



MEETING AGENDA

TRANSPORTATION TASK FORCE

April 5, 2012, 5:00 p.m.

POLICE DEPARTMENT

8650 SW TUALATIN ROAD, TUALATIN, OR 97062

1. **WELCOME AND CALL TO ORDER**
Purpose of the Meeting: Linking Tualatin focused meeting including a project update and a Focus Area discussion.
2. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 minutes
3. **GENERAL ITEMS**
 - A. Accept Meeting #6 Summary
 - B. Announcements
 - C. Look Ahead Calendar
4. **PROJECT UPDATE: LINKING TUALATIN**
5. **FOCUS AREA DISCUSSION: LINKING TUALATIN**
 - A. Refined Boundaries
 - B. Land Use Types
 - C. Next Steps
6. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 Minutes
7. **NEXT MEETING**
Thursday, April 19, 2012, 5pm, Tualatin Police Department

Transportation Task Force

3. A.

Meeting

Date:

04/05/2012

Attachments

A - Meeting Summary



City of Tualatin

Tualatin TSP Transportation Task Force
DRAFT Meeting #6 Summary
March 15, 2012, 5:00 p.m.
Tualatin Police Department
8650 SW Tualatin Rd
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Representative*
Bill Beers – *TPAC Representative*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Representative*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Jan Giunta – *CIO Representative*
Joelle Davis – *City Councilor*
Judith Gray – *City of Tigard*
Kelly Betteridge – *TriMet*
Monique Beikman – *City Councilor*

Nancy Kraushaar – *Citizen Representative*
Ryan Boyle – *Citizen Representative*
Steve L. Kelley – *Washington County*
Travis Evans – *Citizen Representative*

Advisory Participants

Mike Riley – *CIO Representative Alternate*
Candice Kelly – *Alternate Tualatin Tomorrow Representative*
John Howorth – *Alternate Citizen Representative*
Ray Phelps – *Alternate Citizen Representative*

Committee Members Absent

Allen Goodall – *Business Representative*
Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Representative*
Deena Platman – *Metro Transportation Planning*
Julia Hajduk – *City of Sherwood*
Karen Buehrig – *Clackamas County*

Lidwien Rahman – *ODOT*
Randall Thom – *Small Business Representative*
Wade Brooksby – *City Councilor*
Gail Hardinger – *Alternate Business Representative*
Nic Herriges – *Alternate Citizen Representative*

Public in Attendance

Dolores Hurtado
Kathy Newcomb
Connie Ledbetter
Joe Lipscomb

Staff, Project Team, and Special Guests

Cindy Hahn – *City of Tualatin*
Alice Rouyer – *City of Tualatin*
Aquilla Hurd-Ravich, *City of Tualatin*
Ben Bryant – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*

Theresa Carr – *CH2MHill*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *JLA Public Involvement*

Welcome and Call to Order

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that the focus of today's meeting is on the Transportation System Plan and will mainly involve a project workshop. Members then introduced themselves.

Communication from the Public

There were no comments from the public.

Approve Meeting #5 Summary

Eryn let the group know that after Meeting #5, Jan Giunta sent an email suggesting changes to the Goals and Objectives language. A copy of the email was included at the end of the meeting summary. Eryn suggested that to reopen a closed topic, the majority of the group should vote to reopen the issue. The group agreed and Jan Giunta agreed. Eryn asked members to show their vote to re-open the discussion.

7 – no (stop signs)

6 – yes (go signs)

The discussion was not reopened.

On page 4 of the meeting summary, under transit linkages, it was noted that a bridge over the Tualatin River was not suggested. The summary should reflect that the comments during the meeting were about how Hall Blvd is an important alternative that connects many key destinations, including Washington Square and Tigard High School, but a bridge over the Tualatin River was not the suggestion.

It was noted that the detail of the public comments in the summary exceeded the detail of the Task Force discussion. It was suggested that the level of detail should be more balanced.

Meeting Summary #5 was approved with the above change.

Announcements

Cindy Hahn provided an update on recent meetings with the Planning Commission and City Council (TPAC is now the Planning Commission). On March 6th both the Existing Conditions Report and Goals & Objectives documents, for both Linking Tualatin and the Transportation System Plan, were brought before the Planning Commission. There was some minor discussion, but overall the Planning Commission gave positive feedback on both reports for both projects. Both documents were brought to the Tualatin City Council on March 12th. The Council was also supportive of the project work.

