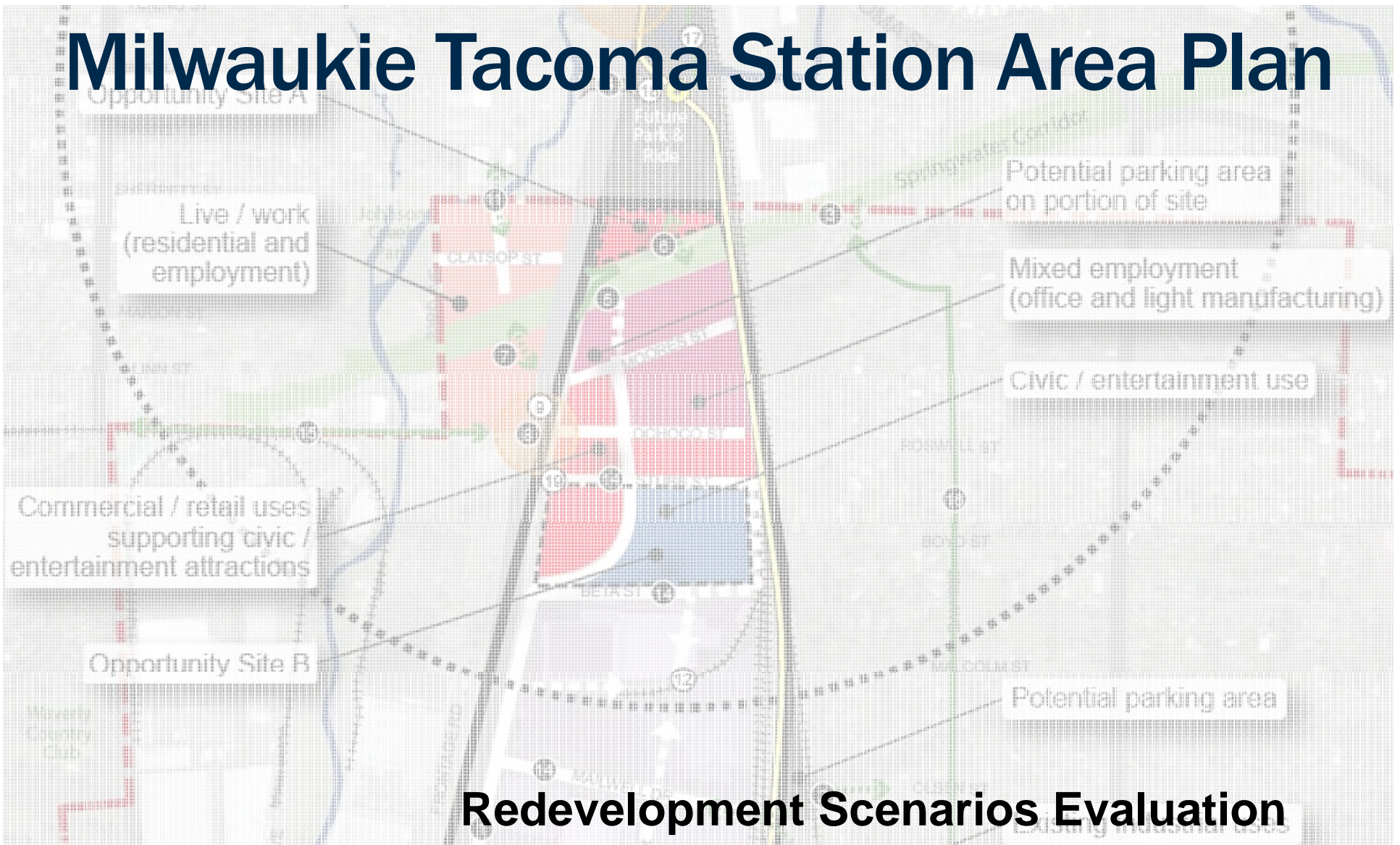


Milwaukie Tacoma Station Area Plan



Redevelopment Scenarios Evaluation



Presentation and Discussion Outline

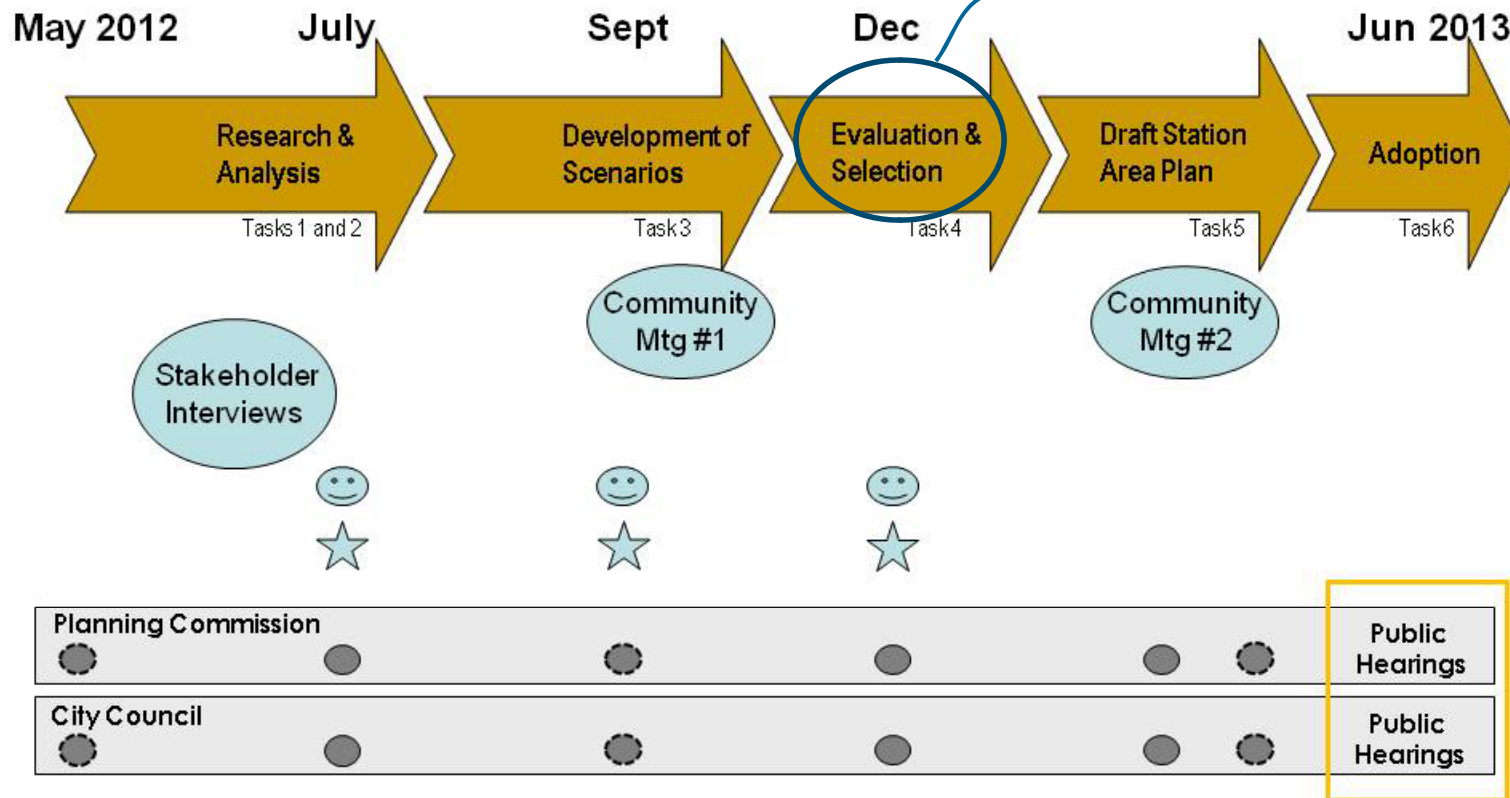
- › Scenario revisions
- › Expert panel findings
- › Scenario evaluation results
- › Preliminary Preferred Scenario – presentation and discussion
- › Additional analysis and recommendations
 - › Parking
 - › Street design
 - › Site and building design
- › Next steps



