

SUMMARY

Tacoma Station Area Plan Technical Advisory Committee Meeting #1

July 9, 2012

3 – 5 pm

City of Milwaukie, City Hall, Second Floor Conference Room

Following is a summary of the first meeting of the Technical Advisory Committee (TAC) for the Milwaukie Tacoma Station Area Plan. This document is intended to summarize key suggestions and recommendations provided at the meeting. It is not a verbatim transcription or complete record of everything that was said at the meeting.

Attendees:

- Gail Curtis, ODOT
- Jeff Doren, TriMet
- Matt Hastie, Angelo Planning Group
- Peter Hurley, City of Portland
- Chris Maciejewski, DKS Associates
- Scot Siegel, City of Milwaukie
- Matt Wickstrom, City of Portland

The purpose of this meeting was to review and discuss the following Task 2 draft deliverables and other items, including the following:

- Overall project status and schedule
- TAC roles and responsibilities
- Policy and Regulatory Framework Memo
- Draft Goals, Objectives and Evaluation Measures
- Task 2.3 Draft Tacoma Station Conditions, Opportunities and Constraints Report
- Potential elements of Redevelopment Scenarios
- Other planning issues and concerns

Overall status report and project schedule and TAC responsibilities

Matt gave a quick report on the overall process and schedule for the project, including reviewing the project study area boundaries and work that has been done to date. He and Scot Siegel also summarized the role of the TAC – to provide feedback and guidance on key project tasks and deliverables as representatives of their respective agencies. The group will meet three times, with the remaining two meetings tentatively scheduled for mid-September and late November/early December. The TAC also will review a draft Station Area Plan and comment via e-mail or phone in February, 2013.

TAC members asked if the team planned to consider or recommend possible redevelopment of properties on the West side of McLoughlin Blvd. Matt responded that the work program focuses on redevelopment scenarios within the area east of McLoughlin. However, the team can make some general comments or recommendations related to potential redevelopment elsewhere as well, although they may not describe or evaluate those proposals in the same level of detail as for the primary study area.

Policy and Regulatory Framework Memo

Scot Siegel reviewed key points from this document, including important local and regional requirements that the team needs to consider, including maintaining the viability of employment areas, compliance with Metro Title 6 and Title 4 requirements and consistency with the state Transportation Planning Rule among other items. He also noted that the team will identify amendments to the City's development code, Comprehensive Plan and Transportation System Plan needed to implement the proposed Station Area Plan. Matt noted that the team will consider the possibility of recommending designation of a multi-modal mixed use area (MMA) somewhere within the study area. Preliminary analysis shows that it may be challenging to meet the requirements of an MMA in this area but the team has not ruled it out. Other comments included:

- ODOT is not trying to stifle development in the area but the project is predicated on not expanding the capacity of OR 99E. However, operational and safety improvements may be recommended and a shift from auto trips to other modes may help increase the capacity or potential for future development in the area.
- The Smart Trips program may be a good strategy for this area. It is cost-effective and can have a measurable impact on increasing the share of trips by walking and bicycling.
- The Kidder-Matthews market analysis includes important findings for us to continue to be aware of during this process in terms of potential changes in land use.
- Opportunity Site #1 (Pendleton site) may have different characteristics than the other two sites in terms of its direct proximity and relationship to the light rail station site. That will be important in considering redevelopment scenarios there.
- Frame the area as rich in connections to regional transportation facilities (e.g., Highway 225 and Interstate 205).

Draft Goals, Objectives and Evaluation Measures

Matt reviewed this document with the group. They provided the following comments and suggested revisions:

- Add a land use/economy objective that talks about adding money back into the local economy (e.g., through savings on local transportation costs)
- Add a transportation objective to increase the share of walking and bicycling trips in the study area
- Add an evaluation measure related to vehicle miles traveled (was included in the original draft evaluation measures but inadvertently dropped during the last round of revision)

Other strategies recommended for consideration during the project included:

- Consider how to encourage higher intensity employment or commercial uses through zoning and design
- Provide incentives for using bicycle and car-sharing programs (e.g., designated spaces at the light rail station park and ride lot)
- Address parking issues and consider reducing or eliminating minimum parking requirements
- Look at strategies to be implemented by Portland at the Clinton Street light rail station

Baseline Conditions, Opportunities and Constraints Report

Matt and Chris Maciejewski briefly reviewed this memo with the group. Comments and questions included:

- Addressing pedestrian crossing issues at McLoughlin is a key to improving connections from neighborhoods to the west to the light rail station and this study area. Improving these connections, as well as access to/from neighborhoods to the east will be essential to increasing the share of walking and bicycling trips to the station.
- Will the team look at the design of a crossing under the Springwater Corridor trail to improve north/south connectivity?
- Traffic issues associated with the intersection of Johnson Creek Boulevard and 32nd will be mitigated by improvements to that intersection assumed in the Portland to Milwaukie Light Rail Plan. However, increased development in the study area also could impact operations there.
- Plans for the Park and Ride facility are as shown on the most recent plans for the light rail station. Plans for a public/private development of that site are not moving forward at this time.
- Other projects proposed at the light rail station include energy transfer facilities and vehicle charging stations.
- TriMet is not currently assuming dedicated carpool parking spaces at the park and ride but can consider that as a strategy to reduce single-occupancy vehicle trips.

Redevelopment Scenario Ideas

The group did not have any additional comments on preliminary redevelopment scenario ideas beyond reiterating the following earlier comments.

- Opportunity Site #1 (Pendleton site) may have different characteristics than the other two sites in terms of its direct proximity and relationship to the light rail station site. That will be important in considering redevelopment scenarios there.
- Consider how to encourage higher intensity employment or commercial uses through zoning and design
- Provide incentives for using bicycle and car-sharing programs (e.g., designated spaces at the light rail station park and ride lot)
- Address parking issues and consider reducing or eliminating minimum parking requirements
- Look at strategies to be implemented by Portland at the Clinton Street light rail station
- Addressing pedestrian crossing issues at McLoughlin is a key to improving connections from neighborhoods to the west to the light rail station and this study area. Improving these connections, as well as access to/from neighborhoods to the east will be essential to increasing the share of walking and bicycling trips to the station.

Other planning issues or concerns

No discussion.

Other planning issues or concerns

These include the following:

1. Meet with the Stakeholder Advisory Group (SAG), Planning Commission and City Council to get their feedback on these same topics
2. Revised the draft goals, objectives and evaluation measures and Baseline Conditions, Opportunities and Constraints Memo based on the results of the meetings
3. Develop redevelopment scenarios and review them at the next round of TAC and SAG meetings in mid-September

