

MEETING SUMMARY

Tacoma Avenue Station Area Plan Technical Advisory Committee Meeting #4

March 7, 2013

3 – 5 pm

Milwaukie City Hall

Attendees

The following people attended the meeting:

- Joseph Auth, ODOT
- Serah Breakstone, Angelo Planning Group
- Steve Butler, City of Milwaukie
- Gail Curtis, ODOT
- Ray Delahanty, DKS Associates
- Matt Hastie, Angelo Planning Group
- Peter Hurley, City of Portland Bureau of Transportation
- Kathryn Krygier, TriMet
- Ryan Marquardt, City of Milwaukie
- Megane Steele, Metro
- Jay [REDACTED], TriMet
- Zach Weigel, City of Milwaukie Engineering

The purpose of the stakeholders meeting was to review and discuss the Draft Tacoma Station Area Plan and proposed implementation approaches. The agenda for the meeting included the following:

- Introductions and meeting objectives
- Project status report
- Discussion of Draft Tacoma Station Area preferred scenario and subareas
- Implementation strategies discussion
- Other planning issues or concerns
- Next steps

The following is a summary of the TAC discussion:

- Peter from PDOT suggested that the Plan should include specific cross walk treatments connecting the LRT station to the buildings in Subarea 1 (Opportunity Site A) and a pedestrian access plan for that entire area. In response, Matt noted that such crossings would be over the light rail station access road which is already under design as part of the LRT station plan. However, our team can recommend types of pedestrian crossing treatments for TriMet to consider as it refines and implements its plans.
- Subarea 1 may be limited in terms of available space for additional parking. Officially, the future TriMet park and ride cannot be used by non-transit users.
- There is an existing swath of north-south ODOT right-of-way that runs through Opportunity Site B. ODOT intends to “trade” that right-of-way for Main Street right-of-way, but that has not been finalized yet.
- The Plan should be more clear about specific street connections in Subarea 4. [Response from PMT was that specific street connections are not shown in the Plan because it will depend almost entirely on when and where large scale redevelopment takes place. However, street connections need to be shown in the TSP in order for the city to require them. Another option is to address this issue via the City’s block length standards as currently described in the draft Plan.]
- One member asked who would be served by the overcrossing on McLoughlin at Milport. Matt responded that it is primarily intended to serve residential neighborhoods to the west, but also would serve the industrial area next to the highway.
- One member noted that left turn lanes on McLoughlin at Millport and Ochoco would be helpful. The team responded that ODOT has provided a cost estimate for that project and a description of what the project would entail. We can add that project to the list of improvements although it may be identified as a relatively low funding priority given the estimated costs.
- A member raised the question about the relationship between Title 4 Industrial and Employment Lands and the Station Area Plan. There are some designated Employment Lands inside the Station Area boundary but nothing in the Plan will conflict with Title 4 requirements. The city should coordinate early with Metro to ensure compatibility between the Plan and Metro’s Title 4 requirements.
- Is the plan to limit the amount of residential development that can occur in Subarea 3? The team responded that the market will dictate how much (probably very little) residential will be built in that area. Two options for further limiting residential development or impacts of it have been considered. One would be to only allow residential development as a conditional use in that area which likely would have the effect of limiting or reducing the extent of that type of development. The second option, currently recommended by City staff, is to use deed restrictions or another similar approach to address compatibility issues, although this approach likely would be less effective in limiting the amount of residential development that occurs.
- The following comments were made regarding nonconforming situations in the Station Area:
 - The city’s preliminary recommendation is to allow nonconforming situations (uses and structures/sites) to happen.
 - Metro favors “grandfathering” those uses so they do not become nonconforming. However, TAC members noted that this could slow the transition process to a more intensified employment and mixed-use district.
 - Creating nonconforming uses or structures may serve as a disincentive for those property owners to invest in their property. At the same time, City staff noted that existing non-

conforming use requirements allow for continued operation, maintenance and modest expansions of existing non-conforming uses.

- Peter from PBOT had the following comments regarding parking:
 - Apply transportation demand management (TDM) strategies specific to new development.
 - Emphasize TDM as an early and low cost implementation strategy.
 - Emphasize formation of a transportation management association (TMA) or similar entity as an early and cost effective strategy.
 - Re-evaluate trip generation numbers in the parking analysis which may be too high for this area.
 - Implement TDM strategies before revising (increasing) the parking ratios.
- Metro representative noted that the RTFP parking ratios are outdated and are generally considered too high at this point. The Metro area as a whole typically has a lower parking demand than what is established in the ITE manuals. A more comprehensive study of parking demand in the area should be conducted before revising parking ratios for the station area. Steve Butler requested that Metro and PBOT provide some of the information and examples they mentioned during the meeting to help the city better understand the parking issue.
- The following comments were made regarding the existing TriMet park and ride and how it may be used in the future:
 - If there is no demand on the park and ride once the LRT station is built, then TriMet would have options, including: sell or lease it to the city, or develop the site.
 - Next steps for TriMet will be to understand the demand for parking on the site, research existing plans or restrictions on the site, and look at possible route changes that will be made after the LRT line is complete and that will affect the potential future demand for a park and ride facility at the existing location.
 - Before TriMet could consider a shuttle in the station area, they would need to know the level of demand.
- Metro will respond at a later time regarding the process for establishing the Community Station boundary.
- Regarding street design, Peter from PBOT suggested that wherever possible, depending on available right-of-way and other factors, bike and pedestrian facilities should be separate. A PBOT employee has re-drawn some of the proposed cross sections from the plan and those will be provided to the PMT for review and consideration.
- There was general agreement that design standards for manufacturing uses (standards relevant to the pedestrian environment) should be applied along Main Street and in Subareas 1-3, but not necessarily in Subarea 4, except along Main Street.