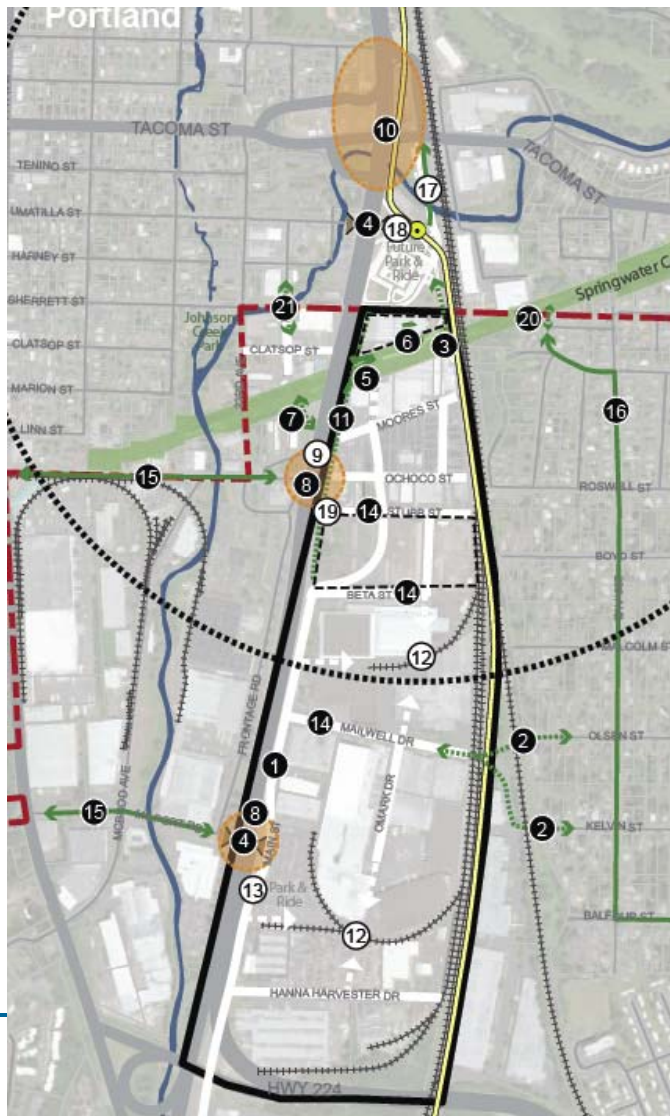
Project Status

TACOMA STATION AREA PROJECT OVERVIEW

we are here



Redevelopment Scenario Revisions



- › Added ped/bike link over Johnson Creek (#21)
- › Alternative ped/bike connection to east (#2)
- › Potential McLoughlin overcrossings (#4)
- › Main St. northern parking area, connection to LRT
- › Land use recommendations west of McLoughlin



Expert Panel Findings

- › Build on what is already working
- › Focus more on employment, less on mixed use
- › Don't compete with the Downtown as a destination or for office and commercial/retail uses
- › Provide flexibility for existing, future businesses, property owners
- › Be clear about what you don't want
- › Opportunity area for businesses relocating from SE Portland light rail station areas
- › Residential use not desirable east of McLoughlin but feasible on west side



Scenarios Evaluation Results

Goal	Evaluation Measure	Scenario 1 Large civic/ entertainment use	Scenario 2 Intensive employment use	Scenario 3 Modest land use changes
Land Use	<p>LU-1: 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)</p>	<p>★★</p> <ul style="list-style-type: none"> Major events could cause traffic disruptions affecting freight operations Realignment of northern portion of Main Street would affect freight access from Ochoco Street 	<p>★★</p> <ul style="list-style-type: none"> Typical commute period traffic would have some impact on freight operations, but would be fairly predictable Represents most significant traffic impacts of all scenarios 	<p>★★★</p> <ul style="list-style-type: none"> Largely maintains current industrial uses
	<ul style="list-style-type: none"> Most transportation improvements would enhance access for businesses, workers (all scenarios) 			
Land Use	<p>LU-2: 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)</p>	<p>★★</p> <ul style="list-style-type: none"> People often take transit to major events; however usage would be low between events 	<p>★★</p> <ul style="list-style-type: none"> Land use mix would be supportive of transit use Potential degree of redevelopment offers highest potential to fund bike, pedestrian improvements & building and site design proposals 	<p>★</p> <ul style="list-style-type: none"> Represents least transit supportive land use mix Limited redevelopment potential would reduce potential for funding transportation improvements
	<ul style="list-style-type: none"> Proposed transportation improvements would enhance bicycle, pedestrian connectivity (all scenarios) 			



