

MINUTES

MILWAUKIE CITY COUNCIL WORK SESSION

May 1, 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, Community Development/Public Works Director Kenny Asher, Planning Director Katie Mangle

Cash Spot/South Downtown Redevelopment Discussion

Mr. Asher said the intent of this discussion was to consider the long-term vision for the Cash Spot site and development on the south end of downtown. There were a number of projects on that end of town that came into play including the Robert Kronberg Park improvements, the Kellogg Creek Restoration Project, the Riverfront Park design and development, light rail, and the Farmers' Market relocation. The property itself was being considered for a short-term lease arrangement with the operator of the Sternwheeler Rose. He discussed the importance of pedestrian and bike connections between the green spaces and downtown and noted the Cash Spot might be the hinge for all the projects.

Councilor Collette thought of that end of town in much the same way as it was shown on the Downtown Plan. With the Cash Spot site being below the level of Main Street there was potential for a parking structure of perhaps two stories. The Sternwheeler could have its offices on the on the McLoughlin Boulevard side along with other commercial. On the Main Street side at about the third level she saw a potential for a grocery store or other retail and possible a Farmers' Market with roll-up doors. She liked the idea of a plaza, and she talked with Mike Richardson about a downtown comic museum and creative niche spaces. She saw a potential for very nice condos that overlooked and connected to the park by a walkway and underpass. She pointed out potential locations for light rail stations.

Councilor Stone had an issue with a prime location like the Cash Spot being used for a parking garage because it might serve a better use. She was not adverse to a parking garage elsewhere in the downtown that was not on prime riverfront property. She liked the idea of the plaza but thought it might be more appropriate in the center of town. She supported linking the green spaces and having access to the Riverfront Park. She did not wish to put all outdoor activities at one end of town and would hope to spread it out a little more.

Councilor Loomis agreed with Councilor Collette and was in favor of taking advantage of two levels of parking. It would be overflow parking for Robert Kronberg Park, Riverfront Park, and the Farmers' Market. He would like to see commercial along 99E and access to the park.

Mayor Bernard's concepts were similar to Councilor Collette's, and he liked the idea of two-stories of parking. He hoped someday the Farmers' Market could afford something like the plaza and roll-up doors, but it was difficult for those kinds of operations to survive. Visibility from McLoughlin Boulevard was key, and putting it up in that area might be a problem. He still had a vision of putting the

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APPROVED MINUTES

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arket on the riverfront and hoped that would work someday. He recommended working with the other business owner and hoped the City could sign a 3 to 5 year agreement with the Sternwheeler Rose.

Mr. Asher visited Dr. Boulari whom he found to be agreeable to being involved and at least talking with the City. He did like the location, and he had invested quite a bit of money in his building. Dr. Boulari understood the long-term vision would also include his corner and hoped to be involved.

Councilor Barnes liked much of what Councilor Collette had said; however, she would not be in favor of having a grocery store at that end of town. The big picture for her was the plaza with a water feature in the middle; the Farmers' Market vendors could set up around it. At other times of the year it could be a center for community events. She would like the City to find a niche that made sense and said this was Milwaukie.

Councilor Collette communicated with Dolly Macken-Hambright about having a cluster of small museums in Milwaukie. It was important to have a community discussion about what to do around the plaza.

Mr. Asher said anything would go through a community process, and this was the beginning of forming a collective vision in order to get the necessary funding.

Councilor Stone asked how many parking spaces there would be at the Cash Spot. Her concern was that as the downtown redeveloped parking needed to be figured out. Would there be a parking structure at the north end as well?

Mr. Asher did not believe the Downtown Plan showed the Cash Spot as structured parking. The light rail plan showed it as a 275-space parking structure, but he thought it would need to be more than that through a shared arrangement. One of the most critical things was site control and ownership. A private property owner would not build a public parking garage to replace the free on-street parking that existed right now. There was also the grade change from McLoughlin Boulevard to Main Street that opened up a number of possibilities. It made parking there a little more feasible than acquiring a site elsewhere. The economics would drive some of the decision-making, and a structure in that area could be an asset.

Mayor Bernard thought it was important to begin thinking about how to raise the money for building such a structure. He noted access to the parking structure would likely need to be on Main Street and not on Washington.

Mr. Asher added a lot would be learned through the SDEIS process for the light rail project. No one knew at this time where the park-and-ride would end up on the alignment, but this was one that would be studied for traffic impacts and access issues. The next parking workshop would be on May 31, and he encouraged people to attend.

Councilor Collette suggested extending the third level, which was about even with Main Street all the way to McLoughlin Boulevard. The parking could be hidden by a narrow strip of commercial.

MOU Negotiations with Metro and Main Street Partners Regarding Redevelopment of the Town Center Site

Mr. Asher felt the Council would learn a lot from this presentation, and he wanted to know from the Council what it cared most about as the parties entered into negotiations. There were 10 points the Advisory Committee wanted staff to follow up on with the developer, and the Council added four more at its previous

meeting. He urged Council to probe those areas it cared most about so they would get the proper attention.

Mr. Swanson and Mr. Asher reviewed what had taken place at the previous Council meeting, and one of the things they talked about was the Committee process. Sitting through the developers' presentations before the Committee was a unique experience because it helped him understand. The reason he got it was because of their approach, and Main Street Partners' was a unique response to a unique piece of property. It was not a pattern that a thousand other people had done. Mr. Swanson had seen the uniqueness of this proposal and its relationship to City Hall and everything else surrounding it. Mr. Kemper and Mr. Skov handed over the vision to the Myhre Group that translated it into what he considered an exciting project.

Mr. Kemper was frustrated at the previous Council meeting because he had not been able to share his vision of the project. People had differing views about how well North Main Village came out, and there were certainly some things he would change going forward. His sense was that he would like to build on that success, and in few more months the rest of the units would be sold and space leased. He asked for feedback from the Council on what it might do differently. The new project would be all a for sale ownership project and would be a step up from the North Main Village project in a major way.