Next Steps

- Community Meeting: March 20
- Additional City Council briefing: late March
- Revised draft Plan & Ordinances: April
- Additional PC, Council, public review & adoption work sessions, hearings: April-June

Additional Comments Provided by ODOT Staff

The following comments were provided via e-mail by Gail Curtis and Joseph Auth or ODOT.

- A) Support Peter Hurley's recommendations on how to address TDM.
- B) ODOT is okay with reference to RFP process for ODOT site. No commitment at this time to follow this process.
- C) Page iv, last bullet: 'Highway 99E Intersection Safety Improvements':
 - 1) Remove "Safety" from title because adding a left-turn lane at this intersection may increase turn and rear-end crashes.
 - 2) Replace the second half of the sentence following (at the Tacoma Street Interchange) to read: (at the Tacoma Street Interchange) to other projects, such as improving the delineation of the indirect left-turn for southbound McLoughlin Boulevard traffic to access Ochoco Street (projects 8, 9, 10).
 - 3) As mentioned in earlier email, ODOT Design is working on conceptual drawings for the project described under #2 above for inclusion in the recommended Station Area Plan.
- D) Page v, second bullet: Based on TAC and SAC discussion, drop Project #4 b/c it does not serve large enough area. Focus on connecting downtown to station.
- E) Page v: Consider color-coding Figure ES-4 to show project ranks to reflect essential, desirable, low-priority; and somewhere reference the where the projects are ranked if you have not already. Why is ES added to figure #? Seems unnecessary.
- G) Page v, last bullet: second sub-bullet about ped facilities. Be more specific and list 4th bullet as first bullet.
- H) Appendix A provides the proposed cross-sections by street of the local street system east of SE McLoughlin Boulevard between the Springwater Trail and SE Harrison Street. The Station Area Plan should have a statement that City of Milwaukie will work with ODOT to relinquish or transfer Ochoco Street and Main Street to the City of Milwaukie. The plan should also have a statement that proposed cross-sections may require to acquire design exceptions based on the funding source since the minimum pavement width in most of these options do not comply with AASHTO's A Policy of Geometric Design of Highways and Streets.
- I) City of Milwaukie should run the proposed pavement widths less than 28 feet to freight stakeholders and area businesses to get their approval.
- J) Figure A-3 in Appendix A shows a minimum available right-of-way of 53-feet for Main Street between Ochoco Street and Beta Street. According to our right-of-way drawings, the minimum available right-of-way width for this section is 46-feet. The text in this figure should have a statement that the pavement width needs to be greater than 24-feet to accommodate wheel-base 67-foot trucks in the curve sections of Main Street at Beta Street.

- K) Figure A-4 in Appendix A shows 54-feet of right-of-way on SE Ochoco Street between SE McLoughlin Boulevard and SE Main Street. There might be 57-feet of available right-of-way in this section.
- L) Appendix B provides the trip generation calculations for the existing land uses and preferred land use scenarios. The calculation used a 30% reduction from ITE rates for trips generated north of Stubb Street. This assumption seems plausible since the walking distance by foot is 1/2-mile from the light-rail station to Stubb Street if no tunnel is built under the Springwater Trail path. The Station Area Plan should not provide a 30% reduction to the area south of Stubb Street, since this area has multiple barriers and most of the surrounding land uses are industrial. The recommended number of parking spaces should provide parking that meets the needs of the area.
- M) Regarding potential future station garage structure, considering adding if not already in plan... "TriMet should work with ODOT and City of Portland to create a structural design for the garage that allows the capability to have a pedestrian over-crossing of SE McLoughlin Boulevard to connect with the garage structure." This statement does not require TriMet to build the pedestrian over-crossing, but hopefully reminds all parties to have this discussion about the pedestrian over-crossing. TriMet will be constructing a surface lot at this location for the Portland-to-Milwaukie Light-Rail project, but they have plans in the future to place a parking garage at this location.
- N) Page vii, 3rd bullet: spell-out RFP.