Scenarios Evaluation Results

Scenario #1

- › Lowest impact on vehicle miles traveled
- › Moderately supportive of mixed use, transit-oriented development, amenities
- › Provides lower level of connectivity (with re-routing of Main Street)
- › Challenges for creation of new, higher paying jobs
- › Medium overall ranking



Scenarios Evaluation Results

Scenario #2

- › Highest ranking for employment density, creation of higher-paying jobs, mix of uses
- › Highest potential share of bicycle, pedestrian, transit trips
- › Highest opportunity for large-scale redevelopment
- › Highest impact on surrounding businesses
- › Potential to compete with Downtown
- › Highest overall ranking



Scenarios Evaluation Results

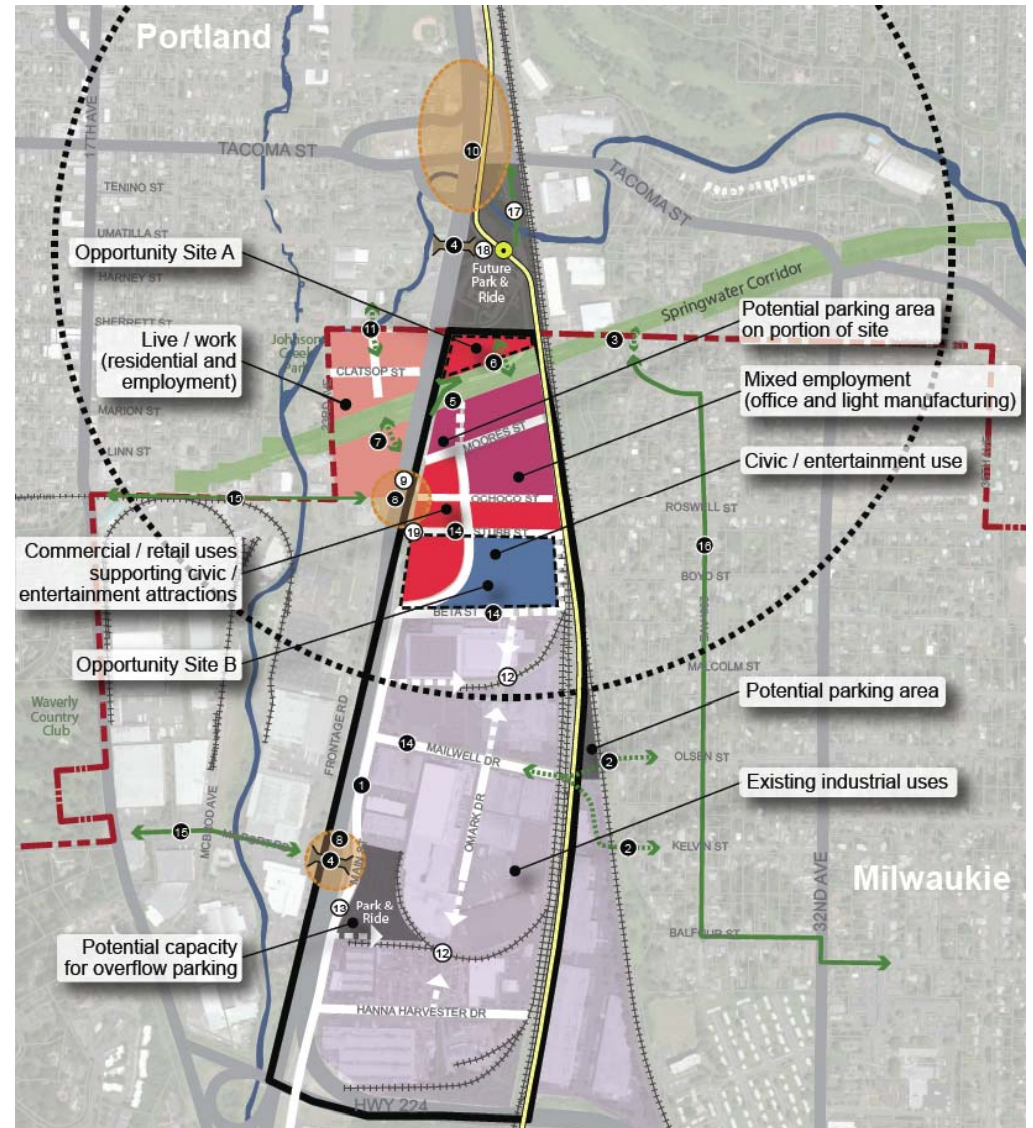
Scenario #3

- › Most feasible from market perspective
- › Most supportive of existing businesses, more support from existing property, business owners
- › Least supportive of mixed use, transit-oriented development, amenities for residents, workers
- › Limited opportunities for large-scale redevelopment
- › Less impact on bike/ped trips
- › Lowest overall ranking



Preferred Redevelopment Scenario

- › Hybrid of Scenarios 1 & 2
- › Retains most transportation improvements
- › Incorporates street, building design strategies



Preferred Redevelopment Scenario

Rationale

- › Incorporates mix of land use elements from Scenarios 1 and 2 that respond to evaluation criteria
- › Maximize transportation connections, internal circulation, support for walking, bicycling, transit use
- › Responds to community input regarding Opportunity Site B (desire for civic/entertainment use)
- › Provides mix of flexibility and certainty for business and property owners
- › Increase employment density, high paying jobs, value



Preferred Redevelopment Scenario

Preliminary Implementation Strategies

- › Parking supply and management
