

CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, APRIL 10, 2007

COMMISSIONERS PRESENT

Jeff Klein, Chair
Teresa Bresaw
Dick Newman
Scott Churchill
Paulette Qutub
Charmaine Coleman

STAFF PRESENT

Katie Mangle, Planning Director
Susan Shanks, Associate Planner

COMMISSIONERS ABSENT

Lisa Batey

1.0 CALL TO ORDER

The meeting was called to order at 6:40 p.m.

Chair Klein welcomed the new Commissioner, Charmaine Coleman, and asked her to share any background information about herself.

Commissioner Coleman explained that she grew up in Milwaukie and lived in Sellwood until she and her husband bought their house a few blocks from City Hall. She works as a teacher with North Clackamas School District.

Ms. Mangle commented that it was pretty exciting to have a full commission for the first time in a while.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 PLANNING COMMISSION MINUTES -- None.

Approved PC minutes can be found on the City web site at www.cityofmilwaukie.org

4.0 INFORMATION ITEMS -- City Council Minutes

City Council minutes can be found on the City web site at www.cityofmilwaukie.org

5.0 PUBLIC COMMENT -- None.

6.0 PUBLIC HEARINGS -- None.

7.0 WORKSESSION ITEMS

Michelle Healy, North Clackamas Parks District, spoke to the upcoming opening of North Clackamas Park on April 21st. She thanks the commission for their part in creating the ball fields at the park. Ms. Healy gave promotional bats and Frisbees to the Commissioners.

7.1 North Clackamas Park Update

Ms. Shanks spoke to the Commission about current issues with the park. The North Clackamas Parks and Recreation District has floated the idea of improving the existing horse arena. Staff feels this could be a minor modification to the CSO approval.

Chair Klein stated that he didn't understand the need for the arena, and wasn't convinced that it needed to be improved.

Ms. Shanks stated that the park was approved with the finding that the horse arena would remain and may be reduced in size. The District's proposal to reduce and reconfigure the horse arena is in keeping with the original CSO approval. Once a CSO is approved, modifications to the use of the site can be approved by staff if the modification is considered minor or by Planning Commission if it is considered major.

Commissioner Churchill asked what the finding 1h really mean? And stated that the user groups and whether they are supportive should be considered.

Ms. Shanks stated that the District is working on having the Stewardship Committee and horse arena stakeholders write letters of support.

Commissioner Qutub asked if it imposes any danger?

Ms. Shanks stated that no, the area is currently fenced off.

All user groups should be identified and the District should submit letters of support from them. Maybe get letters of support from the three adjoining property owners to the south. The District should reconsider whether or not the horse arena should really be there. If they don't have the funds to improve it in two years, maybe they could convert the space to another use.

Ms. Mangle stated that the minor modification criteria focus on not increasing the intensity of the use or impacts to neighbors, the environment or public facilities.

Commissioner Qutub stated that writing a letter to the District outlining the Commission's concerns should be sufficient.

Ms. Mangle restated the Commissioner's concerns: provide letters of support from stakeholders, reconsider horse arena use if can't improve in two years, and have them demonstrate it's not impacting the neighbors. Staff will draft a letter on the Planning Commission's behalf with these points.

7.2 Transportation System Plan Project Update

Ms. Mangle said that she wanted to give everyone an update on the long-range transportation plan for the City of Milwaukie. She stated that this is where the Capitol Improvement Project (CIP) will come from, and it also guides what kind of projects we ask developers to build. She said that there is a lot of policy and goals in the plan; but it really translates into money and implementation pretty quickly.

Ms. Mangle stated that the city's current plan is out of date. She mentioned that if you were to look at the CIP, which will be coming before City Council to be adopted soon, there is very little relationship between the 1997 TSP and the CIP – that's been a gap that we will fill with this project. She outlined the schedule that was provided in the packet, noting that it started in November and we are aiming to finish this up by the end of the year; the Planning Commission will hold a hearing for approval then it would be recommended to City Council for adoption.

Ms. Mangle said that there would be some traffic modeling – to understand as the City develops and as Clackamas County develops, what the traffic impacts will be on the city. This process will include many different types of public involvement; the on-line public survey, the Advisory Committee, which Scott Churchill is serving on, and a lot of working group meetings where people are really rolling up their sleeves to get involved in defining projects and policies.

Ms. Mangle said the Advisory Committee is a big group of about 35 people that includes representatives from all of the neighborhoods in town (including 15 citizens), several businesses, the railroads, all the agencies that are affected (ODOT, Metro, the City (Mike Swanson, police, fire district), Milwaukie Center, and the North Clackamas School District – a really diverse group. She said even though it is a large group, she said that everyone is working very well together.

Ms. Mangle said that to date, they have only met twice. The Advisory Committee will be beginning the process of reviewing a lot of the Chapters that we'll start turning out soon. She said that the first two Chapters that they reviewed were the draft goals and policies and the existing conditions. She directed the commission members to refer to Attachment 3, Goals and Policies. The Advisory Committee spent time drafting new goals; boiling them down to nine. This will guide the transportation policy for the city.

Ms. Mangle said that the Existing Conditions Chapter is another part of the TSP that the Advisory Committee has been reviewing. She let everyone know that all of the TSP information is available on-line at the City's website. She said there is a wonderful amount of mapping going on which will triple the amount of data that we will be able to use on an ongoing basis. She said that we actually know where all the local sidewalks are in the city. She noted that we had previously only had the sidewalks mapped out that were on arterials and collectors – because it was considered to be too much work to tackle all of the local streets. She said we also have corresponding existing conditions maps for bikeways and for the truck routes and a lot of traffic data.

