

**CITY OF MILWAUKIE
PLANNING COMMISSION
MINUTES
Milwaukie City Hall
10722 SE Main Street
TUESDAY, September 24, 2013
6:30 PM**

COMMISSIONERS PRESENT

Lisa Batey, Chair
Clare Fuchs, Vice Chair
Scott Barbur
Sine Bone
Shaun Lowcock
Wilda Parks

STAFF PRESENT

Stephen C. Butler, Interim Planning Director
Brett Kelper, Associate Planner
Peter Watts, City Attorney

COMMISSIONERS ABSENT

Gabe Storm

1.0 Call to Order – Procedural Matters*

Chair Batey called the meeting to order at 6:30 p.m. and read the conduct of meeting format into the record.

Note: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.ci.milwaukie.or.us/meetings>.

2.0 Planning Commission Minutes – None

3.0 Information Items

Steve Butler, Interim Planning Director, noted a Transportation Growth Management (TGM) Grant was awarded to the City for work on the Monroe Street Neighborhood Greenway system concept. Also, the first meeting of the Moving Forward Milwaukie's project advisory committee was held last night. The first public event was scheduled for October 3, 2013.

4.0 Audience Participation – This is an opportunity for the public to comment on any item not on the agenda. There was none.

5.0 Public Hearings

- 5.1 Summary: Transportation System Plan (TSP) Update *continued from 9/10/13*
Applicant: City of Milwaukie
File: CPA-13-03
Staff: Brett Kelper

Chair Batey called the hearing to order and read the conduct of continued legislative hearing format into the record. She noted public testimony was closed and the Commission was in deliberation.

Brett Kelper, Associate Planner, noted the materials provided to the Planning Commission, and explained the addendum and some other changes to the proposed Transportation System Plan update. He passed out a supplement page to the addendum of small corrections. Specifically, he noted the adjustments to Chapter 6 to revise the language from 'bike boulevard'

to 'neighborhood greenway' as the overall purpose of a neighborhood greenway was traffic calming. With regard to Chapter 8, there was suggested language for the refinement plan of state facilities, Highway 99 and Highway 224, and included other ways to improve traffic flow without expanding facilities. Proposed changes to Chapter 13 included better clarification for the distribution of transportation revenues and costs for maintenance, operational overhead, capital projects, etc.

Chair Batey noted that although budgetary information was not in the Commission's bailiwick, understanding the breakdown of maintenance and personnel was helpful. She asked if there were proportionate contributions from other resources to cover operational overhead and the like.

Mr. Butler confirmed that other utilities contribute but he did not know if it was proportionate.

Mr. Kelper explained a range of scenarios for decisions about spending allotments for capital projects versus operations and maintenance projects.

He explained the options and elements for the Commission's recommendation to the City Council, including using the August 20 draft as a base, with changes listed in the addendum as they agreed upon, and the changes listed in the supplemental materials.

The Planning Commission discussed the topics noted in the staff report as follows:

Topics Needing Further Discussion

1. *East-West Connections* – **The Commission** agreed that this issue was addressed in the proposed TSP.
2. *Crossings of Highway 224*
 - **Commissioner Lowcock** suggested that the proposed projects need to be reprioritized with cost in mind.
 - **The Commission** agreed with the staff conclusion to create a new project to study the five proposed crossings and be included as a priority on the Action Plan.
3. *Breaking big projects into smaller components*
 - **Chair Batey** stated a concern was that the southern segment of Linwood should be a higher priority than the northern section due to the elementary school.
 - **Commissioner Lowcock** was concerned that if projects were split up, their priority would go down; bigger projects would hold more weight and attention.
 - However, it was important to recognize what projects or parts of projects could be completed when money became available and to have the flexibility to implement them.
 - **The Commission** agreed with the staff recommendation and conclusion to allow for micro-level changes be outside of the TSP.
4. *Residential parking permit program* – **The Commission** agreed with the staff conclusion to reduce the specificity of the program structure to allow spillover and future flexibility.
5. *Alternatives to full street improvements* – **The Commission** agreed with the staff conclusion to update the language of Chapter 10 to allow for flexibility for street improvements as long as ADA standards were met and short- and long-term costs were considered.

6. *Truck traffic and neighborhood impacts*
 - **Chair Batey** noted that this was also an enforcement issue and proposed to add enforcement to the “Parking Lot” Items list. She stated that since enforcement was outside of the scope of the TSP, she intended to write a letter to City Council that this issue needed to be addressed.
 - **The Commission** agreed with the staff conclusion to add language to Chapters 3, 9, and 11 to address the issue of the impact of truck traffic in neighborhoods.
7. *Accuracy of Figure 12-1 (Park & Ride facilities)* – **The Commission** agreed with the staff conclusion to add the number of spaces at the two park & ride facilities.
8. *Light rail displacement of downtown parking spaces* – The staff conclusion clarified that 21 downtown parking spaces would be lost to the Adams Street Connector project.
9. *Horizontal/vertical separation in street design features* – **The Commission** agreed with the staff conclusion to keep the current language.
10. *Bike-share programs* – **The Commission** supported bike-share programs and agreed to include them as a strategy in Chapter 6.
11. *Transportation Demand Management (TDM)* – **The Commission** agreed that TDM options should be implemented and that the proposed TSP adequately addressed those options.

