



Milwaukie Urban Renewal Advisory Group

Meeting #2

March 30, 2016

4:30 PM – 6:30 PM

Public Safety Building, Community Room

3200 SE Harrison Street

Agenda

Welcome/Introductions	Lisa Batey, City Council President, Chair	4:30
Boundary Review	Elaine Howard, Consultant	4:40
Goals and Objectives and Projects	Elaine Howard, Consultant	4:50
Wrap-Up	Dennis Egner, Planning Director	6:25

Enclosures:

- Notes from February 17, 2016 Meeting 1
- Revised Boundary Map
- Draft Goals and Objectives (with links to source documents)
- Draft Project List
- Excerpt Pages from Downtown and Riverfront Land Use Framework Plan
- Examples of Public Area Requirements (PARs)
- Excerpt Pages from the Central Milwaukie Land Use and Transportation Plan

Milwaukie Urban Renewal Advisory Group
February 17, 2016
Meeting #1 Notes

Group Attendees: Chair Lisa Batey, Casey Camors, Sine Adams, Ray Bryan, Kim Travis, Zac Perry, Kathy Lyle, Neil Hankerson, Troy Reichlein, Dave Knight, DJ Heffernan, Kim Maguire, Tory McVay, Bob Cochran, Gary Barth, Susan Geiger, Christa Bosserman Wolfe

Other Attendees: Mayor Mark Gamba, Kelli Keehner (K. Marie)

Consultant Team: Elaine Howard

Chair Lisa Batey reviewed the charge of the advisory group.

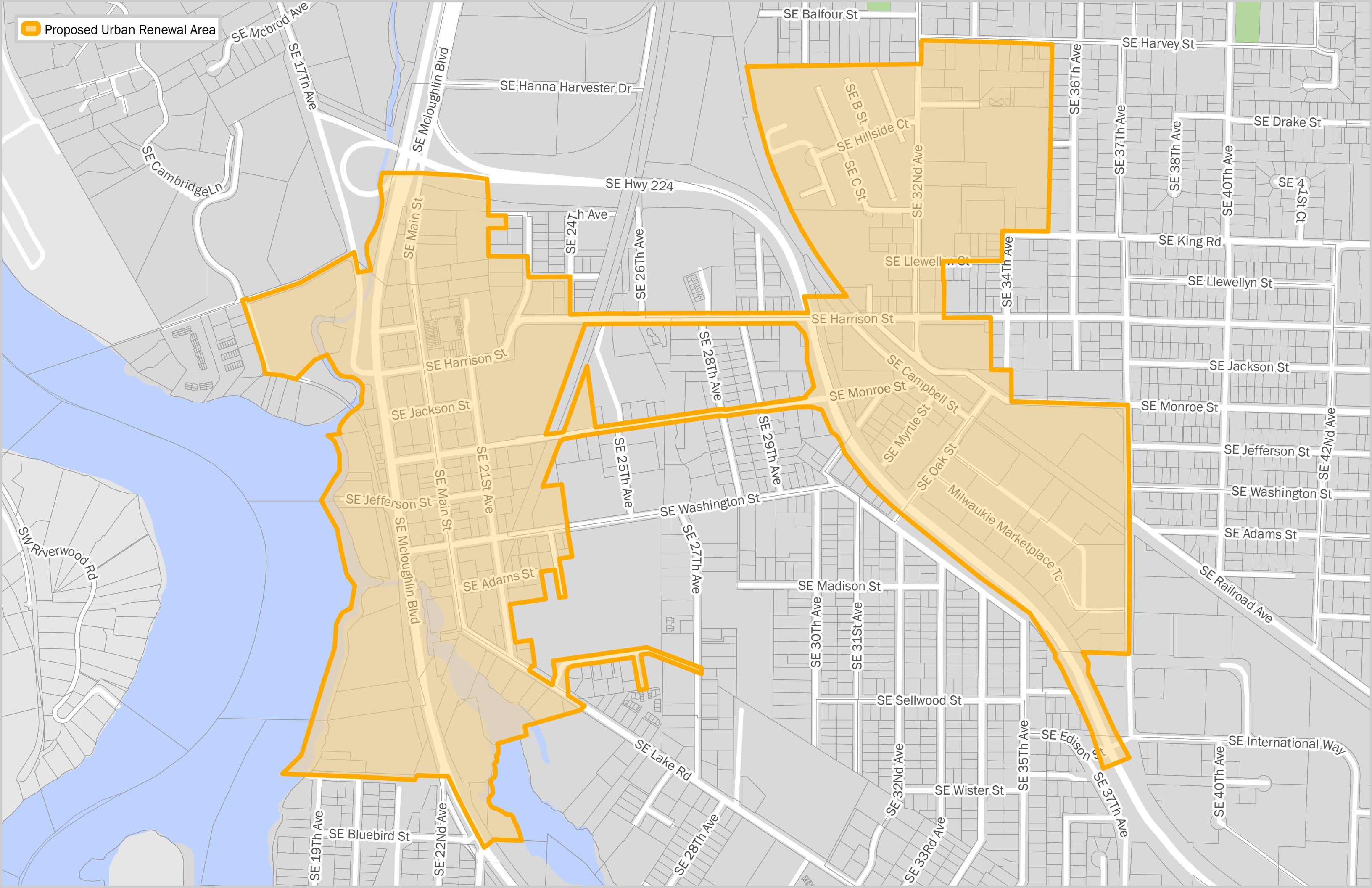
Denny Egner, Planning Director, provided background on the planning completed to date, specifically on the Milwaukie Moving Forward Project that was the impetus for pursuing urban renewal.