Ms. Mangle said that the city did a web-based survey (about 158 people completed it), which she plans on sharing the results in the next few weeks. She said that the kinds of questions that were included in the survey were; how do you think the city has fared in these particular areas over the last ten years, what types of areas do you think need more investment, what would it mean in ten years to have a great transportation system? **Ms. Mangle** stated that this information will be very useful when it comes time to decide which projects we want to fund – because we all know the funding is very limited. So far with this project we have been very successful in getting a lot of people involved and gathering a lot of data. The next step is to move into the next phase of the project; these are the problems, these are the solutions; what are the priorities and how do we best meet these goals.

Ms. Mangle told the commission that so far there has only been one bicycle/pedestrian workshop – with a turnout of about 20 people. She said that there was a Transit Solutions meeting on Saturday (about 20 people came) and which Jeff Klein attended. **Chair Klein** said that the thing that surprised him the most was that though there is opposition to Light Rail, it seems like there is a resignation to it. He also said that there were more questions regarding bus service than Light Rail. **Ms. Mangle** said that Kenny Asher (who's the staff person for that group) did a really good job defining that this is not the Light Rail project – we have so many other things to talk about if we are interested in having good transit service in this area. She said that there are a lot of needs that we have for elderly and disabled service, for access to the system we do have, where there are no sidewalks to get to the bus stops – creating a lot of things to talk about. She said that the assumption for the TSP is that there will be high capacity transit service in the McLoughlin corridor – this process is not defining what that is – but Metro is doing their Light Rail study, which will define what that is.

Ms. Mangle said that Thursday night, April 12th, she will be holding the first of two Downtown Parking workshops. She said the first workshop will have Rick Williams, who wrote the parking plan in 2003. She told them that the 2003 downtown traffic management parking plan study was never adopted, but it could be added in as a chapter in the TSP (with modifications) – including addressing the modifications that need to be made, such as how to deal with residents who live downtown and what is the role of the City for requiring replacement of parking as lots are developed downtown. The first workshop will review the 2003 plan and talk about better parking management as well as specific short-term solution changes that can be made right now. **Ms. Mangle** said that the second workshop will be in May where there will be more talk about the long term.

Commissioner Churchill asked if one of the items that will be discussed will be concern with retail businesses in downtown and the impact of North Main overflow parking on the streets at night? **Ms. Mangle** said that those are some of the things that we need to get feedback on and can then begin to deal with working towards a solution to those concerns.

Ms. Mangle said that Friday, April 13th will be the first Freight Working Group meeting, with Alex Campbell, Economic Development Specialist, working very

closely with the North Industrial area – they will be trying to address some of the issues that came up during the TriMet Park and Ride for Southgate. There are a lot of access concerns about Ochoco and Hwy 99 and the lack of access between Hwy 99 and 224 – some of those big issues that came up about freight access to the industrial area.

Ms. Mangle said that Gary Parkin, our Engineering Director, will be leading the Traffic & Street Network Solutions Workshop on April 21st. She shared the fact that in most cities this would be the only group that we would have – that is mostly what TSP's are about – traffic – that is the frame, but we need to address a lot more than that. This is where we will be talking about the neighborhood cut-through traffic and 224 and all those big issues.

Ms. Mangle said that in May, Susan Shanks, our Associate Planner, will lead the Street Design Alternatives workshop. She said Susan will be talking to you about that next. **Ms. Mangle** made note that we got a grant (\$130,000) from ODOT, which we will use that money to do everything we can. **Commissioner Newman** asked if there was already money to build an overpass at Railroad/Harmony and Linwood (Sunnybrook project). **Ms. Mangle** said the available money is for the environmental study and possibly some to do the preliminary engineering. She told them that there was no money to build it yet.

7.3 TSP Street Design Task Briefing

Ms. Shanks told the commissioners that she will be the task leader, along with Gary Parkin, for the Street Design Working Group – one of six working group workshops that the TSP is holding. She asked the commission to refer to the memo in the packet where she described the design options and what the street design-working group is going to do. She said Milwaukie is built out, so a lot of development infill development. **Ms. Shanks** said this is why we are often trying to fit standard cross sections into existing situations – and they don't always fit – in fact they often don't fit. She said that is the reason we come to you asking for variances, or exceptions or adjustments – and we are doing that a lot. She said the other reason is that even when something could fit, it's not always the most desirable option. She said that a lot of the City's local streets don't have curb, gutter and better sidewalk right now, which gives us an opportunity to do different things that other cities don't have. She said that the reasons why we need more street design options is that with the current system that we have, which has caused a lot of heartache, both for developers, applicants, staff, planning commission, a lot of hand wringing, a lot of process, a lot of money – it's been very difficult to go through that process without any certainty that they are going to know what is going to happen. She made note that once we step off the grid, so to speak, and we determine or the applicant is proposing something other than the traditional cross section, there is very little policy direction.

Ms. Shanks, referring to the code in Chapter 1400, which is the Transportation Chapter in the zoning code, as well as in our Transportation Design Manual,

there is one cross section for every single street classification. She said that all of them essentially have the same basic elements. The elements are:

- sidewalk
- curb
- gutter
- road bed
- curb
- sidewalk

Ms. Shanks said that they all look like that with different widths; sometimes there are bike lanes, and sometimes not, and sometimes there is a landscape strip, and sometimes not, but essentially they all have this one basic configuration. She stated that there are not a lot of options – therefore, when it comes to policy direction, when someone steps outside that box – needing or wanting something different, there is no direction. She said that this working group will give us the opportunity to actually sit down and present all the different ways of doing this. She referred to some of the example photos in the packet, saying that one of the things that the street design working group is photo stimulation – using two Milwaukie streets – taking the same shot and basically laying over what the traditional cross section would look like (Logus and East Monroe Street). She said that our consultant will be taking the same photo and overlay a green street variation, combining with different sidewalk configurations, etc. She said that we wanted to have more options available so that more environmentally sound streets can be constructed and so that the types of streets and pedestrian/bike improvements that do get constructed can/do reflect the character of that neighborhood (whatever is unique in that area).

