of a variety of types and at a range of price levels that enhances the community's livability and meets the needs of a full spectrum of Milwaukie residents in an environmentally sustainable and equitable manner.

GOAL 7.1 - EQUITY

Provide housing options and reduce housing barriers for people of all ages and abilities, with a special focus on people of color, aging populations, and people with low incomes.

POLICY 7.1.1 Provide the opportunity for a wider range of rental and ownership housing choices in Milwaukie, including additional middle housing types in low and medium density zones.

POLICY 7.1.2 Establish development standards that focus more on regulating size, shape, and form and less on the number of housing units.

POLICY 7.1.3 Promote zoning and code requirements that remove or prevent potential barriers to home ownership and rental opportunities for people of all ages and abilities, including historically marginalized or vulnerable populations such as people of color, aging populations, and people with low incomes.

POLICY 7.1.4 Leverage resources and programs that aim to keep housing (including existing housing) affordable and available to residents in all residential neighborhoods of Milwaukie.

POLICY 7.1.5 Encourage development of new homes and modification of existing homes to accommodate people of all ages and abilities through use of universal design.

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.

- POLICY 7.1.6** Consider cultural preferences and values when adopting development and design standards, including but not limited to the need to accommodate extended family members and provide opportunities for multi-generational housing.
- POLICY 7.1.7** Support the Fair Housing Act and other federal and state regulations that aim to affirmatively further fair housing
- POLICY 7.1.8** Collaborate with community partners to provide a continuum of programs that address the needs of unhoused persons and families, including temporary shelters, long-term housing, and supportive services.
- POLICY 7.1.9** Reduce the displacement of renters through tenant protection policies.
- POLICY 7.1.10** Develop, monitor and periodically update metrics that evaluate the City's success in achieving Goal 7.1.

GOAL 7.2 - AFFORDABILITY

Provide opportunities to develop housing that is affordable at a range of income levels.

- POLICY 7.2.1** Continue to research, leverage and implement housing affordability strategies that meet the needs of Milwaukie households and can adapt to changing market conditions.
- POLICY 7.2.2** Allow and encourage development of housing types with lower construction costs and sales prices per unit that can help meet the needs of low or moderate-income households, including middle housing types in low and medium density zones as well as larger apartment and condominium developments in high-density and mixed-use zones.
- POLICY 7.2.3** Consider programs and incentives that reduce the impacts that development/design standards and fees have on housing affordability, including modifications to parking requirements, system development charges, and frontage improvements.
- POLICY 7.2.4** Provide a simplified permitting process for the development of accessory dwelling units (ADUs) or conversion of single-family homes into duplexes or other "middle housing" types.

7 HOUSING GOALS & POLICIES

POLICY 7.2.5 Expand partnerships with non-profit housing developers and other affordable housing providers and agencies that preserve or provide new low to moderate income-housing units, create opportunities for first-time homeownership, and help vulnerable homeowners maintain and stay in their homes.

POLICY 7.2.6 Support the continued use and preservation of manufactured homes, both on individual lots and within manufactured home parks as an affordable housing choice.

POLICY 7.2.7 Support the use of tiny homes as an affordable housing choice, while addressing adequate maintenance of these and other housing types through the City's code enforcement program.

POLICY 7.2.8 Clearly define and implement development code provisions to permit shelters and transitional housing for people without housing.

POLICY 7.2.9 Monitor and regulate vacation rentals to reduce their impact on availability and long-term affordability of housing.

POLICY 7.2.10 Work with other jurisdictions as well as regional and state agencies to identify the region's housing needs and pursue a shared approach to improve housing affordability across all household income ranges.

POLICY 7.2.11 Develop, monitor, and periodically update metrics that evaluate the city's success in achieving Goal 7.2.

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."

GOAL 7.3 - SUSTAINABILITY

Promote environmentally and socially sustainable practices associated with housing development and construction.

- POLICY 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.
- POLICY 7.3.2** Provide additional flexibility in site design and development standards in exchange for increased protection and preservation of trees and other natural resources.
- POLICY 7.3.3** Use incentives to encourage, and where appropriate require, new housing development, redevelopment, or rehabilitation projects to include features that increase energy efficiency, improve building durability, produce or use renewable energy, conserve water, use deconstructed or sustainably produced materials, manage stormwater naturally, and/or employ other environmentally sustainable practices.
- POLICY 7.3.4** Promote the use of active transportation modes and transit to provide more reliable options for neighborhood residents and help reduce driving.
- POLICY 7.3.5** Increase economic opportunities for locally owned and operated businesses by encouraging the development and redevelopment of more housing near transit, shopping, local businesses, parks, and schools.
- POLICY 7.3.6** Encourage the adaptive reuse of existing buildings in residential and mixed-use areas that can help meet Milwaukie's housing needs.
- POLICY 7.3.7** Prepare, regularly monitor and periodically update an inventory of the buildable supply of residential land that can help meet the City's future housing needs in an efficient and sustainable manner
- POLICY 7.3.8** Allow for a reduction in required off-street parking for new development within close proximity to light rail stations and frequent bus service corridors.
- POLICY 7.3.9** Advocate for additional frequent transit service in areas with the potential for significant residential growth
- POLICY 7.3.10** Develop, monitor and periodically update metrics that evaluate the City's success in achieving Goal 7.3.

7 HOUSING GOALS & POLICIES

GOAL 7.4 - LIVABILITY

Enhance the ability of Milwaukie’s neighborhoods to meet community members’ economic, social, and cultural needs, and promote their contributions to health, well-being, and universal access and design.

POLICY 7.4.1 Implement land use and public investment decisions and standards that foster creation of denser development in centers, corridors, and neighborhood hubs to support community gathering places, commercial uses, and other amenities that give people opportunities to socialize, shop, and recreate together.

POLICY 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.

POLICY 7.4.3 Administer development code standards that require new housing to engage with the public realm and provide for appropriate setback and lot coverage standards.

POLICY 7.4.4 Require that multi-family housing units have access to usable open space, either on-site or adjacent to the site.

POLICY 7.4.5 Implement development or design requirements to help create transitions between lower and higher density residential development areas where the mass, size or scale of the developments differ substantially. Requirements could include massing, buffering, screening, height, or setback provisions.

POLICY 7.4.6 Reduce development code barriers to cohousing and other types of intentional communities that help foster a sense of community.





POLICY 7.4.7 Create and monitor performance measures and metrics that track the city's 1) success in developing new housing and preserving existing housing for households of all income levels, household sizes, and housing tenure and 2) infrastructure improvements needed to accommodate future growth targets.

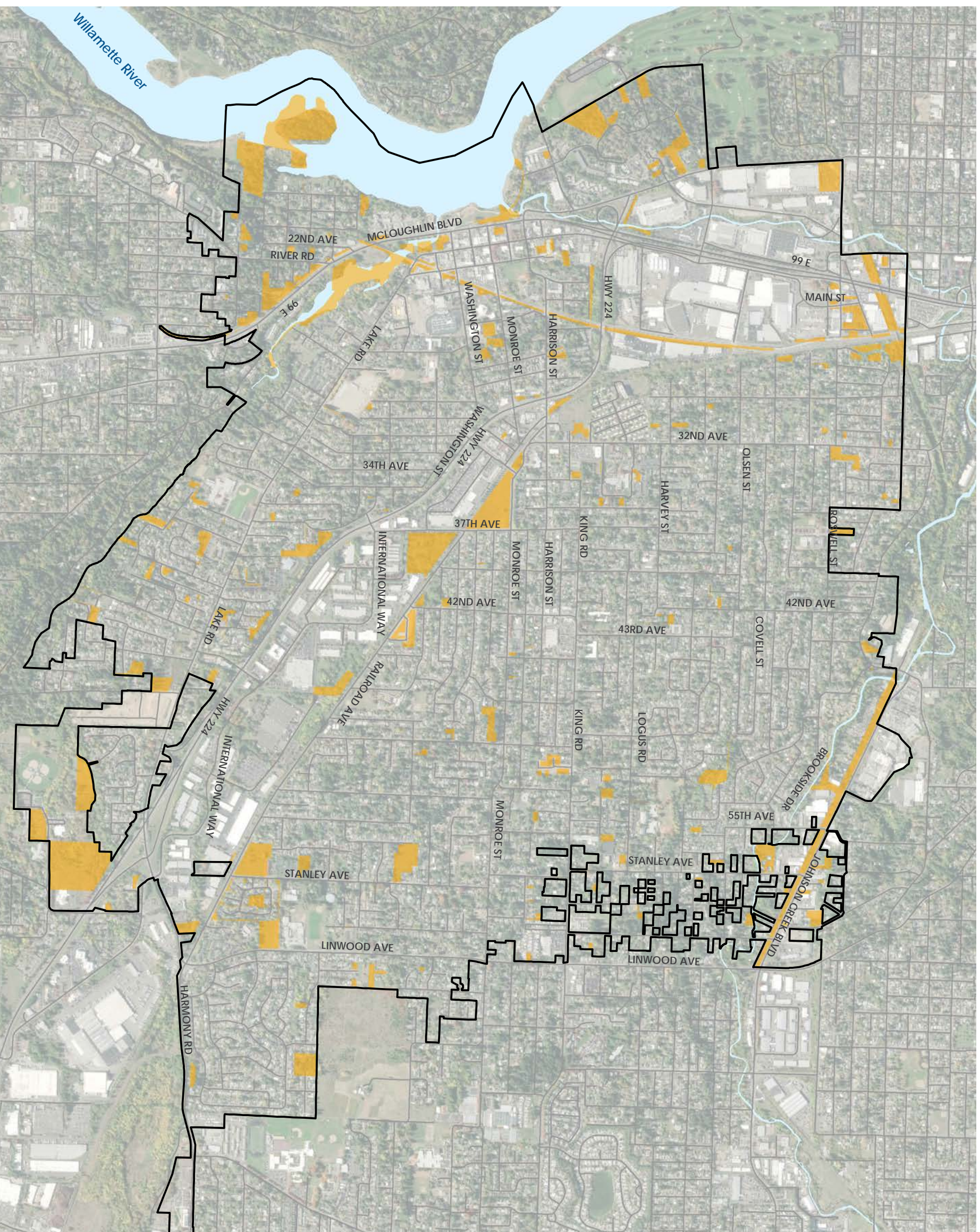
POLICY 7.4.8 Develop, monitor, and periodically update metrics that evaluate the city's success in achieving Goal 7.4.



Buildable Lands

Legend

-  River or Stream
-  Unbuilt Land
-  Milwaukee City Limits
-  Street



Data Sources:

- City of Milwaukee GIS
- Clackamas County GIS
- Metro Data Resource Center

8 URBAN DESIGN & LAND USE BACKGROUND SUMMARY

CONTEXT

Urban design addresses the various components of the built environment, including buildings, parks/open spaces, amenities, and transportation systems. It is an essential practice that, if done properly, can help to enhance livability and maintain the identity and character of Milwaukie as it experiences growth and development over the next several decades.

Land use refers to the uses that are permitted in a particular location and the relationship of uses to one another.

Identifying clear goals and policies related to urban design and land use will help advance the city's vision by enhancing the appearance and vibrancy of its distinct neighborhoods and helping to foster a strong sense of place. Milwaukie has integrated urban design practices into past planning efforts and land use decisions on development applications. Over the last two decades, the city has focused on two major components related to urban design. The first has been to create opportunities for new mixed use, pedestrian-oriented development in areas such as Downtown Milwaukie and Central Milwaukie. The second has been to improve the quality of design for infill development in Milwaukie's existing single family

and multifamily neighborhoods.

“Neighborhood hubs” is a more recent concept that emerged during the development of Milwaukie’s Community Vision and Action Plan and aims to enhance livability and provide residents with access to amenities and services close to where they live. Design and future development or redevelopment of these hubs will vary and will reflect the characteristics, scale and needs of the adjacent neighborhoods.

Regulations

Urban design standards and land use considerations are not called out specifically in any Oregon Statewide Planning Goal but are addressed indirectly by a variety of goals. These include Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources), Goal 8 (Recreation Needs), Goal 10 (Housing), Goal 12 (Transportation), and Goal 14 (Urbanization).

In addition to addressing the statewide planning goals, Milwaukie must also comply with Metro’s Urban Growth Management Functional Plan (UGMFP), which details how cities in the Portland metropolitan area can meet the goals of Metro’s 2040 Growth Concept. The 2040 Growth Concept highlights the need to plan for compact and accessible urban forms when considering how to accommodate future growth in the region. It calls for the

prioritization of development and design of centers, corridors, station communities, and main streets to serve local and regional populations and economic growth. Quality urban design will help the city to meet the functional plan objectives as well as the statewide planning goals.

KEY ISSUES

The following issues related to urban design were identified and addressed through the City's 2019 Comprehensive Plan update:

- ***Local Barriers to Innovative Design***

The City has a two-track design review process for development. The first provides clear and objective building design standards that, if met, allow for a straightforward administrative process. The second track occurs through a discretionary review of design objectives or guidelines that require a more complex analysis of how the development provides quality design. The two-track system for development and design standards has led to tension between ensuring quality design and allowing for design flexibility.