Elaine Howard, Consultant, facilitated the remainder of the meeting and covered the following points:

- Schedule of the Advisory Group – 4 scheduled meetings
 - Change the next meeting date from March 23 to March 30
 - 2nd Meeting: Projects; Goals and Objectives
 - 3rd Meeting: Finance
 - 4th Meeting: Review draft plan; Citizen involvement and amendments
 - 5th Meeting: Reserved in case other work needs to be accomplished
- Urban Renewal Background
 - Urban renewal was governed by ORS 457 and was an implementation tool for existing plans and policies.
 - Maximum indebtedness was the controlling feature of urban renewal. It included money spent on projects, programs, and administration, and was typically the principal amount of long-term debt. Interest payments were not included in maximum indebtedness calculations.
 - Blight must be found to approve an urban renewal area. This was typically underdevelopment, as found in the Murphy and McFarland sites, infrastructure that needed to be installed or upgraded including under-designed streets and sidewalks.
 - Limits: A city the size of Milwaukie may have up to 25% of its total acreage and assessed value in urban renewal. The area and maximum indebtedness were limited to 20% increases. To expand the maximum indebtedness beyond 20%, 75% of the taxing jurisdictions were needed, as determined by their portion of the permanent rate levy, to approve.

- Financial feasibility: ORS 457 states the urban renewal plan must be financially feasible; forecasts needed to “realistic”. An assessed value growth number would be established with input from the City Finance Director.
- The assessor’s determination of growth in assessed value was limited by statute to 3%; to go above this was through new construction of substantial rehabilitation, which was typically more than \$25K.
- Revenue sharing was a feature of new legislation in 2009. The agency would do this by requesting an annual under levy.
- Most urban renewal plans are 25 to 30 years in length, although length was not a required component of an urban renewal plan.
- Urban renewal was funded by a division of taxes, and therefore the impacts of urban renewal were on the taxing jurisdictions.
- Boundary Discussion
 - Put Waldorf in boundary: May develop some of the property.
 - Add high school? Decision was made to leave out the high school.
 - Add intersection of 37th Ave and Hwy 224: Add only the right-of-way. The final decision would be made after reviewing the project list.
 - Include offices on the perimeter of downtown.
 - Prepare a new map highlighting the urban renewal area in order to make the boundaries clearer.
- Projects
 - Riverfront Park: Could it be included? The topic was added to the discussion of projects for the next meeting.
 - Sidewalks downtown needed to be improved; urban renewal was a way to accomplish this.
- Members would be sent the following materials (electronically):
 - Revised urban renewal area map with additional properties
 - Moving Forward Milwaukie documents/links
 - Fact Sheet on urban renewal
 - A draft of goals and objectives and a project list for review and discussion to be sent one week prior to next meeting (March 30)

Proposed Urban Renewal Area



DRAFT GOALS AND OBJECTIVES

Note: Milwaukie has completed considerable planning prior to the preparation of this urban renewal plan. The applicable source documents for the goals and objectives have been noted with the objectives. These notes will not be in the final document; the sources are listed at the end of goals and objectives

The goals and objectives tie to the projects. They are interactive. If projects are added, goals and objectives will also be added; if projects are deleted, goals and objectives may also need to be revised.

The goals of the Urban Renewal Plan (the Plan) represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the urban renewal agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section XII, and were developed with input from the Milwaukie Urban Renewal Advisory Group. The goals and objectives will be pursued as economically as is feasible and at the discretion of the urban renewal agency. The goals and objectives are not ranked by priority.

Goal 1: PUBLIC INVOLVEMENT

Good public participation results in better decisions; engage and inform to maximize a diverse set of stakeholder's participation in the revitalization of the downtown and Central Milwaukie.

Continue public participation that ensures the opportunity for citizens to be involved in all phases of the urban renewal implementation process by providing accurate and timely information that genuinely offers opportunities for public input and involvement.

Objectives:

1. Provide opportunities for public input throughout the implementation process.
2. Utilize ad hoc advisory groups to review major changes to projects, programs, or goals and objectives in the Plan as identified in the Amendments section of the Plan in meetings that are open to the public.
3. Public participation might involve public meetings, surveys, open houses, workshops, polling, citizen advisory groups, and other forms of direct involvement with the public with the aim of offering opportunities to diverse and typically unengaged groups of our citizenry.

Optional:

Establish an ongoing Citizens Advisory Group to assist the urban renewal agency in decisions regarding plan implementation as identified in the Amendments section of the Plan.

Goal 2: ECONOMIC DEVELOPMENT/DEVELOPMENT

- Reactivate Main Street – Reestablish and strengthen a lively storefront retail character with a pedestrian emphasis and 18 hour use.(2)
- Enhance economic opportunities in downtown and Central Milwaukie. (1)
- Proactively encourage (re)development. (1)
- Add a mix of retail uses to support a downtown that is lively and active. (1)
- Invest in catalyst projects that leverage public private partnerships, incentives, and other tools that contribute to advancing multiple objectives of the Urban Renewal Plan. (1)
- Complement, protect, and promote the continued growth and vitality of current businesses. (2)
- Remove barriers and constraints to development
- Capitalize on the Light Rail investment to serve as catalyst for future investment and development

Objectives:

1. Support the development of transit-oriented residential, commercial, employment and recreational uses in the downtown and Central Milwaukie that will benefit from and support light rail.
2. Implement pedestrian and bicycle system improvements that will enhance connectivity between downtown and surrounding residential and commercial areas.
3. Create a tool kit of Public-Private Partnership (PPP) tools that can be used to invest in appropriate catalyst projects. (1)
 - Work with property owners to promote development and redevelopment of properties within the Area including but not limited to site prep for re-use, pre-development assistance, property consolidation, business assistance programs including façade and tenant improvement programs and strategic site acquisition for economic development. Implement loan and grant programs including a small business development fund. (1,)
4. Promote programs that help mitigate the impacts of gentrification by assisting existing businesses with their growth and viability. (2)
5. Develop and implement the wayfinding systems plan for the downtown and Central Milwaukie areas.
6. Encourage adaptive re-use of sites. (1)
7. Encourage a range of housing types as part of new-mixed use development. (1) Proactively encourage development on vacant or underutilized parcels (1)
 - Murphy Site
 - McFarland Site
8. Make publicly owned sites available to developers at favorable terms for qualifying projects. (1)
 - Triangle Site
 - Block 14 (Texaco Site)
 - Cash Spot Site