- › Development code changes – allow for transition to new uses while supporting existing businesses
- › Public/private partnerships to fund infrastructure improvements
- › Promote area as home for employment uses with higher job density
- › Market Opportunity Site B for appropriate future use



Discussion Questions

- › Is a large-scale civic/entertainment use the most appropriate recommendation for Site B, given the Expert Panel findings?
- › Are any other changes to the preliminary Preferred Scenario recommended?
- › What other strategies might help make the study area a future community destination?
- › What are highest priority transportation projects?



Parking Analysis

Table 1. Redevelopment Scenario Supply vs. Demand

Subarea	Existing	Scenario 1 (Civic/Entertainment)		Scenario 2 (Intensive Employment)		Scenario 3 (Circulation/Access)	
	Supply	Supply	Demand	Supply	Demand	Supply	Demand
A	38	60	57	60	57	60	57
B	89	233	326*	265	308*	237	317
C	152	836	791*	517	581*	203	148
D	187	430	567	538	733	566	748
E **	337	1,084	1,444	1,084	1,444	1,084	1,444
Total	803	2,643	3,184	2,464	3,122	2,150	2,713

* 30% reduction for mixed uses north of Beta Street assumed for Scenarios 1 and 2

** Note that the parking deficit in Subarea E depends heavily on the assumption made about the mix of uses that develop there. If only 50% of this area develops as office rather than 75% as was assumed for the purposes of the traffic analysis, then City minimums prescribe 865 spaces, and demand is 1,134..



Parking Supply & Management

- › Amend code to reduce percentage of non-industrial use allowed south of Beta Street
- › Implement transportation demand management strategies to reduce parking needs – ride-sharing, transit incentives, marketing programs, etc.
- › Investigate potential for use of existing TriMet park and ride for business/public parking
- › Implement shared parking arrangements
- › Clearly identify on-street parking areas
- › Adjust parking requirements, if needed