Ms. Shanks said that the Street Design working group currently has 12 members signed up. This policy discussion will result in some real changes that we have wanted to do for a while. She said that the first meeting would be May 2nd. **Paulette Qutub** asked when the meeting was going to be held and if they were still looking for members. It was noted that anyone is welcome to participate in these groups – whether it is to observe or participate – without any conflict of interest.

Chair Klein said that this has made him think of some past applications as well as some of the recent City attorney's recommendations, which was where we can apply the fees in-lieu-of. He said that one thing in particular was the Hamilton House where we waived fees because the odds of something being done in front of their house was not very likely, and so why would we be asking them to pay this large amount. He said that it's important to be consistent with how we do things. **Ms. Mangle** noted we are trying to find more options as we are looking for more solutions to some of the irregular circumstances being brought before the city in the future. **Chair Klein** said that it's great to see more creative thinking to address these kinds of issues.

Commissioner Churchill complimented Ms. Mangle on her Advisory Committee work – with 35 members – with such an unusual open process -- all of which

seems to be calming a lot of information out there. **Ms. Mangle** told him that it's a lot of work and she appreciates the compliment.

8.0 DISCUSSION ITEMS -- None.

9.0 OLD BUSINESS -- None.

10.0 OTHER BUSINESS / UPDATES --

Ms. Mangle handed out copies of a draft work plan that she asked the commissioners to share any thoughts or comments with her after they had time to look it over. She told them that they will be meeting with City Council on May 15th. In the memo she summarized what was discussed in the two work sessions in February. She made reference to Page 2; the top five list of the fundamental priorities for the Planning Commission and via extension, the Planning Department.

1. Conducting the public hearings and making decisions
2. Finishing having the hearings on the Transportation System Plan
3. The Master Plan for the Hwy 224 commercial triangle area
4. Work plan for periodic review
5. Code revisions (includes sign code)

Ms. Mangle made reference to the fiscal impact – the current budget includes an additional planner. She thanked the commissioners for encouraging her to include this in the budget and is very excited about the possibility of having another planner by the end of the summer.

Ms. Mangle said that Commissioner Newman had inquired about the sign at Freeman Way that he had thought that there was a condition of approval to take the sign down.

Ms. Shanks clarified by saying that at Freeman Way & Hwy 224 (a redevelopment project) the State Farm Insurance Building – last June they changed the building by enclosing what was a structure _____. She said that the company that bought the building, that wanted to relocate there, is using the whole ground floor and they have 6 employees, with a parking lot for 100. She said that she looked at the Notice of Decision again and basically there was no condition of approval about the sign. She does remember that there was an existing monument sign that was the State Farm Sign and a person is allowed to basically reface the sign without coming back through to get a sign permit.

Commissioner Newman thought that there was a 20-foot pole sign that was painted over black, but he might be mistaken. He stated that he was going to take another look again.

Commissioner Newman thought that there was a 20-foot pole sign that was painted over black, but he might be mistaken. He stated that he was going to take another look again.

Chair Klein asked if the Safeway gas station had said that they were not going to sell things. **Ms. Mangle** said that if there were any formal complaints, we would look into it.

Commissioner Newman asked Ms. Mangle if Dark Horse Comics had talked to her about some kind of a change in their location or wanting something.

Ms. Mangle said she read an article and there was reference in the Town Center RFP to accommodate potential Dark Horse growth. She said they have been talking to the City (Kenny Asher and Mike Swanson). It was noted that they currently own the building they occupy.

Commissioner Churchill asked Chair Klein about his statement that during the Walgreen's process that he would have liked to have some better teeth regarding materials being used in that process. He asked how the commission could satisfy that need when the Milwaukie Center/Texaco site. He was trying to address this issue before it came before Planning Commission so that we would have some say in what happens. **Ms. Mangle** said the part of the city that has design review standards is in downtown. Therefore, it will go through design review (DLC and the Commission). It will include materials, compliance with the downtown design guidelines, standards for windows and roofs, etc.

11.0 NEXT MEETING – April 24, 2007
Hearing – Exception Application – 11153 SE 21st Avenue

Commissioner Churchill moved to adjourn the meeting of April 10, 2007.
Commissioner Newman seconded the motion. MOTION PASSED UNANIMOUSLY.

The meeting adjourned at 8:33 p.m.

A handwritten signature in blue ink, appearing to read 'Jeff Klein', written over a horizontal line.

Jeff Klein, Chair

Karin Gardner, Transcriber

MILWAUKIE PLANNING COMMISSION

MILWAUKIE CITY HALL
10722 SE MAIN STREET

AGENDA TUESDAY, April 10, 2007 6:30 PM

		ACTION REQUIRED
1.0	Call to Order	
2.0	Procedural Matters If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. Thank You.	
3.0	Planning Commission Minutes Approved PC Minutes can be found on the City web site at: www.cityofmilwaukie.org	Motion Needed
4.0	Information Items – City Council Minutes City Council Minutes can be found on the City web site at: www.cityofmilwaukie.org	Information Only
5.0	Public Comment This is an opportunity for the public to comment on any item not on the agenda	
6.0	Public Hearings - None	Discussion and Motion Needed For These Items
7.0 7.1 7.2 7.3	Worksession Items North Clackamas Park Update TSP Project Update TSP Street Design task briefing	
8.0	Discussion Items This is an opportunity for comment or discussion by the Planning Commission for items not on the agenda.	Review and Decision
9.0	Old Business	
10.0	Other Business/Updates	Information Only Review and Comment
11.0	Next Meeting: April 24, 2007 – Hearing – Exception application – 11153 SE 21 st Avenue The above items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.	