Mike McLaughlin, Myhre Group, described the project and the site in relationship to the rest of the downtown. There were vehicular issues relating to McLoughlin Boulevard and Harrison Street. The scale along Main Street was much more pedestrian oriented with City Hall directly across the street. The primary views were to the west and southwest, and the higher up in the building there would be view opportunities to the east. There were commercial areas on the first level and residential above. He felt it was important to step the building down toward Main Street to fit with the scale and significance of City Hall. McLoughlin Boulevard was a very busy road, so it made sense to put the mass along that side of the project as well as take advantage of some of the Willamette River views. This was a full-block project, and it was clear to him this needed to be a 3-dimensional design solution that was interesting from all sides. To step back from that, Milwaukie did not have full-block projects at this scale. A monolithic building on this site would not fit in, so he wanted to break down the scale to fit with the existing downtown buildings. The design put the significant bar along McLoughlin Boulevard with its four-story element with a step back to the fifth floor. From a pedestrian experience he wanted it perceived as one building, and from the Main Street side it would be perceived as two separate buildings to break the scale down and relate to City Hall. He showed a 'bird's eye view' of the design that showed plaza space on the roof of the fourth floor accessible from the penthouse level. It had a common courtyard that happened on the second floor. The structure was terraced down on both ends to provide a visual connection from the sidewalk to the courtyard and from the courtyard to the sidewalk. His intent was to make this a 3-dimensional building with no front or back. There was retail on Main Street and commercial interest along McLoughlin Boulevard. Access to the resident parking lot was from Jackson Street only. The condos were two-level townhouse styles and others were flats with the living space all on one level. The fifth floor was four penthouse units with outdoor spaces surrounding them. He showed a perspective from Main and Jackson of how the design stepped down from McLoughlin Boulevard to Main Street. Stepping the fifth floor back minimized the visual impact.

Mr. McLaughlin discussed the Main Street side of the buildings. City Hall was very symmetrical, and the façade of the Town Center development was also designed in that manner. One unit was pulled out to provide some relief and public space and widen the sidewalk. Right on axis with the entry point to City Hall, there was a landscaped focal point and public access with outdoor seating. That broke down the scale of the building into something more comparable in width to City Hall. Each of the elements was articulated in a series of five volumes similar to City Hall, and some cues were picked up from the windows that were divided into thirds.

In this plan there were entry points on all four sides of the building that helped add to the 3-dimensional interest. There were retail entrances along Main Street and commercial entrances on McLoughlin Boulevard. The residential entrances were on Harrison and Jackson Streets. He pointed out the breezeway and courtyard which was 12-feet from the property line and 18-feet wide. Mr. McLaughlin wanted to give the building a proud presence but did not want it to be overbearing, so he pulled the foreground elements off the corner and used them to accent the residential entry point. Between the flats and the two-story townhomes on Main Street the terrace stepped down to the public sidewalk. The rectangular element was skewed slightly to acknowledge the view upstream. In the solar analysis it was found that by stepping the building down to Main Street there was negligible difference between the 3-story element as far as how much light was cast on the Main Street sidewalk.

Main Street Partners had done some additional development since the RFP, and he showed the character study of the Main Street public space that was pushed back 12-feet and was 18-feet wide to provide the focal point on axis with City Hall. There would be a similar treatment with the landscape and water feature that came off the roof.

Mayor Bernard understood the public space could be used by a store or restaurant for outdoor seating.

Mr. McLaughlin said the facing materials were concrete and wood. The courtyard would be for the tenants, but he wanted a strong visual connection from the sidewalk to the private space. The water features would collect rainwater from the roof and take them through the courtyard at either end and cascade down the terraced elements. The blocks shown in the drawing were placeholders for art elements. The final board was a hardline drawing of the first floor in more detail and showed more right-of-way improvements. He was looking into the opportunity of angle parking to help add more stalls. The lane widths would be reduced but would not be less than what existed on Harrison Street, plus it could slow traffic. That was just a discussion item. Finally, he showed a series of Main Street photographs stitched together to show how the building would fit in. He discussed breaking down the mass from the pedestrians' perspective.

Mayor Bernard appreciated the presentation because it gave him a better idea of how the building would fit with City Hall and Main Street.

Councilor Stone asked if the concrete was textured. That was not her favorite element of the project – just the plain concrete. She would prefer something like stone to warm it up a little.

Mr. Kemper said there had been a discussion of doing stone up to a certain level to create a better feel. The inspiration was several buildings in the Pearl that had the concrete face. That was why North Main Village was done the way it was.

He understood architecture was a difficult issue because everyone had different opinions making it difficult to reach consensus. Over the years North Main Partners had gravitated toward modern architecture. In creating housing units there were two key elements – high ceilings and big windows. The units at North Main Village felt much larger than they actually were because of that. Materials to mitigate what some saw as the bluntness of modern architecture could be discussed. It would be a cost issue to work through. There will be a lot of process to go through with the Design and Landmarks Committee, Planning Commission, and City Council having to do with some proposed code changes. He did not want the City Council to lose sight of the articulation with different shapes and structures. Modern architecture allowed one to do that more than a traditional venue.

Mr. McLaughlin added there was a view opportunity to the east from the upper floors. Keeping the roof forms relatively low helped take advantage of the views from the fourth and fifth floors. The roofs were low-sloped – not flat -- and offered a more appealing view from the upper floors. It was a functional issue of people being able to look to the east and not have to look down on true flat roofs. The roof form along Main Street helped tie back into what one saw in the geometry of City Hall across the street. Regarding the eaves, the design guidelines addressed interesting silhouettes on the buildings. In his opinion having those pop out added a lot of visual interest to the form of the building.

Councilor Stone did not want Milwaukie to become a mini-Pearl District. It was a unique town, and the downtown was prime real estate. She felt it should be as unique as possible and not be a transplant of something else. It needed to be in a scale that fit with the acreage of downtown. She had some concerns about the scale of the project on the McLoughlin Boulevard side. She did not want it to overpower the block. It was something to keep in mind.