Goal 3: INFRASTRUCTURE: PUBLIC SPACES and TRANSPORTATION

- Provide adequate infrastructure and public amenities to support new development. (1)
- Enhance McLoughlin Boulevard as the primary entry point to downtown Milwaukie from the north, south, and riverfront trails provides a sense of place for visitors to downtown and provides a visual connection between downtown and the riverfront. (2)
- Provide significant open spaces and connections to the riverfront. (2)
- Improve access to and within Central Milwaukie for pedestrians, cyclists, and vehicles. (1, 3)
- Assist with funding of streetscape improvements (Public Area Requirements) for catalyst projects. (1, 2)

Objectives:

1. Improve connectivity in Downtown Milwaukie including streetscape improvements.
 - Assist in the completion of the streetscape improvements -Public Area Requirements identified in the Public Works Standards (2)
 - Monroe St. Neighborhood Greenway improvements (3, 4)
2. Enhance existing downtown parks
 - Riverfront Park, Phases 3 and 4 (2)
 - Dogwood Park (1, 2)

- Scott Park (1, 2)
 - Kronberg Park - pedestrian trail connections (1, 2)
3. Provide gateway and entryway improvements along McLoughlin Boulevard (1, 2)
 4. Upgrade McLoughlin north of Harrison Street and construct McLoughlin Bridge. (2)
 5. Upgrade McLoughlin Pedestrian Crossings (4)
 6. Construct the South Downtown Plaza (1, 2)
 7. Provide additional public space amenities in Central Milwaukie (3)
 8. Address transportation infrastructure deficiencies for Central Milwaukie (1, 3)
 9. Improve connectivity within the Central Milwaukie district with easily accessible multimodal pathways that are safe and attractive. (3)
 - Enhance pedestrian connections and improve bike trails and facilities (3)
 - Enhance pedestrian and bike trails and connections to increase safe and convenient multimodal access (3)
 - Address transportation infrastructure deficiencies for Central Milwaukie (3)
 - Facilitate creation of a more connected and complete street network within Central Milwaukie, especially through the Murphy and McFarland sites to address potential future congestion issues. (3)
 10. Improve external connections to the Central Milwaukie district. (3)
 - Create more bicycle and pedestrian connections. (3)
 - Improve multi-modal access at the perimeter of Central Milwaukie (Highway 224)(3)
 11. Assist in the development of structured parking in Downtown Milwaukie. (1)

Goal 4: SENSE OF PLACE

- Build on existing assets, existing uses including businesses, the Downtown buildings and the towns unique character in the Downtown Area. (1)
- Foster a sense of place in Central Milwaukie by promoting an identity and a vision. (1)
- Maintain an overall character complementary to and protective of surrounding neighborhoods. (1)
- Feature the natural environment, especially the Willamette River. (1)
- Strengthen Main Street as a source of pride and to ensure economic success. (1)

Objectives:

1. Promote development of gateway and entryway projects. (1, 2)
2. Install downtown and Central Milwaukie wayfinding signage and heritage plaques. (1, 2)
3. Promote high-quality, urban design that is complementary to the surrounding area. (1)
4. Employ parking management measures as needed to limit potential negative impacts of new development on residential parking needs (3)
5. Explore public-private partnerships to provide additional public space in Central Milwaukie (3)
6. Assist in the completion of streetscape improvements (Public Area Requirements) in Downtown Milwaukie. (1, 2)

7. Assist in improvements to Willamette Riverfront Park. (2)

Goal 5: FISCAL STEWARDSHIP

Work with taxing jurisdictions to both inform them of the annual project and financial activities of the urban renewal area and to evaluate opportunities to share tax increment revenues.

Objectives:

1. Send a copy of the annual project and financial report to all taxing jurisdictions, informing them of the activities of the urban renewal area.
2. Notify taxing jurisdictions of revenue sharing responsibilities and the timing of those responsibilities.
3. Reimburse city for annual costs in administering the urban renewal area.

SOURCE PLANNING DOCUMENTS:

1. [Moving Forward Milwaukie - Action and Implementation Plan for Downtown and Central Milwaukie](#)
2. [Milwaukie Downtown and Riverfront Land Use Framework](#)
3. [Central Milwaukie Land Use and Transportation Plan](#)
4. [Transportation System Plan](#)

DRAFT Project List

Development/Economic Development

- Develop Public Private Partnership Tools
- Façade/Storefront Improvements
- Tenant Improvements
- Pre-development Assistance
- Small Business Development Fund
 - Developer Assistance
 - Site Planning

Infrastructure: Public Spaces/Transportation

Downtown Transportation

- Upgrade McLoughlin north of Harrison and construct McLoughlin Bridge
- Structured parking
- McLoughlin Intersection Upgrades

Downtown Public Spaces

- South Plaza
- Riverfront Park Phases 3/4
- Dogwood Park
- Scott Park
- Kronberg Park Ped connections

Central Milwaukie Transportation

- Transportation Projects in CMLUTP
- Access to underdeveloped sites
- Murphy Site - Extend Llewellyn St
- Create connections from Meek Street to C St
- Create more bike/ped connections
- Oak Street, Myrtle and Penzance St and Milwaukie Marketplace
- Marked ped crosswalk at west leg of intersection at Harrison and Monroe
- Improve External connections to Central Milwaukie
 - Key Intersections for Multimodal access - Hwy 224 Oak/Harrison, Monroe and Oak
- Transit Connections