Forecast for Future Meetings:

May 8, 2007

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this city, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

Public Hearing Procedure

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** The staff report is followed by any verbal or written correspondence that has been received since the Commission was presented with its packets.
3. **APPLICANT'S PRESENTATION.** We will then have the applicant make a presentation, followed by:
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **COMMENTS OR QUESTIONS.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** We will then take testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMISSIONERS.** When you testify, we will ask you to come to the front podium and give your name and address for the recorded minutes. Please remain at the podium until the Chairperson has asked if there are any questions for you from the Commissioners.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all testimony, we will take rebuttal testimony from the applicant.
- CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. We will then enter into deliberation among the Planning Commissioners. From this point in the hearing we will not receive any additional testimony from the audience, but we may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION/ACTION.** It is our intention to make a decision this evening on each issue before us. Decisions of the Planning Commission may be appealed to the City Council. If you desire to appeal a decision, please contact the Planning Department during normal office hours for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** The Planning Commission may, if requested by any party, allow a continuance or leave the record open for the presentation of additional evidence, testimony or argument. Any such continuance or extension requested by the applicant shall result in an extension of the 120-day time period for making a decision.
12. **TIME LIMIT POLICY.** All meetings will end at 10:00pm. The Planning Commission will pause hearings/agenda items at 9:45pm to discuss options of either continuing the agenda item to a future date or finishing the agenda item.

The Planning Commission's decision on these matters may be subject to further review or may be appealed to the City Council. For further information, contact the Milwaukie Planning Department office at 786-7600.

Milwaukie Planning Commission:

Jeff Klein, Chair
Dick Newman, Vice Chair
Lisa Batey
Teresa Bresaw
Catherine Brinkman
Scott Churchill
Yusef Qutub

Planning Department Staff:

Katie Mangle, Planning Director
Susan Shanks, Associate Planner
Brett Kelter, Assistant Planner
Ryan Marquardt, Assistant Planner
Jeanne Garst, Office Supervisor
Karin Gardner, Administrative Assistant
Marcia Hamley, Administrative Assistant
Rhonda Tran, Hearings Reporter



To: Planning Commission

Through: Katie Mangle, Planning Director

From: Susan P. Shanks, Associate Planner *SPS*

Subject: Potential Minor Modification to North Clackamas Park
Land Use File CSO-05-02

Date: April 4, 2007 for April 10, 2007 Meeting

Action Requested

None. This is a briefing on a future NCPRD¹ project that may require modification of the existing community service use approval that NCPRD obtained for the redevelopment of North Clackamas Park in 2006. Staff wants to know if the Planning Commission has any concerns with this project being reviewed and decided by staff as a *minor modification* to land use file CSO-05-02.

Project Description

Dan Zinzer, Director of NCPRD, submitted a preliminary site plan showing proposed modifications to the existing horse arena. The site plan shows the horse arena in the same location, slightly smaller (100' x 200'), and oriented north-to-south instead of east-to-west.

The Planning Department believes that the project, as currently proposed, would meet the CSU minor modification criteria found in Milwaukie Municipal Code Section 19.321.6.C. However, since the burden is on the applicant to demonstrate compliance, NCPRD would be required to submit a letter prior to construction that demonstrates how these criteria are being met. Staff supports processing this project as a CSU minor modification for the following two reasons.

- Finding 1.h. of the Notice of Decision dated August 18, 2006 states that "the horse arena will remain, however, the dimensions of the arena may be reduced."

¹ North Clackamas Parks and Recreation District

- JoAnn Herrigel, Community Services Director, has indicated that NCPRD has consulted with the park and horse arena stakeholders and that they have no objections to the proposed modifications.

In the course of discussing the proposed horse arena modifications with NCPRD, staff brought up the importance of understanding NCPRD's interim plan for the horse arena given its current state of disrepair and the upcoming opening of the park to the public. We expect to be able to share this information with Planning Commission in the near future.

Attachment

Attachment 1: Site Plan




Site Plan
North Clackamas Park
Proposed Horse Arena Modifications

0 70 140 280 420 560 Feet
1 inch equals 239 feet





To: Planning Commission

Through: Katie Mangle, Planning Director 

Date: April 2, 2007 for April 10, 2007 Meeting

Subject: Transportation System Plan Project Update

Action Requested

None. This is an update and discussion item regarding the City's current Transportation System Plan Update project.

Project Description

The Transportation System Plan (TSP) is the City's long-term plan for transportation improvements in the city and includes a list of projects that could be implemented through the Capital Improvement Plan, development review, or grant funding. This planning process is a great opportunity for the community to define its transportation goals, and discuss how the whole transportation system can be improved to support livability in Milwaukie.

The TSP Update project began in November 2006, and is approximately one-third of the way through the project. See Attachment 1 for a diagram of the project phases and public involvement components.

Activities Update

Over the past few months, the project has made significant progress on the following tasks:

- ***Formation of an Advisory Committee***

The project Advisory Committee (AC), which includes 17 citizens, 8 business representatives, and 10 agency representatives, has met twice (see Attached AC roster). All of the City's Neighborhood District Associations are represented on the AC, as are such community institutions such as the Milwaukie Center, North Clackamas School District, and the Planning Commission (via Commissioner Churchill's participation). The Advisory Committee is an engaged, collaborative group of people who are demonstrating commitment to the project.