Mr. Kemper replied from Main Street Partners' standpoint one of the charges was to come up with enough density in a mixed use village. The place to put the density was along McLoughlin Boulevard primarily because of the views. Main Street Partners did not want to create an overpowering structure across the street from City Hall. If they were going to push density, then they were going to push it on McLoughlin Boulevard.

Councilor Stone thought that would still obstruct the view from City Hall.

Mr. Kemper said the intent was to protect and be respectful of Main Street since it was the center of downtown. That was the purpose in pushing the mass to the other side.

Councilor Stone liked the idea of keeping it pushed down so the river views were open all along McLoughlin Boulevard and Main Street. Back from that one could increase height. This was not the last of downtown development, and she did not want to block River views.

Councilor Collette understood Councilor Stone wanted the height behind 21st Avenue, but that would almost mean parking lots or one-story buildings all along McLoughlin Boulevard.

Mr. Kemper noted that the zoning code required 3-stories along McLoughlin Boulevard. In his mind given what McLoughlin Boulevard was it made sense to push density against it. Main Street Partners was trying to create a pedestrian feeling along Main Street. It would be difficult to do any kind of pedestrian-oriented development on McLoughlin Boulevard. It was his personal view that people would not want to sit outside along McLoughlin Boulevard. He felt people

would live along McLoughlin Boulevard for the views. There were windows that blunted the sound and systems to muffle the traffic noise. The view will be fantastic, and he commented on the view from the 4th floor apartment at North Main Village. From a developer's perspective, he felt density should be created where there was that kind of view.

Councilor Stone was looking 20 years down the road and what would be downtown. If things were tall enough in the east there would still be an opportunity for a view.

Councilor Loomis appreciated the presentation, and it was very helpful to have Main Street Partners step through the process and soften the blow. He was not too sure about the overhangs. He asked if there would be a model.

Mr. Kemper replied it was a function of how much Myhre would charge him.

Councilor Loomis was concerned about having a signature, landmark building. He wanted something one did not see everywhere else. He asked if this building would be like an avocado green refrigerator in 20 years.

Mr. Kemper had talked with Dark Horse about a large cartoon character on the building that related to their business and then put their museum activity on the ground floor. He asked how signature a landmark the Council was willing to accept.

Councilor Loomis thought Mr. Kemper was on the right track but there needed to be discussion. He would want something that was attractive and interesting.

Councilor Collette thought the Dark Horse horse's head might be a beautiful sculpture if the company decided to have a museum there.

Mr. Asher said one of the items on his list was to ensure there was Council check in, and he recommended doing one in June before the final proposed MOU came before Council. The MOU was basically a letter of intent expressing the business terms.

Mr. Kemper was trying to think of the best way to present the vertical housing element to the Council.

Mr. Asher suggested doing that as part of the check-in. He did not anticipate anything radically different in this design from what was allowed, but there would be a pre-application with the planners.

Mr. Kemper discussed the CC&Rs about what people could put on their balconies and suggested the Council could make some conditions.

Mayor Bernard adjourned the work session at 6:57 p.m.

Pat DuVal

Pat DuVal, City Recorder

AGENDA
WORK SESSION
MILWAUKIE CITY COUNCIL
MAY 1, 2007

MILWAUKIE CITY HALL

Second Floor Conference Room
10722 SE Main Street

A light dinner will be served.

WORK SESSION – 5:30 p.m.

Discussion Items:

	<u>Time</u>	<u>Topic</u>	<u>Presenter</u>
1.	5:30 p.m.	Transportation System Plan Update	Katie Mangle
2.	5:45 p.m.	MOU Negotiations with Metro and Main Street Partners regarding Redevelopment of the Town Center Site	Kenny Asher
3.	5:30 p.m.	Cash Spot/South Downtown Redevelopment Discussion	Kenny Asher
4.	6:45 p.m.	Adjourn	

EXECUTIVE SESSION

Executive Session: The Milwaukie City Council may go into Executive Session pursuant to ORS 192.660(2). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

Public Notice

- The Council may vote in work session on non-legislative issues.
- The time listed for each discussion item is approximate. The actual time at which each item is considered may change due to the length of time devoted to the one previous to it.
- For assistance/service per the Americans with Disabilities Act (ADA) please dial TDD (503) 786-7555.
- The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.



To: Mayor and City Council

Through: Mike Swanson, City Manager
Kenneth Asher, Community Development and Public Works Director

From: Katie Mangle, Planning Director

Subject: Transportation System Plan Update Project Briefing

Date: April 20, 2007 for May 1, 2007 Regular Session

Action Requested

This is an update and discussion item regarding the City's current Transportation System Plan (TSP) Update project. Staff would appreciate feedback on the project Goals and feedback on the Anticipated Resources memo.

Background

TSP Update Project

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 TSP 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 project began in November 2006, and is approximately one-third of the way through. 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 the Advisory Committee

The project Advisory Committee (AC) has met twice, and includes 17 citizens, 8 business representatives, and 10 agency representatives. All of the City's Neighborhood District Associations are represented on the AC, as are community institutions (such as the Milwaukie Center, North Clackamas School District, and the Chamber of Commerce), and notable businesses such as Dark Horse, Oregon Transfer, and Providence Hospital. The Advisory Committee is an engaged, collaborative group of people who are demonstrating commitment to the project.

Draft Goals and Policies for the City's Transportation System

The goals and policies that were adopted in 1997 have been reorganized to break away from a focus on individual travel modes (auto, bike, pedestrian, rail, etc.), to more general statements about livability, mobility, safety, and economic vitality. City staff and the Advisory Committee agreed that this organization better reflects the overarching vision of the Comprehensive Plan. The new goals and policies better explain how these ideals can be achieved through integrated planning and design, rather than focusing only how best to attain ideal transportation conditions for each travel mode. (See Attachment 2, Draft TSP Goals.)

Definition of Resources Memorandum

Alex Campbell, the City's Economic and Resource Development Specialist, worked with DKS to identify a forecast of anticipated transportation funding sources. The Definition of Resources memorandum outlines the forecasted funding framework for the City's transportation services through the year 2030. This memorandum sets the stage for a later task, a TSP Financing Plan, which will consider how to fund priority transportation projects.

