

# MEETING SUMMARY

## **Tacoma Avenue Station Area Plan Stakeholder Advisory Group Meeting #2**

**September 19, 2012**

**6:30 – 8:30 pm**

**City of Milwaukie, City Hall (10722 SE Main Street),  
Upstairs Conference Room**

### **Attendees**

The following PMT members attended the meeting:

- Scot Siegel, City of Milwaukie
- Steve Butler, City of Milwaukie
- Gail Curtis, ODOT
- Alyssa Moretz, Portland State University
- Matt Hastie, Angelo Planning Group
- Serah Breakstone, Angelo Planning Group
- Ben Weber, SERA
- Chris Maciejewski, DKS Associates

The following stakeholders attended the meeting:

- Peter Stark, Stark Design
- Rick Anderson, Anderson Die & Manufacturing
- Angel Falconer, Ardenwald resident
- Mark Gamba, Milwaukie Planning Commission
- Scott Churchill, Milwaukie Planning Commission
- Vincent Alvarez, BTA/MUST

The purpose of the meeting was to review a draft set of Redevelopment Scenarios prepared for the Station Area, including proposed land use concepts and transportation improvement projects. The agenda for the meeting included the following steps:

- Introductions and meeting objectives
- Project overview and status report
- Redevelopment Scenarios – presentation and discussion
- Community meeting plans and preparations

- Other planning issues or concerns
- Next steps

## **Summarized Stakeholder Comments on Draft Redevelopment Scenarios**

### **Opportunity Site A**

- A shared restaurant/retail/office space similar to buildings on N. Williams in Portland (Tasty n' Sons) would work well on this site - somewhat industrial in character.
- Land use and development on sites adjacent to Opportunity Site A can help complement or support future redevelopment of that site (A). Good connections between Site A and adjacent properties also will support redevelopment of Site A by providing access to potential customers (i.e., nearby residents and employees).
- The site should incorporate uses that will serve nearby residents and users of the Springwater Corridor.

### **Land Use Scenarios**

- Need to consider what types of development will best take advantage of the future park and ride lot to the north.
- Businesses being displaced by the Milwaukie-Portland LRT alignment in other parts of Portland may need new locations that are appropriate for light manufacturing, electronics and other low-impact industrial uses.
- Concerns about new commercial uses in the project area competing with downtown businesses are not entirely valid because residents in the surrounding neighborhoods (Ardenwald) are disconnected from downtown and don't currently frequent those businesses anyway.
- The station area plan should strive to maintain and support existing, viable businesses in the project area and preserve existing buildings for future reuse. If the current manufacturing district is successful, the plan should not impose negative impacts on those businesses.
- The plan should carefully consider any potential economic impacts to re-zoning if re-zoning is proposed as part of this project. Need to allow flexibility for uses to transition over time in a more natural progression.

### **Transportation Improvements/Street Design**

- The intersections of McLoughlin with Ochoco and Milport need improvements - they are not safe for bicyclists and pedestrians in their current configurations.
- The existing TriMet park and ride should not be used for bus storage in the future - it would not be an appropriate use for the site given the potential for redevelopment in the area.
- Ardenwald residents would prefer to not use McLoughlin to get downtown - a more direct route would be ideal.
- Project #4 (Harrison Street connection through the parking areas) is not an appropriate place for a formal connection for bikes/pedestrians. The connection would be narrow with too many potential conflicts with trucks accessing the loading bays.

- The cycle track along Main Street (Project # 1) should not be along the highway side of Main. Instead, eliminate the cycle track and instead create a wider, multi-use path on the other side of Main for both bikes and pedestrians.
- Some of the head-in parking that is currently used could be formalized and would help to maximize the number of parking spaces on streets like Mailwell.
- There may not be adequate right-of-way to accommodate head-in or angled parking unless those areas are both partially within and outside the existing right-of-way and the street design can ensure safe passage for pedestrians and bicyclists.
- The plan should consider the use of green streets and permeable surfacing where appropriate. There are opportunities for “demonstration projects” in the project area and funding may be available from federal or Metro grants. This also would provide a benefit to Johnson Creek watershed.
- Some of the local street cross sections are too narrow to accommodate the types of uses that are there now. Those street cross sections would not be appropriate if those areas continue to be used for industrial or manufacturing uses that require regular freight access.

**Priorities.** Stakeholders were asked to identify one or two priorities for the project area. Those are summarized here:

- Bicycle/pedestrian connections into and throughout the site.
- Bringing some commercial and retail activity to the site.
- Preserve and support existing manufacturing businesses for the next 10+ years or until transition
- Improve the intersection of McLoughlin with Ochoco
- Provide better access to/from the Springwater Corridor
- Eliminate project #4 (Harrison Street connection)
- Carefully consider balance between bike/ped improvements and parking reductions on Main Street
- Work with TriMet to ensure the existing park and ride can be used for public parking as the area redevelops
- Make sure any re-zoning allows existing businesses to remain and provide flexibility for the area to transition as the market allows