



North Milwaukie Industrial Area Plan: Advisory Group Meetings #3 Summary

On January 5, 2017, the North Milwaukie Industrial Area (NMIA) Plan Project and Technical Advisory Groups convened in a joint meeting at the City of Milwaukie Public Safety Building to discuss the North Milwaukie Industrial Area Plan. The advisory groups are composed of public, non-profit and private sector stakeholders who provide the project team with guidance and direction. Twenty advisory group members participated in the meeting. The following is a summary of the key discussion points from the meeting.

Meeting Overview

The purpose of the meeting was to discuss emerging vision and goals and develop draft concepts. Alex Dupey of MIG, Inc. convened the meeting by welcoming members of the advisory groups. Mayor Mark Gamba gave opening remarks describing potential opportunities for the NMIA.

Alex presented highlights from Public Meeting #1, stakeholder meetings with existing business and property owners and brokers, and preliminary findings from the online community survey. The input collected to-date helped to shape the vision statements and goal areas discussed by the advisory groups during Meeting #3. Matt Craigie of ECONorthwest presented findings from the Market Study and Economic Feasibility Analysis. The analysis examines current and potential future demand for NMIA properties and will inform an analysis of adaptive reuse and potential redevelopment of NMIA properties. The remainder of the meeting focused on discussion of the NMIA Plan Vision Elements and Draft Goals and Concepts.

Meeting Summary

NMIA PLAN VISION ELEMENTS

Meeting participants reviewed vision statements describing potential directions for the NMIA Plan and indicated whether they agreed, were not sure or disagreed with the statement. Participants voted and briefly discussed their responses as a large group. They also recorded their responses on an activity sheet. The vision statements with the highest level of support are listed below. The complete results, including all proposed potential vision statements, are attached to this summary as Attachment A.

Big Picture: There was strong support for a grand, even transformative vision for the NMIA, but also a fair degree of support for protecting existing businesses, recognizing that the area works well

as is. Of the three draft “vision statements” presented to Advisory Group participants, the highest votes were for the following vision statement:

- The NMIA needs a grand vision to stay competitive with other areas.

There was also support for this statement:

- The NMIA works now, it just needs a few tweaks.

There was no support for this statement:

- Leave the NMIA alone; let the market decide.

Employment:

- Future employers want to be here because it’s the place to be (innovation and district brand).

Transportation:

- Bicycles, pedestrians and transit access are important for the future of NMIA.
- McLoughlin is not fine the way it is.

Vision: There was equal support for two vision statements.

- The NMIA is about manufacturing and making things.
- The NMIA is about mixed use, both commercial and flex space.

NMIA PLAN DRAFT GOALS AND CONCEPTS

Meeting participants discussed goals for the NMIA Plan related to four topic areas including: 1) Land Use and Urban Design, 2) Infrastructure and Natural Systems, 3) Employment, and 4) Transportation and Connectivity. A project team facilitator recorded each group’s discussion on flipcharts. A transcription of the notes is included as Attachment C. Following the small group discussions, each group reported key themes from their group’s discussion. A MIG facilitator recorded the report-outs on a wall graphic. An image of the wall graphic is included as Attachment B.

1. Land Use and Urban Design

- Protect industrial uses. Encourage regional investment and uses compatible with industry.
- Mixed-use development should be considered with a focus on manufacturing and other business uses.
 - Many advisory group members suggested that retail should be limited and should focus on serving employees.
- Developing housing within NMIA is not a focus but creating better connections between the District and existing adjacent housing is important.
- Meeting participants discussed the benefits of vertical density in NMIA and form-based zoning.

- Multistory buildings will create opportunities for flex spaces above industrial ground floor uses.
- Consider integrating arts uses into NMIA.
- Integrate open green spaces throughout the District, including:
 - Access to Johnson Creek.
 - Pocket parks and green roofs.
- Consider ways to activate NMIA during after-work hours. Ideas included integrating event spaces and making parking available for new and nearby uses.
- Create certainty for investors.