Draft Existing Conditions Chapter

The Advisory Committee is currently reviewing a draft report on Existing Conditions. The purpose of this chapter is to document the existing transportation facilities in the study area. In addition, it provides a basis of knowledge and a benchmark that will enable the City to track progress toward the goals. One of the highlights of this report is a map, Figure 3-2, which documents for the first time a complete survey of existing sidewalks in the City of Milwaukie. The chapter also reports on traffic counts and identifies gaps in transit service. (See Attachment 3, Draft Existing Conditions Maps.)

Web-based Public Survey

In March 158 people completed a web-based survey that asked about transportation needs and priorities. Staff is preparing a report on the results of the survey, and will share it with Council and the Advisory Committee as soon as it is ready.

Initiating Working Groups and Workshops

The TSP planning process includes four Working Groups and two sets of Workshops. All of these groups began their work 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 – 21 people attended the first workshop on March 24th; the second workshop will be May 5th.
- Transit Solutions – 24 people attended the first meeting on April 7th,
- Downtown Parking – 14 people attended the first workshop on April 12th.
- Freight Access – 12 people attended the first meeting April 13th.
- Traffic & Auto Circulation Solutions – the 1st meeting was April 21st.
- Street Design Alternatives – the 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.

Not only has turnout for each of the meetings met or exceeded staff expectations, but the participants continue to demonstrate a remarkable willingness to learn, share ideas, and constructively contribute to the process.

Upcoming Activities

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

- Future forecast of traffic and population growth.
- Identify needs for transportation programs and projects
- Identify potential solutions for each transportation mode.
- Draft project evaluation criteria for prioritizing investments.

The TSP, which is an ancillary document to the Comprehensive Plan, is scheduled to come before the City Council for adoption at a public hearing in December 2007.

Concurrence

There is no action with which to concur. Staff would appreciate feedback or concurrence on the Goals, which will guide the rest of the project.

Fiscal Impact

None. Staffing for the project is being managed within the adopted FY06-07 budget. This project is funded by a \$128,000 grant from the ODOT's Transportation Growth Management (TGM program). The City's Intergovernmental Agreement with ODOT requires the City to contribute an in-kind match of approximately \$18,000. The City has already exceeded this amount of staff time and fulfilled the grant match requirements.

Work Load Impacts

Multiple departments are contributing to this project. Significant staff time will continue to be required to attain the high quality of public involvement that is necessary.

Alternatives

None at this time.

Attachments

1. TSP Project process diagram
2. Summary of Goals
3. Draft Existing Conditions Maps:
 - Figure 3-1b, Study Area
 - Figure 3-2, Sidewalk Inventory
 - Figure 3-5, Transit Routes and Shelters
 - Figure 3-8, Posted Speed Inventory
 - Figure 3-11c, 24 Hour Count Volumes Historic Comparison

TSP Project Process

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



Community Briefings
● ● ● ●

Public Survey

Draft TSP Open House
●

Public Hearings
Planning Commission
●
City Council ●

● = public meeting

Working Group Meetings and Workshops

Working Group Kickoff Meeting ●	Street Design	●	●	●	●
	Transit	●	●	●	●
	Traffic	●	●	●	
	Freight	●	●	●	●
	Pedestrian / Bike	●		●	
	Downtown Parking	●			●

Advisory Committee
● ● ● ● ●

Council Briefings
● ● ● ● ● ●

ATTACHMENT 2

Summary of Draft Milwaukie Transportation System Plan Goals April 12, 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 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, rather than focusing only on how best to attain ideal conditions for 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.

The following draft goals for Milwaukie's transportation system are not intended to be in order of priority, but rather are statements that address different aspects of a great system.

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: 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 4: Quality design. Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.

Goal 5: Reliability and mobility. Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability and manages congestion.

Goal 6: Sustainability. Provide a sustainable transportation system that meets present needs while facilitating the needs of future generations

Goal 7: 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 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 the state's economies through the efficient movement of people, goods, and services, and the distribution of information.



FIGURE 3-1b

STUDY AREA

March 2007

DRAFT

LEGEND

- Study Intersections
- Major Roads
- Streets
- Railroad
- Springwater Trail
- County Line
- Town Center
- Water
- City Limits
- Urban Growth Management Agreement

Note: "SE" street name prefix applies to all roads.