- ***Accommodating Growth through Infill Residential Density***

Population forecasts show the Portland Metro region and Milwaukie will continue to grow. The city lacks large, undeveloped sites, so projected population growth will need to be accommodated primarily through infill housing in existing neighborhoods. To promote infill development, Milwaukie must examine allowing for a greater variety of housing types in existing neighborhoods, which would be consistent with the Community Vision and recent state legislation such as House Bill 2001 (2019)

- ***Neighborhood Hubs***

The city anticipates working with local residents, property owners, businesses, and others to create a series of neighborhood hubs intended to improve neighborhood livability by providing ready access to places to eat, drink, shop, gather, and play.



Photo: Sebrina Mortensen

Four-plex in Milwaukie

8 URBAN DESIGN & LAND USE

GOALS & POLICIES

OVERARCHING SECTION GOAL

To foster the design of private development and public spaces and facilities in a way that enhances community livability, environmental sustainability, social interaction, connectivity for all modes of travel, and high-quality landscape and architectural design, and supports the unique form and function of all Milwaukie neighborhoods.

GOAL 8.1 - DESIGN

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

POLICY 8.1.1 Downtown Milwaukie

- 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) Encourage development that takes advantage of 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 design standards and guidelines reflect a well-defined community vision for the downtown
- g) Encourage a diverse mix of commercial services and amenities that serve downtown residents and employees as well as local and regional visitors.

h) Support uses that contribute to the vibrancy of the downtown area, including special events and outdoor uses such as the Milwaukie Farmer's Market.

POLICY 8.1.2 Central Milwaukie

a) Ensure that new development and redevelopment supports better transportation connectivity through the Central Milwaukie 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 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.

POLICY 8.1.3 Neighborhood Mixed Use (NMU)

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, setbacks, and building form.

8 URBAN DESIGN & LAND USE GOALS & POLICIES

● **POLICY 8.1.4** Neighborhood Hubs (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.

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.

POLICY 8.1.5 North Milwaukie Innovation Area (NMIA)

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 and bike 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.

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 and employment areas.

POLICY 8.1.6 International Way Business District

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) As new development and redevelopment occurs, require pedestrian and active transportation improvements throughout 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.

POLICY 8.1.7 Johnson Creek Industrial Area

a) Provide opportunities for a wide variety of manufacturing, industrial, production and warehousing uses as well as more limited office and commercial uses

b) Protect Johnson Creek and the adjacent riparian areas.

c) Consider the impacts of business operations on adjacent residential areas, including to air and water quality

d) Encourage development that takes advantage of the area's access to transit and the Springwater Trail and helps improve the pedestrian environment.

8 URBAN DESIGN & LAND USE

GOALS & POLICIES

POLICY 8.1.8 Corridors

- 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.
- 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.

POLICY 8.1.9 Regional Centers

- 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 frequent and dependable 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 8.2 - Livability

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

POLICY 8.2.1 Policies to promote a great pedestrian and bicycle environment for all include:

- a) Prioritize enhancement of the environment for pedestrians, bicyclists and people using other active transportation modes when expending public funds on street improvements.
- b) Ensure that improvements are inclusive and provide access for people of all ages and abilities
- c) 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.
- d) Enhance pedestrian spaces through adequate landscaping, trees, public art, and amenities such as benches and lighting.
- e) Encourage small-scale storefront retail to be developed along street frontages in commercial and mixed-use districts.
- f) Provide for pedestrian connectivity and access by other active transportation modes.
- g) 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.
- h) To enhance the pedestrian experience, explore opportunities for woonerf and living street designs in areas with appropriate traffic volumes.
- i) Prioritize the safety of pedestrians and bicyclists when designing and improving the public right of way.
- j) Provide a regularly scheduled review process that evaluates pedestrian comfort, safety, and accessibility using the best available science.

POLICY 8.2.2 Policies related to parking design include:

- 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.

8 URBAN DESIGN & LAND USE GOALS & POLICIES

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) Encourage on-street parking on frontages that have commercial storefronts.

e) Ensure that public and private parking remains available for those that cannot walk or bike.

f) Maintain lighting, walkway, and other design standards that contribute to improved public safety.

g) Restrict off-street parking between the public sidewalk and the front of any new commercial retail or mixed-use building.

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

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

j) Prioritize pedestrian and bicycle safety over parking convenience to minimize conflicts between modes

POLICY 8.2.3 Policies to enhance integration of the urban and natural environment include:

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) Encourage, and in the case of new development require, the undergrounding of utilities.
- 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.
- f) Utilize green infrastructure (bioswales, rain gardens, pervious pavement, and green roofs) to minimize impervious surfaces and to capture and treat stormwater on site.
- 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.
- h) Encourage the daylighting of creeks and drainages.

POLICY 8.2.4 Policies for the design of public spaces include:

- 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.

POLICY 8.2.5 Policies to promote community character include:

- 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.

POLICY 8.2.6 Develop, monitor and periodically update metrics that evaluate the City's success in achieving Goal 7.3.

8 URBAN DESIGN & LAND USE

GOALS & POLICIES

GOAL 8.3 - PROCESS

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

● **POLICY 8.3.1** Use a two-track Development Review process to ensure that new non-residential 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

POLICY 8.3.2 Ensure that a clear and objective process is available for all 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.

POLICY 8.3.3 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 with clear, concise, objective information.

POLICY 8.3.4 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.

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.

c) Consider the use of vertical housing tax abatements and other financial tools to encourage development in Neighborhood Hubs

d) Improve housing affordability.

e) Incorporate universal design standards that improve access for people of all ages and abilities and expand opportunities for aging in place.

POLICY 8.3.5 Require that comprehensive plan amendment applications to medium density residential, high density residential, and mixed-use residential consider walkability, access to frequent transit service, and proximity to parks, schools, and commercial services.

9 PARKS & RECREATION BACKGROUND SUMMARY

CONTEXT

Milwaukie has a robust system of parks, recreation facilities, and trails. Parks are owned by the city, while the North Clackamas Parks & Recreation District (NCPRD) manages park operations, maintenance, and programming. Funding for NCPRD is provided through property taxes and system development charges (SDCs).

Statewide Planning Goal 8 (Recreational Needs) seeks to “satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.” Milwaukie complies with Goal 8 by working with NCPRD to continue to plan for, operate, and maintain local park and recreation facilities. The city’s role in coordinating with NCPRD and Milwaukie residents is crucial, especially as recreational demand and park usage is impacted by evolving trends and demographics.

NCPRD has a master plan for all recreational facilities in the district (including Milwaukie). The master plan establishes a desired level of service for parks and recreation facilities and programs throughout the district. Historically, the city has

developed park master plans for individual parks in Milwaukie and adopted those plans as ancillary documents to the Comprehensive Plan. This approach has been found to lack the flexibility needed for adjustments during park design and construction. To add flexibility, policies call for creation of a new park zone with park facilities allowed outright when conforming to master plans adopted through the community service use process.

KEY ISSUES

The following issues related to Parks and Recreation and Statewide Planning Goal 8 were identified and addressed through the City’s 2019 Comprehensive Plan update:

- ***Transit, Pedestrian, and Bike Connections to Parks***
The city continues to work towards enhancing bicycle and pedestrian connections to parks and improving connections to regional trail networks through improvements to its sidewalks, pathways, neighborhood greenways, and bike facilities. The city has also identified improving transit service to new and existing parks as an important community priority.
- ***Available Land for Parks***
Milwaukie is generally built out and has limited land available for

new parks. As the city continues to grow, it may be challenging to serve its growing population with adequate park space. The city can look to alternative parks and recreation opportunities as the industry trends shift.

- **Partnership with NCPRD**

The city's partnership with NCPRD can be seen as both an asset and a challenge. Although Milwaukie saves money by delegating parks management to NCPRD, the City has limited control over how parks are operated and programmed. NCPRD has also faced significant parks funding challenges, and the NCPRD master plan identifies the need to update its IGA with Milwaukie to reflect current priorities and operational inefficiencies.

- **Status of Individual Park Master Plans**

The manner in which parks have historically been regulated in Milwaukie poses a challenge to parks planning. Master plans for each park are adopted as ancillary documents to the Comprehensive Plan. This means that any major change to a park requires

a Comprehensive Plan amendment, which is a significant barrier to efficient planning.

- **Kellogg Wastewater Treatment Plant**

The treatment plant is an important public facility but also a recreational asset, with its location near downtown on the banks of the Willamette River. Milwaukie has identified additional parks and recreation opportunities that need to be balanced against the site's primary function as a water treatment plant.

- **Relationship to the Willamette River Greenway**

The Willamette River forms Milwaukie's western boundary and provides the city with tremendous opportunities for recreation, access to nature and scenic beauty, as well as tourism and economic development. Enhancements to Milwaukie Bay Park have provided city residents with improved access to the riverfront, serving as a focal point for community gathering and recreation in the downtown area. Peter Kerr Park and Natural Area and Spring Park Natural Area are also key assets on the river.

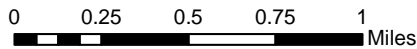
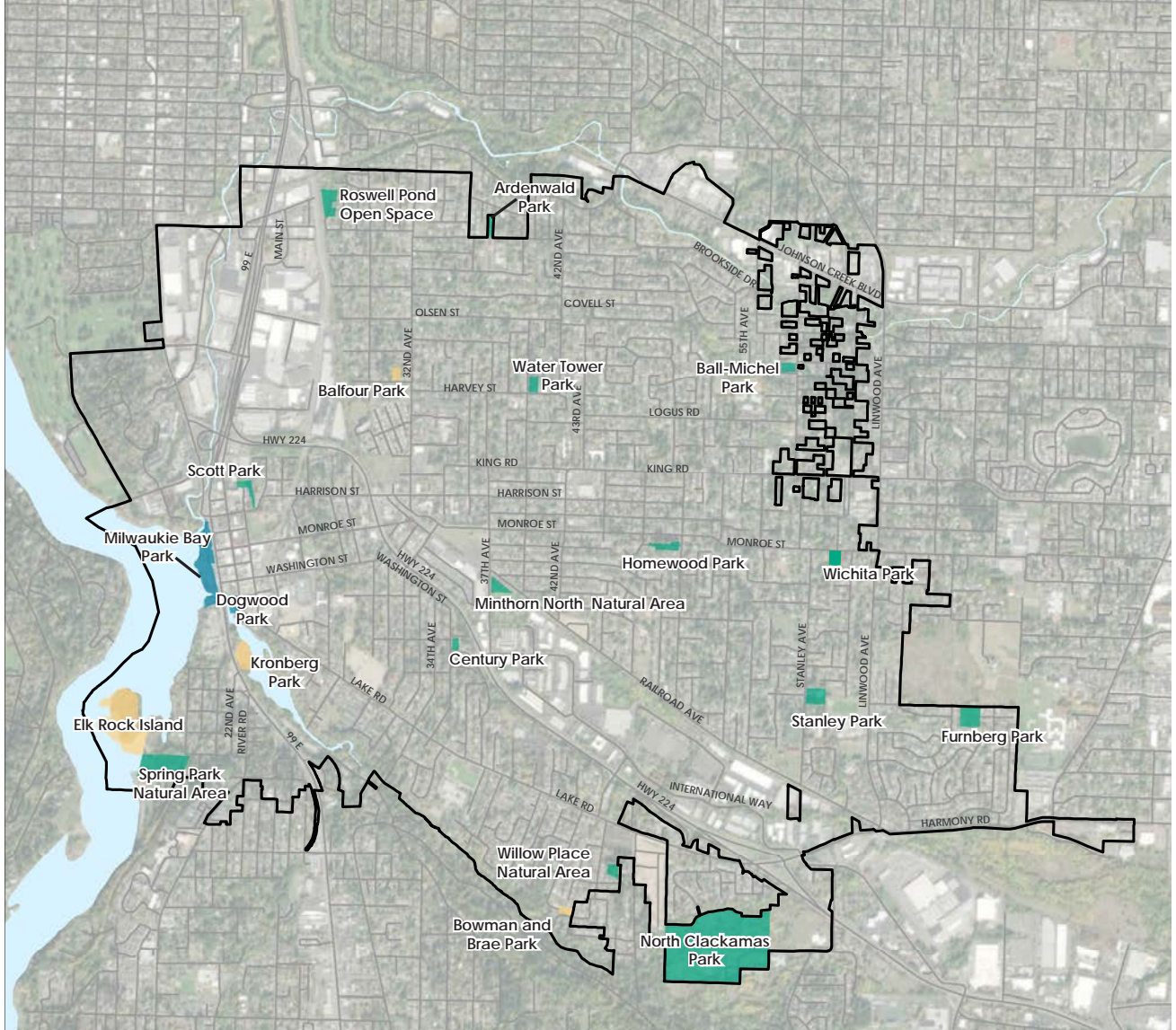


Photo:
Hamid Shibata Bennett

Movies in the Park at
North Clackamas Park



Parks Inventory



Legend

- River or Stream
- Partially Developed Park
- Complete Park
- Undeveloped Park
- Milwaukie City Limits
- Street

9 PARKS & RECREATION GOALS & POLICIES

OVERARCHING SECTION GOAL

To provide for the recreational needs of present and future City residents, while also preserving natural areas. The City will maximize the use of existing public facilities, encourage development of indoor public or private recreational facilities and trails, support dedication and acquisition of land for recreational use and/or habitat conservation, and maintain existing natural areas for conservation. Future expansion and development of recreational uses and natural areas should be encouraged and focused in existing underserved areas of the Milwaukie community and accessible for all ages and abilities.

