

# MEETING SUMMARY

## **Tacoma Avenue Station Area Plan Stakeholder Advisory Group Meeting #3**

**November 28, 2012**

**6:30 – 8:30 pm**

**City of Milwaukie, Pond House (2215 SE Harrison Street)**

### **Attendees**

The following PMT members attended the meeting:

- Steve Butler, City of Milwaukie
- Ryan Marquardt, City of Milwaukie
- Gail Curtis, ODOT
- Matt Hastie, Angelo Planning Group
- Serah Breakstone, Angelo Planning Group
- Chris Maciejewski, DKS Associates

The following stakeholders attended the meeting:

- Peter Stark, Stark Design
- Angel Falconer, Ardenwald resident
- Mark Gamba, Milwaukie Planning Commission, City Council elect
- Scott Churchill, Milwaukie Planning Commission, City Council elect
- Vincent Alvarez, BTA/MUST
- Jean Baker, Historic Milwaukie NDA
- Dave Aschenbrenner, Hector Campbell NDA, LRT Committee
- Russ Stoll, Johnson Creek Watershed Council
- Gerry Sue Lent, SMILE
- Mike Donovan, Pendleton Wollen Mills
- Rosemary Crites, local broker

The purpose of the stakeholders meeting was to review and discuss the draft Redevelopment Scenarios Evaluation Report. The agenda for the meeting included the following steps:

- Introductions and meeting objectives
- Project status report
- Redevelopment scenario refinements and evaluation
- Preliminary preferred scenario - recommendation and implementation

- Other planning issues or concerns – parking and street design
- Next steps

The following is a summary of the SAG discussion, generally organized by topic.

**Opportunity Site B: Is a large civic/entertainment use the right approach for this site?**

- Without baseball, there’s no money to support such a use on this site - it’s not viable
- The site is better suited for research development uses, which will bring high paying jobs
- Plan should provide flexibility for the site in terms of uses, but should focus on employment
- Site would be a good location for a technical college; make sure that is an allowed use in this area
- City should be careful about trying to attract a large high-tech company who may take advantage of incentives and then relocate elsewhere. Focus instead on smaller start-ups/incubator businesses. Still need a certain amount of amenities to attract those types of companies.

**Residential uses:**

- Need to be careful when locating residential uses near manufacturing, permitting residential as conditional use is a good idea
- Any residential development in this area should be high-quality.

**Transportation Improvements Discussion:**

- Bicyclists don’t generally like to use the same pathways as pedestrians - would rather use the street than a multi-use path (there was not agreement on this point)
- Project team should further explore the option of tunneling under the Springwater Trail at Main Street to provide a direct north-south connection to the station. Option should not be ruled out based on preliminary easement issues or other perceived difficulties. This would be preferable to widening the existing McLoughlin tunnel under Springwater Trail but that option also could be considered. The current path along McLoughlin under the Springwater Corridor is very narrow and uncomfortable for bicycles and pedestrians. An improved route is needed and should be a high priority.

**Transportation Priorities:**

Stakeholders were asked to identify their top three transportation priorities. The results were as follows:

- Improvements along Main Street and connections into adjacent neighborhoods
- Project #2 - bike/ped connections from eastern neighborhoods into study area at Kevlin or Olson Street (identified by 7 stakeholders)
- Projects #1 and 5 together - improvements along Main Street with connection to Springwater Trail (identified by 7 stakeholders)
- Project #4 -pedestrian crossings on McLoughlin (identified by 3 stakeholders)
- Project #7 - improved connection from Springwater to McLoughlin, when combined with Project #4 at north end (identified by one stakeholder)
- Project #3 - bike/ped connection parallel to LRT track (identified by one stakeholder)

- Need ADA compliant access throughout study area, particularly across Springwater and McLoughlin. Tacoma overpass should be reconstructed/improved for ADA
- Need direct connection from Main to the station by going under Springwater Trail
- Project #2 should be grade-separated

### **Miscellaneous Comments:**

- Need TriMet frequent service in the area – possibly some type of shuttle that would provide service from the light rail station to the study area, as well as the surrounding neighborhoods

### **Parking:**

- A permit system for parking along with enforcement of parking regulations will be needed
- Market demand for parking in manufacturing districts is typically 4 spaces per 1,000 square feet
- Need to implement an area-wide parking plan up front, before redevelopment begins to occur
- Don't exacerbate parking issues with the proposed street designs. For example, adding more bicycle facilities along Mailwell could result in less on-street parking in an area where we are already losing parking due to the light rail facilities. *(Note: There was not total agreement on this. Some participants said that improving bicycle/pedestrian access along Main Street outweighs possible parking losses there given that the losses would constitute a very small percentage of overall parking needs.)*

### **Street Design:**

- Freight access is important - don't restrict roadway widths too much
- Main Street south of Milport:
  - Consider using the shoulder for a bike lane instead of multi-use path
  - Bike/ped interactions will need controls to maintain safety (striping, barriers, etc)
  - Like the trees along McLoughlin, although it's a manufacturing area and not necessarily intended to be "scenic"
  - The majority of participants recommended a multi-use path over the cycle-track option although some participants continued to be concerned about potential bicyclist/pedestrian conflicts on a pathway.
- Main Street, other segments:
  - Maintain on-street parking where possible
  - The loss of parking on Main Street will be nominal relative to the entire study area, but shouldn't spend money to remove parking when there's already a problem.
  - Trees and landscaping are nice features, but not worth purchasing additional right-of-way
  - The majority of participants recommended a multi-use path over the cycle-track option although some participants continued to be concerned about potential bicyclist/pedestrian conflicts on a pathway.

### **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