2. Infrastructure & Natural Systems

- There was a strong interest in integrating natural systems into NMIA, particularly through green infrastructure and restoration of Johnson Creek to help address flooding.
- Increase the tree canopy.
- NMIA is an opportunity to create an Eco District.
- High-speed internet is needed to support current businesses and attract new and diverse businesses.

3. Employment

- Milwaukie should be the working-class city of the future. Family wage jobs are essential for realizing this goal.
- Workforce training should be integrated into NMIA uses and ladders of opportunity should be accessible for employees.
- A diversity of jobs is needed.
- It will be important to protect the existing NMIA businesses and help foster their growth while adding new businesses.
- The City should actively recruit businesses that support NMIA Plan goals.
- NMIA should be a home for “makers” and “doers” (ADX and ActivSpace in Portland are examples.)

4. Transportation & Connectivity

- Develop bridges over heavy rail and McLoughlin to increase connectivity for pedestrians and bicyclists.
- Consider a Transportation Management Agency to help manage transportation demands and solutions in and around the NMIA.
- Develop more safe multimodal routes that allow for safe travel for bicyclists and pedestrians from auto, freight truck and train traffic throughout the district.
- Address conflict points between freight and other transportation modes and ensure that freight can access the District efficiently and safely.
- Improve transit and connections from the Milwaukie/Main St. MAX and SE Tacoma St/Johnson Creek MAX station. Consider bus, streetcar and TMA shuttle.

- Improve wayfinding throughout the District, especially to help connect NMIA to Downtown Milwaukie.

NMIA PLAN VISION ELEMENTS

Green: Definitely, this is what we should do

Yellow: Maybe, not sure

Pink: No way

	GREEN	YELLOW	PINK
VISION- What's the big picture?			
1A: The NMIA needs a grand vision to stay competitive with other areas.	14	6	0
1B: The NMIA works now, it just needs a few tweaks.	8	9	3
1C: Leave the NMIA alone. Let the market decide.	0	3	7
VISION-What kind of jobs?			
2A: Future employers want to be here because it's the place to be (innovation and district brand).	12	9	0
2B: Future employers are most likely the same types of businesses as today.	3	11	6
2C: Who knows? There should be options for everyone.	7	9	5
VISION-How do we get around?			
3A: Bicycles, pedestrians, and transit access are important for the future of the NMIA.	17	2	0
3B: Heavy rail is important for the future of the NMIA.	2	11	7
3C. McLoughlin is fine the way it is.	1	4	15
VISION-How should it (re)develop?			
4A: The NMIA is about manufacturing and making things.	13	6	1
4B: The NMIA is about housing and retail.	1	8	11
4C: The NMIA is about mixed use, both commercial and flex space.	10	9	1

NMIA PROJECT + TECHNICAL ADVISORY GROUPS

MAPCART

- ACT SPACES
- MULTI-USE/FLEX
- EXISTING SQ FT. - Right fit
- SCENARIOS OPTIONS COMPARED TO REGION
- INDUSTRIAL FOCUS

"ACT SPACES" DISTRICT CASE STUDIES

Right fit

PROGESS INVESTMENT

INCOMPATIBLE LANDS

CONNECT/LEAD/INTENSIFY

INTEGRATED w/ COMMUNITY

LOOKS FOR FUTURE IND. INVESTMENT

PROTECT INDUSTRIAL

04A ↑
04B →
04C ↓

LAND USE

- FORM BASED ZONING
- OPEN SPACE — RIVER WALK
- RETAIL ONLY TO SUPPORT EMPLOY — FOOD CARTS
- HOUSING — ?
- VERTICAL DENSITY
- CONNECTING TO DOWNTOWN
- CREATE CERTAINTY FOR INCREASED INVESTMENT
- 24-HOUR ACTIVITY — SHARED PARKING