GOAL 9.1 - PARTNERSHIPS AND FUNDING

Continue to work with the city's parks and recreation provider, other public and governmental agencies, and private organizations in providing park and recreational facilities and services, and habitat conservation.

POLICY 9.1.1 Work with the city's "parks and recreation provider" to complete, adopt, and maintain an overall parks comprehensive plan and a trails master plan.

POLICY 9.1.2 The city will continue to initiate and support joint-use construction and maintenance agreements with the North Clackamas School District (NCSD) and work to provide recreational opportunities on school properties.

POLICY 9.1.3 The city will participate in regional recreation planning and implementation programs through Metro, and will coordinate activities with Clackamas County parks and utility providers and relevant state and federal agencies.

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.

- **POLICY 9.1.4** Pursue prioritizing proportional contributions from new development and redevelopment for the expansion of public recreation opportunities in underserved areas of Milwaukie.
- POLICY 9.1.5** Maintain a flexible system with the City's park provider where the City can accept land or developed park and trail facilities, when appropriate, in lieu of System Development Charges (SDCs).
- POLICY 9.1.6** Continue to support and work with public or private organizations on habitat conservation and rehabilitation of natural areas.

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).

GOAL 9.2 - PLANNING AND DESIGN

Plan, develop, and enhance natural areas, parks, and recreation opportunities that meet the needs of community members of all ages, abilities, cultures, and incomes while creating solutions that are environmentally sustainable.

- POLICY 9.2.1** Expansion and/or redevelopment of parks and new recreation opportunities shall be tailored towards the needs and abilities of diverse communities.
- POLICY 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.
- POLICY 9.2.3** Investigate the feasibility of providing park and open space amenities on land owned by other public agencies, considering safety and security of users and facilities.
- POLICY 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.
- POLICY 9.2.5** Pursue the creation of community gardens and urban food forests in public parks and on land owned by the city and partner agencies.

9 PARKS & RECREATION GOALS & POLICIES

POLICY 9.2.6 Explore conversion of parking lots to parks and recreation opportunities when parking demand decreases.

POLICY 9.2.7 Enhance community use of the open space at Kellogg Water Treatment Plant site and consider options for park uses covering treatment plant facilities. Incorporate a public education component at the treatment plant site.

GOAL 9.3 - TRANSPORTATION AND CONNECTIVITY

Increase safe and convenient access to and between natural areas, parks, and recreation opportunities for community members of all ages and abilities through a variety of transportation options.

POLICY 9.3.1 Provide an active transportation network to increase connectivity and access between natural areas, parks, and recreation opportunities, including routes identified in the City's Transportation System Plan and Metro Regional Trails System Plan.

POLICY 9.3.2 Bicycle trails, sidewalks, and walking trails provide convenient access for pedestrians and bicyclists to natural areas, parks, and recreation opportunities.

POLICY 9.3.3 Encourage transit access to community parks and facilities.

POLICY 9.3.4 Encourage North/South trail connections along the Willamette River.

GOAL 9.4 - PARK DEVELOPMENT AND MAINTENANCE

Maintain, develop, and expand a city-wide park and recreation system which meets the needs and delivers services for all neighborhoods and members of the city as a whole.

POLICY 9.4.1 Establish a Parks, Recreation, and Open Space zone within the Municipal Zoning Code.

POLICY 9.4.2 Utilize the park classifications in **Appendix XX** to guide maintenance, development, and expansion.

POLICY 9.4.3 Encourage interim recreation opportunities on vacant and underutilized sites on private or public land to be community member initiated, with a fixed time frame for the proposed use.

POLICY 9.4.4 The city will work with the parks district to acquire land for parks, trails, recreational uses, and habitat conservation.

POLICY 9.4.5 Private industry will be encouraged to provide recreation opportunities and facilities for employees in employment areas. New commercial development is encouraged to provide parks and other recreational amenities for the general enjoyment of the public.

POLICY 9.2.6 New residential projects may be required to dedicate land or build facilities for public park, green space, or public open space uses if the development corresponds to areas where park deficiencies, natural areas, or habitat linkages have been identified

POLICY 9.2.7 In exchange for the dedication of park land, the allowable density on the remaining lands may be increased, so that the overall parcel density remains the same. A density bonus may be allowed for including larger proportions of land dedication for open spaces that protect and conserve habitat or provide identified needs in public park and recreational uses by the park district or the parks comprehensive plan.

10 PUBLIC FACILITIES & SERVICES

BACKGROUND SUMMARY

CONTEXT

Consistent and reliable public facilities and services are integral to the future growth, development, and livability of Milwaukie. While the city has experienced little residential growth over the past several decades, it is projected to grow by at least 3,000 people by 2040 as well as experience continued employment growth. This growth will result in increased demand for a variety of public services such as fire protection, police services, water, and sewer. To prepare for additional growth, the city must evaluate demand for services and the capacity of its public facilities infrastructure systems. The city updates its facility plans on a regular basis and encourages the use of innovative, modern, cost-effective technologies that improve public facilities and services for the community.

As a sole operator or partner, the city manages several types of public utility facilities and services, including sewer collection, water storage and distribution, and stormwater management. The Kellogg Water Resource Recovery Facility, operated by Clackamas County Water Environmental Services (WES), is located in Milwaukie and treats wastewater generated by Milwaukie residents and businesses, as well as, others

outside the city. The city owns and maintains approximately 75 miles of wastewater lines, 1600 manholes, and five sewage pumping stations; 112 miles of water lines, five water wells, and three water storage tanks. In addition, the city owns and operates a variety of other public facilities, including City Hall, the Public Safety Building, Ledding Library, and the Johnson Creek Public Works offices.

Regulations

Statewide Planning Goal 11, Public Facilities and Services, includes guidelines on how to “plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.” Local jurisdictions comply with Goal 11 by developing a public facilities plan. Milwaukie currently does not have a consolidated public facilities plan. Instead, the city has master plans for individual public utilities including the Stormwater Master Plan (2014), Wastewater Master Plan (2010), and Water Master Plan (2010).

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.

KEY ISSUES

The following issues related to Public Facilities and Services were identified and addressed through the City's 2019 Comprehensive Plan update:

- **Threats to Milwaukie's Water Source**
As Milwaukie continues to urbanize, increased and emerging contaminants can impact water systems. Milwaukie relies on groundwater that is supplied by a series of wells, which may be vulnerable to a variety of contaminants. As pollutants and demand on surface water sources increase, other regional water providers that currently rely on surface water may shift to groundwater sources, potentially threatening Milwaukie's long-term supply.
- **Growth and Public Facilities Master Planning**
During the process to develop the 2040 Community Vision, the community identified increased affordability and availability of housing as a major priority. To reach this goal, additional housing development within in the city is needed.

This will result in a corresponding increase in demand for public facilities and services. The city must anticipate and plan for the additional capacity needed to ensure continued quality of provision of services to current and future residents. One of the restrictive services - in terms of growth and additional capacity - is sewage treatment at the Kellogg Water Resource Recovery Facility.

- **Resiliency**
Climate resiliency and disaster preparedness need to be incorporated into the design, operation, and maintenance of public facilities. There are a number of potential natural disaster threats to public facilities systems infrastructure and sources, including earthquakes, flooding, and groundwater depletion and pollution. It is vital for public facilities and services to be operational in the aftermath of a natural disaster in order to serve the community.

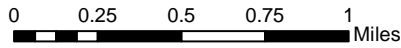
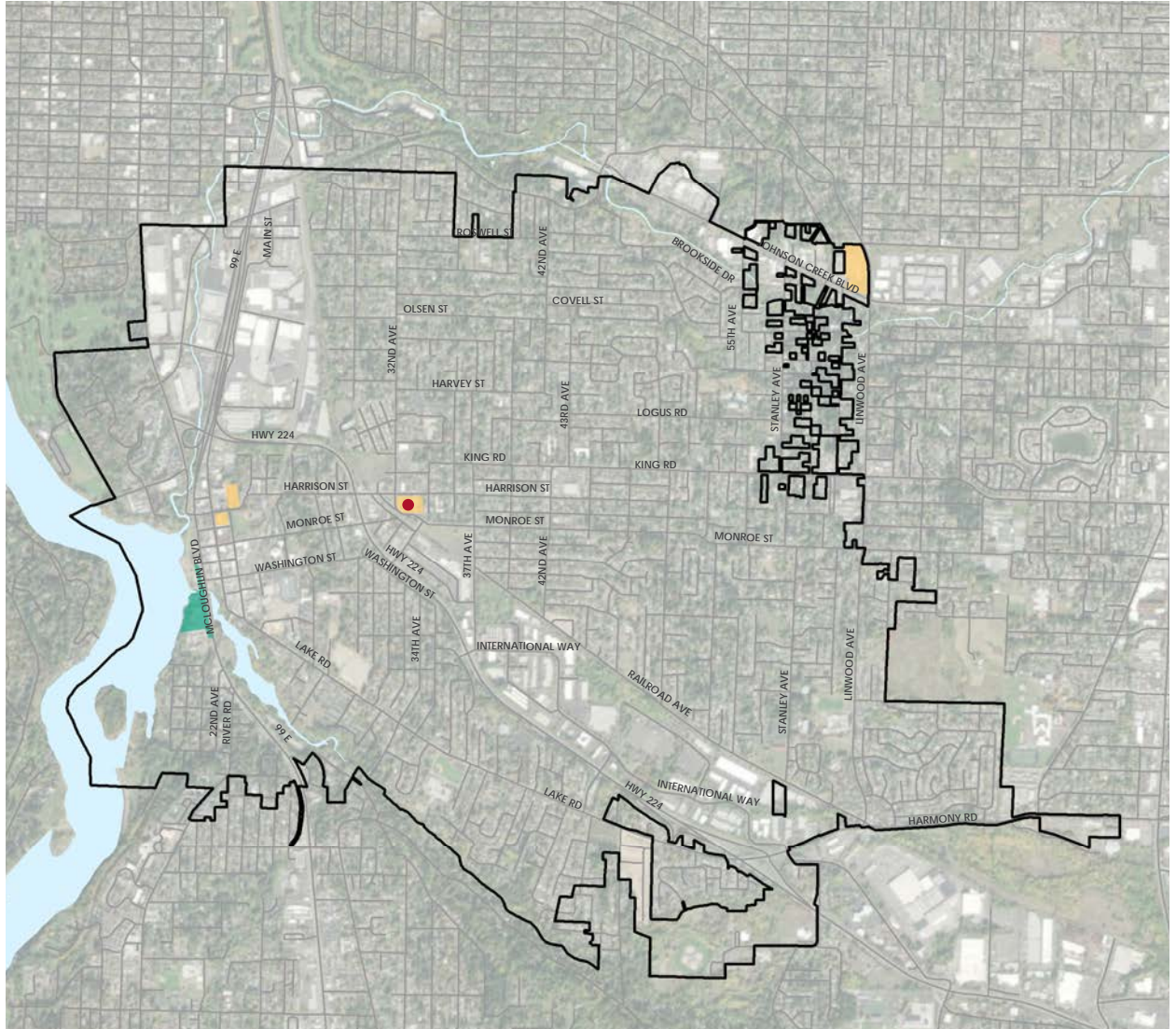


Photo:
Hamid Shibata Bennett







City of Milwaukie
Public Works Employees



Public Facilities



Legend

-  River or Stream
-  Wastewater Treatment Plant
-  Fire District Station
-  Public Facility
-  Milwaukee City Limits
-  Street

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10 PUBLIC FACILITIES & SERVICES

GOALS & POLICIES

OVERARCHING SECTION GOAL

Plan, develop and maintain an orderly and efficient system of public facilities and services to serve urban development.

GOAL 10.1 - PUBLIC SERVICES

Provide high quality public services to current and future Milwaukie residents.

POLICY 10.1.1 Maintain and enhance levels of public facilities and services to city residents, businesses, and vulnerable populations as urban development or growth occurs.

POLICY 10.1.2 Ensure that existing residents and taxpayers do not pay for services that don't directly benefit Milwaukie residents.

POLICY 10.1.3 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.

