

MINUTES**MILWAUKIE CITY COUNCIL WORK SESSION****February 6, 2007**

Mayor Bernard called the work session to order at 5:30 p.m. in the City Hall Conference Room.

Council Present: Councilors Barnes, Collette, Loomis, and Stone.

Staff Present: City Manager Mike Swanson, Planning Director Katie Mangle,

Park and Recreation Board Interview

Council interviewed Val Hubbard for a vacant position on the Park and Recreation Board.

Senior Project Video

Marie Johnson showed a video highlighting the importance of art in a community.

Transportation System Plan Update

Ms. Mangle reported this effort was an update to the Transportation System Plan (TSP) adopted in 1997. Staff applied for and received a \$128,000 grant from the Oregon Department of Transportation (ODOT) that allowed the City to hire consultants to help with the technical work and assist with public involvement.

The TSP was not only a transportation plan for the City that identified policies and priorities, but was also A guide for determining which projects got built in Milwaukie. For example, when the King Road Safeway plan went to the Planning Commission, it was understood that a signal would be needed at 43rd Avenue. Safeway paid for that signal because it was in the 1997 TSP. A number of projects in the Plan had been completed. Others had not, so it was time to determine if they were still a priority and if development in Clackamas County and the City affected them.

This project started in November with four community briefings. The 40 attendees gave their initial feedback on the types of things the City should study and began signing up for committees, and over 100 people signed up for the interested persons list. The consultants were currently mapping and inventorying existing conditions and collecting traffic data that included 24-hour speed counts at selected locations. The advisory committee included citizens, businesses, and agency representatives to oversee the project.

Right now the four working groups -- street design solutions, traffic and street networks solutions, transit solutions, and freight access solution -- were starting up. Each working group would meet about four times. The street design working group would set policies and direction for the City on such options as green streets on Logus Road and more context-sensitive street design. The current TSP did not address that type of design. There would be two types of workshops including bike and pedestrian access, and others would focus on downtown parking tailored for business and also reaching out the neighborhood. Ms. Mangle provided handouts showing all the public involvement opportunities over the next six months. She encouraged people to attend the February 24, 2007

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kick-off to learn more about the project and to sign up for the working groups. There will be a spring open house where the recommendations would be presented to the community.

Councilor Stone asked if an outcome of the TSP would be a prioritization of needed street and sidewalk work.

Ms. Mangle responded it was being taken from two angles. One was the physical inventory of the streets and sidewalks. The other was a look at the larger transportation system that would make Milwaukie a greater place to live and work. There were goals already in the Comprehensive Plan that identified fundamental City objectives. People will have a chance to comment all the way through the process. The old TSP had a very lengthy list of projects that was beyond the City's funding capabilities even with grants. The new TSP would be more closely tied to a realistic funding forecast.

Mayor Bernard understood this was about the future and not maintenance. He asked how the City planned for the impacts related to the Sunrise Corridor, Hwy 224, and Harmony Road.

Ms. Mangle replied the Sunrise Corridor was not in the City's study area which included the Urban Growth Management Area (UGMA) to I-205. The Sunrise Corridor was further east in Clackamas County. Both projects used the Metro traffic forecast model, and that forecast did include the Sunrise Corridor and reflected growth. Milwaukie was coordinating with Metro and the County on that and other projects. The City needed this process to help plan for changes related to Harmony Road and Hwy 224. Not having an updated plan put the City at a disadvantage when trying to understand those impacts. The Harmony Road project was already listed in the 1997 TSP, so it would be addressed. The forecast would provide a better understanding of the development and changes related to Hwy 224.

Mayor Bernard understood the Clackamas County study said there would be no impact on Hwy 224 Milwaukie with the Sunrise Corridor which he thought was malarkey.

Mr. Asher added that Mr. Parkin had taken the lead on both projects and was briefed by the County. Mr. Parkin was directed to invite County staff to a work session in March to discuss specifically the Harmony Project and the Sunnybrook extension.

Councilor Collette shared the concern because at the meetings she attended on the Hwy 224 and Sunrise Corridor projects it was stated that the impacts would dissipate by Lake Road. It seemed to be the "beam me up, Scottie" approach to traffic planning. There would be 60,000 new people coming over the hill toward Milwaukie, and the County said there would be no impact.

Ms. Mangle talked with the Metro traffic section because of the many concerns she was hearing. She did confirm that the regional people were looking at not only that study area east of I-205, but also west to the river. Metro was concerned about those regional impacts as well because it was difficult for a town the size of Milwaukie to be on all the project committees.