01A ↑
01B →
01C ↓

BIG PICTURE

NMIA VISION

INFRASTRUCTURE

- ELC DISTRICT
- CREEK REPAIR
- HIGH-SPEED INTERCITY
- CLEAN ENERGY > CITY-WIDE VEHIC FOR NET 0
- BRIDGES OVER RAIL + 22+
- INCREASE TREE CANOPY

02A ↑
02B →
02C ↓

EMPLOYMENT

- FAMILY/LIVING > WORKING CLASS CITY OF FUTURE
- WORK FORCE TRAINING
- ACCESS
- REPROTECT BIZ WHILE ADDING NEW
- MAKERS + DOERS - 12. ADX
- INNOVATION — JOBS OF FUTURE
- DIVERSITY OF JOBS
- LADDER OF OPPORTUNITY
- ACTIVE RECRUITMENT BY CITY

03A ↑
03B →
03C ↓

TRANSPORTATION

- FREIGHT MOVEMENT w/ OTHER MODES
- TMA
- IMPROVE TRANSIT — BUS
- IMPROVE PED/BIKE ACCESS — STREET CAR
- IMPROVE TMA SHUTTLE
- FRONT IN + OUT
- CONNECTIVITY
- MORE MULTI-MODAL OPTIONS — IMPROVE WALKING PATHS
- SEPARATE MODES FOR SAFETY

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GROUP 1

Employment

- Family- wage
- Maker space
- Employment densities
- Maintained distribution
- Flexibility
- Training- workforce
- Capitalize on location
- Access- employment
- Middle-wage jobs (no college required) \$32-50k
- Preserve industrial character
 - Very few industrial areas left
 - Increase traffic if ind. Goes elsewhere
- Make more of a marketable and competitive area
- Diverse user → trade offs?
- Industrial sanctuary
- Multi-layered industrial
 - Industrial
 - Office flex-space

Land Use & Urban Design

- Form-based zoning code? Vs.
- Single uses not form based
- Function based
- Open space
- Connection to Sellwood/ DT Milwaukie
- Employment area (zone)
 - Office
 - Industrial
 - Campus institutional
 - Retail
- Maximum retail sq ft. (subordinate use)
 - Non-destination retail
- Maker space/ flex space

- Housing??
 - Incompatible/ ambulance
 - Inherent conflict
 - Edge areas?
- Strategies
- Live-work maker space??

Transportation/ Access

- Sidewalks/ walkability/ ped access
- "Permeability"- successful trans network
- Smooth flow of freight, but allow bikes/ peds multi-modal
- 18 wheeler turning needed
- Well connected, untangled maze → not understood
- Leverage the transportation resources
- Performance measures for mode split
- TMA
- Lower job density 24/7 → access is \$
- Truck mobility
- Freeway access
- MAX line underutilized
 - No parking!

Infrastructure & Natural Systems

- Eco-Industrial
- Johnson Creek (Asset)
 - Enhance
 - Mitigate flood plain, issues
- Stormwater management- treatment systems
 - "Green Inf"
- Eco-District
- Wetland mitigation
- Energy efficiency- solar?
- Broadband
- Solar water systems?
- Sewage treatment on site

Attachment C: Small Group Discussion Notes

- Air quality mitigation
- Waste-management mitigation

GROUP 2

Employment

- Mixed
- Protect businesses/ evolve employment over time
- Makers & doers
 - Traded sector
 - Create & sell
 - Incubator
 - Flexibility to allow uses
- Living and working
- Higher employment density

Land Use/ Urban Design

- Johnson Creek watershed/ place for people
- "Ashland"
- Industrial
 - Warehousing
 - Clusters
- Employment densities (vertical)
- Truck movement/ parking needs
- Retain industrial/ density
- Reconnect to downtown

Transportation

- Better access on intersections (Milport/ Ochoco)
- Frontage roads work well
- Need to fix access
- Tiered transportation system
- Movement of goods/ services
- "streetcar to district"
- Circulator (IG central eastside)
- TMA