POLICY 10.1.4 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.

POLICY 10.1.5 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.

- POLICY 10.1.6** 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.
- POLICY 10.1.7** 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.
- POLICY 10.1.8** Work with other regional service providers in to plan for supply security, new technologies, and resiliency in the delivery of urban services.
- POLICY 10.1.9** Provide infrastructure, facilities and systems that are resilient to changes in climate, can reasonably withstand natural or man-made disasters, and will continue to function during an emergency event.
- POLICY 10.1.10** Design, upgrade, and maintain systems to ensure that they are sustainable and resilient and utilize best available science and technology.

GOAL 10.2 - WATER SERVICES

Provide an adequate supply and efficient delivery of water services

- POLICY 10.2.1** 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.
- POLICY 10.2.2** 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.
- POLICY 10.2.3** Continue to develop water storage and well sources to provide adequate water supply and water pressure in all areas of the city, including levels sufficient for firefighting throughout the city.
- POLICY 10.2.4** Provide a self-sufficient and resilient water system that meets the demands of current and future city residents.

10 PUBLIC FACILITIES & SERVICES

GOALS & POLICIES

POLICY 10.2.5 Develop programs and establish targets for water conservation by customers of the city's water system and achieve them through community outreach and education, clearly identified metrics, and incentives

POLICY 10.2.6 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 10.3 - WASTEWATER

Continue to provide adequate wastewater collection and treatment services to all Milwaukie residents.

POLICY 10.3.1 Comply with federal and State clean water requirements in managing the wastewater collection system.

POLICY 10.3.2 Maintain and improve the existing sanitary sewer collection system through preventive maintenance and ongoing appraisal.

POLICY 10.3.3 Encourage alternative distributive systems and other wastewater microsystems that help increase the efficiency and resiliency of the wastewater system

POLICY 10.3.4 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.

POLICY 10.3.5 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, or other viable strategies.

POLICY 10.3.6 Participate in developing long-term plans for the treatment plant, including examining the potential for generating energy from plant and system operations, recovery of nutrients and other resources, and the possible acquisition of the plant by the city.

GOAL 10.4 - STORMWATER

Maintain and improve the city's stormwater management system to ensure that waterways are clean and free flowing.

POLICY 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.

POLICY 10.4.2 Require that stormwater be managed and treated on-site, except where the City determines it to be infeasible.

POLICY 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.

POLICY 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.

POLICY 10.4.5 Provide resources and tools to facilitate stormwater retrofits for existing development.

POLICY 10.4.6 Consider potential stormwater impacts during the land use review process.

POLICY 10.4.7 Examine the feasibility of daylighting creeks that provide opportunities to conserve or enhance vegetation and wildlife habitat.

10 PUBLIC FACILITIES & SERVICES

GOALS & POLICIES

POLICY 10.4.8 Expand public outreach and education programs on how the community can help protect Milwaukee waterways.

POLICY 10.4.9 Encourage and incentivize the reduction of impervious surfaces for both existing development and redevelopment.

GOAL 10.5 - SOLID WASTE

Improve and expand solid waste services available to city residents.

POLICY 10.5.1 Utilize franchise agreements with private operators to coordinate the collection of solid waste, recyclable materials, and yard/food waste; reduce environmental impacts; identify strategies to reduce waste generation; and provide educational materials and programs to Milwaukee residents.

POLICY 10.5.2 Manage and monitor the adequacy of the solid waste hauler service and communicate with private operators when problems arise.

POLICY 10.5.3 Require solid waste haulers to provide curbside or onsite recycling and composting services.

POLICY 10.5.4 Examine and pursue strategies to reduce food waste and expand opportunities for composting.

POLICY 10.5.5 Require new development to provide on-site and enclosed space for recycling.

POLICY 10.5.6 Create an equity and inclusion strategy that aims to increase opportunities for underrepresented groups and reduce the potential for monopolies through implementation and enhancement of the city's solid waste franchise system.

POLICY 10.5.7 Work with partners, including haulers, to educate residents on recycling and waste reduction.

POLICY 10.5.8 Establish clear targets for waste reduction by residential, commercial, and industrial customers.

GOAL 10.6 - FACILITIES AND PERSONNEL

Maintain facilities and personnel to respond to public safety needs quickly and efficiently.

POLICY 10.6.1 Support efforts to implement Crime Prevention Through Environmental Design (CPTED) principles in building and site design and transportation corridors.

POLICY 10.6.2 Increase public awareness of crime prevention methods and involve the community in crime prevention programs.

POLICY 10.6.3 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.

POLICY 10.6.4 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.

POLICY 10.6.5 Work with partners to require streets be designed and maintained to meet the minimum needs of emergency services providers while also ensuring that street widths are appropriate and create a quality environment for pedestrians and bicycles.

10 PUBLIC FACILITIES & SERVICES

GOALS & POLICIES

GOAL 10.7 - LOCAL PARTNERS

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

POLICY 10.7.1 Coordinate community development activities and public services with the school district.

POLICY 10.7.2 Work with the district, in coordination with the City's park and recreation provider, to meet community and neighborhood recreational and educational needs.

POLICY 10.7.3 Provide transportation improvements such as sidewalks and bikeways that promote safe access to schools.

POLICY 10.7.4 Support creation of a master plans for institutional uses such as parks, schools and hospitals.

POLICY 10.7.5 Support the provision of temporary housing for the families of local medical patients.

POLICY 10.7.6 Establish a Transportation Demand Management (TDM) program for schools and other large institutions and businesses.

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.*

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.

GOAL 10.8 - ADMINISTRATIVE SERVICES

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

POLICY 10.8.1 Maintain the efficiency of the city's land development processing, including provision of a one-stop development permit center.

POLICY 10.8.2 Maintain and improve library service levels and facilities that keep pace with the demands of existing and future residents.

POLICY 10.8.3 Maintain a public safety building which houses city police services.

POLICY 10.8.4 Strive to consolidate public-facing city services (other than public safety) in one city facility.

GOAL 10.9 - ENERGY AND COMMUNICATION SERVICES

Ensure that energy and communications services are adequate to meet residential and business needs.

POLICY 10.9.1 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.

POLICY 10.9.2 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.

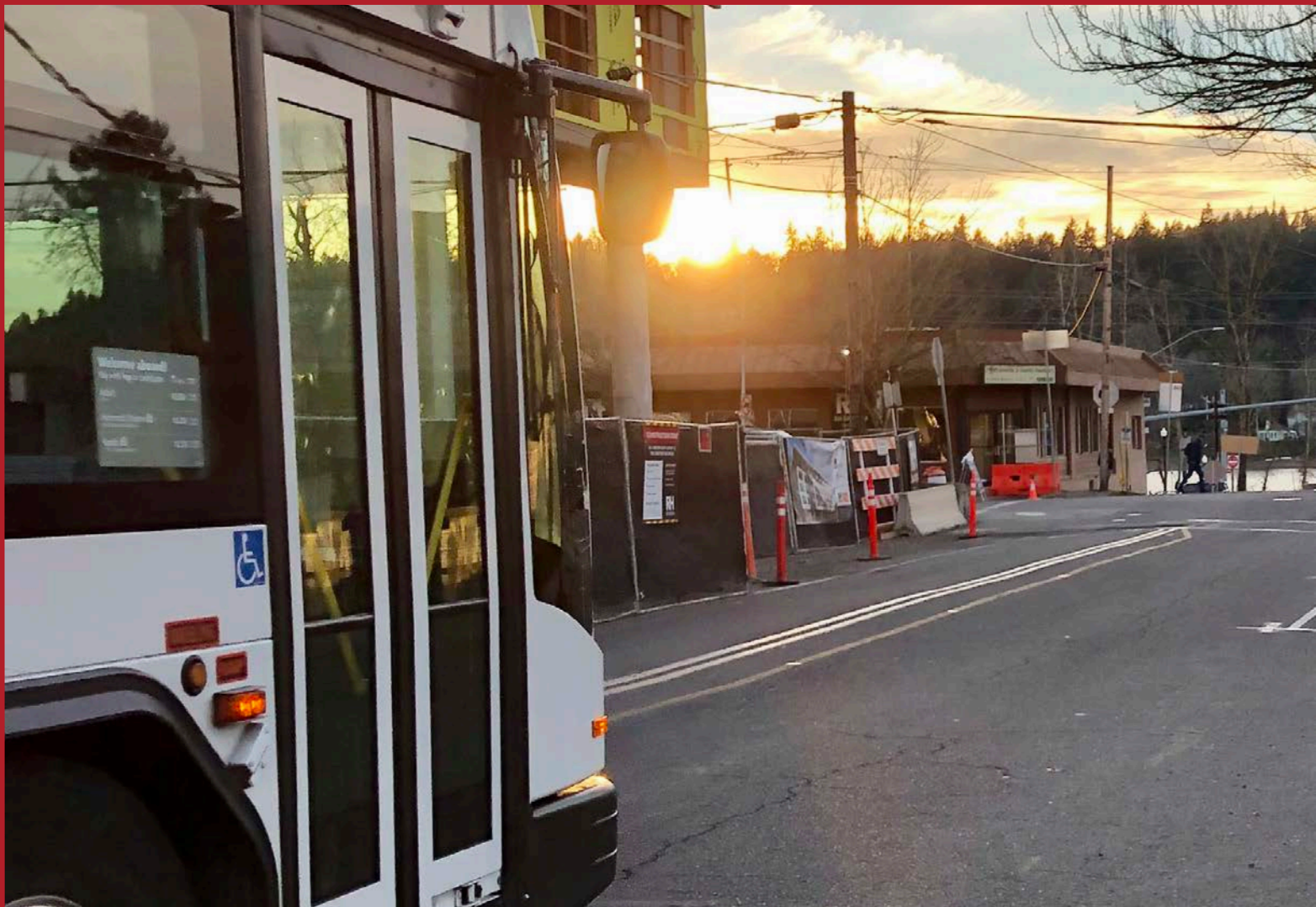
POLICY 10.9.3 Encourage the provision of electric vehicle charging stations in appropriate locations.

POLICY 10.9.4 Explore opportunities to create a public communications utility to expand equitable access to high speed broadband internet service.

POLICY 10.9.5 Work with utility companies to underground utility systems and infrastructure to improve aesthetics and reduce damage from storm events and other natural disasters.

POLICY 10.9.6 Promote and prioritize renewable energy production and use.

SUPPORTING ECONOMIC DEVELOPMENT & GROWTH



“Milwaukie offers numerous pathways to prosperity through an excellent education system and training programs that are connected to local businesses. Residents of all ages and backgrounds feel supported to pursue and attain success in our local community.”

- Milwaukie 2040 Community Vision



SUPPORTING ECONOMIC DEVELOPMENT & GROWTH

How do we build upon Milwaukie's vibrant economic base and pursue new industries? How can we support the training and education of the next generation of employees? What opportunities are there for the city to grow in a sustained yet fiscally responsible manner?

This chapter includes two sections with goals and policies focused on economic development and urban growth management derived from Super Action 4 in the 2017 Milwaukie Community Vision, which calls for the city to "Support Local Businesses and Entrepreneurship through Training, Programs, and Partnerships." Section 11 outlines the city's goals and policies for supporting future economic growth, while Section 12 acknowledges the importance of nearby unincorporated areas, given the built-out nature of the city. The goals and policies provide a framework for Milwaukie to pursue new industry and business, and support the training and education of the next generation of employees that allows the city to grow as a sustaining economic force in the region.

STATEWIDE PLANNING GOALS ADDRESSED

- 9** ECONOMIC DEVELOPMENT
- 14** URBANIZATION

The State of Oregon has 19 total statewide planning goals. All comprehensive plans in the state must show they meet all relevant planning goals.

SECTIONS INCLUDED IN THIS CHAPTER

- 11** ECONOMIC DEVELOPMENT
- 12** URBAN GROWTH MANAGEMENT



Milwaukie
Farmers Market



Bob's Red Mill
Employees at Carefree
Sunday 2019



Milwaukie
Station
Food Carts

All Photos:
Hamid Shibata
Bennett

11 ECONOMIC DEVELOPMENT BACKGROUND SUMMARY

CONTEXT

Milwaukie has a dynamic economy, with over 1,000 businesses employing approximately 13,000 people in a wide variety of industries. The city is home to a number of regionally significant businesses, hundreds of small and emerging businesses, a regional shopping center, and an emerging downtown core. Historically a working-class town, recent years have seen an influx of new residents which has resulted in rising income levels and home values.

The city has undertaken a number of recent planning efforts to help shape economic development in Milwaukie, including in Downtown and Central Milwaukie and the North Milwaukie Innovation Area (NMIA). The city has also implemented a number of programs and incentives geared towards attracting additional employment and development and improving quality of life in Milwaukie. This chapter provides a brief introduction to issues, requirements and strategies related to Milwaukie's economy.