- ***Drafting Goals and Policies for the City's Transportation System***

The goals and policies that were adopted in 1997 have been thoroughly reorganized to break away from a focus on individual travel modes (street, bike, pedestrian, rail, etc.), to more general statements about livability, mobility, safety, and economic

vitality, and to better reflect the Comprehensive Plan. The new goals and policies better explain how these ideals can be achieved through integrated planning directives, rather than focusing only how best to attain ubiquitous transportation by a particular travel mode. (See Attachment 2, Summary of Draft TSP Goals.)

- ***Drafting the Existing Conditions Chapter***

The Advisory Committee is currently reviewing a draft of Chapter 3 – Existing Conditions. The purpose of this chapter is to document the existing transportation facilities in the study area, as well as provide a basis of knowledge and benchmark that is essential for the future assessment of transportation performance in the City relative to desired policies. One of the highlights includes a map that documents a complete survey of existing sidewalks in the City of Milwaukie (see Attachment 3, Pedestrian Existing Conditions Map).

- ***Public Survey***

In March, 158 people completed a web-based survey that asked about transportation needs and priorities. The City will report on the survey's results in a few weeks.

- ***Initiation of Working Groups and Workshops***

The project includes four Working Groups and two sets of Workshops. We kicked off the work of all of these groups at an orientation meeting on February 24th.

Approximately 40 people attended, and dove right in to discuss existing conditions and needs for the future. Work is underway for the following mode-specific groups:

- Pedestrian and Bicycle Solutions – 1st workshop was March 24th, one more workshop will be held in May
- Transit Solutions – 1st meeting was April 7th; three more meetings will be held
- Downtown Parking – 1st meeting is scheduled for April 12th
- Freight Access – 1st meeting is scheduled for April 13th
- Traffic & Auto Circulation Solutions – 1st meeting is scheduled for April 21st
- Street Design Alternatives - 1st meeting is scheduled for May 2nd.

Each of these groups are tasked with the following for their mode:

- learn about the existing conditions;
- review and revise policies,
- identify needs and desired outcomes,
- identify solutions, projects, and actions.

Upcoming Activities

In the next two months, staff will work with DKS, the City's consultant, to develop the following elements of the TSP:

- Traffic and population growth forecast of future conditions.
- Identify needs and potential solutions for each mode.
- Draft criteria to use in evaluating potential projects.

The TSP is scheduled to come before the Planning Commission at a public hearing in December 2006.

Attachments

1. TSP Project process diagram
2. AC roster
3. Summary of Draft TSP Goals
4. Pedestrian Existing Conditions Map

TSP Project Process

Milwaukie TSP Update 03/07

Nov Dec '06 Jan '07 Feb March April May June July Aug Sept Dec



Community Briefings

• • • •

Public Survey

Draft TSP Open House

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Public Hearings

Planning Commission

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City Council

•

Working Group Meetings and Workshops

Working Group Kickoff Meeting

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Street Design

• • • •

Transit

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Traffic

• • •

Freight

• • • •

Pedestrian / Bike

• •

Downtown Parking

• •

Advisory Committee

• • • • •

• = public meeting

Advisory Committee Members

Citizen Representatives	
David Aschenbrenner	Citizen Member (Hector Campbell)
Cheryl Ausmann-Moreno	Citizen Member (Ardenwald)
Joleen Brann	Citizen Member (Ardenwald)
Scott Churchill	Citizen Member (Historic Milwaukie)
Nick Dougher	Citizen Member (Linwood)
Forris Frick	Citizen Member (Lake Road)
Ben Horner-Johnson	Citizen Member (Lake Road)
Michole Jensen	Citizen Member (Ardenwald)
Paul Klein	Citizen Member (Lewelling)
Bill Lake	Citizen Member (Lake Oswego)
Dolly Macken-Hambright	Citizen Member (Linwood)
Cynthia Rubio	Citizen Member (Hector Campbell)
Dion Shepard	Citizen Member (Historic Milwaukie)
Charlie Stephens	Citizen Member (Oak Grove)
Jamie Wilson	Citizen Member (Hector Campbell)
Julie Wisner	Citizen Member (Lake Road)
Ed Zumwalt	Citizen Member (Historic Milwaukie)
Business Representatives	
Greg Chaimov	Chamber of Commerce Representative
Bob Dant	Real Estate Development Representative
Neil Hankerson	Downtown Business Representative
Tracy Hokanson	PGE Representative
Gary Hunt	Industrial Business Representative
Richard Smith	Hospital Representative
John Trumbell	Railroad Representative
Mike Wells	Real Estate Development Representative
Agency Representatives	
Kelly Carlisle	School District Representative
Gail Curtis	ODOT Contract Manager
Shari Gilevich	Clackamas County Representative
Marty Hanley	Milwaukie Center Representative
Stacy Humphrey	State of Oregon DLCD Representative
Larry Kanzler	Police Department Representative
John Mermin	Metro Representative
Young Park	TriMet Representative
Ron Schumacher	Fire Department Representative
Mike Swanson	City of Milwaukie Representative

Summary of Draft Milwaukie Transportation System Plan Goals April 2, 2007

The Transportation System Plan (TSP) Goals form the basis for how the local transportation system will be developed and maintained over the next 20 years. The previous goals and policies that were adopted in 1997 have been thoroughly reorganized to break away from being associated with individual travel modes (street, bike, pedestrian, rail, etc.), to more general statements about livability, mobility, safety and economic vitality that are reflective of the Comprehensive Plan and current planning practices. The new organizational approach to the goals and policies better explains how these ideals can be achieved through integrated planning directives, rather than focusing only on how best to attain ubiquitous transportation by a particular travel mode.

