

**MILWAUKIE CITY COUNCIL
WORK SESSION
APRIL 16, 2001**

The work session came to order at 5:30 p.m. in the City Hall Conference Room.

City Council present: Mayor Bernard and Councilors King, Lancaster, Marshall, and Newman.

Staff present: City Manager Pro Tem Swanson, Assistant City Manager Bennett, Planning Director Rouyer, Neighborhood Services Manager Gregory, Associate Planner Gessner, Program Specialist Herrigel, and Associate Engineer Barnett.

Information Sharing

1. **Mayor Bernard** discussed Council meeting procedure, and members agreed to address each other by title and last name at regular and work sessions. He intends to begin each regular session with a quotation. **Councilor Marshall** suggested inviting civic groups to lead the Pledge of Allegiance. The group discussed Robert's Rules of Order training.
2. **Councilor King** announced Feed the Hungry dates are July 1 and November 4.
3. **Councilor Newman** and **Herrigel** announced the Springwater Corridor Cleanup Project on April 21.
4. **Herrigel** announced Milwaukie Down-to-Earth day on May 19 and other upcoming neighborhood cleanup efforts. Council directed she move forward on the "Tree Hugger Photo Contest". The deadline for entries is May 31, and Council will award the prizes at its next meeting.

Open Public Forum

Ed Zumwalt said the Historic Milwaukie Neighborhood supports a proactive approach to the South Corridor Study as well as the "14 points" developed at the recent Neighborhood District Association (NDA) leadership meeting. He was concerned about keeping station community planning and "new urbanism" under control in the future. People feel it is time to do something and take a firm stand. Most people are do not feel light rail can be stopped, so it is important the community gets what it wants.

Swanson recommended putting everything in writing, and, if there is an agreement, make sure all parties sign off on it. Someone must have the will to enforce. He further recommended one master file of record copies of significant documents.

Councilor Marshall made it clear no entity has been tougher on Metro than Milwaukie.

Dick Jones, 3205 SE Vineyard, Oak Grove. He does not believe there is a significant problem with travel time into downtown Portland, but it has increased dramatically on I-205. Population increases have a direct impact on the number of service and delivery vehicles on our roads. High occupancy vehicle (HOV) lanes will serve all transportation modes. He does not support light rail.

Scott Cook, Masonic Lodge, Milwaukie. He supports neighborhood recommendations and moving the transit center from the Safeway property. The Lodge is interested in acquiring some of the property for parking and other constructive uses.

Eugene Schoenheit, Oak Grove resident. Oak Grove does not support light rail.

Lewelling School Trip Safety Program Report

Barnett provided a copy of the draft Capital Improvement Plan (CIP) which includes Logus Road Safety Improvement recommendations. The task force assigned to complete the study recommends emphasis on safety education. The area is well served by a walking network that needs to be maintained and free of obstructions.

Logus Road is 18 - 20 feet wide with no sidewalks, so students who do walk to school have a limited walking area and tend to straggle in the street. Tri-Met buses on Logus take up more than half the street. The task force also recommends exploring the feasibility of no-parking on the south side of Logus Road during school hours, installing signs, clearing obstructions from the right-of-way, and constructing a path or sidewalk on the south side of the street between 43rd and Stanley Avenues.

Art Ball, Lewelling Neighborhood District Association (NDA) chair and task force member, said, in addition to Logus Road being very narrow and little improved, the neighbors have encroached on the right-of-way with mailboxes and hedges. The right-of-way is generally 30 feet, but only 18 - 20 feet are paved. Logus Road is not pedestrian friendly and is unsafe. He does not agree with the Traffic Safety Board's recommendation for a gravel path over constructing a paved sidewalk. In addition to 19 Tri-Met buses, there are over 1,000 cars per day and numerous school buses using Logus Road. He did not believe emphasizing the path network would meet the needs.

Barnett said the Traffic Safety Board recognizes the rural flavor of Logus Road and is concerned a sidewalk so close to the street creates a false sense of security. The existing path network functions well, and the education element can be reinforced.

Councilor Newman said people naturally want to reach their destinations as quickly as possible, so the city should plan for them to do this as safely as possible.

Bennett explained Logus Road is an old county road and does not have a base, so reconstruction costs would be high. She anticipated opposition from Logus Road residents accustomed to a certain lifestyle.

Councilor Marshall felt there could be one sidewalk on the south side of the street. He considered the Board's recommendation erroneous and narrow minded. There are a lot of walkers in the area other than students.

Barnett said a sidewalk on one side of the street would cost about \$250,000, and full construction is estimated at approximately \$1.6 million.

Ball added the NDA, Lewelling PTO, and appointed advisory board recommend a sidewalk. He suggested trying to find grant money.

Councilor Newman discussed a current bill before the legislature to move some ODOT money into school travel route improvements from hazardous roads funds.

Ball was not opposed to doing a sidewalk project in segments starting with the area between 49th Avenue and Stanley Avenue. The NDA has not discussed the option of forming a local improvement district. Some residents are opposed to doing anything because of their landscaping but did not attend any meetings.

Barnett, responding to a question from Councilor Lancaster, said he was not aware of any pedestrian/vehicular accidents on Logus Road . He noted there was little response to outreach efforts.

The Council generally agreed to support the 8 recommendations proposed by the Lewelling School Trip Safety Task Force.

Councilor Lancaster suggested looking to the School District as a partner.

Transportation System Plan Implementation Project

Gessner updated the group on the implementation project and issues relating to traffic impact analysis requirements. One of the issues is determining what role performance measures play in land use application decisions. Staff recommends using performance measures over denial or approval criteria. Performance measures, such as level of service and volume to capacity, are more objective and probably stand up to legal review.