Project Priority Adjustments

- *Franklin Street Sidewalks* – **The Commission** agreed to keep the project in the TSP but with the proposed Low priority.
- *Lake Road Capacity Improvements*
 - **Chair Batey** noted that public testimony was not to remove the project as a whole, only the additional lane component, but leave the other improvement elements. With the light rail station, Lake Road will be an important arterial.
 - **The Commission** agreed to keep the project with the proposed Low priority.
- *Johnson Creek Blvd and 42nd Ave Signalization*
 - **Chair Batey** noted that the other concern was the removal of the stop signs along Johnson Creek Blvd which could cause speeding and safety problems and reduce traffic calming. She said that apparently the police chief shared that concern.
 - **Mr. Kolver** clarified that more study was needed to determine the impacts of the removal of stop signs as a result of the signal at 32nd Ave. There was merit to leaving the project in the TSP.
 - **Mr. Butler** noted the effort to balance traffic impacts and traffic flow. He suggested language be included regarding public outreach and studies to be done if/when the project were to occur.
 - **The Commission** agreed to keep the project with the proposed Low priority and to add language noting the traffic calming effects of the current stop signs along Johnson Creek Blvd.
- *Logus Road Sidewalks*

- **Chair Batey** felt that sidewalks in front of Linwood Elementary should take priority over Logus Road sidewalks.
- **The Commission** agreed to keep the project as the proposed Medium priority.
- *Downtown Parking Signage* – **The Commission** agreed the project should be elevated to High priority and included in the downtown Action Plan list for parking.
- *Downtown Parking Structure*
 - **Chair Batey** noted she looked at the book *The High Cost of Free Parking* and felt that parking structures were a subsidy.
 - **The Commission** noted that parking structures were expensive, posed accessibility and safety issues, and did not seem financially feasible. However, they agreed to leave the project in the TSP for possible future development.
 - **The Commission** agreed to reduce the priority to Low.
- *Cyclist Education*
 - **The Commission** agreed with staff response that infrastructure should come before education. The City's role was to build the infrastructure and the private bike groups' roles were more about education.
 - **The Commission** agreed to keep the proposed Medium priority.
- *Linwood Ave Sidewalks*
 - **Chair Batey** felt that the southern section near the elementary school should be high priority. Perhaps crosswalks were an option rather than sidewalks near the Cedarcrest neighborhood to the southeast.
 - **Commissioner Parks** noted that many schoolchildren walk on the east side of Linwood where there were no sidewalks; there should also be more crosswalks.
 - **Mr. Kelper** noted that although the northern section of Linwood Ave was in Clackamas County, it was in the Urban Growth Management Area (UGMA) with the possibility to eventually be incorporated into the City.
 - **Commissioner Barbur** felt that since other sidewalk projects were high priority, the southern section of Linwood should be high priority with regard to the elementary school.
 - **The Commission** agreed to elevate the southern section of Linwood Ave to High priority and keep the northern section as Low priority.

"Parking Lot" Items

Chair Batey explained the nature of "Parking Lot" Items and noted she would write a letter to City Council to outline those items, other than the Kellogg Creek Trail, that were outside of the scope of the TSP the Commission felt should be addressed through other means.

Commissioner Parks and **the Commission** commended staff for creating such a comprehensive package for this project.

Mr. Kelper noted that Jamin Kimmel, Planning Intern, was an essential part of the project team.

It was moved by Commissioner Lowcock and seconded by Vice Chair Fuchs to recommend that City Council approve and adopt the proposed amendments to the Milwaukie Transportation System Plan (TSP), File #CPA-13-03. The amendments included

the following:

- **Public Review Draft of Proposed TSP Amendments (August 20, 2013)**
- **Addendum to Proposed Amendments (last revised on September 20, 2013)**
- **Supplement to the Addendum (presented to Planning Commission on September 24, 2013)**
- **Except as revised and clarified by Planning Commission at the public hearing on September 24, 2013:**
 - **Add a new project to study crossings of Hwy 224 as a High priority and add to Action Plan list.**
 - **Add a footnote¹ or text reference related to the project to install a traffic signal on Johnson Creek Blvd at 42nd Ave, to address the need to balance facility function with neighborhood livability.**
 - **Elevate “Downtown Parking Signage” project to High priority and add to Action Plan list.**
 - **Reduce “Downtown Parking Structure” project to Low priority.**
 - **Elevate southern section of Linwood Ave Sidewalks project to High priority and add to Action Plan list.**

¹ “This project is intended to balance the needs of the affected neighborhood and other stakeholders. The number and location of the existing stop signs along Johnson Creek Blvd serve to reduce traffic speeds, which is valued by the adjacent neighborhood. Therefore, before a traffic signal is installed at the intersection of Johnson Creek Blvd and 42nd Ave, the City shall conduct a study that analyzes the advantages of the traffic signal to the adjacent neighborhood and the City’s transportation system.”

The motion passed unanimously.

6.0 Worksession Items

7.0 Planning Department Other Business/Updates

7.1 Planning Commission Notebook Update Pages

Mr. Butler thanked Mr. Kelter for his hard work on the TSP project.

Commissioner Bone commented on the Moving Forward Milwaukie Project Advisory Committee meeting held the night before. She noted the meeting was an orientation to what the project would be and included opportunities and analysis. She felt the meeting was positive and encouraging, the PAC members were a good group with different ideas, and the consultant team was competent and open. She thought the city would gain a lot from project.

Mr. Butler noted a public meeting for the project was scheduled for October 3.

8.0 Planning Commission Discussion Items

9.0 Forecast for Future Meetings:

- | | |
|------------------|---|
| October 8, 2013 | 1. Public Hearing: AP-13-01 Pendleton Woolen Mills Parking Determination Appeal |
| | 2. Worksession: Murals Code Project |
| October 22, 2013 | 1. TBD |

Meeting adjourned at approximately 9:03 p.m.

Respectfully submitted,

Alicia Martin, Administrative Specialist II



Lisa Batey, Chair