Each of the Goals outlined below will be followed by Policies and Actions. The TSP policy framework will be organized as follows:

- **Goal Statement** - A statement that describes an ideal condition that the City desires to attain over time for various aspects of the transportation system. For example: Provide access to safe, affordable and reliable transportation choices for all Milwaukie residents and businesses;
- **Policy Statements** – One or more statements that are intended to outline specific measures that will be taken to achieve a goal; and
- **Actions** – Discrete steps to be completed that support or enact a specific policy statement.

Draft goals for the Milwaukie updated TSP are as follows:

- Goal 1: Livability.** Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's established neighborhoods and business community.
- Goal 2: Safety.** Develop and maintain a safe and secure transportation system.
- Goal 3: Efficient and innovative funding.** Efficiently allocate available funding for recommended transportation-improvements, and pursue additional transportation funding that includes innovative funding methods and sources.
- Goal 4: Provide travel choices.** Plan, develop and maintain a transportation system that provides travel choices, and allows people to reduce the number of trips made by single occupant vehicles.
- Goal 5: Sustainability.** Provide a sustainable transportation system that meets present needs while facilitating the needs of future generations.
- Goal 6: Quality design.** Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.
- Goal 7: Reliability and mobility.** Develop and maintain a transportation system that reduces travel time and manages congestion.
- Goal 8: Compatibility.** Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with county, state and regional plans.
- Goal 9: Economic vitality.** Promote the development of Milwaukie's, the region's, and state's economies through the efficient movement of people, goods, services, and the distribution of information.



Transportation System Plan

FIGURE 3-2

SIDEWALK INVENTORY

March 2007

LEGEND

Sidewalks

< 5 ft. Width

5 ft. - 10 ft. Width

Note: Absent sidewalks not shown

10' Contours

Schools

Major Roads

Streets

Railroad

Springwater Trail/
Kellogg Trail

County Line

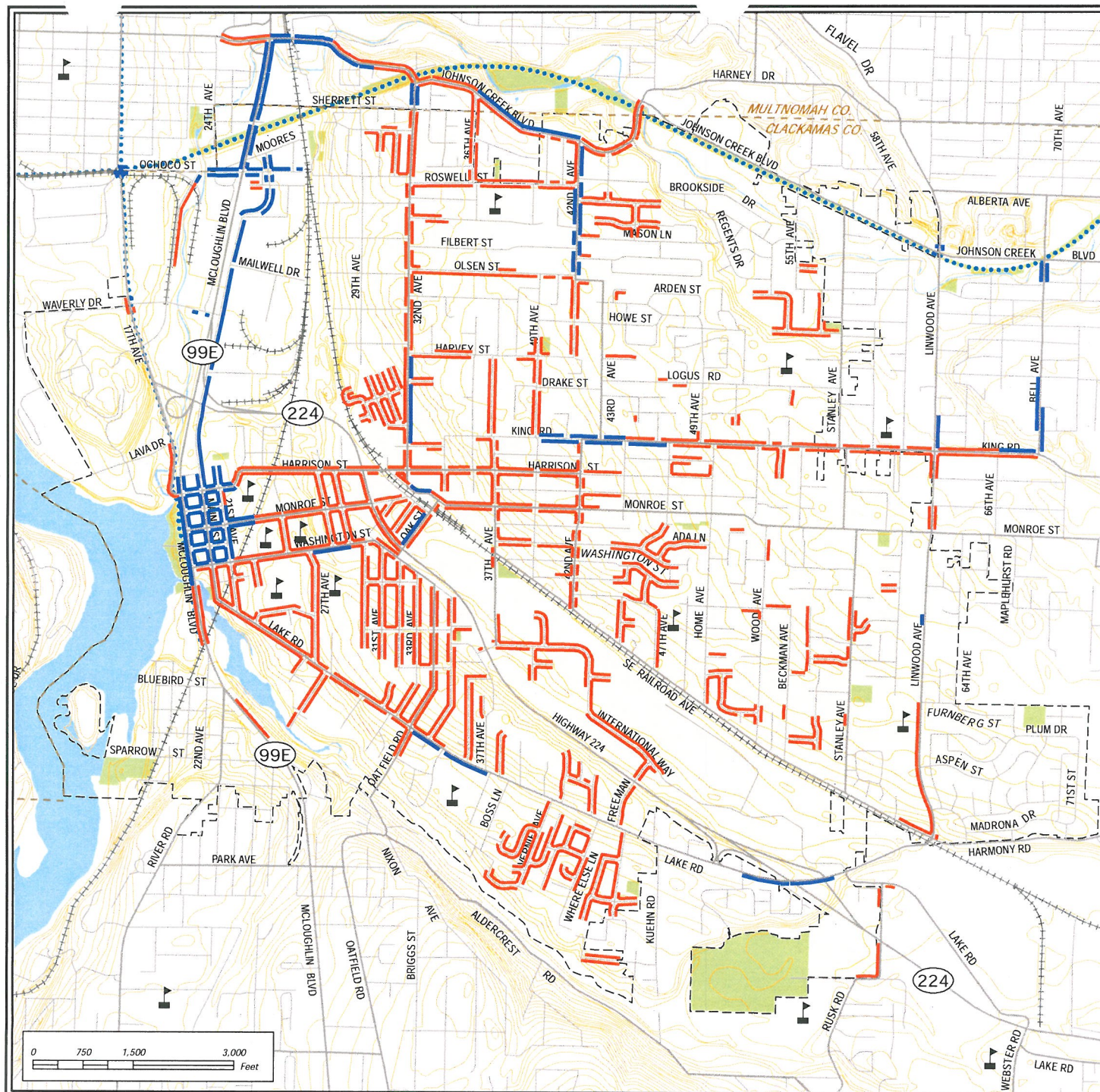
Parks

Water

City Limits



DKS Associates
TRANSPORTATION SOLUTIONS





To: Planning Commission

Through: Katie Mangle, Planning Director

From: Susan P. Shanks, Associate Planner *SPS*

Subject: TSP Street Design Working Group Briefing

Date: April 4, 2007 for April 10, 2007 Meeting

Action Requested

None. Staff is presenting information on this subject as part of its ongoing TSP project updates. The TSP is scheduled for a Planning Commission hearing in December 2007.