Cindy let the group know that the Transit Working Group scheduled for April 12th has been rescheduled for March 29th. She asked TTF members to update their calendars.

Cindy said that the City is celebrating the 25th year of Tualatin's designation as a "Tree City". Commemorative wristbands were offered to the group.

Ben Bryant mentioned that there was a great neighborhood meeting on March 10th. The group talked about 105th, 108th, and Blake Street at the meeting. He said that many of the great ideas generated at that meeting will be shown on the maps at the next set of Working Group meetings. A

meeting summary will be posted to www.tualatintsp.org. He encouraged the TTF to participate in the next round of Working Group meetings.

Ben said that two projects in Tualatin have been included on Washington County's MSTIP (Major Streets and Transportation Improvement Program). The draft list includes the extension of 124th to the south, as well as design work on the connection of 124th through Wilsonville to I-5. He mentioned that MSTIP will have both an in-person and a virtual open house and that it is important that the citizens of Tualatin show their support for these projects. The open house is scheduled for March 22 from 5-8pm at Beaverton High School and the virtual open house will be available online for two weeks following the in-person open house. Alice Rouyer said that it is important that the Washington County Commission know that these projects are important for Tualatin. The City will provide language in support of the projects for the CIOs, the Chamber of Commerce, CIO land use officers, the TTF members, and other groups to include in their feedback at the virtual open house.

Project Update: Transportation System Plan

Theresa Carr said that at the February 2nd meeting, the TTF approved the Goals & Objectives to be shown to council, TPAC, and at the February 16th open house. Generally, the public, Council and TPAC believe that the project is headed in the right direction, but there were some comments on how the public involvement is being addressed. She provided a handout of the Goals and Objectives with two suggested changes:

- Under *Vibrant Community*, add: Produce a plan which respects and preserves neighborhood values and identity.
- Under *Ability to be Implemented*, add: Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

Discussion about possibly adding the new language included:

- "Affected neighborhood" was meant to be inclusive because some decisions could affect all the neighborhoods in Tualatin.
- How does the intent of the language differ from the original language of "Striving for broad community and political support..."?
- If the word adequate is used, how do we define adequate as a measurable concept?
- Many TTF members felt that other areas of the Goals & Objectives already covered the public involvement. They felt that the language was redundant. Some suggested removing the word "adequate".
 - Mike Riley said the difference between including the word "adequate" and not including it is the difference between a more typical project open house and the working groups. A more typical open house is conducted to get feedback on concepts created by the project team while the working groups allowed the community to create the project lists. The working groups offer a more meaningful form of public involvement.
 - Councilor Davis said that there is a difference between getting broad political and public support for a project and a planning process. She suggested that "adequate" might not be the right word but that something should be in place to ensure that the public is being involved in the process in a meaningful way.
 - Theresa Carr suggested that the additional language will give some teeth to the accepted Public Involvement Plan that the consultants are working from. Whether the new language is accepted into the Goals & Objectives or not, the project team will continue with the accepted Public Involvement Plan to do their best to involve

the public in a meaningful way. Mike Riley said that the Goals & Objectives will be used to measure if the process was a success.

- There was some discussion about the verbiage “respects and preserves”. Some members felt that the language was too objective and limiting. Some suggested removing the word “preserve”.
- Mike Riley suggested new language for the second language suggestion: “...consistently involve citizens in each affected neighborhood in the planning process.”
 - Eryn asked if the TTF agreed to the new suggested language under *Ability to be Implemented* to “...consistently involve citizens in each affected neighborhood in the planning process.” **The committee agreed to the change.**
 - Mike Riley suggested that since the second language addition was accepted, the first suggested change under *Vibrant Community* could be dropped from consideration. The TTF agreed.

Eryn thanked the group for their constructive discussion and decision-making. She was appreciative of the different suggestions for problem solving during the discussion. Mike also thanked everybody for the discussion. He mentioned that he owes everyone 15 minutes of their time and offered to mow everyone’s lawn over the next few months.

Workshop – Brainstorming Transportation Solutions

Theresa Carr recapped the format of the first round of Working Groups. She said that each group began with a blank map and then had discussions about what is working well and what is not with Tualatin’s transportation system. The Working Groups then brainstormed ideas of how to improve what is not working well. The technical team then placed all of the brainstorming ideas on the maps. Theresa said that the idea lists and maps on the tables at the TTF are the universe of options of project ideas. Currently there are no “bad ideas”. This is a brainstorming effort and the purpose is to produce a long list of possible options. After March, when the team is confident that the lists are complete, the second round of Working Group meetings will begin refining the lists. Eventually a set of recommendations will be included in the TSP.

