

# MEETING SUMMARY

## **Tacoma Avenue Station Area Plan Stakeholder Advisory Group Meeting #4**

**March 7, 2013**

**6:30 – 8:30 pm**

**Milwaukie City Hall**

### **Attendees**

The following PMT and consulting team members attended the meeting:

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

The following stakeholders attended the meeting:

- Charlie Bishop, Pendleton Woolen Mills
- Tom Cochran, MacKay Mitchell Envelope Co.
- Mike Donovan, Pendleton Woolen Mills
- Angel Falconer, Ardenwald resident
- Mark Gamba, Milwaukie City Council
- Dan Lanfield, Alpha Stoneworks
- Bruce Polone, artist and resident
- Russ Stoll, Johnson Creek Watershed Council

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 SAG discussion.

- Parking will be a challenge for Subarea 1 (Opportunity Site A, the Pendleton Mills site)
- Officially, the new TriMet park and ride for the Tacoma LRT station should not be used by nearby businesses (only transit riders are permitted to park there, but TriMet doesn't necessarily monitor)
- Need a bridge across Johnson Creek for better access to Springwater in the northwest corner (Subarea 2). There used to be a bridge but at some point it was removed.
- The stone ODOT building is a designated historic resource and therefore renovation or redesign of the building will have additional requirements and/or limitations.
- There are concerns about future reductions in bus service to the area once the LRT line is complete. The Plan should include discussion of a shuttle and Transportation Management Areas (TMA) as strategies to deal with that concern.
- The original plan for the Tacoma park and ride station included structured parking but it was changed to surface parking based on budget constraints. TriMet has indicated that if there are any savings in the project, structured parking will be reconsidered. It was also noted that a larger parking structure could result in traffic impacts at the intersections in the larger study area, including on Tacoma Street and Johnson Creek Blvd.
- There are concerns from existing business owners about making bike/ped improvements along Mailwell because it has high volumes of truck traffic and is not a safe area to encourage more pedestrian or bicycle travel. Streets to the north, such as Beta, may be more appropriate for pedestrian improvements. At the same time, another participant responded that pedestrians are using Mailwell already and likely will continue to use Mailwell so some level of pedestrian improvement would be beneficial for everyone and might also help address safety issues associated with truck and vehicle conflicts.
- Generally, business owners are concerned about the loss of parking along Mailwell and Main Street as shown in the proposed street cross sections for the area (which require additional right-of-way).
- One member suggested improving Harrison Street for connections to downtown, rather than going through Subarea 4. It was noted that crossing Highway 224 on Harrison is risky and not comfortable for pedestrians. Creating new pedestrian crossings there would be very difficult and costly.
- One member pointed out that the many subareas in the Downtown overlay zone are excessive and no longer make sense. He suggested that maybe a single overlay for the station area, without subareas, would provide more flexibility and make more sense 20-30 years from now.
- In Subarea 4, the older buildings have low numbers of parking spaces and no room to add more parking. Making those sites nonconforming due to number of parking spaces could be an issue. A survey of existing parking and potential nonconformance with parking standards would be useful to understand the extent of this issue.
- The group generally agreed that warehousing/storage, or similar low intensity uses, should not be allowed as new uses in the station area except as accessory uses.
- The group made the following observations regarding parking strategies in the station area:
  - Since the Metro parking ratios are outdated (per Metro), the Model Code may provide useful guidance on appropriate parking standards.
  - It might be appropriate/necessary to have different parking standards for the station area, rather than use the city-wide general parking standards.
  - Parking ratios in Subarea 4 should not be changed, except to increase the maximums. Parking ratios in Subareas 1-3 should be increased.
  - The City could have different parking requirements for new buildings versus existing older buildings with limited space for new parking.
- One member asked if there is enough pedestrian traffic to warrant the expensive overpasses over McLoughlin (e.g., at Milport). It was noted that the overpasses are not a high priority for funding but were included because they were important to stakeholders throughout the process.

- A participant also suggested implementing the lower cost alternative to improve the connection between Main Street and the LRT station (i.e., widening the existing undercrossing along McLoughlin Blvd), rather than implementing the more expensive new tunnel under the Springwater berm.

### **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