Project Update

The 2007 TSP update project includes an innovative street design element that involves working with citizens to develop alternative street design options for use in private development and capital projects.

Why does the City need more street design options?

The City needs more street design options and more flexibility when applying existing street design standards for a number of reasons. Two of the main reasons are listed below.

- The City is mostly built out, which means that most street improvements are to existing streets. It is more often the case than not that the City's existing street design standards need to be modified in order to literally "fit" the existing street conditions.
- All of the City's existing street cross sections include a paved roadway, curb and gutter, planting strip, and sidewalk. The majority of Milwaukie's local streets are paved but do not have curbs and gutters, planting strips, or sidewalks. Even in those instances when an existing cross section fits the existing street conditions, the City would like the flexibility to allow locally preferred variations or more environmentally friendly designs.

In summary, given the range of site-specific and neighborhood-specific issues that exist in Milwaukee, the City would rather have more design flexibility than less in order to better support and respond to the character of the surrounding natural and built environments.

What will the Street Design Working Group focus on at their meetings?

The Street Design Working Group (WG) will discuss and recommend specific policies and action items related to the development of more flexible and varied street design standards. This group will also develop a list of preferred street designs; preliminary criteria as to when different designs would be both appropriate and desirable; and, preferred implementation approaches. Three Street Design WG meetings will be held during the months of May and June 2007.

The first meeting will be primarily educational and will focus on answering the following two questions:

- Why do we need more street design options?
- What are our street design options?

The second meeting will ask and answer these questions:

- What are the pros and cons of each street design option?
- What street design options are preferred and where?

The third meeting will ask and answer the following two questions and conclude with a summary of the group's recommendations with regard to policies, action items, and street design and implementation preferences.

- What tools do we have to implement existing street design standards and what tools do we need to implement proposed street design options?
- What implementation tools and options are preferred?

How is the Street Design Working Group different from other TSP groups?

The Street Design WG will not discuss pedestrian and bicycle access and safety issues. The Pedestrian & Bicycle Access Workshop participants will focus on these issues and prioritize which pedestrian and bicycle improvement projects to build. For example, the Pedestrian & Bicycle Access Workshop may identify certain areas that are in immediate need of more pedestrian walkways; however, the Street Design WG will recommend certain types of walkway designs and develop preliminary criteria as to when to apply which designs.

The Street Design WG will not focus on street connectivity, traffic congestion, or traffic safety issues. The Traffic & Street Network Solutions WG participants will focus on these issues and prioritize which street improvement projects to build. For example, the Traffic & Street Network WG may identify certain areas that are in need of traffic calming devices. There are, however, many approaches to traffic calming—narrow streets, traffic humps, traffic circles—and the Street Design WG will recommend specific traffic calming design approaches.

Enclosures

Green Street Handout
Skinny Street Handout
Traffic Calming Handout
Sidewalk Handout

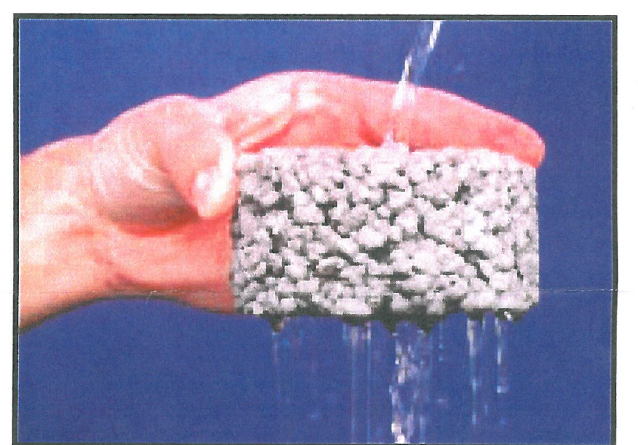
Green Streets

Q: *What in the world is a “Green Street”?*

A: It’s not a street with green pavement! Green streets use innovative methods to manage storm runoff, using street trees, swales, porous pavement, and other infiltration methods that naturally cleanse runoff and allow it to soak into the ground.

Q: *Aren’t many of Milwaukie’s streets “green” already?*

A: Yes! The lack of curb, gutter, sidewalk, and storm drains in many areas of town create a kind of accidental green street. Unfortunately, this often results in soggy feet, yards, and basements. The challenge is to improve safety and drainage without constructing expensive and environmentally harmful stormwater collection and pipe networks.



Photos

Top: Swales collect and filter stormwater while beautifying residential and commercial streets.

Left: Workers replace regular pavement with interlocking pervious pavers.

Above: Water passes through pervious concrete with ease.