Mayor Bernard understood Milwaukie was asked to participate on the Sunrise project, but the City had to decline because it was short staffed. Now they were looking at creating a policy committee to deal with the Sunrise Corridor because of the project cost. He did not wish to be a member of that committee and hoped others would consider participating. He asked how one could develop a TSP

when there were so many potential impacts. He understood this was a forecast through 2035, and within a few years Sunrise, Sunnybrook, and Hwy 224 will have a huge impact.

Councilor Stone understood the current TSP was ten years old and asked how old was the Regional Transportation Plan (RTP) was.

Mr. Asher said there was a minor update about four years ago, and it was currently undergoing a major update now.

Ms. Mangle added it was desirable to review the TSP every four to five years to consider some of the figures. There was a lot of work to do on the current plan because it was so old. The RTP was being updated now, so it would be advantageous for Milwaukie to be closely coordinated.

Councilor Stone asked if the TSP revision was a mandate.

Ms. Mangle believed Milwaukie was the only city doing a full update, so there was some flexibility in how cities look at their TSPs. There were statewide planning rules with which the cities needed to comply. The more outdated the TSP became the less likely it would be for the City to get funding. The TSP was an active document used for the capital improvement plan and was a tool for money and implementation.

Councilor Collette commented it was also about integrating the needs by taking a broad look.

Councilor Stone understood DKS was doing traffic and speed counts in 34 locations. She asked what types of streets they were targeting.

Ms. Mangle replied it was a little bit of everything. There were a number of points along Hwy 224 and 99E, and there were traffic counts on local streets where there were complaints about cut through traffic. The model covered the whole City and these were the points at which more data would be gathered. She provided information on the Milwaukie Transportation System Plan Working Group and Workshop Kickoff on February 24.

Councilor Stone asked how the Working Groups would be staffed.

Ms. Mangle replied the project included planning, community development, engineering, and community services. Mr. Asher would work with the transit solutions group, Ms. Shanks with street design, Mr. Parkin with the traffic and street network, Mr. Campbell with freight access, Mr. Marquardt and Mr. Kelter with the pedestrian and bike access, and Ms. Mangle the downtown parking. There would be consultant support and mediators if necessary. The meeting dates would be set once people signed up.

Councilor Loomis thought the freight people needed to step up and participate in a group setting so better ideas came out.

Ms. Mangle added there would be a side project that would focus on 99E/Ochoco and other tricky intersections in the North Industrial area. There would be group meetings, and staff wanted to make an extra effort to reach out to businesses. She thought most of the working groups would meet in the evening with the possible exceptions of downtown and North Industrial meetings.

Councilor Barnes suggested making a video of the Kickoff Meeting to broadcast on cable.

Mayor Bernard suggested clarifying the meaning of freight access.

Ms. Mangle added staff would use the City's website extensively for this project and would post all the working group agendas, meeting materials, and notes. People can still know what's going on without attending a lot of meetings. There would also be an online survey.

Councilor Barnes suggested a blog where people could add their comments.

Councilor Stone suggested making staff liaison e-mail addresses available.

City Manager Matters

Mr. Swanson discussed John Lang's request for someone to be on the Site Selection Committee coming out of the Citizens Advisory Council (CAC) process. Helpful to look at the first statement, "Both Clearwater and the CAC process provided reasonable answers to the questions each was addressing." The problem was they were not addressing the same question. Clearwater was looking at the best regional approach to wastewater treatment. The expansion to Tri-City and diversion to that facility was a reasonable answer to that question. When the Board of County Commissioners (BOC) delegated to the CAC the issue of coming up with a strategic plan for Clackamas County Service District #1 (CCSD1) they were not asked to come up with a regional solution. The CAC first looked at what it wanted to accomplish, and the most deeply held goals were likely ownership and control. The CAC answered its question as well as Clearwater answered the regional question, but that lead to some interesting issues.

The chart he distributed outlined the four legs of the approach. The first was the question of the Kellogg Treatment Plant. The BOC at one point made the decision that Kellogg should be decommissioned. There would need to be some kind of alteration in order to increase flows until a new plant was brought on line and would require a land use action before the Planning Commission and possibly before the City Council. The second leg had to do with interim capacity. Water Environment Services (WES) had undertaken the master planning process that looked at growth within the tri-cities. They were also looking at diversion from CCSD1. Those studies were underway. One of the questions was if capacity were increased at Tri-City to provide for interim diversion for CCSD1 was if the capacity was something CCSD1 would own. Would they pay for the infrastructure and then sell it back to Tri-City? Or would CCSD1 be in a contract situation with Tri-City? Given the CAC view that would not be the optimal solution because they wanted ownership and control. They saw that as a possible way to make Clearwater a reality by moving on the diversion and contracting with Tri-City. That was in reality a de facto Clearwater solution. The third leg was the new plant within the District which was a CAC recommendation. That would satisfy the CAC's desire for ownership and control. It would be sized sufficiently to meet future needs. Right now that was one of the issues on the front burner because the County hired Mr. Lang to run the process of the site selection committee. Mr. Lang had been the director of the Portland Bureau of Environmental Services (BES) and was experienced in site selection processes. The CAC was very concerned about the composition of the membership, and the BOC would get back with its decision. Mr. Swanson thought the site selection committee composition would likely remain as it was proposed. The final leg was the regional committee that had not yet been formed, and Milwaukie would be asked to provide a member or members. The purpose of that committee was to take a long-term regional look.