Policies related to economic development are guided by Statewide Planning Goal 9 Economic Development, which seeks to "provide adequate

opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." Milwaukie complies with Goal 9 by preparing an Economic Opportunities Analysis (EOA), which is used to help develop Comprehensive Plan goals and policies that are consistent with the EOA and which reflect city priorities and strategies. The city last completed an EOA in 2016 and includes specific recommendations for the city's major employment areas, including the NMIA, Johnson Creek Industrial Area, International Way Business District, and Downtown and Central Milwaukie.

KEY ISSUES

The following issues related to Milwaukie's economy and Statewide Planning Goal 9 were identified and addressed through the City's 2019 Comprehensive Plan update:

- **Cost of Housing**
Milwaukie has historically been a working class town that has offered housing opportunities to people across all income levels. That has changed rapidly in recent years, with housing prices increasing 50% between 2013 and 2019 while wages have been relatively flat. Increased housing prices have forced many Milwaukie residents to move elsewhere or to cut back on spending on other items.

- **Employment Land**

The city has a very limited supply of vacant employment land, meaning economic growth will largely rely on redevelopment and infill growth and increased employment density in existing commercial and industrial areas.

- **Inflow/Outflow of Jobs**

Milwaukie has a significant employment base, with a very high “jobs/housing” balance compared to other similarly sized cities. However, as of 2016, only 7% of employed city residents worked in Milwaukie. This means that the overwhelming majority of local employees must commute into the city, while residents commute to their jobs in other parts of the Metro region. Nearly 45% of residents work in Portland. Milwaukie continues to pursue both family-wage job growth and housing development, with the goal that more Milwaukie residents will be able to find employment close to home.

- **Purchasing Power**

The median household income for Milwaukie residents in 2016 (\$57,000) was 3% lower than the Metro area median, 12% less than the county median, and 25% less than the “self-sufficiency standard” for a family of four. This results in less purchasing power for City residents and challenges in obtaining local, affordable housing.

- **Organization**

There is no organized voice (Chamber of Commerce, Neighborhood District Association (NDA)) for the employment areas outside of Downtown Milwaukie.

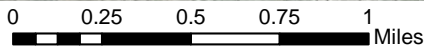
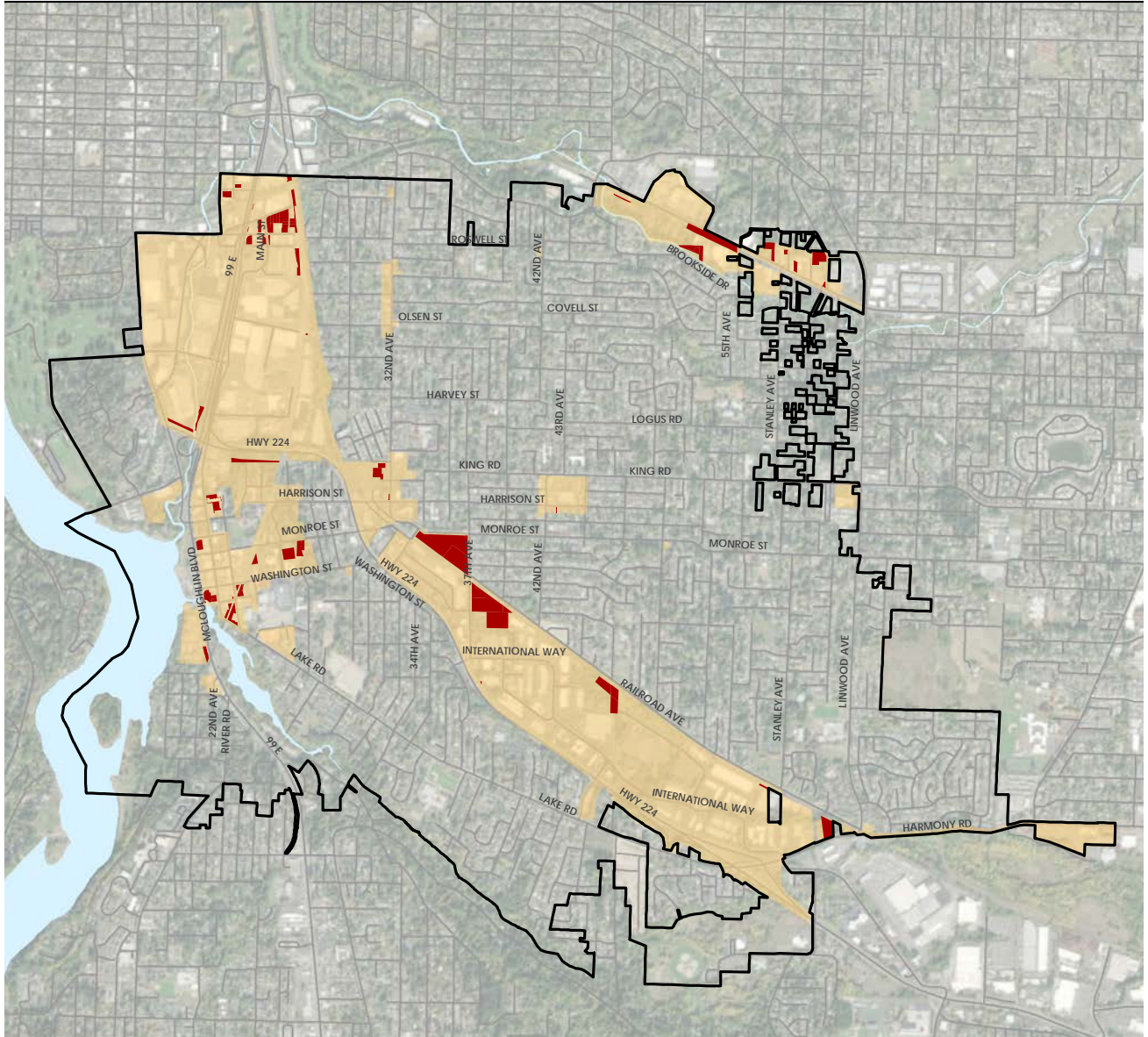


Photo:
Sebrina Mottensen

Industrial Use in the North Milwaukie
Innovation Area



Vacant Employment Land



Legend

- River or Stream
- Vacant Employment Land
- Street
- Employment Land
- Milwaukie City Limits

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11 ECONOMIC DEVELOPMENT GOALS & POLICIES

OVERARCHING SECTION GOAL

To support a vibrant, resilient, and inclusive local economy that enhances the prosperity and economic well-being of Milwaukie businesses, workers and residents.

GOAL 11.1 - CURRENT AND FUTURE ECONOMIC LAND USE

Provide a diverse range of uses, services, and amenities that contribute to a sustainable, equitable, and resilient economy and are adaptable to changing land uses and technology.

POLICY 11.1.1 Coordinate the city's economic strategies and targeted industries with those in the Milwaukie Planning Area (MPA) and surrounding communities.

POLICY 11.1.2 Adapt to industry trends and emerging technologies that have the potential to affect employment, land use, and infrastructure needs, such as automation, the sharing economy, autonomous vehicles and other future technological advances.

POLICY 11.1.3 Develop strategies to help stabilize existing businesses and mitigate displacement in areas experiencing increased investment and redevelopment.

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).

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.

- POLICY 11.1.4** Work to maintain a diverse set of local businesses and traded sector industries in an effort to strengthen economic resiliency in the event of a natural disaster or economic collapse.
- POLICY 11.1.5** Focus industrial and manufacturing uses in the city's three existing major industrial and employment areas along Johnson Creek Blvd, Highway 99-E and Highway 224, with limited light manufacturing uses permitted in the city's mixed-use and commercial zones.
- POLICY 11.1.6** Allow shared spaces, co-location, artist space and other emerging uses in industrial areas.
- POLICY 11.1.7** Encourage the creation of community amenities such as green spaces and gathering places within commercial and employment areas.
- POLICY 11.1.8** Facilitate the development of housing that meets the needs of local employees across a wide range of price ranges and housing types in zones that allow residential development.
- POLICY 11.1.9** Foster a series of distinct neighborhood hubs that include services and amenities such as child care, gathering places, restaurants and fresh food sources to which residents can walk, bike, or ride transit.
- POLICY 11.1.10** Make Downtown Milwaukie a regional destination with uses and amenities that capitalize on its proximity to the Willamette waterfront and multimodal transportation options.
- POLICY 11.1.11** Aim to reduce Milwaukie's carbon footprint by encouraging local food production, import substitution, rail access, low carbon and renewable energy, and active transportation.

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.

11 ECONOMIC DEVELOPMENT

GOALS & POLICIES

GOAL 11.2 - ECONOMIC LAND SUPPLY

Ensure the city has an adequate supply of land with access to reliable public services that meets the city's economic and employment needs.

POLICY 11.2.1 Frequently monitor the city's vacant employment land to help inform short- term and long-term economic growth.

POLICY 11.2.2 Improve infrastructure and utilities throughout the city in a manner that facilitates greater economic development.

POLICY 11.2.3 Help businesses flourish in Milwaukie, either on their current site or on sites that provide more opportunity for growth and expansion.

POLICY 11.2.4 Support increased employment density in the City's industrial and commercial areas.

POLICY 11.2.5 Support more of the city's projected employment growth within home-based businesses.

POLICY 11.2.6 Pursue the study and clean-up of brownfields and other contaminated sites.

POLICY 11.2.7 Assist existing and new employers in identifying and/or assembling properties that meet their needs and support economic development goals.

GOAL 11.3 - WORKFORCE, TRAINING AND COLLABORATION

Help local businesses attract and develop a skilled workforce that positions Milwaukie to be one of the strongest economies in the region.

POLICY 11.3.1 Partner with state and regional agencies, local businesses, non-profits, and educational institutions to help provide the workforce and training needed to make Milwaukie businesses competitive in the region and beyond.

- POLICY 11.3.2** Focus recruiting and marketing efforts on businesses that can capitalize on Milwaukie business clusters (groups of businesses in the same industry) or serve an identified community need
- POLICY 11.3.3** Attract and foster businesses that hire local residents and provide job training, continuing education opportunities, and family-wage jobs for employees in a variety of different industries.
- POLICY 11.3.4** Support programs that encourage entrepreneurship, business incubation, business retention, and expansion and the sharing of ideas and resources.

12 URBAN GROWTH MANAGEMENT BACKGROUND SUMMARY

CONTEXT

Urban Growth Management is the process by which Milwaukie and the greater metropolitan region plan for future growth. As of July 2019, Milwaukie had an estimated population of 20,535 people, or just under 1% of the seven-county metropolitan area's total population of 2.5 million people. According to Metro, the agency charged with managing the overall growth of the region through the Regional Urban Growth Management Functional Plan and the regional urban growth boundary (UGB), the region is expected to surpass 3 million residents by 2040, an increase of about 20%.

Urban Growth Boundary (UGB)

A regional boundary, set in an attempt to control urban sprawl by, in its simplest form, mandating that the area inside the boundary be used for urban development and the area outside be preserved in its natural state or used for agriculture.

Metro's last forecast model from 2016 anticipates that Milwaukie will increase by about 13% by 2040, to just over 23,000 people. Milwaukie is a landlocked and built out community, meaning that the city does not have a border that abuts open land

at the edge of the UGB and that future population growth will rely primarily on infill development and redevelopment. However, the city believes this forecast underestimates growth in Milwaukie, as it is largely based on past trends (Milwaukie experienced little growth between 1990 and 2015), and the city has seen an uptick in development between 2017 and 2019.

Regulations

Several of Oregon's Statewide Planning Goals provide guidance for how comprehensive plans should help manage urban growth and development. They include Goal 2 Land Use Planning, Goal 11 Public Facilities, and Goal 14 Urbanization. In order to show compliance with these goals, Milwaukie is required to enter into an Urban Growth Management Agreement (UGMA) with Clackamas County that describes how land planning and facility provision would occur for properties outside city limits.

The Urban Growth Management Agreement (UGMA)

The County and City entered into an UGMA in July of 1990. The UGMA established a planning area boundary, with I-205 generally serving as the eastern edge of the city's future urban service area. This agreement and Milwaukie's Comprehensive Plan policies have long called for the city to ultimately expand to include this area, which would effectively double the size

of the city. However, no mechanism was developed to encourage or enable the city to annex these properties.