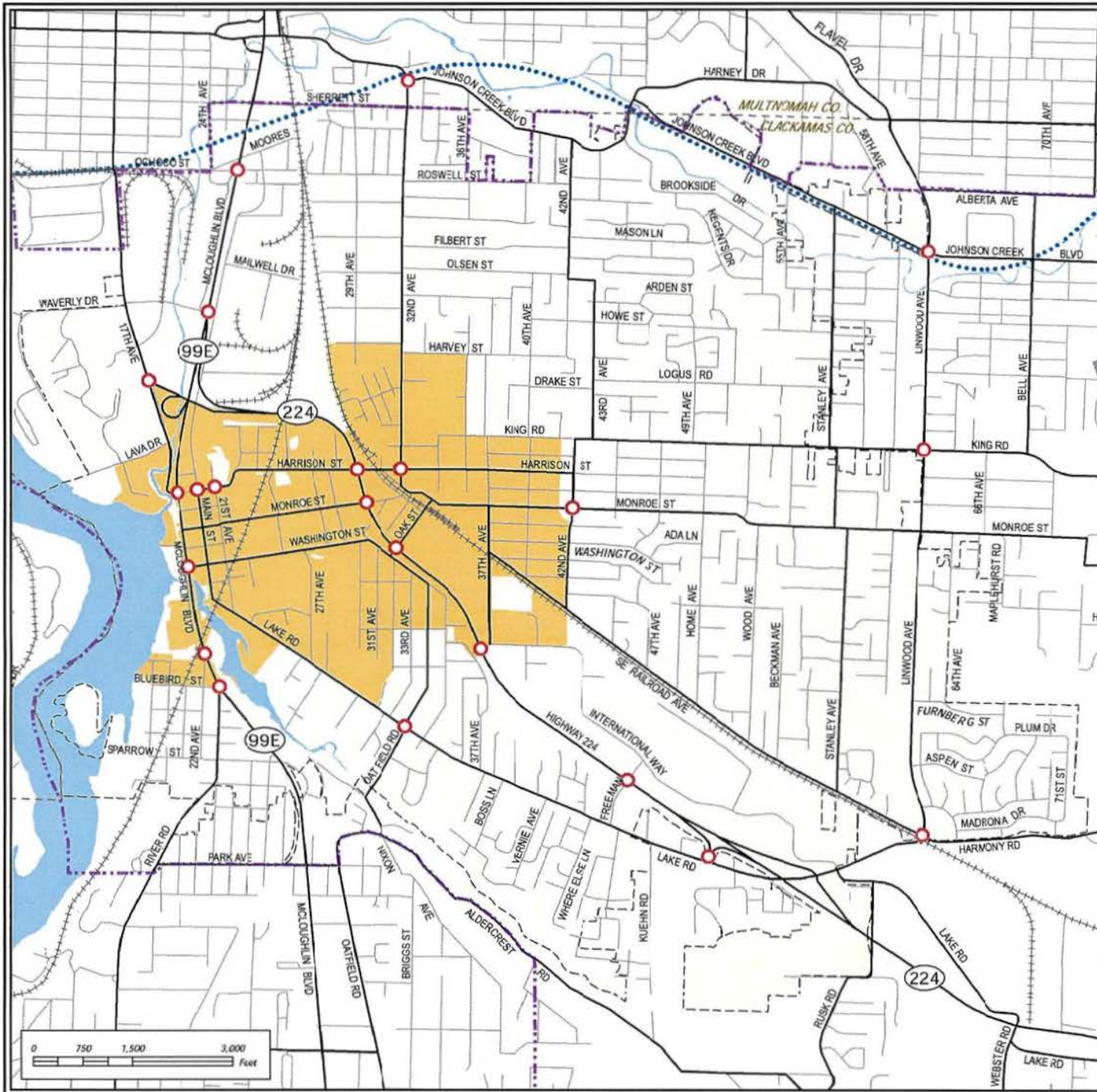




FIGURE 3-2

SIDEWALK INVENTORY

March 2007

DRAFT

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

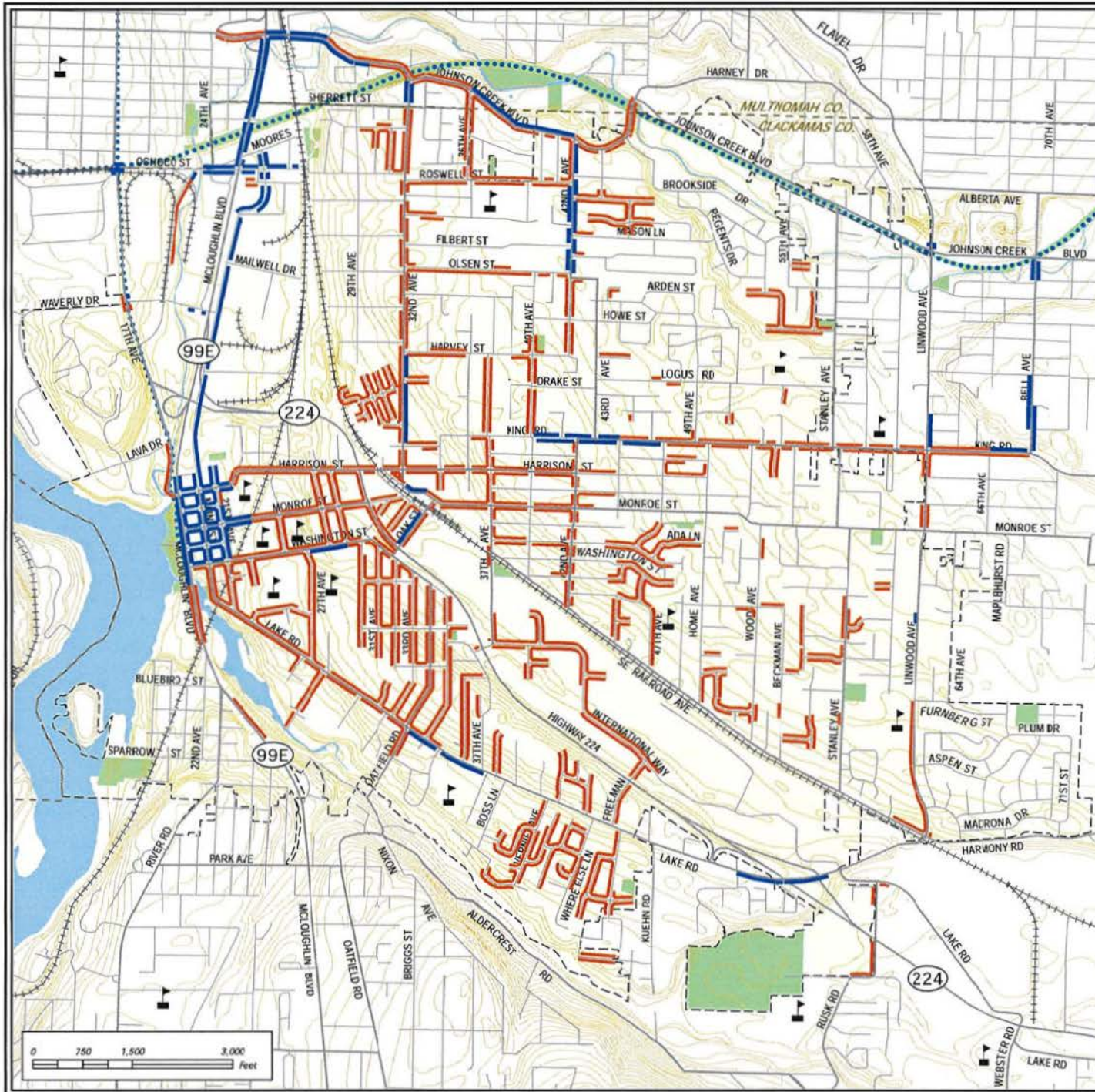




FIGURE 3-5

TRANSIT ROUTES AND SHELTERS

March 2007

DRAFT

LEGEND

- Bus Routes < 30 Min. Frequency
- Bus Routes w/ Route No. > 30 Min. Frequency

Transit Facilities

- Stop
- Shelter
- Transit Center
- Park and Ride
- 1/4 Mile Walk Access to Bus Stops
- Major Roads
- Streets
- Railroad
- Springwater Trail
- County Line
- Water
- City Limits