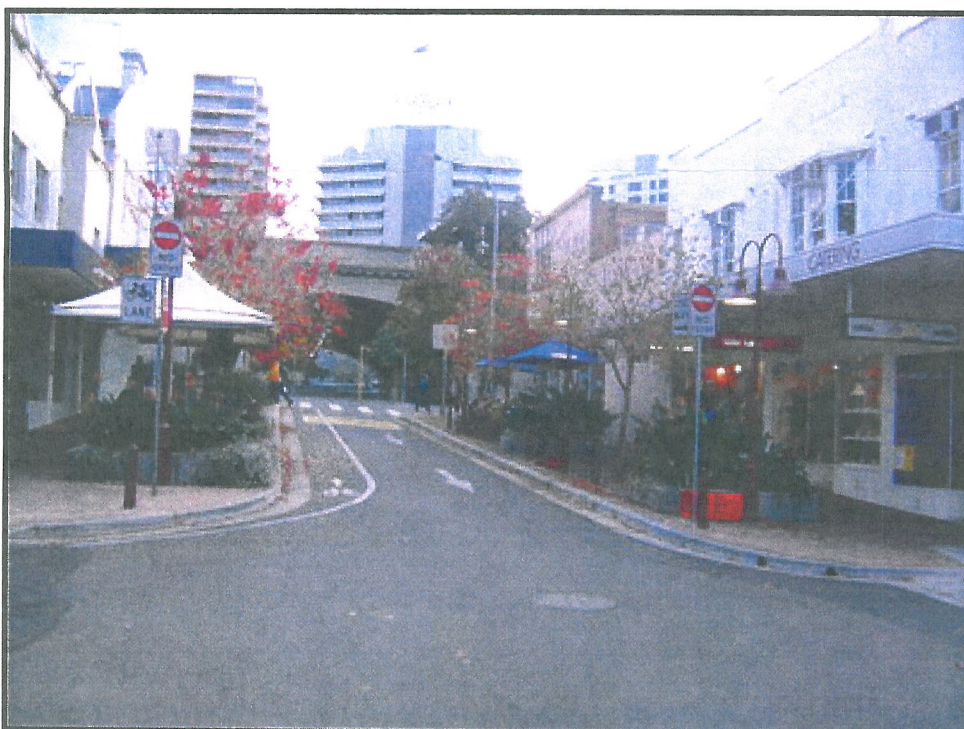
Skinny Streets

Q: *What is a “Skinny Street”?*

A: As the name implies, skinny streets are narrower than standard-sized streets. However, not all skinny streets look or act alike. Skinny streets can have one- or two-way travel. They can have parking on both sides of the street, one side, or no sides. Parking pockets are also an option. Some skinny streets have sidewalks on both sides of the street, and others have them on only one side of the street. A skinny street is almost always a local street with low traffic volumes.

Q: *When would a skinny street be a good alternative to a standard-sized street?*

A: Skinny streets won’t replace standard-sized streets as the preferred design for local streets. However, there are situations where skinny streets would work better than standard-sized streets. The reduced size of skinny streets provides more flexibility when dealing with existing and often complex site conditions. Skinny streets also have the added benefit of naturally slowing traffic and creating less storm runoff.



Photos

Top: Narrow street with parking pocket on left side.

Above: Curvilinear residential street with alternating parking pockets.

Left: One-way street with bike lane.

Traffic Calming

Q: *What is Traffic Calming?*

A: Traffic Calming is a set of strategies for slowing down traffic where speeding is particularly problematic. The purpose is to increase safety for pedestrians and other vehicles, reduce noise, and increase the overall livability of neighborhoods.

Q: *What are some of the strategies available for traffic calming?*

A: Speed humps, bumps, medians, and traffic circles are some of the most common strategies. Raised intersections, curb extensions, and just about anything that physically or visually breaks up a long, straight expanse of pavement will cause motorists to slow down.



Photos

Clockwise from top:

- Traffic circle
- Speed hump
- Median with nubs

Q: *Does traffic calming make traffic worse?*

A: It can, if poorly designed. However, traffic calming is almost always used in low-volume residential areas where speeding is a problem. Traffic studies help ensure that safety is increased with minimal disruption to normal traffic flow.

Alternative Sidewalks



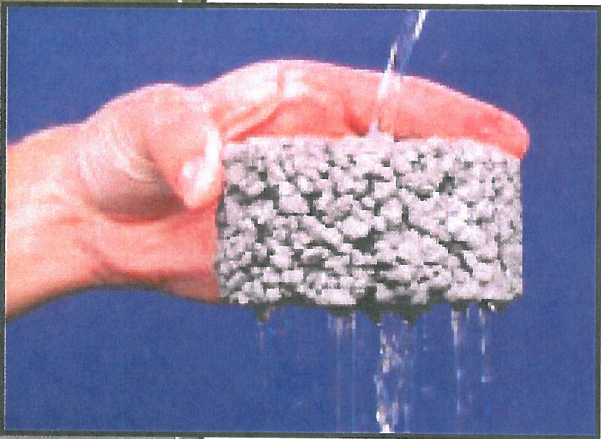
Q: *What's wrong with traditional sidewalks?*

A: In many places, nothing. However, the traditional curb-gutter-sidewalk arrangement usually requires an expensive drainage system to collect and send runoff away to streams or underground infiltration chambers. It's often too costly to tear up streets in established neighborhoods to build traditional sidewalks and the accompanying stormwater system. That's why many of our sidewalks end for no apparent reason.



Q: *Are there alternatives to traditional sidewalks?*

A: Yes! Sidewalks can be designed with various layouts and materials. For example "Ribbon Sidewalks" are built at the same grade as the street, but with a few feet of vegetation in between to soak up stormwater and separate cars from pedestrians. Sidewalks built with pervious concrete or asphalt also soak up stormwater and don't add to the storm runoff problem.



Photos

Top Left: Sharp contrast between street sections with and without traditional sidewalk.

Top Right: Where the sidewalk ends at a busy Milwaukie intersection.

Far Left: Pervious concrete ribbon sidewalk in Olympia, WA.

Near Left: Water passes through pervious concrete with ease.