The purpose of the workshop tonight was to allow the TTF to see the lists put together by the Working Groups. There were maps compiled from the six Working Group topic areas on six different tables (Transit, Industrial and Freight, Downtown, Bicycle and Pedestrian, Major Corridors and Intersections, and Neighborhood Livability). Time was allocated for three, 15-minute sessions so TTF members had the necessary time to visit three maps of their choice, and give feedback. Theresa highlighted two questions for the TTF members to think about when looking at the maps:

- Is the list/map complete?
- Is anything missing?

Theresa said that it was not TTF’s job to judge the lists, they will not be removing projects at this meeting. Their job was to make sure all possible projects were on the list and maps. Eryn let the group know that March is the month for brainstorming. In April they will begin to closely examine the projects and whittle down the options.

The TTF spent one hour giving feedback on the 6 maps/lists.

After the workshop, Theresa thanked the group for their feedback. It was noted that there were new ideas added to every topic area and there was also a lot of discussion about the lists themselves. She mentioned that this is a very different process than what is normally done in a TSP.

She said that typically the technical team will develop the list themselves, and then ask the community to review it. This process allows the community to both develop and review the project list. Eryn asked the group if they felt that the lists were getting close to completion. Members suggested that they are getting very close to complete but that there is always the chance of more ideas.

Mike Riley said the Working Groups have been the heart of this process and they have allowed many people to contribute to the process. He also mentioned that the CIOs have created an online survey to facilitate their own feedback process. He said that he would distribute the link.

Councilor Beikman said that there is a large talent pool in Tualatin. She has been impressed with the ideas expressed by the community. She mentioned that she has been pleased with the people that have been involved and was excited to see new faces at every Working Group meeting.

Eryn mentioned that the summaries and maps from every Working Group are on www.tualatintsp.org, on the Working Groups page. She asked the TTF to share the results of this meeting with their constituencies, and to encourage others to attend the next round of Working Group meetings. She also mentioned the comment form and interactive map on the website as an easy way for community members to submit comments (www.tualatintsp.org).

Communication from the Public

Kathy Newcomb made a public comment. She said that Tualatin is missing Park and Rides in the SW Corridor process. She said that they are a crucial piece of infrastructure to get single occupancy vehicles off of the roads and reduce congestion. She said that Wilsonville's transit system sees over 380,000 annual trips. With better outcomes in the Linking Tualatin and Transportation System Plan, Tualatin can improve transit and reduce congestion.

Next Meeting

April 5, 2012
5-7pm

Meeting adjourned.

Transportation Task Force

3. C.

Meeting

Date:

04/05/2012

Attachments

Look Ahead Calendar

TUALATIN TRANSPORTATION TASK FORCE

LOOK AHEAD

2012

IMPORTANT DATES

APRIL

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

MAY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

JUNE

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

JULY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

MARCH / APRIL WORKING GROUP SCHEDULE:

