

# Tacoma Station Area Plan Evaluation Measures

The following table contains draft Evaluation Measures for the City of Milwaukie Tacoma Station Area Plan project. The consultant team will use the measures to evaluate proposed redevelopment scenarios for the plan area. The evaluation measures are intended to be consistent with the project goals and objectives, while implementing the requirements of the Transportation and Growth Management (TGM) Program Grant for the Tacoma Station Area Plan. The Evaluation Measures include a combination of quantitative and qualitative indicators, which are intended to serve as guidelines for planning in the study area.

Project Goals, Objectives and Evaluation Factors	Evaluation Measures/Metrics
<p><b>Land Use:</b></p> <ul style="list-style-type: none"> <li>▪ Promote the area as an employment center and potential entertainment hub.</li> <li>▪ Generate jobs.</li> <li>▪ Allow existing industrial uses on manufacturing land to continue to operate and be viable while also considering a broader mix of uses in the future.</li> <li>▪ Provide amenities (in the form of attractors or new land uses) for the surrounding neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Plan allows existing industrial uses to continue with minimal disruption – e.g., preserves rail spurs and maintains or improves freight access, land use flexibility, and predictability in permitting. (Relative Ranking of Alternatives)</li> <li>▪ The Plan facilitates transit-supportive development, including development intensity, land use mix, and building or site design, pedestrian-orientation and connectivity. (Relative Ranking of Alternatives)</li> <li>▪ The Plan allows new employment uses at densities of 45 persons per acre, consistent with Metro Functional Plan Title 6, Sections 3.07.610 – 3.07.640. (Yes/No)</li> <li>▪ The Plan results in a net increase in the number of employees at buildout, based on proposed zoning, including high-paying jobs. (Relative Ranking of Alternatives)</li> <li>▪ The Plan accommodates large-scale redevelopment, where applicable. (Relative Ranking of Alternatives)</li> <li>▪ The Plan provides for land uses and/or other amenities that would benefit future workers and residents in the area. (Relative Ranking of Alternatives)</li> <li>▪ The Plan provides for a mix of feasible uses, based on market analysis. (Relative Ranking of Alternatives)</li> <li>▪ The Plan is generally supported by study area property owners. (Relative Ranking of Alternatives)</li> <li>▪ Potential redevelopment costs are reasonable based on the professional opinion of a market analyst and feedback from property owners. (Relative Ranking of Alternatives)</li> </ul>

Project Goals, Objectives and Evaluation Factors	Evaluation Measures/Metrics
<p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>▪ Achieve the 2030 Light Rail Station weekday ridership and mode split forecast.</li> <li>▪ Comply with the State Transportation Planning Rule (TPR), in particular the requirements of OAR 660-012-0060(10).</li> <li>▪ As applicable, apply the TPR provisions for Multimodal Mixed Use Areas, under OAR 660-012-0060(1), to maximize redevelopment opportunities. See also, Land Use Goals and Objectives.</li> <li>▪ Improve bicycle and pedestrian access in the study area, especially to the Tacoma light rail station and downtown Milwaukie.</li> <li>▪ Limit improvements to OR 99E to those needed to enhance operations and safety.</li> <li>▪ Minimize the duration of congestion on Highway 99.</li> <li>▪ Optimize transportation access and mobility for all modes of transportation, while addressing health and safety concerns, and maintaining transportation system performance, per the Sustainable Transportation Analysis &amp; Rating System (STARS).</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Plan improves connections to and between the station, the Springwater Trail, the <u>Ardenwald &amp; Sellwood Moreland neighborhoods</u>, and downtown Milwaukie. (Relative Ranking of Alternatives)</li> <li>▪ At Plan buildout, projected pedestrian and bicycle mode share is significantly increased through transit-supportive development and design, safe and convenient access and supportive amenities. (Relative Ranking of Alternatives)</li> <li>▪ At Plan buildout, the number of motor vehicle trips on OR 99E does not exceed the “worst case” vehicle trip projection under existing zoning and/or mitigates those increases to ensure compliance with the Oregon Transportation Planning Rule. (Yes/No)</li> <li>▪ The duration of congestion on OR 99E, is lower than for other alternatives. (Relative Ranking of Alternatives)</li> <li>▪ The Plan is not predicated on ODOT making motor vehicle capacity improvements to OR 99E. (Yes/No)</li> <li>▪ The total vehicle mile trips generated within the study area is lower than for other alternatives. (Relative Ranking of Alternatives)</li> <li>▪ As applicable, the Plan (or portion of Plan) potentially complies with the definition of a Multimodal Mixed Use Area, under the Transportation Planning Rule. (Yes/No/NA)</li> <li>▪ The Plan includes transportation safety improvements which can reasonably be expected to mitigate the causes of accidents described in crash history data and to address Tacoma interchange queuing per TPR 0060(10). (Yes/No)</li> <li>▪ The Plan provides for needed local street network improvements within the plan area, <u>including improvements for parking and freight access</u>. (Yes/No)</li> </ul>

***Required Evaluation Factors from Project Scope of Work to Ensure Consistency with Local, Regional and State Policies***

- a. Consistency with the TPR and in particular the requirements found under TPR 660-012-0600(10).
- b. Achieving compliance with Metro Title 6 (Functional Plan Sections 3.07.610 – 3.07.640) provisions for recommended employment density of 45 persons per acre and criteria for 30% generation reduction in trips;
- c. Achieving compliance with the definition of a Multimodal Mixed Use Areas in TPR 0060(1);
- d. Achieving 2030 Station weekday ridership and mode split forecast as a qualitative measure based on improved access, transit supportive land uses, etc.;
- e. Achieving objectives resulting from utilizing STARS to develop goals and objectives;
- f. Generating jobs;

- g. Providing amenities (in the form of attractors or new land uses) for the surrounding neighborhoods;
- h. Differences in VMT using the regional model;
- i. Local vehicular system impacts;
- j. Duration of congestion on OR 99E; and
- k. Potential redevelopment costs (order of magnitude).