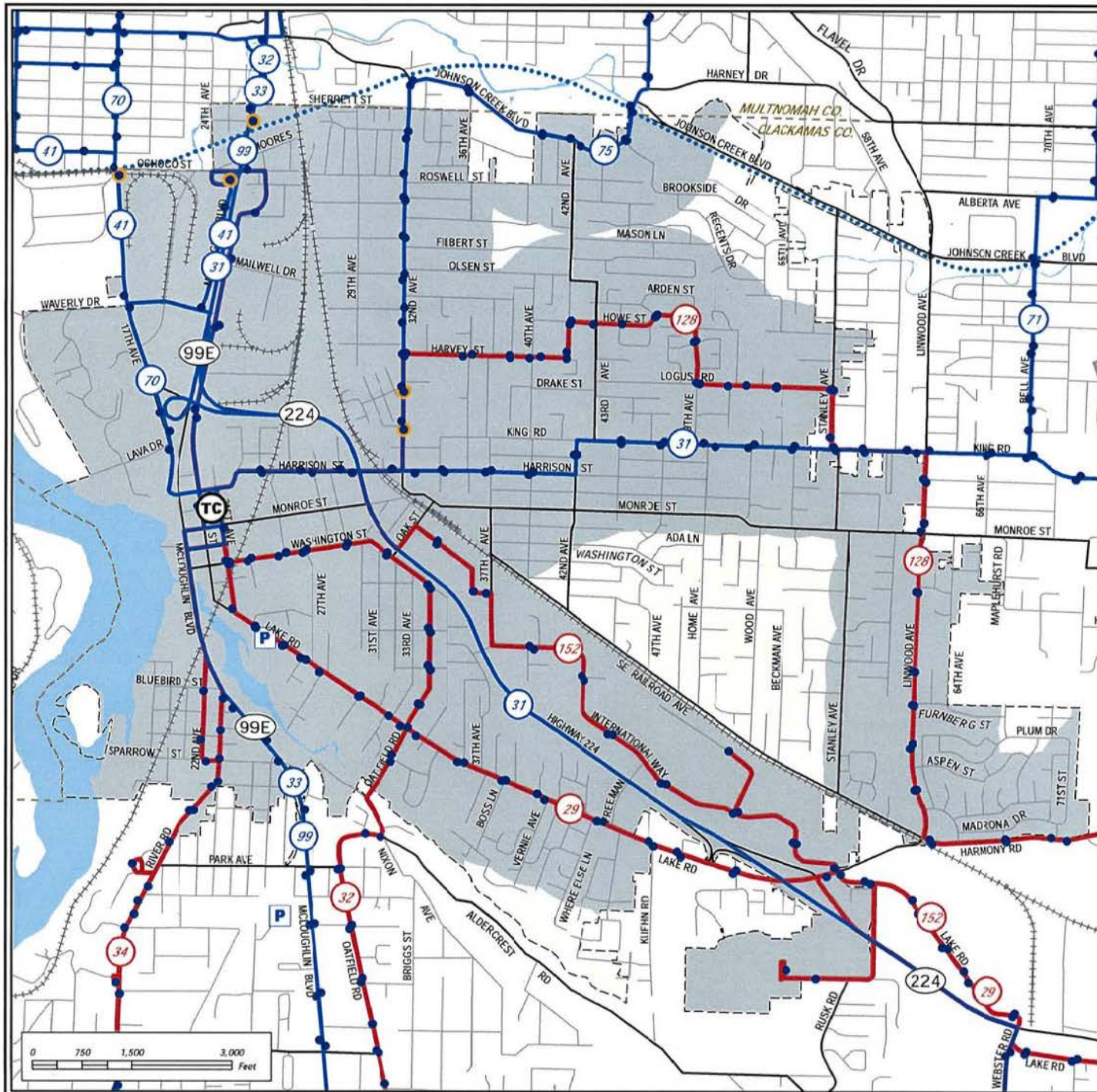




FIGURE 3-8
POSTED SPEED INVENTORY
March 2007

DRAFT

LEGEND

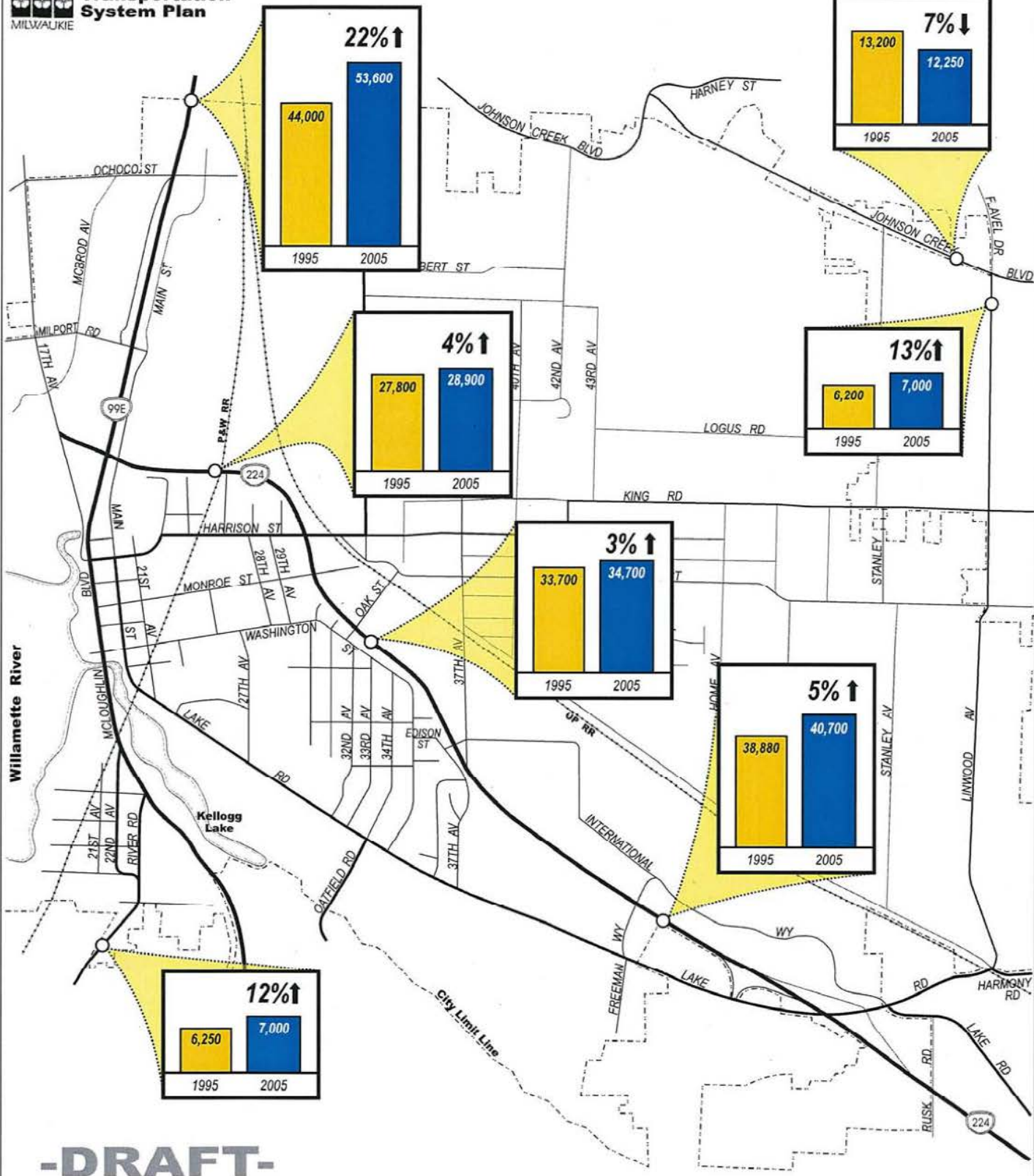
Speed Limits

- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH

Note: all other roads assumed to be 25 MPH

- Major Roads
- Streets
- Railroad
- Springwater Trail
- County Line
- Water
- City Limits





-DRAFT-

LEGEND
00 - 24 Hour Count Volume (1995)
00 - 24 Hour Count Volume (2005)

DKS Associates
 TRANSPORTATION SOLUTIONS

 NO SCALE

Figure 3-11c
24 HOUR COUNT VOLUMES
HISTORIC COMPARISON
 March 2007



To: Mayor and City Council

Through: Mike Swanson, City Manager

From: Kenneth Asher, Community Development & Public Works Director

Subject: MOU Negotiations with Metro and Main Street Partners regarding
Redevelopment of the Town Center Site

Date: April 19, 2007 for the May 1 Meeting

Action Requested

None. This is a discussion item for project staff and council during early-stage negotiations with Main Street Partners and Metro.

Background

At the April 17 regular session, council authorized its representatives on the Town Center Project Management Group (PMG) – the City Manager and Community Development Director – to begin working with Metro and Main Street Partners toward a Memorandum of Understanding (MOU) for redevelopment of the Town Center site.

The PMG, through its own internal deliberations and its work with the Council-Metro appointed Advisory Committee, identified issues for discussion and resolution in the MOU. These were provided to Council in the April 17 staff report recommending Main Street Partners as the preferred developer, and are repeated here:

1. Sidewalk area design.
2. Building height on McLoughlin.
3. Exterior materials.
4. Second level connection to the street.
5. Semi-public spaces.
6. Building architectural style.
7. Green building.

8. McLoughlin Commercial.
9. Parking.
10. Schedule.

In addition, at the April 17 meeting, council raised four other items for MOU consideration:

11. Bus stop on McLoughlin
12. Vertical Housing Tax Abatement
13. Council Updates
14. Preservation of existing trees

The MOU negotiations are expected to last two months. Staff feels an early discussion with council about council expectations for the MOU will be highly beneficial for all parties. Staff is interested in hearing more specificity from Council about the proposed project (including both likes and dislikes), and aspirations for the project once complete.

The attachments to this report should help Council prepare for this discussion. Attachment 1 is a summary table of the Main Street Partners proposal, and Attachment 2 is the set of drawings provided to the PMG as requested in the Request for Proposals.

Concurrence

None, as there is no action with which to concur.

Fiscal Impact

None.

Work Load Impacts

There are no workload impacts associated with the action. The discussion should facilitate a smoother MOU negotiation period, which will help the City Manager and Community Development efficiently manage the process.

Alternatives

None, as there is no requested action.