MARCH 29 - TRANSIT

6-8 PM POLICE DEPARTMENT TRAINING ROOM

APRIL 2 - DOWNTOWN

6-8 PM POLICE DEPARTMENT TRAINING ROOM

APRIL 4 - BIKE & PEDESTRIAN

6-8 PM POLICE DEPARTMENT TRAINING ROOM

APRIL 10 - INDUSTRIAL & FREIGHT

11:30 AM - 1:00 PM CITY OF TUALATIN OPERATIONS

APRIL 11 - NEIGHBORHOOD LIVABILITY

6-8 PM ROOM 104, COMMUNITY ED BLDG, MERIDIAN PARK

APRIL 16 - MAJOR CORRIDORS & INTERSECTIONS

6-8 PM POLICE DEPARTMENT TRAINING ROOM

APRIL 2-16 WORKING GROUP MEETINGS #2

DISCUSS FEASIBILITY OF SOLUTIONS OUTLINED IN FIRST ROUND OF WORKING GROUPS

APRIL 3 - PLANNING COMMISSION

DISCUSS LAND USE TYPES & FOCUS AREA EVALUATION CRITERIA FOR LINKING TUALATIN

APRIL 5 - TASK FORCE

LINKING TUALATIN FOCUS ON LAND USE TYPES, FOCUS AREA EVALUATION CRITERIA

APRIL 19 - TASK FORCE

TSP FOCUS ON EVALUATION CRITERIA, SCREENED LIST OF FEASIBLE OPTIONS

APRIL 23 - CITY COUNCIL

LINKING TUALATIN DISCUSSION OF LAND USE TYPES & FOCUS AREA EVALUATION CRITERIA

TSP DISCUSSION OF LIST OF PROJECTS TO BE EVALUATED

MAY 1 - PLANNING COMMISSION

TSP DISCUSSION OF LIST OF PROJECTS TO BE EVALUATED

MAY 24 - TASK FORCE

TSP FOCUS ON PRELIMINARY EVALUATION RESULTS

JUNE 4-7 - LINKING TUALATIN CHARETTE

REVIEW LAND USE TYPES & ANALYZE ALTERNATIVE SCENARIOS

JUNE 4-14 - WORKING GROUP MEETINGS #3

REVIEW EVALUATION OF PROJECT IDEAS AND DETERMINE WHICH TO INCLUDE IN TSP

JUNE 25 - CITY COUNCIL

REVIEW PRELIMINARY EVALUATION RESULTS

JULY 3 - PLANNING COMMISSION

REVIEW LINKING TUALATIN CONCEPTUAL DRAFT PLAN

JULY 12 - TASK FORCE

REVIEW LINKING TUALATIN CONCEPTUAL DRAFT PLAN

JULY 19 TASK FORCE

REVISE RECOMMENDATIONS FOR TSP AND PRIORITIZE PROJECTS

JULY 23 - CITY COUNCIL

REVIEW LINKING TUALATIN CONCEPTUAL DRAFT PLAN

COLOR KEY

	TASK FORCE		CHARETTE		CITY COUNCIL
	WORKING GROUP		PLANNING COMMISSION		



Transportation Task Force

5. A.

Meeting

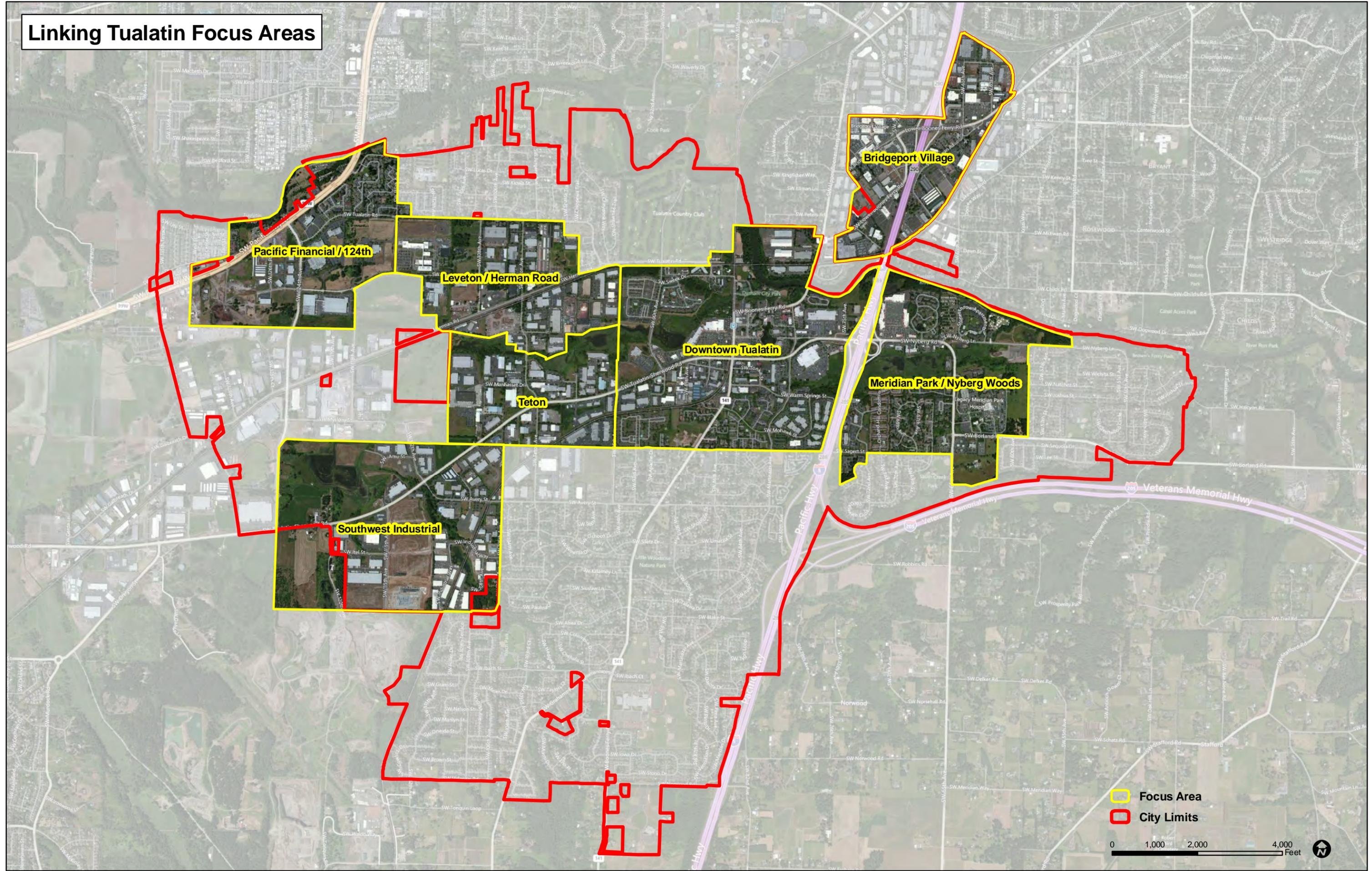
04/05/2012

Date:

Attachments

Revised Focus Areas

Linking Tualatin Focus Areas



Transportation Task Force

5. B.

Meeting

04/05/2012

Date:

Attachments

Typologies for TWG

Possible Applicability

The Mixed-Use Center could potentially be applied in the following focus areas:

- Bridgeport Village
- Pacific Financial / 124th

1. Mixed-Use Center

Precedents: Employment / Retail Destination (Tigard); Suburban Center (CTOD)



General Vision and Land Use Character:

A Mixed-Use Center provides an array of large and small format retail, employment, entertainment, and residential uses, and attracts visitors from within the city and / or across the region. The mixture of uses within the district may be both horizontal (with different single-use buildings located next to each other) and vertical (with a mixture of uses provided within a single building).