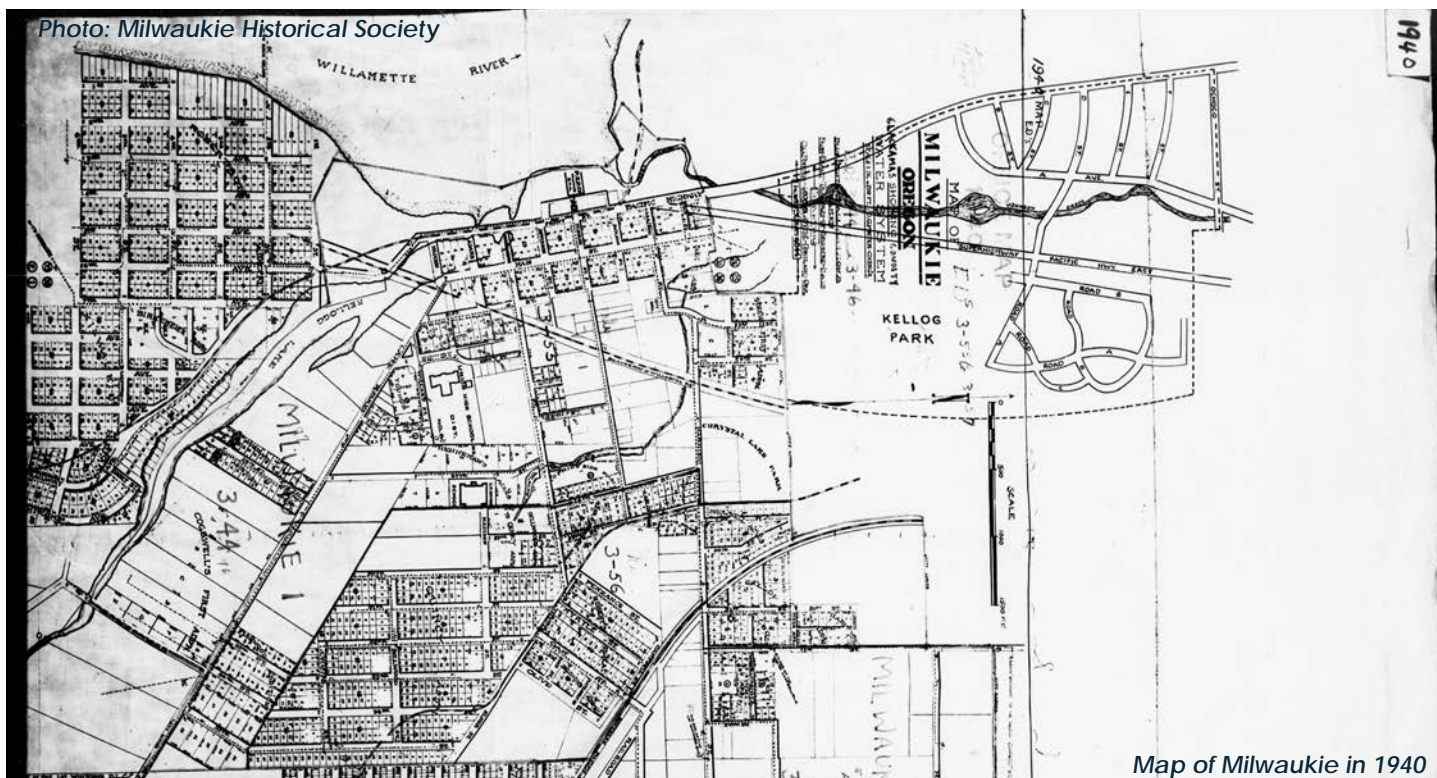
Annexations

From 2010 through 2019, the city annexed approximately 160 properties into Milwaukie from an area to the northeast of the city limits through a program to provide sanitary sewer service to these properties. The city has continued to annex properties that are redeveloping or need to connect to sewer service, but numerous islands of unincorporated properties (approximately 100 properties in total) surrounded by city limits remain in this area. The city has taken a passive approach to annexation of these properties and has not forcibly annexed any islands in recent years. Milwaukie is continuing to work with Clackamas River Water and Clackamas County's Water Environment Services (WES) to amend service agreements so that land that is currently outside the city limits and within the Milwaukie Planning Area (MPA) boundary (**Map XX**) will need to annex to receive development approval.

KEY ISSUES

The following issues related to Urban Growth Management and Statewide Planning Goals 2, 11, and 14 were identified and addressed through the City's 2019 Comprehensive Plan update.

- **Residential Development**
Most of the residentially zoned parcels in Milwaukie and in the MPA have long been built out, and many of the remaining undeveloped parcels will be challenging to develop for various reasons.
- **Service Districts**
Several of Milwaukie's services are offered in partnerships with service districts such as North Clackamas Parks and Recreation District, Clackamas River Water, WES, and Clackamas Fire District #1. Although there are benefits to service districts, such as greater resources which can often return cost benefits, these partnerships still represent a loss of local control by the city.



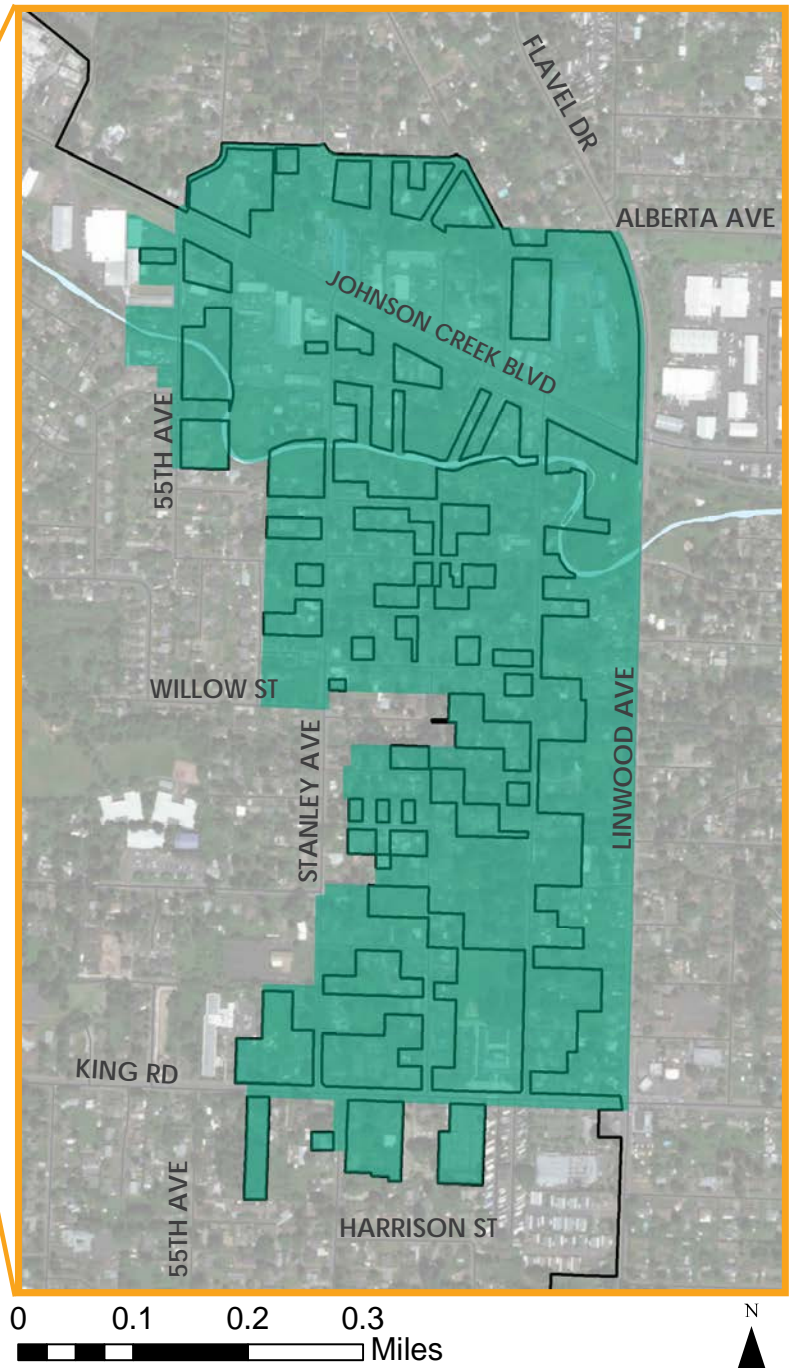
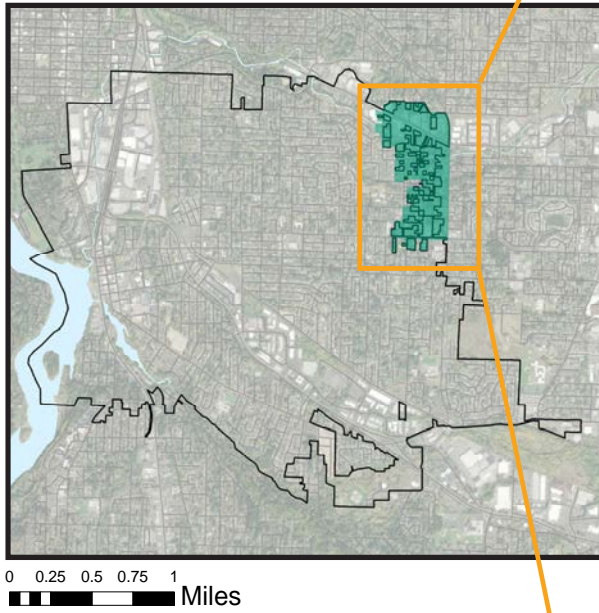
12 URBAN GROWTH MANAGEMENT BACKGROUND SUMMARY

- UGMA Complications**
Provisions of the 1990 UGMA limited which areas would ultimately be served by city water and sewer service, keeping much of it served by county special service districts. It also provided Clackamas County with lead planning authority for areas outside the city limits and inside the areas governed by the UGMA. Given these parameters, Milwaukie has had a passive approach to annexation, and instead focused its efforts over the past 30 years on its existing urban areas, rather than on the growing commercial and mixed-use development along 82nd Ave and within the Clackamas Regional Center. The city is currently working with the County to amend the UGMA to provide a more active role for the City in planning for growth in the MPA.
- Development Review**
Under the UGMA, the city and county are required to coordinate development review for property within the MPA. However, strict adherence to county standards for development can lead to inconsistencies with Milwaukie's development goals and standards. City and county

staff have worked on language to better define procedures and responsibilities related to the review of plans and development applications within the MPA.



UGMA Dual Interest Area A









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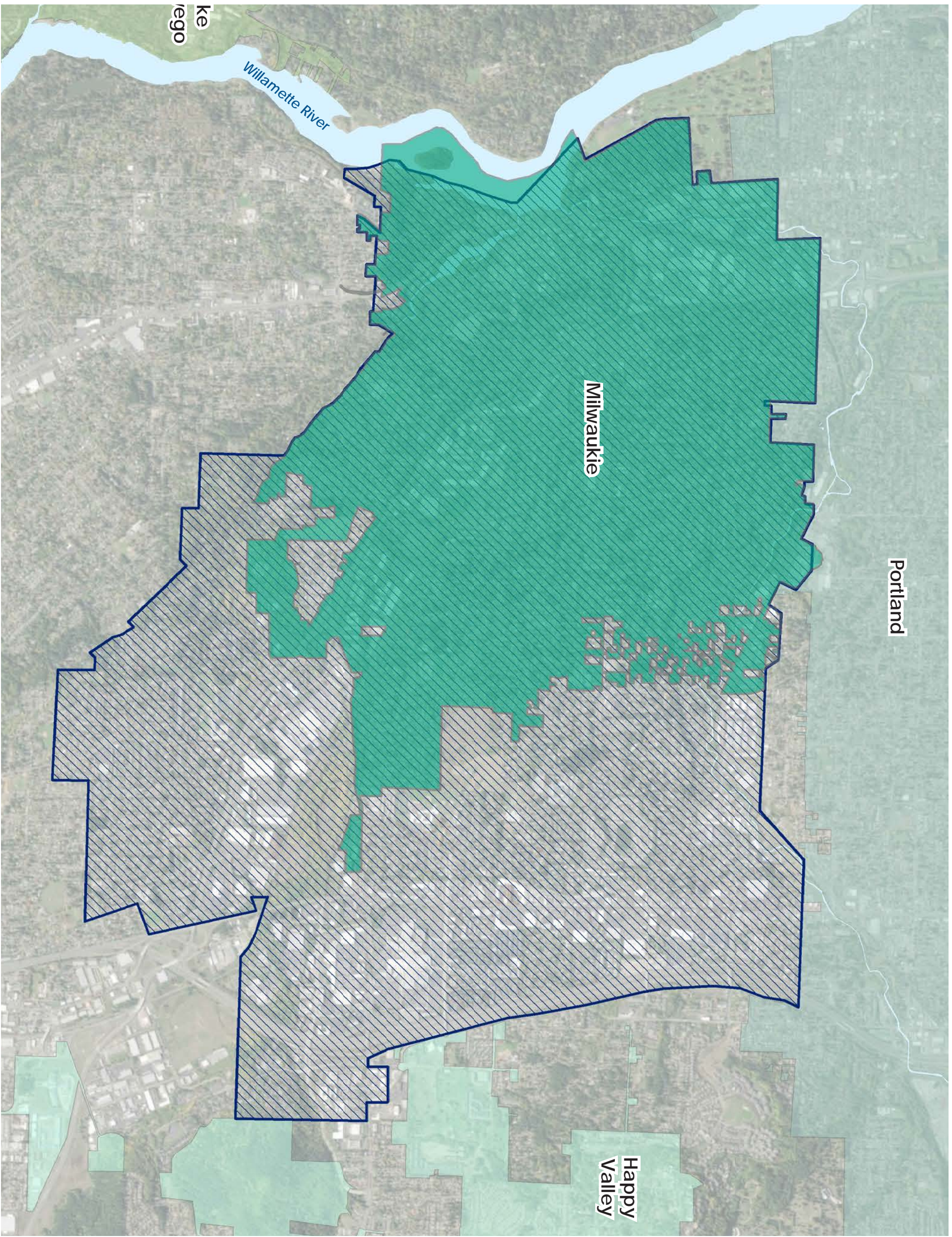
- River or Stream
- UGMA Dual Interest Area A
- Milwaukie City Limits
- Street



Milwaukie Planning Area Boundary

Legend

-  River or Stream
-  City of Milwaukie
-  Happy Valley
-  Portland
-  Lake Oswego
-  Milwaukie Planning Area



Data Sources:

City of Milwaukie GIS
Clatsop County GIS
162

12 URBAN GROWTH MANAGEMENT

GOALS & POLICIES

OVERARCHING SECTION GOAL

To coordinate future urban growth, development and provision of city services in a logical, cost-effective, and livable manner, in cooperation with other local, regional and state government agencies and service providers.