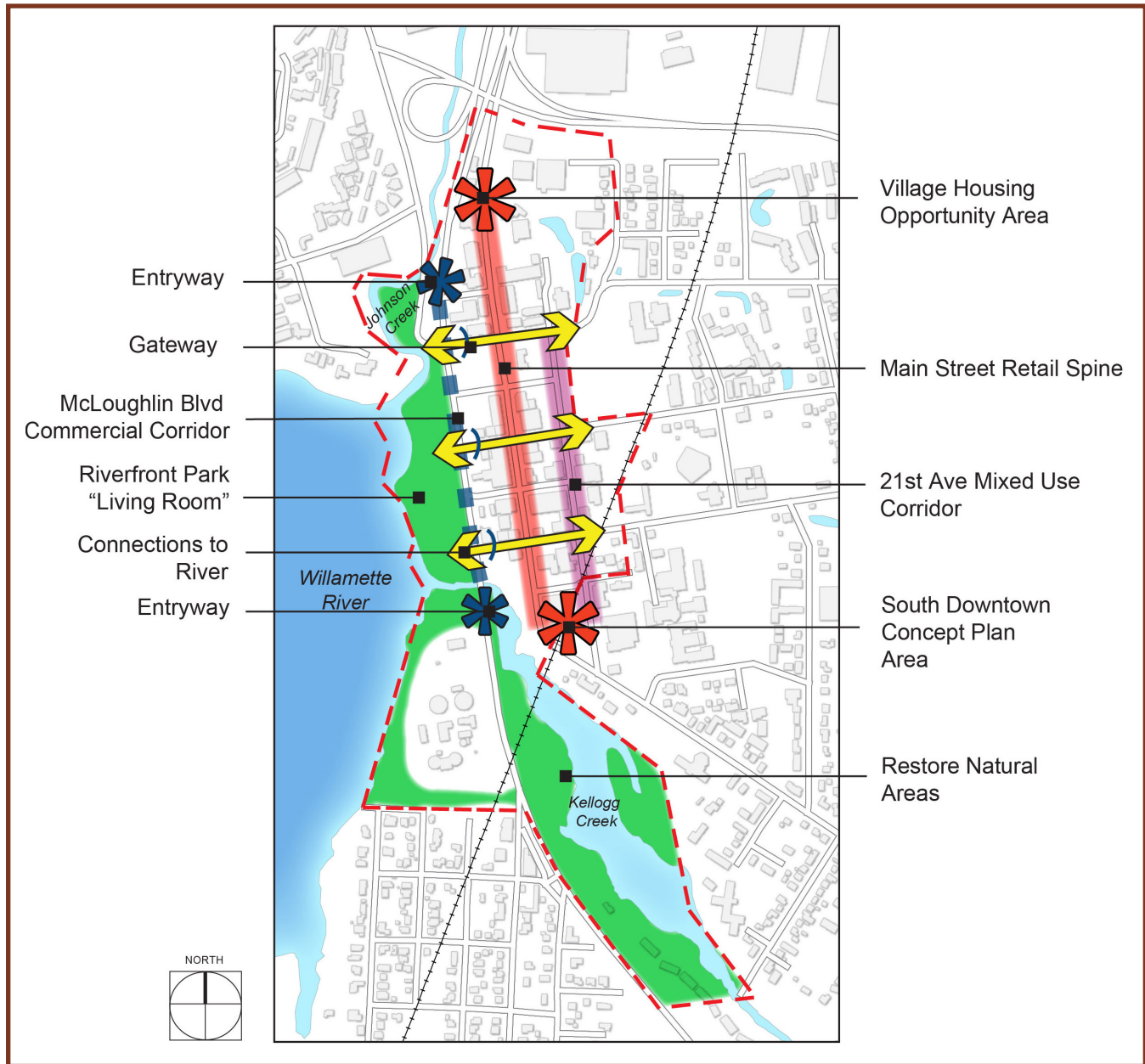
Central Milwaukie Public Spaces

- Create new public open space

Sense of Place

- Gateway/Entryway improvements along McLoughlin
- Streetscape Improvements/ Public Area Requirements
- Wayfinding Signage and Heritage Plaques
- Parking Management (also a transportation project)
- Public Private Partnerships to promote high quality design (also development)
- Riverfront Park
- Other park improvements

1.4 Fundamental Concepts



1.4.a South Downtown Concept Plan Area



2.2 Projects

This section sets forth key projects for the Framework Plan. The first key projects will establish a climate of positive change and growth, while larger or more costly projects would occur later.

Prioritization of these projects will occur during a subsequent process, prior to inclusion in the Capital Improvement Plan.

1 Scott Park Improvements

The 1990 Scott Park Master Plan should be revisited and updated. Construction of Scott Park improvements will enhance the system of downtown amenities and open spaces.

2 17th Avenue Bicycle and Pedestrian Connection

The Transportation System Plan identifies 17th Avenue as a bicycle and pedestrian route. The City has received grant funds for the design and construction of a multimodal connection between the Trolley Trail in downtown Milwaukie and the Springwater Corridor. Design work is underway, and construction is anticipated in early 2016.

3 Gateway and Entryway Improvements

The Framework Plan identifies key entrances to downtown and intersections along McLoughlin Boulevard. The appropriate gateway improvements will be identified, designed, and constructed.

4 Riverfront Park Phases 3 and 4

A master plan for Riverfront Park was adopted in 2010. Phase 1 of Riverfront Park (the Klein Point overlook) was completed in 2012, and phase 2 was completed in summer 2015. The City is seeking funding for completion of phases 3 and 4, which include a plaza, an amphitheater, a fountain, and additional landscaping.

5 Streetscape Improvements

The City adopted specific streetscape designs for downtown Milwaukie in 2000, and they have been implemented incrementally since that time. Pedestrian-friendly amenities—such as wider sidewalks, landscaping, benches, and streetlights—will enhance the pedestrian experience downtown.