While retail and employment uses (including office, education, and health clinics) primarily define the character of the district, medium and high density residential uses (potentially located at the perimeter of the district) helps provide opportunities to live near services and employment.

Activity Level

A Mixed-Use Center is an 18-hour activity center, providing retail and employment opportunities during the day, and dining and entertainment opportunities during the evening.

Transit Function

A Mixed-Use Center is a significant transit “destination,” attracting visitors from surrounding neighborhoods and / or across the region. Providing medium to high density residential uses within the district will help to provide “origin” trips as well. Additional origin trips will occur if park and ride facilities are provided.

Connectivity and Multi-Modal Transportation

A Mixed-Use Center is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. Blocks may be larger than in other typologies, however, and where streets are widely spaced, there are designated pedestrian and bicycle paths within and between large blocks to provide safe and direct connections between transit, services, and employment uses.

Sidewalks are fairly wide, in order to accommodate pedestrian traffic, and there are street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are mid- to low-rise (1-4 stories, depending upon the mix of uses provided within the building). While single-use retail may be one story on the low end, residential or residential mixed-use buildings may be taller.

Residential development may include flats located within single-use apartment or mixed-use buildings, as well as townhouses. Retail and office may be large or small format, and may be located within single-use or mixed use buildings.

Possible Applicability

The Town Center could potentially be applied in the following focus areas:

- Downtown Tualatin

2. Town Center

Precedents: Town Center / Main Street (Tigard); Transit Town Center (CTOD); Mixed-Use Center (Seattle)



General Vision and Land Use Character:

A Town Center is a local center for economic and community activity, and provides a good mix of small and large format retail, smaller-scale employment, and civic/cultural uses, as well as a variety of medium to high density housing types. As such, a Town Center is a largely self-sufficient neighborhood, providing housing, services, employment opportunities, and other amenities that are easily accessible on foot, bike, or transit. Retail serves the needs of district residents as well as the community at large, and may include small, locally owned shops as well as large grocery or department stores (typically situated along busier arterials). All retail is oriented to the sidewalk.