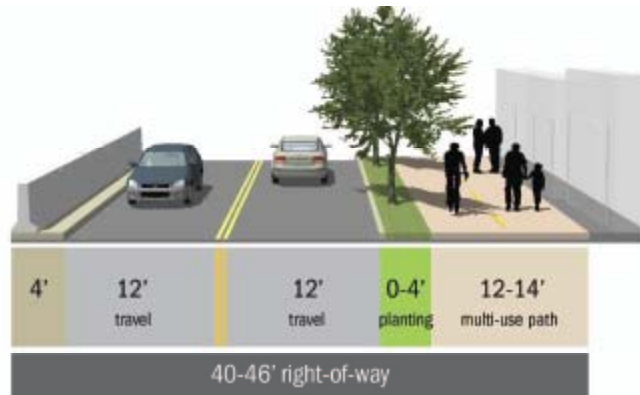


Street Designs

- › Expanded options for Main Street
 - › Multi-use path vs. cycletrack
 - › Signature landscaping
 - › On-street parking
 - › Right-of-way acquisition
- › Incorporated retention of head-in parking in selected design options
- › Included examples of “green street” design



Street Designs – Main Street Options 1



South of Milport, within right-of-way



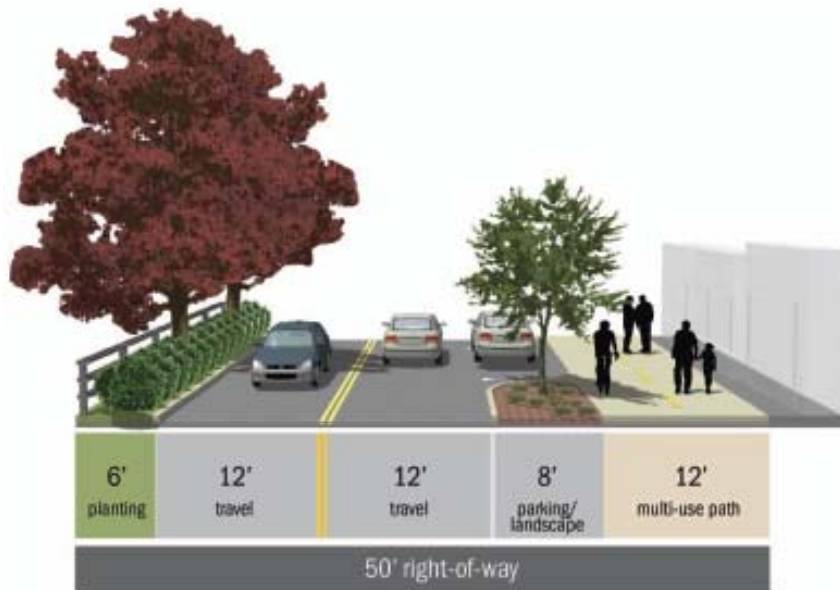
South of Milport, additional ROW, multi-use path



South of Milport, additional ROW, Cycletrack



Street Designs – Main Street Options 2



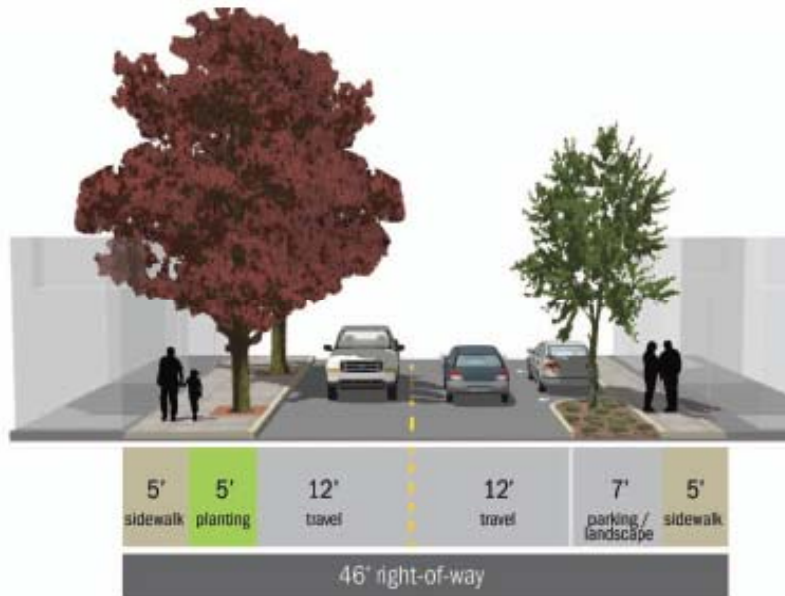
Milport to Beta, additional ROW, multi-use path