6 McLoughlin Boulevard Improvements and McLoughlin Bridge

McLoughlin Boulevard was improved in 2007, from Harrison Street in the north to the UPRR bridge to the south. The section north of Harrison Street remains unimproved. Improvements to this section would provide a signal to visitors that they are entering downtown and would enhance pedestrian safety.

7 South Downtown Plaza and Adams Street Connector

The South Downtown Plaza and Adams Street connector are key elements of the South Downtown infrastructure. Construction of the Adams Street connector was completed in summer 2015. Refined design for the South Downtown Plaza is needed.

8 Dogwood Park Improvements

Refined design for the South Downtown Plaza will include integration with Dogwood Park and will identify key improvements for the area.

9 Kronberg Park Improvements

The master planning process for Kronberg Park is underway, and construction will begin when funding is available. The park provides a key connection between the Kellogg Lake bicycle/pedestrian bridge and the Island Station neighborhood.

10 Dam Removal and Restoration of Kellogg Creek

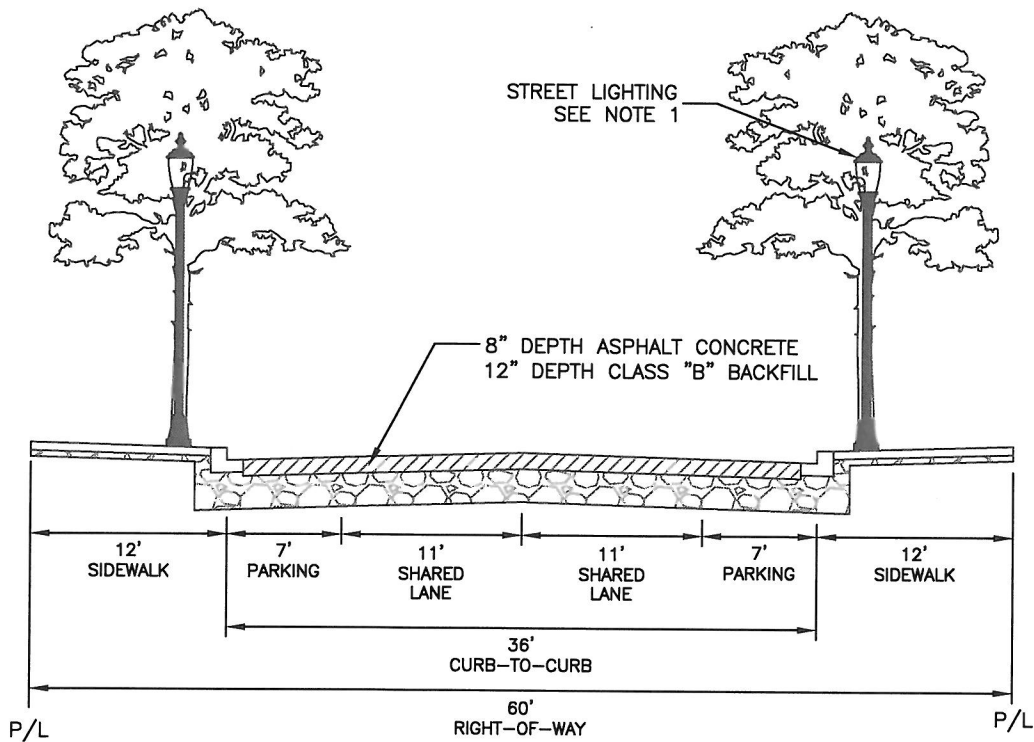
The Kellogg-for-Coho project has been ongoing since 2008. Design, permitting, and construction are needed to restore Kellogg Creek to a natural condition.

11 Wayfinding Signage and Heritage Plaques

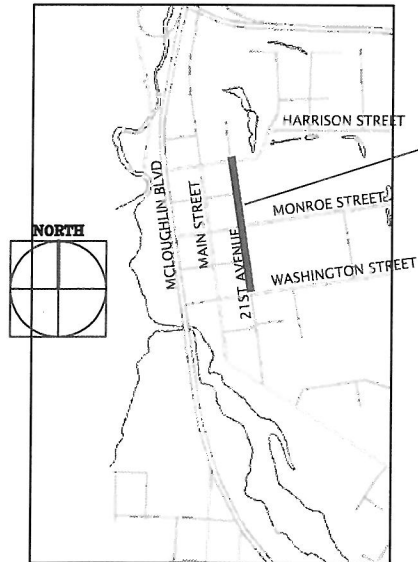
A wayfinding signage system will provide visitors with easy access to cultural and recreational opportunities within an area that can be easily accessed by foot, bicycle, and transit. Plaques will identify historic structures and locations and describe their role in Milwaukie's heritage and culture.

2.2 Projects





The City is in continual long range planning. These standards represent the best current plans but the City reserves the right to modify the plans.



21st AVENUE

- HARRISON STREET TO WASHINGTON STREET.
- UNDERGROUND ALL UTILITIES.
- FOR STREET FURNITURE, SEE SECTION 5.0191(E) OF THE MILWAUKIE PUBLIC WORKS STANDARDS.
- FOR BICYCLE FACILITIES, SEE SECTION 5.0191(F) OF THE MILWAUKIE PUBLIC WORKS STANDARDS.
- BIKE POSITION WITHIN THE SHARED LANE SHALL BE INDICATED WITH SHARED LANE MARKINGS IN ACCORDANCE WITH THE MUTCD.

CONSTRUCTION NOTES

1. STREET LIGHTING SHALL BE POWDERCOAT BLACK SINGLE ORNAMENTAL LIGHTS IN ACCORDANCE WITH SECTION 5.0091 OF THE MILWAUKIE PUBLIC WORKS STANDARDS.



CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

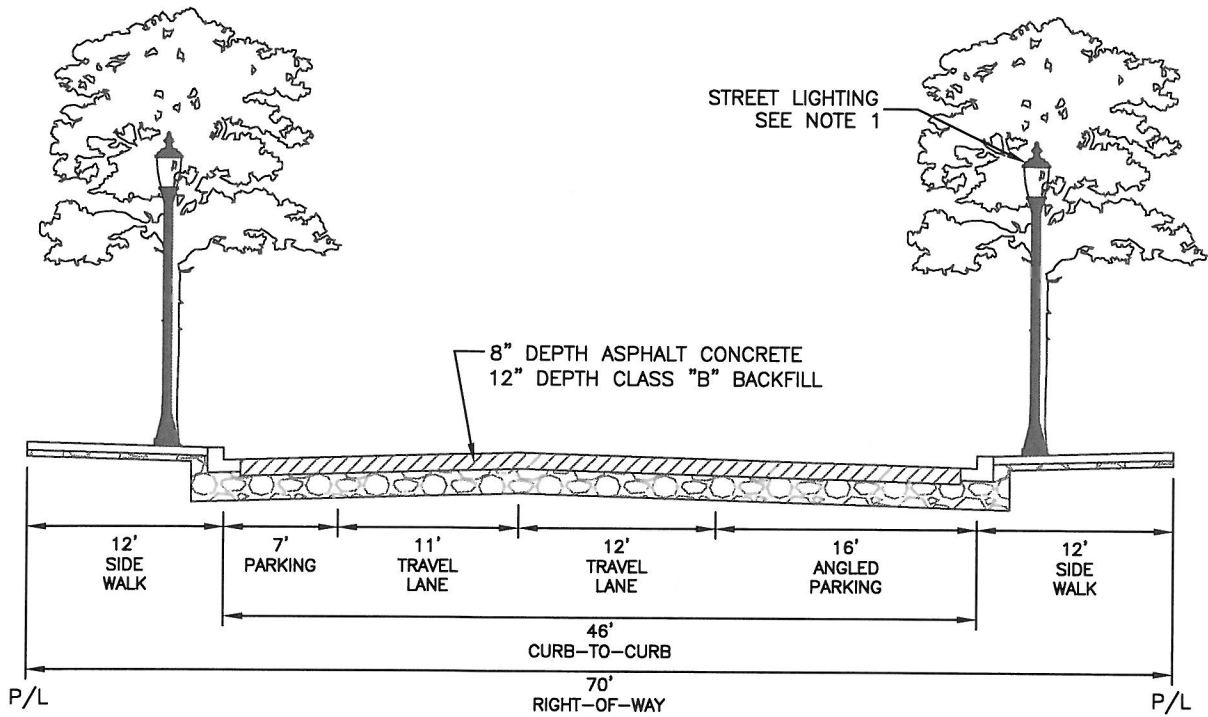
21st Avenue Cross Section

DRAWING NO.

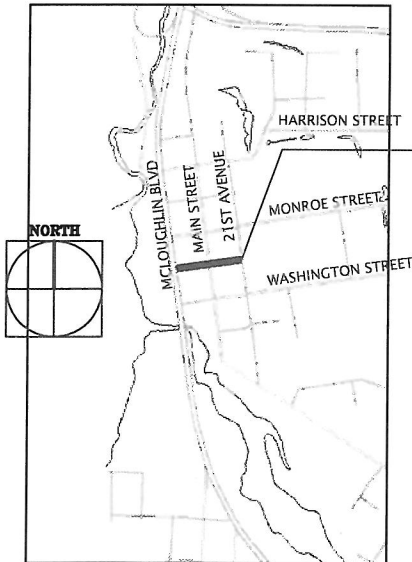
712A

APPROVED
[Signature] 12/14
CITY ENGINEER DATE

NO.	REVISIONS	DATE	BY
1	NEW DRAWING	03/10	JLR
2	CHANGE TO MATCH SOUTH DOWNTOWN PLAN	12/11	ZJW
3	DRAWING NUMBER CHANGED	12/14	AJR



The City is in continual long range planning. These standards represent the best current plans but the City reserves the right to modify the plans.



JEFFERSON STREET

- MCLAUGHLIN BOULEVARD TO 21ST AVENUE.
- UNDERGROUND ALL UTILITIES.
- FOR STREET FURNITURE, SEE SECTION 5.0191(E) OF THE MILWAUKIE PUBLIC WORKS STANDARDS.
- FOR BICYCLE FACILITIES, SEE SECTION 5.0191(F) OF THE MILWAUKIE PUBLIC WORKS STANDARDS.

CONSTRUCTION NOTES

1. STREET LIGHTING SHALL BE POWDERCOAT BLACK SINGLE ORNAMENTAL LIGHTS IN ACCORDANCE WITH SECTION 5.0019 OF THE MILWAUKIE PUBLIC WORKS STANDARDS.



CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

Jefferson Street Cross Section

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717

APPROVED
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CITY ENGINEER DATE

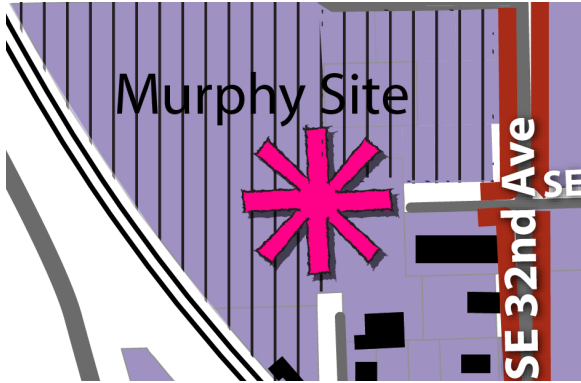
NO.	REVISIONS	DATE	BY
1	NEW DRAWING	10/09	ZJW
2	CHANGE TO MATCH SOUTH DOWNTOWN PLAN	12/11	ZJW

General Mixed Use



General Mixed Use allows for a broad range of commercial, office, and residential uses throughout Central Milwaukie.