GOAL 12.1 - REGIONAL COORDINATION

Coordinate with Metro, Clackamas County, Happy Valley, Portland, and other governmental agencies to plan for and manage growth and development in Milwaukie and the surrounding area.

POLICY 12.1.1 Utilize the Urban Growth Management Agreement (UGMA) with Clackamas County as an effective tool to guide planning and growth management decisions in the area surrounding Milwaukie.

POLICY 12.1.2 Maintain Urban Service Agreements with special service districts to ensure that the ability of the City to provide its residents with urban services is not compromised while ensuring that the community has access to excellent urban services at reasonable costs.

POLICY 12.1.3 Maintain Intergovernmental Agreements with the cities of Portland and Happy Valley to clearly establish urban service area boundaries.

GOAL 12.2 - MILWAUKIE PLANNING AREA

Identify the future urban service area and jurisdictional boundary for the City of Milwaukie in order to better coordinate planning actions.

- **POLICY 12.2.1** Maintain a Milwaukie Planning Area (MPA) map that is included as part of the UGMA with Clackamas County, urban service agreements with special districts, and IGA's with adjoining cities to identify the areas for which the City of Milwaukie will be the ultimate provider of urban services or will be the coordinating body for the delivery of the services. The MPA map identifies the areas that, over time, are expected to annex to Milwaukie.

- **POLICY 12.2.2** Identify a Jurisdictional Impact Area (JIA) on the MPA map. The JIA is generally the area within a ½ mile of the MPA boundary and is an area under the jurisdiction of Clackamas County or a neighboring city and where their land use and transportation decisions may have a significant impact on the City of Milwaukie.

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.

GOAL 12.3 - URBAN GROWTH MANAGEMENT AGREEMENT

Use the Urban Growth Management Agreement (UGMA) with Clackamas County to enable the City to work toward annexation of areas within the MPA and to better coordinate regarding county land use and transportation decisions in the area surrounding the City.

- **POLICY 12.3.1** Within the UGMA, define the procedures and responsibilities for city and county staff for the review of plans and development applications for the unincorporated areas identified in the MPA and the JIA. The UGMA may define subareas within the MPA where the City Comprehensive Plan and implementation ordinances apply and where development applications are reviewed by the city. In the areas where subareas are not designated, county planning documents and procedures shall apply.

- **POLICY 12.3.2** The UGMA shall clearly acknowledge that the MPA represents the area that is envisioned as the area that will ultimately be annexed to the city and come under city jurisdiction.

12 URBAN GROWTH MANAGEMENT

GOALS & POLICIES

GOAL 12.4 - ANNEXATION

Annex lands within the Milwaukie Planning Area.

POLICY 12.4.1 Maintain a proactive annexation program that encourages and promotes annexation into Milwaukie.

POLICY 12.4.2 Develop annexation plans and consider the use of financial and service incentives to promote annexation of land within the MPA.

POLICY 12.4.3 Ensure that annexation programs respect Milwaukie's community identity and maintain levels of service for current Milwaukie residents.

POLICY 12.4.4 As part of the overall annexation program, prioritize annexation of properties that are surrounded by land within the incorporated city limits.

POLICY 12.4.5 Require annexation where properties receive or utilize City utilities or where intergovernmental agreements allow for annexation in exchange for providing city services.

POLICY 12.4.6 Support city annexation of property within the MPA and oppose annexation of land within the MPA by another city.

GOAL 12.5 - URBAN SERVICES

The City of Milwaukie will coordinate the provision of urban services for land within the MPA.

- **POLICY 12.5.1** Coordinate with special districts to ensure that the full range of urban services are available while ensuring that the city's ability to provide services within the MPA is not compromised.

- POLICY 12.5.2** Unless created in partnership with the city, oppose any new special service district or the expansion of a special service district within the MPA.

- POLICY 12.5.3** Unless established through an intergovernmental agreement, oppose efforts by another city to provide urban services within the MPA.

- POLICY 12.5.4** While implementing the Community Vision to create a highly livable city, seek cost-effective means of providing urban service to properties within the MPA.

- POLICY 12.5.5** Coordinate with Clackamas County and special service districts to maintain an integrated public facilities plan (PFP) for the MPA. The PFP shall clearly state who has responsibility for each urban service in the MPA.

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 for the city to oppose any new special service districts within the MPA.

12 URBAN GROWTH MANAGEMENT

GOALS & POLICIES

GOAL 12.6 - URBAN FORM

Ensure that Milwaukie maintains an urban form that supports a highly livable community and the efficient use of land and resources.

POLICY 12.6.1 Support and implement key aspects of the Metro 2040 Growth Concept for Milwaukie and the surrounding area (**see map**) that help protect resource lands outside of the regional Urban Growth Boundary (UGB) and achieve an efficient and transit friendly urban form inside the UGB.

POLICY 12.6.2 To use land more efficiently, encourage infill or underutilized parcels and encourage intensification or redevelopment of land and buildings in the downtown, mixed use districts, and areas designated for commercial, industrial, or employment use.

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SAFE & ACCESSIBLE TRANSPORTATION



“Milwaukie has a complete, clean and attractive network of sidewalks, bike lanes and paths that enable accessibility, mobility and safety for all. Streets are tree-lined, well-lit and designed to promote a healthy and active lifestyle. There is a seamless transition between walking, biking and transit to key amenities and neighborhood centers.”

- Milwaukie 2040 Community Vision



SAFE & ACCESSIBLE TRANSPORTATION

As noted in Chapter 1 of this document, the City's Transportation Systems Plan (TSP) and the Comprehensive Plan transportation goals and policies were not updated as part of the 2019 plan adoption. Work on the updated TSP is expected to commence in 2020, at which point this chapter will incorporate the updated transportation goals and policies. In the interim period, the City is carrying forward the existing TSP and Comprehensive Plan policies, which saw its last major update in 2007 and additional changes in 2013 and 2016.

The TSP is the City's long-term plan for transportation improvements and includes policies and projects that could be implemented through the City Capital Improvement Plan (CIP), development review, or grant funding. The TSP fulfills the requirements of Statewide Planning Goal 12 (Transportation), which is largely implemented through the state's Transportation Planning Rule (TPR).

STATEWIDE PLANNING GOALS ADDRESSED

12 TRANSPORTATION

The State of Oregon has 19 total statewide planning goals. All comprehensive plans in the state must show they meet all relevant planning goals.

SECTIONS INCLUDED IN THIS CHAPTER

13 TRANSPORTATION



All Photos:
Hamid Shibata
Bennett

13 TRANSPORTATION GOALS

OVERARCHING SECTION GOAL

Transportation goals form the basis for how the local transportation system will be developed and maintained over the long term. Given their importance, the City involved agency, business, and citizen stakeholders in developing goals that support a multimodal approach to transportation planning that reflects how citizens think about and experience the transportation system. Since they are equally important in different ways, they are not listed in order of importance or priority.

GOAL 13.1 - LIVABILITY

Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's community.

GOAL 13.2 - SAFETY

Develop and maintain a safe and secure transportation system.

GOAL 13.3 - TRAVEL CHOICES

Plan, develop, and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single-occupant vehicles.

GOAL 13.4 - QUALITY DESIGN

Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.

GOAL 13.5 - RELIABILITY AND MOBILITY

Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability, and manages congestion.

GOAL 13.6 - SUSTAINABILITY

Provide a sustainable transportation system that meets the needs of present and future generations.

GOAL 13.7 - EFFICIENT AND INNOVATIVE FUNDING

Efficiently allocate available funding for recommended transportation improvements, and pursue additional transportation funding that includes innovative funding methods and sources.

GOAL 13.8 - COMPATIBILITY

Develop a transportation system that is consistent with the city's Comprehensive Plan and coordinates with County, State, and regional plans.

GOAL 13.9 - ECONOMIC VITALITY

Promote the development of Milwaukie's, the region's and state's economies through the efficient movement of people, goods and services, and the distribution of information.

The 2007 Transportation System Plan (TSP) Advisory Committee and Working Groups assisted city staff in refining and developing policies that further define the nine multimodal goals listed above. They also translated transportation needs and improvements into mode-specific master plans that prioritize the improvements the City should undertake in the short and long term. Refer to the TSP for additional detail, as it is the city's guiding transportation document.

GLOSSARY

Access/accessible

1) The ability to make use of the built environment, including transportation facilities, parks and open space, public infrastructure, housing, or businesses and services that are open to the public. 2) Making a wide variety of information and involvement opportunities, activities, and settings available to members of the public.

Accessory dwelling unit (ADU)

A self-contained home with its own kitchen, bathroom, and sleeping area, located on the same property as a larger, principal dwelling. Also known as a granny flat, carriage house, in-law unit, accessory apartment, au-pair suite, guest house, or backyard cottage.

Active transportation

Transportation that involves physical activity, including walking, biking, and using wheelchairs or other mobility devices.

Adaptive reuse

Modifying an existing site or building for a purpose other than that for which it was built or designed. This is commonly done to preserve the structure while allowing a contemporary use.

Biodiversity

The variety of living species in a given physical environment, including plants, animals, bacteria, and fungi.

Brownfield

Real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Built environment

The physical components of an environment in which people live and work, including buildings, infrastructure, streets, and open spaces.

Capital improvement

Physical improvements and assets used to provide public services or infrastructure, such as water, wastewater, drainage and flood control, transportation, emergency services, and parks and recreation.

Carbon footprint

The total inventory of greenhouse gas emissions within a geographic area.

Center

Places with concentrations of commercial and community services, housing, gathering places, and transit connections. Centers provide services to surrounding neighborhoods and are intended to be enhanced as places because they are a focus of housing and job growth. Metro's 2040 Growth Concept, a long-range plan for the Portland Metropolitan Region, defines three types of centers that are applicable to Milwaukie, each of which has varying functions, levels of activity, and scales and intensities of development:

- Town Centers serve a broad area and have an important role in accommodating growth. They provide a full range of commercial

and community services, high-density housing, mid-rise commercial and mid-rise mixed-use buildings (typically up to five to seven stories in height), are served by high-capacity transit connections, and have a substantial employment component. Town Centers provide housing opportunities for enough population to support a full-service business district. Downtown Milwaukie is a designated Town Center.

- Neighborhood Centers primarily serve adjacent neighborhoods and provide opportunities for additional housing and low- to mid-rise commercial and mixed-use buildings (typically up to three to five stories in height). They provide a range of local commercial and community services and transit connections. Neighborhood Centers provide housing opportunities for about half the population needed to support a neighborhood business district.
- Regional Centers are hubs of commerce and local government services serving hundreds of thousands of people. They are characterized by two- to four- story, compact employment and housing development served by high-quality transit. Clackamas Town Center is a regional center in Clackamas County.

Climate adaptation

Actions and efforts directed at increasing community and operational functionality and resiliency to extreme events or during prolonged economic, environmental and social system changes due to climate change.

Climate change

A continuous and evolving long-term change in average weather patterns.

Climate mitigation

Actions directed toward reducing greenhouse gas emissions that contribute

to climate change.

Cluster development

Development that locates multiple structures within close proximity of one another in exchange for preserving larger areas of open space and natural resources.

Cohousing

A nontraditional but emerging housing model that is designed to foster an intentional community and cooperation. Typically involves privately-owned residences and shared community or dining spaces.

Corridor

Streets that serve as major transportation routes for people and goods and are extensively served by transit.

Critical habitat

A term defined and used in the Endangered Species Act, it refers to specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection.

Cultural resource

(see Historic and cultural resources)

Daylighting

In the context of water resource management, daylighting is when streams that have been piped underground in the past are restored to a more natural condition and are visible from the surrounding environment.