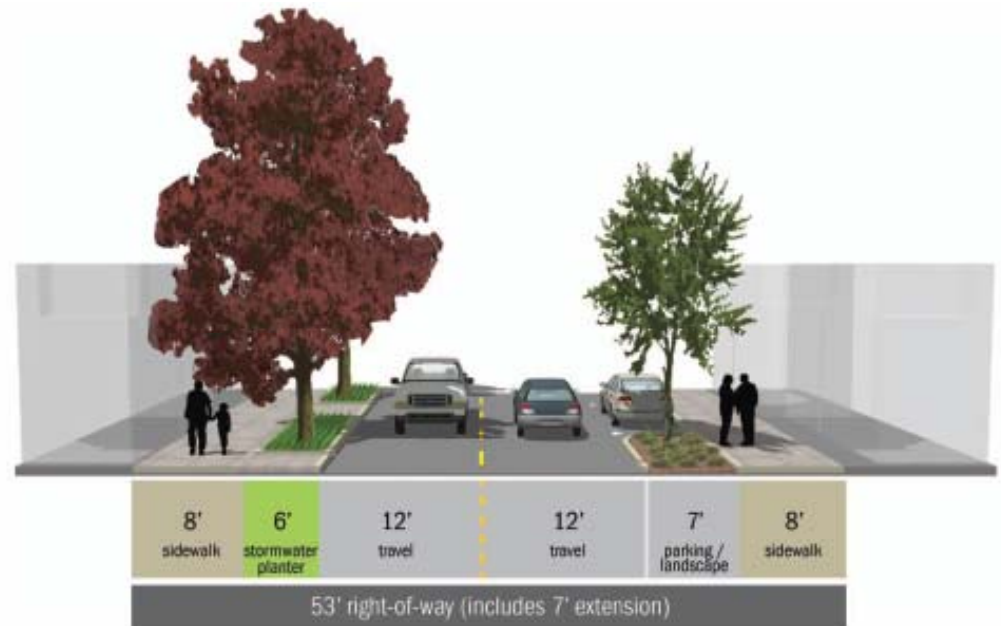
Milport to Beta, additional ROW, Cycletrack



Street Designs – Main Street Options 3



North of Beta, within existing ROW



North of Beta, with additional ROW

Note: An additional cross-section is needed incorporating either a multi-use bicycle pedestrian path or cycletrack to provide consistent bicycle and pedestrian travel options along the entire length of Main Street.



Discussion Questions

- › What is preferable for bicyclists on Main St. – multi-use path on east side of street or cycletrack on west side?
- › What elements of street design are most important if tradeoffs are needed?
 - › Improved bike/pedestrian facilities
 - › On-street parking
 - › Signature landscaping
 - › Minimum acquisition of additional ROW
- › When and where should new designs be implemented on other local streets?



Building and Site Design Concepts

- › Building setbacks
- › Building orientation and entrances
- › Corners
- › Weather protection
- › Fenestration (variation in design of building façades)
- › Building materials and articulation
- › Signage
- › Landscaping



Building and Site Design Concepts



Examples of enhanced pedestrian experience, larger ground floor windows



Building and Site Design Concepts



Figure 14. Retrofitted Industrial Buildings with Horizontal Awnings



Figure 15. Retrofitted Industrial Buildings with Pedestrian-Oriented Signs



Building and Site Design Concepts



Figure 16. Incorporating existing elements such as loading docks and covered bays can help to create a unique sense of place.



Discussion Questions

- › How important is implementation of these strategies?
- › Where and when should they be implemented (e.g., certain portions of area, for new development only, for major rehab/redevelopment)?



Next Steps

- › Provide additional comments in writing by 12/7
- › Briefings to Planning Commission, City Council 12/11 and 1/15
- › Draft Tacoma Station Area Plan in Dec/Jan
- › Community review, refinement, implementation measures in February
- › Additional Planning Commission, Council, public review & adoption March-June