Flex Space Overlay



General Mixed Use with a Flex Space overlay allows additional employment uses on the Murphy site.





Commercial Edge Treatment





The Commercial Edge Treatment on 32nd Ave allows multimodal access and creates a pedestrian-friendly environment.

LAND USE & URBAN DESIGN CONCEPTS DIAGRAM

Key

-  Catalyst sites
-  General Mixed-Use
-  No change to existing zoning
-  Flex Space Overlay
-  Parks/Open Space/Schools
-  New Parks/Open Space

Unifying Treatments:

-  Commercial Edge Treatment
-  Residential Edge Treatment



drive through the area every day.

Motor Vehicle Plan

Both the Murphy site and the McFarland site require new street access locations and internal vehicle circulation upon development.

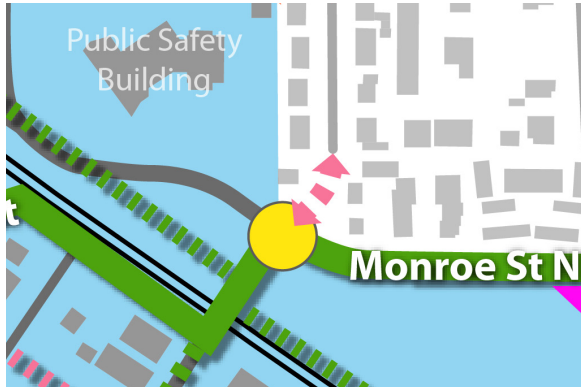
The Murphy site has the ability to support three new access points. Llewellyn St is currently a stub street that may be extended west into the site. Meek St, on the north side of the site, offers an

opportunity for a through connection at C St. Exact location to be determined at the time of development.

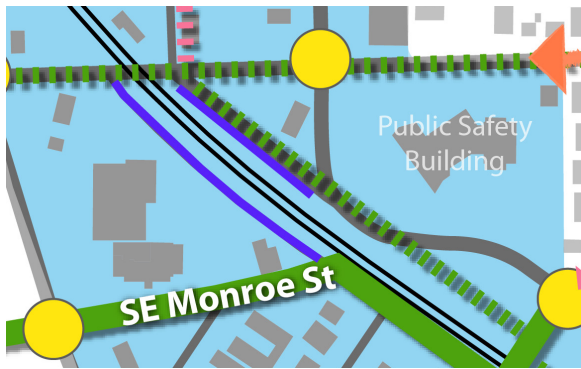
The McFarland site can support two new access points, one on 37th Ave at Jefferson St and one near the center of the site on Monroe Street. These access points will provide internal circulation while still leaving enough room for the Oak St/Monroe St intersection and railroad crossing to function optimally.

Proposed Multimodal improvements to the Central Milwaukie area are summarized in the table below

Name	Description	Status
Monroe St Neighborhood Greenway	Bicycle and Pedestrian treatments (shared lane, sidewalks) on low volume residential roads. Connects east-west to downtown.	Planning in progress
Harrison St Bike Lanes	Bike lanes on a major road, part of a grid of bike lanes. Connects east-west to downtown.	TSP project
37th Ave Bike Lanes	Bike lanes on a major road, part of a grid of bike lanes. Connects north-south.	TSP project
Railroad Ave Bike/Ped Path	Bike path alongside a major road; connects to a grid of bike lanes. Continues to the south-east.	TSP project
Intersection Improvements	As part of the Hwy 224 / 99E corridor plan, improve bike and pedestrian crossings at Oak, Monroe, and Harrison.	TSP action plan project
Murphy Site Internal Circulation	Provide auto, bike, and pedestrian circulation.	Provided during development
McFarland Site Internal Circulation	Provide auto, bike, and pedestrian circulation.	Provided during development
Harrison / 32nd Ave Intersection	Open the currently closed pedestrian crosswalk on the west leg of the intersection.	New Proposal
Oak St / 34th Ave Connection	Provide pedestrian / bicycle connection between study area and nearby residential neighborhood.	New Proposal
Northern Bike Connection	Bicycle connection through the Murphy site north to 29th Ave. Exact location to be determined.	New Proposal
Campbell St & Railroad Ave Upgrades	Pedestrian and bicycle treatments between Monroe St and Harrison St.	New Proposal
Connection Through Railroad Property	Provide connection between Monroe St and Campbell St.	New Proposal
Access Point Across Harrison at 21st Ave	Provide connection across Harrison St between Campbell St and the Murphy site.	New Proposal



Enhancing key intersections with improved crossings will improve the pedestrian experience.



Improved street design along commercial streets with business frontage will help to attract developer investment and local customers.



Providing pedestrian & bicycle facilities is important in creating successful multi use districts.

TRANSPORTATION/ CIRCULATION DIAGRAM

Key

- Study Area
- Primary Connections
- Key intersections
- Potential Access Points
- Primary Bicycle Routes
- Monroe St Neighborhood Greenway
- Ped/Bike Connection Opportunities*
- New Public Streets*
- Street Upgrades

*To be determined at time of development, according to the type of development.