Activity Level

A Town Center is a 14-hour district. Civic uses, office jobs, retailers, and restaurants help to foster daytime activity. Restaurants, bars, and other entertainment uses help to spur nighttime activity.

Transit Function

With office, retail, civic, and residential uses, the Town Center provides a mix of origin and destination trips. A Town Center is likely to provide transit connections (potentially through multiple modes) to other parts of the city and the region as well.

Connectivity and Multi-Modal Transportation

A Town Center is characterized by a tight street grid and narrow streets, and residents, employees, and visitors are able to walk comfortably and safely to businesses and services in the area. There are wide, generous sidewalks with well-defined street walls and transparent ground floors. Sidewalks provide amenities such as street trees and landscaping, pedestrian scale lighting, street furniture, public art, and high quality public spaces. Mid-block crossings are provided where needed, and there is a network of well-marked bicycle routes.

Development Types and Building Scale

Town Centers provide a good mix of multi-family housing types (including mid- and low-rise mixed-use and multi-family buildings, and townhomes). Retail, employment, and civic uses may be housed in single-use or mixed use buildings sited along the sidewalk.

Parking

The district provides plentiful on-street parking and structured parking garages, wherever possible. Surface parking lots are minimal.

Examples:

Downtown Hillsboro, Hollywood, Downtown Lake Oswego

Possible Applicability

The Industrial Employment District could potentially be applied in the following focus areas:

- Teton
- Southwest Industrial

3. Industrial Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

The Industrial Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It is primarily characterized by small and large light and heavy manufacturing and industrial uses (including tech-flex space), and provides a low to moderate density of jobs per acre. Other, non-industrial employment uses (including office) tends to be minimal, with most of the area dedicated to manufacturing operations. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Many businesses in these areas operate 24 hours per day, 7 days per week. However, most of the activity and services within the Suburban Employment District are centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Industrial Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

The Industrial Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Industrial Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a high volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.

Possible Applicability

The Business Employment District could potentially be applied in the following focus areas:

- Herman Road / Leveton

4. Business Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

Like the Industrial Employment District, the Business Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It provides an array of employment uses in a well-landscaped, campus-like setting, and is primarily characterized by small and large light and tech manufacturing uses (including tech-flex space), offices uses, and corporate headquarters. There is a low to moderate density of jobs per acre. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Though many businesses in these areas may operate 24 hours per day, 7 days per week, the Business Employment District is primarily a 10-hour district, with activity centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Business Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.



Transit Function

The Business Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Business Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a moderate to low volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.

Possible Applicability

The Mixed-Use Institutional / Employment District could potentially be applied in the following focus areas:

- Meridian Park / Nyberg Woods
- Pacific Financial / 124th

5. Mixed-Use Institutional / Employment

Precedents: Special Use / Employment District (CTOD); Special Districts (Seattle)



General Vision and Land Use Character

The Mixed-Use Institutional / Employment District is primarily characterized by large employers or other special uses, including health care or other campus or institutional uses (sports arenas, universities, etc). Employment densities are relatively high, and the employer/institution and its corresponding ancillary uses are the major destination and transit generator, and tends to define the character of the neighborhood. The district also provides commercial retail and services within easy walking distance from jobs and housing to serve the needs of district residents and employees (such as restaurants, child care facilities, banks, and dry cleaners). Much of this retail may be located on nearby arterials. There may also be some medium to high density housing.

Activity Level

The Mixed-Use Institutional / Employment District often functions beyond the 10-hour work day. When there is a large health care facility, activity is often 24/7, and educational institutions are often busy well into the evenings and weekends. This around the clock activity may have implications on transit demand. However, ancillary businesses and commercial services in the area are likely to function around the pattern of the business day. Activity in the area may decrease after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

Primarily an employment and institutional services destination, with some origin trips from surrounding residential uses.

Given the large number of employees in the area, large employers and institutions may provide shuttle services to transport users and employees to and from transit stations and other destinations.

Connectivity and Multi-Modal Transportation

The Mixed-Use Institutional / Employment District provides comfortable sidewalks linking employment and institutional uses to residential uses, transit facilities, and retail services. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. Where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, residential, and employment uses. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Within campuses and large institutional developments, buildings may be quite tall (actual height limitations depend upon the planning district designation, but may be as tall as 95 feet in the Medical Center district, or 50 feet in the Institutional district).