The conflict was in the views of the CAC and Clearwater and regional versus ownership and control. The BOC and CAC had been discussing the CAC's role.

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When it was established a year ago in January, the CAC was charged with coming up with a wastewater strategic plan for CCSD1. The enacting Board order said the CAC would be ongoing as the advisory body to CCSD1. There was a staff memo on its view of the CAC's role, and the CAC hired an attorney to define its role. Within each of those was the role of the director. The City of Happy Valley delivered a letter to the BOC requesting that it be informed of the process for de-annexation from CCSD1 and the possibility of annexation to Tri-City. In addition, Damascus has certain desires. That was important in that a lot of the value and future connections would be generated in the area east of I-205. The construction of the new plant which would be extremely expensive would be accomplished through revenue bond financing which was dependent upon connections. On one hand a site may be identified, but if this happened then there might not be the financing. Secondly if connections were eliminated, they may back into Kellogg Treatment Plant as being a viable facility that could handle the resulting load. If Happy Valley and Damascus de-annex, then there was nothing that would prevent Milwaukie from annexing to Tri-City. Happy Valley had been very upset with the CAC for sometime because of the way it operated. He understood the CAC did not view the loss of Happy Valley with any great concern. The loss would represent the loss of a large financial base and would not be in the best interest of CCSD1 if it wanted to build a new plant. Kellogg Treatment Plant could serve the CCSD1 load. The land use issue will be on the Council's agenda on February 20, and he would suggest continuing the hearing.

Councilor Barnes recommended bringing the regional parties to the table before forming the site selection committee.

Mr. Swanson thought a lot of pressure was being put on the BOC, and the CAC was pushing for the site selection committee. If the site selection committee did not come up with a location, then it would move toward a Clearwater-type situation. He thought someone from Milwaukie should participate and at least be on board if things begin to move.

Councilor Barnes agreed but with the caveat that Milwaukie thought it was more important to bring people to the table. The CAC seemed to be speaking and running the show, and all the regional partners were questioning going along with the group. She did not think it was right any more. The CAC had its shot, and now it was time for everyone in the region to come to the table.

Mr. Swanson was not advocating one way or another for the summit. He guessed the CAC would say the County was running the show, and the BOC would say they had not made a decision one way or another.

Councilor Barnes suggested that the Milwaukie City Council prepare a formal letter to the BOC that there be a regional summit to get the process started.

Councilor Collette thought the purpose of the site selection committee was to legitimize the CAC report

Councilor Stone seemed like the process was dragging on way too long. July 2008 was not quick in her opinion. There were a lot of people affected, and Happy Valley certainly had some concerns, as did Milwaukie. She thought it would behoove the group to have everyone sit down and talk.

Mr. Swanson would draft a letter and asked that the Council designate someone.

Councilor Stone was interested in attending the meetings but should also have Mr. Swanson there.

Mayor Bernard recommended Mr. Swanson attend special meetings.

Mr. Asher would look at who was available from staff.

Councilor Barnes suggested Lisa Batey represent the City of Milwaukie.

Mayor Bernard recommended Councilor Stone if the County wanted an elected official.

Ms. Batey understood invitations would be sent out by the end of the month in addition to the site selection committee. She did not believe the BOC wanted to raise the issue of governance again, so she felt someone else might be a better representative. She found the Happy Valley de-annexation as very interesting and that it might not be a calculation in seeing the site selection falling apart and reverting to Clearwater.

Councilor Collette thought it was an important role for Ms. Batey as the Island Station Neighborhood Chair.

Councilor Loomis noted everyone agrees there was a capacity issue, and Happy Valley and Damascus had the capacity issue and were doing this in their own best interest.

Mr. Swanson reminded Council of the teambuilding session with Dr. Bill Grace.

Mayor Bernard adjourned the work session at 6:46 p.m.



Pat DuVal, City Recorder