IMPLEMENTATION MATRIX

Fundamental Concept	Strategy Category	Strategy
#1 Facilitate development of the Murphy and McFarland sites	Land Use	1.1 General Mixed Use Zoning Apply General Mixed Use zoning throughout Central Milwaukie allowing for a broader range of uses
	Land Use	1.2 Employment Overlay Apply Flex Space Overlay to the Murphy Site to accommodate potential light industrial flex space uses
	Land Use	1.3 By-Right Development Allow by-right development (via Type I Development Review) throughout Central Milwaukie to simplify the permitting process for new development proposals that are in keeping with the community vision for the District
	Finance/Economic Development	1.4 Public-Private Partnership Tools Invest in high-priority projects with Public-Private Partnership (PPP) tools to make high quality development in the District more financially feasible
#2 Promote high quality urban design complementary to surrounding area	Land Use	2.1 Residential Edge Treatment Use residential edge treatment design standards such as consistent building setbacks and appropriate frontage orientation to ensure streetscape compatibility and a smooth aesthetic transition between McFarland development and nearby residential properties
	Land Use	2.2 Commercial Edge Treatment Use commercial edge treatment design standards such as ground floor transparency to ensure a pedestrian-friendly and visually engaging streetscape
	Land Use	2.3 Pedestrian-Friendly Development and Design Standards Use development and design standards such as provision of ground-floor open space and access to light and air to ensure development is attractive and pedestrian-friendly.
	Transportation	2.4 Parking Management Employ parking management measures as needed to limit potential negative impacts of new development on residential parking needs
	Finance/Economic Development	2.5 Open Space Explore public-private partnerships to provide additional public space in Central Milwaukie.

Location	Implementation Mechanism
Throughout District (except Milwaukie Marketplace and high-density residential zones)	Zoning Map/Text Amendment
Murphy Site	Zoning Map/Text Amendment
Throughout District	Zoning Text Amendment
Throughout District (with emphasis on Murphy and McFarland Opportunity Sites)	Financial Tools (to be identified using criteria based on established City goals)
Monroe St and 37th Ave adjacent to/across from McFarland site	Zoning Map/Text Amendment
37th Ave adjacent to/across from Murphy site	Zoning Map/Text Amendment
Throughout District	Zoning Text Amendment
Throughout District	Monitor parking
Throughout District. Possibilities include the vacant parcel between Monroe St and the railroad, or somewhere within Milwaukie Marketplace	Capital Improvement Plan (CIP), Financial Tools (tbd)

Fundamental Concept	Strategy Category	Strategy
<p>#3 Encourage range of housing types as part of new mixed use development</p>	Land Use	<p>3.2 Height Bonus Provide a height bonus for projects that include residential development or are certified green buildings.</p>
	Transportation	<p>3.3 Pedestrian Connections Add pedestrian connections through McFarland site to increase multimodal access within and through the area for existing and future residents</p>
	Finance/Economic Development	<p>3.4 Vertical Housing Development Zone Institute a vertical housing development zone to incentivize the addition of residential units to mixed use development</p>
<p>#4 Improve connectivity within District with easily-accessible multimodal pathways that are safe/ attractive</p>	Land Use	<p>4.1 Multimodal Pathway Development Standards Use development standards along multimodal pathways to encourage “eyes on the street” and enhance pedestrian safety</p>
	Transportation	<p>4.2 Address transportation infrastructure deficiencies for Central Milwaukie Facilitate creation of a more connected and complete street network within the District, especially through the Murphy and McFarland, sites to address potential future congestion issues</p>
	Transportation	<p>4.3 Enhance pedestrian connections and improve bike trails and facilities Enhance pedestrian and bike trails and connections to increase safe and convenient multimodal access.</p>
	Transportation	<p>4.4 Explore Multimodal Mixed Use Area (MMA) designation An MMA designation in Central Milwaukie would mean that changes to City land use plans would not need to be evaluated using congestion performance standards. Added congestion from new development would not be an impediment to that development.</p>

Location	Implementation Mechanism
Throughout District (except Milwaukie Marketplace where residential uses are not permitted).	Zoning Text Amendment
McFarland Site	Site planning in coordination with future developer (tbd)
Throughout District (except Milwaukie Marketplace where residential uses are not permitted).	Adopt Vertical Housing Zone
Throughout District	
<ul style="list-style-type: none"> • Extend Llewellyn St into Murphy site • Create through connection from Meek St to C St on north end of the area (adjacent to Murphy site) • Create access point to McFarland site at 37th Ave and Jefferson St • Create access point to McFarland site at Monroe St near the midpoint of the site's north edge 	TSP implementation and update (see summary table of proposed improvements on pg. 20)
<ul style="list-style-type: none"> • Bicycle routes along Harrison St, Railroad Ave, Oak St, 37th Ave and north through Murphy site to 29th. • Pedestrian connection through Murphy site from 31st Ave to Meek St • Features to enhance pedestrian and cyclist safety throughout District • Enhanced crossings at key intersections (see diagram on pg. 22) • Pedestrian connections between Oak St, Myrtle and Penzance Sts, and Milwaukie Marketplace • Marked pedestrian crosswalk at west leg of intersection at Harrison St and Monroe St 	TSP update and implementation (see summary table of proposed improvements on pg. 20)
Throughout District	Comprehensive Plan Amendment

Fundamental Concept	Strategy Category	Strategy
<p>#5 Improve external connections to District</p>	<p>Transportation</p>	<p>5.1 Create more bicycle and pedestrian connections Adding and enhancing multimodal facilities at the perimeter of Central Milwaukie will make entering and exiting the District safer and more convenient</p>
	<p>Transportation</p>	<p>5.2 Enhance transit connections to the area Collaborate with TriMet to enhance transit access and frequency in the long-term, exploring to increase access by rerouting the Milwaukie Shuttle and emphasizing the Monroe St Neighborhood Greenway as a path with multimodal access to Downtown Light Rail Station</p>

Location	Implementation Mechanism
<p>Key intersections for improving multimodal access at the perimeter of the District include: Hwy 224 and Oak St, Hwy 224 and Harrison St; Monroe and Oak St</p> <p>Primary Connections to the District include: 32nd Ave to the north; Harrison St to the east and west; Monroe St to the east and west; Oak St to the west; International way to the east and west; 37th Ave to the north and south; Railroad Ave to the southeast</p>	<p>TSP update and implementation (see summary table of proposed improvements on pg. 20)</p>
<p>Milwaukie Marketplace (for rerouting Milwaukie Shuttle); Monroe St</p>	<p>Collaborate with TriMet</p>