- Freight in/out →
- Access across Mcloughlin
- Integrate district (freight first)

Infrastructures & Natural Systems

- Creek wall as spine
- High speed data lines
- Free wifi
- Streetcar/ access to Springwater
- Bridge over/ railroad under

GROUP 3

Employment

- Local
- Light & heavy ind. Sanctuary
- Hub of living wage jobs
- Working class city of next century
- Smaller incubation spaces
- Employees with flexible skills
 - Training/ education space
- Commercial/ services/ food
 - Indoor food cart cluster
- Zoning changes:
 - Height increase →
 - Uses
 - Ground floor indust.
 - Increase density by building up with compatible uses
- Protection from gentrification
- Incentives for property owners- low vacancy currently. How to inspire new uses/ mix
- Tool for diversified employ.
- Active recruitment by city

Land Use/ Urban Design

- Connectivity
- Integrated
- Green Space/ outdoor public space
 - Green infrastructure (& asset)

Attachment C: Small Group Discussion Notes

- Walkable (Trails)
- More pocket parks/ green spaces-asset
- Nodes built around common public spaces
 - Ex-campus with Quads→ create destination
- Concept
- Johnson Creek Corridor
- After hours uses- venues
- Multifamily around perimeter of district can use parking after hours
- Improving traffic flow
- More marked cross walking- internal
- Additional light at Waverly
- Ensuring safety
- Utilize top of buildings

Transportation

- Shuttle service for interrail trips
 - Connect to light rail
- Life cycle of uses- should transpo/ support current/ and/or prosecuted uses → smaller uses
- Connecting downtown natural areas within NMIA
- Prevent conflicts through well marked ped environment
- TDM program (Swan Island)
 - Garage
- Improve parking options
- Connected trails with wayfinding
- Add. Cross walks within district
- Mountable curbs for truck access

Infrastructure

- Stormwater management
 - Perm. Surfaces
- Fiber!
- Increase tree canopy: shade, stormwater

- Separated & marked bike facilities
 - What is in Metro's Active Transportation Plan?
- Street lighting
- Creek as focus → trail
- Formalizing existing social trails

GROUP 4

Employment

- Innovation
- Markers market
- Wages
 - worry about widening gap
 - raise avg. wage
 - diversity of wages
- New mix of jobs
 - high tech
 - this requires a significant triangle
- Traded-sector
- Transportation & parking
- Small ind. Area- only place for dt to expand
 - Dt is not fully built out and has more capacity
- Question of compatibility of adjacent uses housing mixed with indus.
- Dev. Areas already identified for redev: ODOT, Pendleton

Land Use/ Urban Design

- Need a master plan
 - Business will not take a risk
- Look at it from a node perspective
 - Pendleton, Alpha store works
 - Bring developers in to show
- Connecting retail: Pendleton/ dt
- Create connection to neighborhood
- Trimet Park & ride?

Attachment C: Small Group Discussion Notes

- Where does exist warehouse/ dist go or can it co-exist with MU?

Transportation and Access

- Ochoco intersection must be a priority
 - Left turns
 - More clarify/ signage
- An option to come back dt on Main St. headed N.
- Lightrail allows OPP to add parking capacity (dt needs more parking- extend into NMIA?)
- Parking will become less of a priority over time
- Connect to neighborhood, re-establish the grid
- Wayfinding on Main
 - A goal of Tacoma Station Plan
 - Make it more of a Blvd. into downtown
 - Make it safe for emp. To walk to dt restaurants
- Truck Mobility
 - Hard to get off McLoughlin
 - Freight- friendly route
 - & infrastructure that's ped-friendly

Infrastructure & Natural Systems

- Acknowledge Johnson Creek
 - Enhance wetlands- like industrial way, treat creek as an amenity
- Restore open space while increasing density: vertical
- Mini green spaces with outdoor seating
- A path along creek

WELCOME! Please sign in.

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