Dedication

A transfer of property or property rights as a condition of development approval to the City of Milwaukie for public facilities such as streets, utilities, pathways, sidewalks, surface water management, and street trees for open space protection.

Glossary

Density

A measure of the intensity of development on a net acre of developable land. Residential density is typically measured in number of dwelling units per net acre.

Development code

Also known as the Zoning Code and included as Title 19 of the Milwaukie Municipal Code, it regulates the processes, permitted uses, and standards for development in Milwaukie.

Displacement

Households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhood's ability to meet basic needs in the case of households, or erosion of traditional client base in the case of businesses.

Diverse/diversity

The variance or difference among people, including race, ethnicity, gender, age, religion, nationality, language preference, socioeconomic status, disability, sexual orientation, gender identity and others.

Easement

A right to use property owned by another party for specific purposes or to gain access to some portion of another's property.

Ecosystem

A biological community of interacting organisms and their physical environment.

Employment area

The area that supports the city's economy, providing land primarily for office, research, education, and industrial uses.

Equity/equitable

When everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.

Family-wage

The minimum income necessary, depending on family size, for a person working 40 hours a week to meet their household's basic needs, such as housing, food, health care, childcare, and transportation.

Floodplain

The area subject to inundation by the base flood as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The base flood is one that has a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year flood."

Franchise agreement

An agreement between the city and a public or private utility (trash and recycling, telephone, television, internet) that may address services, rates, and how the utility utilizes the public right-of-way.

Frequent transit service

Service that runs every 15 minutes or better, as defined by the Tri-County Metropolitan Transit District (TriMet).

Good-neighbor agreement

A negotiated agreement, typically between a neighborhood group and a business or industry, which works to address specific issues of concern in a collaborative way. Good-neighbor

agreements can be legally-binding or non-binding.

Green infrastructure

Public or private assets, either natural resources or engineered green facilities, that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, green roofs, green street facilities, wetlands, and natural waterways.

Green roof

Also called “ecoroofs,” they replace conventional roofing with a vegetated roof system

Greywater

Shower and bath wastewater, bathroom sink wastewater, kitchen sink wastewater, and laundry wastewater.

Groundwater

Water under the earth’s surface, often confined in aquifers, capable of supplying wells and springs. Currently the main water supply for the city.

Habitat connectivity

The degree to which areas of wildlife habitat are connected.

Heat island effect

A measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure.

High-capacity transit

Public transit service in which vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines.

Historic and cultural resources

Sites, structures, districts, objects, and buildings within the city that reflect the city’s unique architectural, archaeological, and historical heritage.

Housing affordability

As defined by the US Department of Housing and Urban Development (HUD), the availability of housing that costs an owner or renter no more than 30 percent of gross household income, including utilities.

Impervious surface

Hard manmade surfaces such as driveways, parking lots, roads, sidewalks, and rooftops that prevent stormwater from being absorbed (infiltrating) into the ground (infiltration).

Inclusion/inclusive

The degree to which diverse individuals are able to participate fully in the decision-making process within an organization or group.

Incorporated area

Land within the Milwaukie city limits under the city’s jurisdiction. In contrast, the unincorporated area within Milwaukie’s planning area lies outside of the city limits and is under the jurisdiction of Clackamas County.

Infill development

Additional development on already developed lots, achieved through subdividing lots or otherwise increasing their density.

Infrastructure

Necessary municipal or public services provided by the government or by private companies, including streets, bridges, tunnels, drainage systems, water and sewer lines, parks, pump stations and treatment plants, dams, and lighting systems.

Intergovernmental agreement (IGA)

A legal agreement between two or more units of local government (such as cities, counties, public service agencies, etc.) allowing one agency to perform functions or activities that another agency has the authority to perform.

Last mile

A term used to describe the first or last leg of a transit trip between a transit stop and a person’s place of origin or destination.

Liquefaction

A process in which loose, granular soils below the ground water table temporarily lose strength during strong earthquake shaking.

Livable/livability

The ability to meet community members’ economic, social, and cultural needs and to promote their health, safety and well-being.

Low-carbon energy

Low carbon energy sources produce little to no carbon dioxide emissions. Examples include solar, wind, biomass, geothermal, and hydropower.

Low-impact development

Strategies and building types that reduce the environmental impact of development on natural systems, including hydrology and vegetation.

Low-income/moderate-income

Typically based on annual Median Family Income (MFI)

limits published by HUD. Households earning: 0-30 percent MFI are “extremely low-income”; 31-50 percent MFI are “very low- income”; 51-80 percent MFI are “low-income”; 81-120 percent MFI are “moderate-income”.

Middle housing

Housing types that fall between detached single-family residences and large multifamily residential developments, including duplexes, triplexes, quadplexes, row houses, cottage clusters, and garden apartments.

Mixed-use development

The development of a property with more than one complementary and integrated use, such as residential, office, retail, public, or entertainment land uses.

Mode split

The percentage of travelers using various modes of transportation (walking, biking, driving, taking transit, etc.).

Multimodal transportation

Facilities that support a variety of transportation modes (walking, biking, driving, transit, etc.).

Natural hazard

A natural phenomenon that might have a negative effect on humans or the environment. Examples include floods, landslides, earthquakes, wildfires, and severe weather events (droughts, winter storms, etc.).

Natural hazard area

Land prone to natural hazards, such as those whose geologic conditions predispose them to earthquake, landslide, or sinkhole impacts, or whose location, within a 100-year floodplain or adjacent to wildlands, that increases the likelihood of flood or wildfire

Natural resource

A functioning natural system, such as a wetland or a stream, wildlife habitat or material in the environment used or capable of being used for some purpose.

Neighborhood District Association (NDA)

Official neighborhood groups that advise the city on matters affecting their neighborhoods and carry out community building projects and events.

Neighborhood hubs

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. They could be as small as a neighborhood tool library or as large as a cluster of mixed-use buildings with housing located above shops and services.

Public facilities

Facilities intended to serve the public and consisting of either City-owned or other publicly-owned streets, right-of-way, storm drainage systems, water systems, bus stops, sanitary sewer systems, street lighting, sidewalks, bicycle paths, treatment plants, street trees, public accessways, utility easements, traffic controls, and their associated facilities.

Public facilities plan (PFP)

A support document or documents to a comprehensive plan that complies with Statewide Planning Goal 11 (OAR 660-11-45), by describing the water, sanitary sewer, stormwater management, and transportation facilities needed to support the land uses designated in the Comprehensive Plan.

Public right-of-way

Land that by deed, conveyance, agreement, easement, dedication, usage, or process of law, is conveyed, reserved for, or dedicated to the use of the general public for street, road,

or highway purposes, including curbs, gutters, parking strips, pedestrian ways, and sidewalks and bicycle trails.

Public services

Services provided by the city or other public agency, including fire protection, police, library, parks and recreation, transportation, senior service, development and plan review, water, sanitary sewer, storm drainage, treatment, and similar services.

Redevelopment

Construction of new structures or expansion or change to existing structures on an already developed site.

Renewable energy

Energy sources that can be used repeatedly because they are replenished naturally. Examples include solar, wind, biomass, geothermal, and hydropower.

Resilient/resiliency

The capacity for a socio-ecological system to absorb stresses and maintain function in the face of external stresses imposed upon it.

Retrofit/retrofitting

Renovating or otherwise modifying an existing building, typically to withstand a natural disaster such as an earthquake.

Riparian

Areas associated with streams, lakes, and wetlands where vegetation communities are predominately influenced by their association with water.

Setback

The distance between a structure and the property lines of the lot, parcel, or tract on which it is located.

Special service district

A unit of local government (other than a city, county, or metropolitan service district) that is authorized to provide

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special services to the public. This includes but is not limited to: water control districts, domestic water associations and water cooperatives, irrigation districts, port districts, regional air quality control authorities, fire districts, school districts, hospital districts, mass transit districts and sanitary sewer districts.

Stakeholders

Those who have a compelling and significant interest in a planning effort, or who may be affected by a planning effort.

Stormwater

Water that originates from precipitation events and snow or ice melt.

Stormwater management

Collecting, filtering, retaining or detaining surface water runoff during and after a storm event for the purpose of water quality improvement.

Surface water

Water that appears on or originates from the land surface of the earth, as opposed to under the earth (groundwater).

Sustainable/sustainability

Planning for the future and changing behaviors today that ensure a healthy planet, people, and places tomorrow. Sustainable communities are neighborhoods, cities, and regions that take action to ensure their communities will thrive for generations to come.

System Development Charges (SDCs)

One-time charges assessed

on new development, additions, and changes of use to pay for the costs of expanding public facilities such as transportation, water, sewer, stormwater, and parks and recreation.

Traded sector

Industries and firms that produce goods and services sold outside the region.

Transit

Scheduled passenger transportation services provided by public, private, or non-profit entities. Examples of transit include bus service, bus rapid transit, commuter rail, high-capacity transit, light rail transit, and streetcar transit.

Transparency

Providing reliable, relevant, and timely information about government activities and decision-making.

Underrepresented group

People and communities that historically and currently do not have an equal voice in institutions and policy-making and have not been served equitably by programs and services historically and/or currently.

Underserved

People and places that historically and currently do not have equitable resources, access to infrastructure, healthy environments, housing choices, etc.

Underutilized site

A site with physical improvements that are far below the site's development potential.

Universal design

The principle that buildings and their sites should be built or renovated in ways that can work for all, for a "universal" population. This includes people with varying abilities,

temporary or permanent, throughout life.

Upland zone

In contrast to riparian zones, areas of the watershed that do not receive regular flooding by a stream

Urban forest

A collection of trees that grow within a city or town.

Urban Growth Management Agreement (UGMA)

An agreement between the City of Milwaukie and Clackamas County that describes how land planning and facility provision would occur for properties currently outside the city limits but within the city's planning area. The agreement established a boundary whose eastern edge is generally I-205, and called for the city to ultimately expand to include land within the boundary.

Urban service

As defined in ORS 195.065, urban services include sanitary sewers, water, fire protection, parks, open space, recreation, and streets, roads, and mass transit.

Urban service agreement

An agreement between units of local government or special service districts for the provision of urban services which specifies the future roles, responsibilities, and service area for the urban service.

Vulnerable population

Populations that are disproportionately impacted by economic or natural hazards, including people of color, aging populations, people with low incomes, and those with disabilities.

Watershed

The area that catches rain and snow and drains into a corresponding river, stream, or waterbody.

Wellhead protection zone

A land area regulated to prevent contamination of a well or well-field supplying a public water system.

Wetland

Areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wildlife corridor

A portion of wildlife habitat, generally of vegetated land cover, which joins two or more larger areas of wildlife habitat and facilitates wildlife migration.

Wildlife habitat

An area upon which wildlife depends in order to meet their requirements for food, water, shelter, and reproduction.

Willamette River Greenway

A specially designated area along the banks of the Willamette River. Under State law, the qualities of the land along the Willamette River are to be protected, conserved, and enhanced for natural, scenic, historic, and recreational land uses.

APPENDIX A:

List of Acronyms

ADA – Americans with Disabilities Act

CAP – Climate Action Plan

CERT – Community Emergency Response Team

CET – Construction Excise Tax

CIAC – Community Involvement Advisory Committee

CPAC – Comprehensive Plan Advisory Committee

DEQ – Oregon Department of Environmental Quality

DLCD – Oregon Department of Land Conservation and Development

DOGAMI – Oregon Department of Geology and Mineral Industries

EOA – Economic Opportunities Analysis

FEMA – Federal Emergency Management Act

GHG – Greenhouse Gas Emissions

HCA – Habitat Conservation Area

HNA – Housing Needs Analysis

JCWC – Johnson Creek Watershed Council

LCDC – Oregon Land Conservation and Development Commission

LWI – Local Wetland Inventory

MAX – Metropolitan Area Express Light Rail

Metro – Metropolitan Planning Organization for Portland Region

MHAS – Milwaukie Housing Affordability Strategy

MPA – Milwaukie Planning Area

NCPRD – North Clackamas Parks and Recreation District

NCSD – North Clackamas School District

NCWC – North Clackamas Watershed Council

NDA – Neighborhood District Association

NMIA – North Milwaukie Innovation Area

NR – Natural Resource

ODOT – Oregon Department of Transportation

OHCS – Oregon Housing and Community Services

PARB – Parks and Recreation Board

PSAC – Public Safety Advisory Committee
RTP – Regional Transportation Plan
SAFE – Safe Access for Everyone
SDC – System Development Charge
SHPO – State Historic Preservation Office
SSMP – Street Surface Management Program
TSP – Transportation Systems Plan
UGB – Urban Growth Boundary
UGMA – Urban Growth Management Agreement
UGMFP – Metro Urban Growth Management Functional Plan
VAC – Vision Advisory Committee
WES – Clackamas County Water Environment Services
WG – Willamette Greenway
WQR – Water Quality Resource