Level of service, in traffic engineering terms, is the measure of delay at an intersection. The peak hour standards for regional roads is "F" and "E" for local streets. Gessner described the model land use application and traffic impact analysis regulations. If an analysis is required and impacts are identified, the Planning Commission or City Council will have to determine what mitigation will need to take place. From this, there will have to be a policy decision on whether the performance measure should be an approval criterion or an indicator of existing conditions.

The next issue is what triggers a traffic impact study requirement. Staff recommends a scoping process that does not overburden the applicant yet is sensitive to residential areas, site specific conditions, and trips generated. The process must consider SDCs, the School Trip Safety Program, and the Neighborhood Traffic Management Plan.

The final issue, is whether the planning director should continue to decide commercial applications in a commercial district "by right." The Planning Commission supports this existing authority but recommends increasing the notification area from 150 feet to 300 feet in order to expand the opportunities for public comment.

Gessner said the Planning Commission reviewed and approved the proposals to date, and the NDA leadership made comments at its March meeting.

Councilor Newman wants assurances the triggers initiating a study are objective and that studies will be done. He was also concerned there be an appeal process.

Rouyer discussed the notice area recommendation, and said staff would provide some examples.

Councilor Lancaster thought trips per day impact should be ranked highly.

Councilor Marshall did not feel the community should accept a service level "F". There should be nothing more congested than "D" if the city wants to maintain its quality of life standards.

Councilor King was concerned "raising the bar" like that would force the city into building more streets.

Bennett cautioned the Council against creating a moratorium because the legal ramifications can be severe.

Gessner will offer mitigation options at a future work session.

The Council discussed the recommended options. **Councilor Lancaster** thought, in an effort to streamline government, the Planning Director should handle applications up to a established level. **Councilor King** did not want to short cut the public process. **Councilor Marshall** understood there would be established thresholds triggering certain actions.

The City Council generally supported the recommended options in the Transportation System Plan Implementation.

Washington Street House Update

Rouyer reported Richard Peterson applied for a moving application to meet the School District's May 1 deadline. The house will be temporarily stored at 21st Avenue and Lake

Road while Peterson considers his options. The building official is working on security questions.

South Corridor Update

Bennett and **Gregory** provided updates on the South Corridor Study and Milwaukie transit center issues. Material included an updated matrix outlining Council's position on each of the four remaining transit options under study, a draft action plan, and draft letter from Mayor Bernard to Metro Presiding Officer Bragdon and Executive Director Burton. **Bennett** reviewed Council direction on the four transit options under consideration: light rail, bus rapid transit (BRT), busway, and high occupancy vehicle (HOV) lanes.

Councilor Marshall referred to the light rail alternative and recommended deleting the condition of support relating to the downtown station and bus transfers on the Jr. High site. He felt the north Milwaukie industrial area needed to be on the table.

Councilor Lancaster felt it should be expressed this is the only acceptable location for light rail in downtown Milwaukie.

Councilor Newman felt the Jr. High site should be emphasized as the central location.

Gregory suggested language to the effect that the location for local service provision, whether it is light rail or another mode, should focus on the Jr. High site.

Bennett reviewed the matrix on the other 3 alternatives, and Council members agreed it captured their comments.

Gregory discussed the draft action plan. Part 1 of the plan is a series of small meetings with Metro, Tri-Met, North Clackamas School District, and City of Portland. Milwaukie will send a small delegation of 2 Council members and 2 interested neighborhood volunteers. Staff will schedule a joint session of the City Council and Clackamas County Board of Commissioners. These should take place before the South Corridor Study Policy Group meets on May 7.

Swanson added it is important to present a consistent and focussed community message. The goal is to accomplish this by May 7 to make sure Milwaukie puts forth a unified, powerful position in the Study.

Staff recommends a design workshop on options for a light rail alignment with a Jr. High station and a regionally-focused transit center either north or south of the downtown area. The proposal includes all South Corridor agency representatives in the workshop with Milwaukie taking the lead.

The Council agreed to this phase of the action plan with staff identifying the citizen participants.

Part 2 of the action plan is outreach to key groups to keep lines of communication open. Stakeholders would include appointed advisory board members, neighborhood associations, local organizations, and regional agencies. The 3rd part of the plan is an internal review to determine who can provide what expertise and how service delivery might be affected by the Council's plan of action.

The Council reviewed the draft letter from Mayor Bernard to Metro, and, with a few minor changes, directed staff to final it for the Mayor's signature.

Councilor Marshall requested staff research any potential limitations on use of the Jr. High property.

May Town Hall Planning

The group discussed possible topics for a Town Hall in May. Mayor Bernard thought this would offer an opportunity for the Council to observe city manager candidates' interacting with the community. Council agreed to consider dates in early June.

Council Retreat Planning

Council agreed to hold a retreat on the weekend of May 19th.

Urban Forestry Committee

Councilor Marshall moved to reconsider appointments to the current Urban Forestry Committee and Councilor King seconded.

The group discussed the appointment process, and there were concerns Councilors had not been advised of the Council President's decision.

Councilor Newman was reluctant to slow down the process since the Committee is on a short timeline.

Councilor King regretted her failure to poll the Council before making the appointments and understood the outcome would have been different.

Councilor Marshall did not think the same people would have been appointed if the process had been followed.

The group discussed adding more members and if the likelihood of doing so would correct the problem.

The motion to reconsider appointments to the Urban Forestry Committee passed 3 – 2 with the following vote: Councilor Marshall, Councilor Lancaster, and Mayor Bernard aye; Councilor King and Councilor Newman nay.

Mayor Bernard and Councilor Marshall will prepare a proposal for the April 30 work session.

Adjournment

It was moved by Councilor Marshall and seconded by Councilor Newman to adjourn the meeting. Motion passed unanimously.

The work session ended at 8:30 p.m.

Pat DuVal, Recorder