

# MEETING SUMMARY

## **Tacoma Avenue Station Area Plan Technical Advisory Committee Meeting #2**

**September 19, 2012**

**3 – 5 pm**

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

### **Attendees**

The following people attended the meeting:

- Scot Siegel, City of Milwaukie
- Steve Butler, City of Milwaukie
- Ryan Marquardt, 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
- Jeb Doran, TriMet
- Joseph Auth, ODOT

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 status report
- Redevelopment Scenarios – presentation and discussion
- Community meeting plans and preparations
- Other planning issues or concerns
- Next steps

The bulk of the discussion was related to the redevelopment scenarios and associated transportation improvements, including parking and street designs. A summary of that discussion is provided below.

### Transportation Improvements

- Per TriMet, there is likely not enough room to accommodate project #17 (northbound bike lane to Tacoma Street). However, this project is not necessary because of other bike/ped improvements already incorporated in the station area design.
- TriMet is looking into providing electric vehicle charging stations at the future park and ride facility.
- Project #5 (improved connection from Springwater Trail to Pendleton site) should be located on the south side of the Springwater Trail according to city staff.<sup>1</sup>
- Project #3 (possible bike/ped trail parallel to LRT tracks) is a long-term project and may require widening the overpass to make room for the bike/ped trail to pass under the Springwater Trail. TriMet will provide more detailed information about the current design of the LRT tracks in that area, which may help determine whether there is room for this project within the existing opening under the trail.
- Project #11 (multi-use path along McLoughlin from future park and ride to Beta Street) would need additional right-of-way in some segments.
- The reuse of existing spur tracks as bike/ped connections may be feasible in the long term if those spurs become obsolete. That could be identified as a very long-term opportunity in the Plan. In the shorter term, the spur tracks would create obstacles to creation of new pathways or local street connections in the area.
- ODOT still owns Main Street but it is maintained by Milwaukie per an agreement. This arrangement may change if the city accepts relinquishment of Main from ODOT. The City and ODOT have discussed this issue in the past.
- The pocket of land north of Ochoco, south of Springwater Trail, and west of McLoughlin assumes some redevelopment so the plan should also identify the need for additional local streets in the area. This likely would be limited to one local street north of Ochoco that would provide additional access to properties in the area.

### Cross Sections

- Per Joseph at ODOT, jersey barriers provide more safety than the potential cable barriers discussed in the Redevelopment Scenarios Report.
- Regarding Project #4 (Harrison Street connection through the parking areas), the group made several observations:
  - The right-of-way is narrow and it will be difficult to find a safe and comfortable location for the bike/ped path through that area due to truck traffic at the loading bays.
  - Could use “sharrows” for bicycle access (share the road with vehicles) but that would further reduce the width of the pedestrian path.
  - The volume and speed of trucks using this area are low, but the trucks are large and visibility could be an issue.

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<sup>1</sup> Note: Stakeholder Advisory Group members subsequently provided feedback that location on the south side is likely not feasible given property ownership and easements in that area.

- Could consider limiting the use of the connection to evenings and weekends, but enforcement would be a challenge.
- The group generally recommended that this project (a more formalized bicycle/pedestrian and potential local street connection) be eliminated from the scenarios, pending feedback from the Stakeholders Advisory Group at their meeting.

### **Land Use Scenarios**

- The market is currently “soft” in terms of demand for new office/commercial spaces in the Portland/Milwaukie area. However, the project area could eventually see a greater demand for office space. Office uses don’t typically need good visibility, but they do need good access. Office uses could serve as a buffer between industrial uses and future residential/retail uses in the site.
- There was some discussion about how this plan will be implemented, especially if it involves large-scale zone changes, which can be challenging. The city may want to consider a Master Planning requirement for this area and/or some kind of interim or transitional development standards that allow for transitional uses but don’t preclude the ability to meet long-term land use and redevelopment goals.
- The plan may also want to consider further restrictions on commercial/office uses in the manufacturing zone (south of Mailwell Street and/or outside the project area) to mitigate for the potential loss of manufacturing land within the project area north of Mailwell Street, if one of the more intensive redevelopment scenarios is recommended.

### **Next Steps**

- The Stakeholders Advisory Group will meet to review the Redevelopment Scenarios on the same day.
- The project team will conduct a Community Meeting on September 24 to solicit additional comments on the scenarios.
- Scot will ask Metro to provide comments on the redevelopment scenarios by October 1.
- TriMet will provide additional information about the design of the LRT tracks where they pass under the Springwater Corridor trail.
- The consultant team will evaluate the scenarios and recommend a preferred scenario during October and November.
- The next TAC and SAG meetings will take place either the last week of November or the first week of December (Gail prefers the November date so she can attend).