

MEETING SUMMARY

Tacoma Avenue Station Area Plan Technical Advisory Committee Meeting #3

November 28, 2012

3 – 5 pm

City of Milwaukie, Pond House (2215 Harrison St.)

Attendees

The following people attended the meeting:

- Steve Butler, City of Milwaukie
- Ryan Marquardt, City of Milwaukie
- Matt Hastie, Angelo Planning Group
- Serah Breakstone, Angelo Planning Group
- Chris Maciejewski, DKS Associates
- Joseph Auth, ODOT
- Gail Curtis, ODOT
- Matt Wickstrom, City of Portland
- Megan Steele, Metro
- Peter Hurley, City of Portland

The purpose of the 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 scenarios evaluation
- Preliminary preferred scenario - recommendation and implementation
- Other planning issues or concerns
- Next steps

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

Comments on scenario refinements:

- The question was asked: Are the new overcrossings on McLoughlin (project #4, two of them) appropriate given their cost and relative priority? They were recommended based on input from the

Stakeholders Advisory Group (SAG) and other members of the public during Community Meeting #1. General consensus was to leave them in but call them “connections” or “improved access” instead of overcrossings and indicate they would be expensive, given lower priority and probably not expected to occur in the near future. Matt Wickstrom also indicated future development around the northern #4 area would be restricted by floodplain regulations. Joseph Auth also noted that an alternative to building an overcrossing at approximately Umatilla would be to improve the existing Tacoma Street crossing to make it accessible to people with disabilities.

Preliminary Preferred Scenario:

- The approach for this area should emphasize employment using ETOD (Employment Transit Oriented District) principles. Need to support Metro’s investment in the LRT station.
- Will the plan include recommendations for minimum employment densities or FAR standards for the code? Those options will be considered, but implementation approaches are still being evaluated. It can be problematic to require specific employment densities which are very difficult to monitor or enforce and which also can be difficult to maintain as uses within a building or development change.
- Question: Has there been a market analysis of a large civic/entertainment use other than a baseball stadium? Answer: No.
- There was general consensus that Opportunity Site B is not appropriate for a large civic/entertainment use and the site should instead be used for intensification of employment uses. Development as a large civic/entertainment site should not be prohibited, but the plan should emphasize employment uses.
- The plan should emphasize flexibility for future development and redevelopment north of Beta Street in terms of the mix of uses. South of Beta Street, uses should be more restricted (manufacturing with limits on commercial/office spaces).
- In terms of residential uses east of McLoughlin, the group agreed that a “vibrant, mixed-use village” character is probably not realistic and the focus should be on employment, not residential. However, residential could be allowed as a conditional use to ensure that any residential development is appropriate and compatible with surrounding uses. This would also help manage expectations around residential development if it does occur; this area will not be a quiet residential neighborhood.
- Residential uses west of McLoughlin are more appropriate and may not need to be treated as conditional uses.
- In terms of uses south of Beta Street, the group seemed to agree that the area should continue to focus on manufacturing and industrial use, with possible reductions in the amount of non-manufacturing uses allowed. Standards for new development in that area should not be overly prescriptive in terms of building design (heights, FAR, etc.), although some intensification of employment would be supported. The choice of services available to businesses in that area (rail, freight) should be maintained and the cost of those services should be considered in the plan to avoid unnecessary impacts.

Parking:

- The existing TriMet park & ride lot should be used for overflow parking for businesses in the study area.
- The plan might need to consider raising the minimum parking requirements for manufacturing to address existing and future parking shortages in the area (beyond the ½ mile LRT station radius). However, parking minimums should not be increased until more information is available and other options for reducing parking demand (transportation demand management and incentive programs and other strategies) have been explored. Need to ensure parking requirements don’t create a barrier to

development or redevelopment by being either too low or too high. The plan will consider a variety of approaches to managing parking and will likely recommend a combination of several methods.

- Parking should be managed comprehensively for the entire area, not site-by-site. A parking plan should be put in place before development begins to occur, but we need to ensure it does not result in a burden on existing businesses, especially those whose function relies heavily on cars.

Transportation Improvement Priorities:

Members of the group were asked to identify their top three transportation priorities. The results are summarized here:

- Project #5 - improve the connection from Springwater Corridor to the LRT station area (identified by four members)
- Project #7 - possible connection from Springwater Corridor to McLoughlin (identified by one member)
- Project #4 - new pedestrian overcrossings on McLoughlin (north #4 identified by one member) or some other way to improve access across the northern section of McLoughlin, especially for people with disabilities
- Project #9 - truck signage at Ochoco intersection (identified by one member)
- McLoughlin is safer for pedestrians than Main Street - more lighting, more visibility from cars
- Need to provide at-grade crossings on McLoughlin - especially at the north end near the LRT station

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