

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
AUGUST 20, 1996**

Council President Trotter called the work session to order at 5:40 p.m. in the second floor conference room in City Hall.

Present were:

Milwaukie

Councilors Farley, Schreiber, and Kappa
Planning Commissioners Tomei, Cosgrove, Havel, LaRocque, and Lent
City Manager Bartlett
Community Development Director Collins
Public Works Director Wheaton

Happy Valley

Mayor Nicolay
Councilors Smith and Scholz
City Planner Crumley

Clackamas County

Planning Commissioners Merchant and Waldemar
Norm Scott
Rod Sandoz

Clackamas Regional Center Plan

Scott discussed the two concepts for uses of the study areas which included the Town Center, Fuller neighborhood, golf course, and possibly Sunnybrook. The 2040 Plan provided guidance for development of the Regional Center and the 82nd Avenue corridor.

The first concept was based upon a southern light rail alignment that would terminate near the Monarch Hotel. This illustrates the maximum 2040 concept. A map indicated the zoning uses: commercial on the west side of 82nd Ave. and a variety of uses on the east side; office space (class and flex); civic; single family; single family attached; multi-family near Fuller Rd.; mixed use near light rail; industrial; and open space.

Councilmember Farley asked how traffic flow would be impacted in this concept. **Scott** said proposed land use is the first step, and then staff will look at how that impacts transportation. Land use will then be reconsidered if necessary. The least changes were made to the north along 82nd Avenue to King Road, and the most intense use will be in the area of light rail.

Scott discussed the proposed northern light rail alignment that would cross 82nd Avenue at Causey and continue east on Monterey. Development would be concentrated near the Town Center with mixed uses on the south of Sunnyside. This concept also included construction of two roads parallel to 82nd Ave.

Councilmember Kappa asked for information on parking ratios. **Scott** said parking ratios would meet 2040 guidelines.

Councilmember Farley asked if it was assumed the Town Center would remain as it is. **Scott** said the Town Center's parking lot would be developed to bring the mall out to light rail, and a parking structure would be designed.

Merchant asked Scott to indicate the walk circles around the stations. **Sandoz** said the walk circles are 1/4 mile.

Smith pointed out there would be other bus stops in the area. She discussed affordable housing in the area. **Scott** said part of the study would be to look at the jobs and wages in the area and the types of housing that would be supported by those jobs. He pointed out the pedestrian routes and boulevards to provide more amenities for walkers and a better connection between the Town Center and the Clackamas Promenade.

Councilmember Schreiber asked how this plan would connect with Milwaukie's regional center concept and Happy Valley's plans for change. **Scott** said County staff is looking strictly within the boundary at this time.

Councilmember Kappa asked about setbacks from Johnson Creek to maintain the natural setting. **Scott** indicated there was little of Johnson Creek included in this plan. The area within the plan is designated as greenspace with a buffer area. He discussed the need to consider storm drainage and evaluate potential impacts.

Scott discussed Phillips Creek and the plan to preserve and enhance that part of the creek where possible. Part of the creek lies under the Ross Center and Cub Food parking lots. **Havel** and **Scott** commented on the cleanup efforts by ODOT and Southern Pacific. Other members of the group discussed possible uses of the golf course.

Councilmember Farley said he was concerned about the amount of traffic on Johnson Creek Blvd. **Scott** said one scenario includes making part of Johnson Creek Blvd. three lanes to 82nd Ave.

Smith pointed out ODOT has said there would be no realignment on Johnson Creek Blvd. between 82nd and 92nd Avenues. **Scott** agreed there was no intention to realign that portion of Johnson Creek Blvd., so an interchange is being considered to solve the problem. Fuller Rd. is too close to the ramps resulting in no "stacking" room, and, based on today's standards, construction would probably not have been allowed.

Sandoz briefed the group on a recent open house in which plans for the South Fuller Road Triangle and the proposed light rail alignment were available to the public. The 2040 has designated this as a regional center. There are currently about 100 single-family homes in addition to some businesses and commercial facilities. The area is under consideration for a higher density to help meet 2040 goals of doubling housing and increasing employment by 30%. Staff is looking to determine if it is a good idea to rezone the single-family area for a different use. The alignment could be changed if Clackamas County decides to rezone the area. It is possible the rail line could go through the center of the area with a station. He discussed the LaSalle High School and Christ the King properties and noted a small area within the Milwaukie City limits was within the boundary.

Crumley asked how people attending the open house responded. **Sandoz** said most people liked it the way it was, but other realized it would likely change in the future.

Lent urged bicycle amenities be taken into account in the concepts. **Scott** assured her bikeways would be included in the planning process.

Councilmember Farley asked if there would be any pedestrian overpasses. **Sandoz** said there were no plans for Fuller Rd. to be a major connection; however, Harmony Rd. may need to be widened in the future.

Sandoz said the County wants to have its study completed by the end of the year with land use patterns for the regional center plan. Staff is looking at how much can be absorbed by the triangle. **Scott** added the comprehensive plan amendment and urban renewal district are scheduled for adoption by fall 1997.

Councilmember Kappa asked what the plan was for moving freight through the area. **Scott** said freight had not been addressed at this stage. **Sandoz** added most of the freight at this time is for retail deliveries.

Sandoz asked if the boundary should be changed to exclude the small portion of the City of Milwaukie included in the study area.

Councilmember Farley asked how LaSalle and Christ the King felt about the plan. **Sandoz** said neither LaSalle nor Christ the King plan to relocate and were both generally in favor of the plan.

Scott discussed the office study and the employment and density forecast. The county hired a consultant to work on these issues and identify ways to enhance attractiveness to prospective businesses. For an east side location, the Town Center was very good, and the vacancy rate at this time is very low for the region. Most of the office development is people-serving spaces such as medical or real estate instead of businesses serving other businesses. The consultant had concerns that if structured parking were required, prospective businesses would probably go to a different area.

One member of the group asked if accessibility was a problem. **Scott** said the area is accessible; however, there is a congestion problem. He added that upper-end housing could also make the area more attractive to business owners.

Councilmember Kappa commented on parking ratios and providing living space. Parking lots mean less space for housing. **Scott** said there needs to be a reasonable transition to higher density, and it might be a requirement that development show how higher density could be achieved in the future.

Scott pointed out that structured parking is both important and necessary to achieve 2040 goals. Right now, though, the market will not support structured parking because of the expense. Kaiser, because of its limited amount of land, is beginning to look at it more seriously.

Councilmember Farley asked how the tax base in Clackamas County would be impacted. **Scott** said the tax base would increase significantly.

Nicolay pointed out there could be light rail funding available for structured parking.

Smith asked if shared parking was more feasible. **Scott** said there would be a savings, but lenders are leery since uses might change. Compatible uses have to be evaluated during the planning stage.

Sandoz said New Hope Church is being considered as a park-and-ride facility since it is used little during week days.

Next joint work session: Happy Valley in October.

Council President Trotter adjourned the work session at 6:50 p.m.

Pat DuVal, Recorder/Secretary