Attachments

1. Summary table of Main Street Partners proposal.
2. Main Street Partners proposal drawings

ATTACHMENT 1

Main Street Partners, LLC		
Team	Key Project Experience	Program/Concept
Main Street Partners (Developer)	<ul style="list-style-type: none"> ▪ North Main Village (2006); 64 affordable apartments, 20 condos, 13 townhomes, \$11.7 million ▪ The Pointe at Bridgeport (2007); 49,000 SF retail and office center; \$12.5 million. ▪ Esther Short Commons (2005); 160 apartments, 20,000 SF retail; \$13.7 million ▪ Hawthorne Condominiums (2003); 16 townhomes, 18,000 SF retail, \$4.0 million ▪ Center Commons (2001); 360 units incl Sr. housing, affordable apartments, for sale townhomes and 3,500 SF retail, \$18.6 million 	<p>Program:</p> <ul style="list-style-type: none"> ▪ 76 townhomes and condos ▪ 10,000 SF retail on Main ▪ 6,000 SF office on McLoughlin ▪ 80 residential pkg spaces (within first floor), on-street retail parking <p>Unit sizes/Price</p> <ul style="list-style-type: none"> ▪ Average sizes: 1080SF townhomes, 727SF flats, 1800SF penthouses ▪ \$170,000-325,000 unit sale cost <p>Building</p> <ul style="list-style-type: none"> ▪ 3 stories on Main Street ▪ 4 stories with optional 5th flr penthouse on McLoughlin ▪ Ground floor glass w/ brick/concrete; cementitious panels above ▪ Wood frame over PT slab <p>Proposed Code Changes</p> <ul style="list-style-type: none"> ▪ 5th floor on McLoughlin frontage ▪ Cementitious panels on upper floors. <p>Sustainability</p> <ul style="list-style-type: none"> ▪ Energy efficient appliances, window insulation ▪ Storm water treatment feature ▪ Hire green building consultant
Myhre Group Architects (Architect)	<ul style="list-style-type: none"> ▪ North Main Village (2006); (See above) ▪ The Crossings (2006); 81 market rate apartments, 20,000 SF retail, \$18.6 million ▪ Central Point Phase 1 (2001); 29 market rate apartments, \$2.5 million ▪ Lovejoy Station; 181 affordable apartments, 6300 SF retail; \$12.3 million (Myhre project at prior firm) 	
R&H Construction (Contractor)	<ul style="list-style-type: none"> ▪ North Main Village (2006); (See above) ▪ The Pointe at Bridgeport; (See above) ▪ Esther Short Commons (2005); (See above) ▪ Center Commons (2001); (See above) 	



Commercial Retail Residential Units Penthouse



Ground Level

Courtyard Level

Pent House Level



Existing Structure

Existing Structure

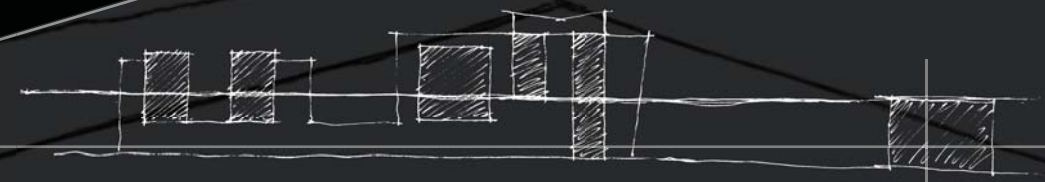
Jackson

Harrison

Main Street Elevation



East-West Site Section AA



Harrison St. Elevation



McLaughlin Blvd. Elevation

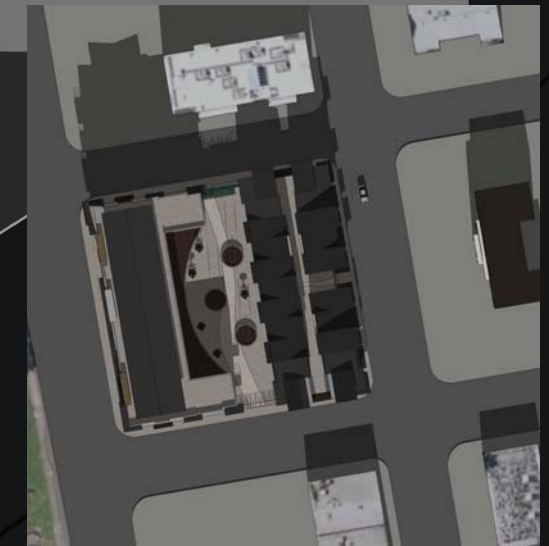
Solar Analysis on Main



Spring and Fall Equinox 12:30 pm



Summer Solstice 1:00 pm



Winter Solstice 11:50 am



To: Mayor and City Council

Through: Mike Swanson, City Manager

From: Kenneth Asher, Community Development & Public Works Director

Subject: Cash Spot/South Downtown Redevelopment Discussion

Date: April 19, 2007 for the May 1 Meeting

Action Requested

None. This is a discussion item to begin formulating ideas for a long-term vision for city-owned property at the Cash Spot site and the surrounding south downtown area.

Background

At the council work session on April 3rd, Community Services staff presented the possibility of leasing the Cash Spot property to a commercial charter boat enterprise. This presentation caused one councilor to remark on the need for a larger discussion about the long-term use of the site and vision for the larger south downtown area.

Community Services and Community Development staff initiated this brainstorming at a late 2006 work session at which time council was presented with multiple projects that interconnect the built space and open space in this part of the City.

These projects include:

- Robert Kronberg park improvements
- Kellogg Creek restoration
- Kellogg Lake Bridge Replacement
- Riverfront Park design and development
- Cash Spot Redevelopment

Additionally, several other ongoing projects and activities are raising questions about the ultimate use and vision for the south downtown area. These include:

- South Corridor Phase 2 Light Rail (specifically the possible Lake Road station location)
- Redevelopment of the Town Center site and the pending relocation of the Farmer's Market
- Transportation System Plan (TSP) Update and community interest in public parking facilities
- Possible short term lease arrangement with the Sternwheeler Rose at the Cash Spot site
- Future redevelopment of the Kellogg Wastewater Treatment Plant
- Continued redevelopment and revitalization of downtown and, specifically, the retail spine on Main Street

Although some of these activities are long-range in their implementation, others are not far off in Milwaukie's future. Further, it is difficult to plan or design any of these projects in isolation; each, to a certain extent, requires an understanding of the larger site context. This is especially true of the Cash Spot, which sits at the center of the area, and through city ownership, can serve as a leverage point for the City to help guide redevelopment in the rest of the area.

Staff would like to hear any ideas that the council may have as to the future of south downtown and/or the Cash Spot site. With this direction, staff will be better prepared to conceive a cohesive vision and process for proceeding on the many priorities in the area.

Concurrence

None, as there is no action with which to concur. However Community Services concurs as to the timeliness and need for this discussion.

Fiscal Impact

None.

Work Load Impacts

There are no workload impacts associated with the action.

Alternatives

None, as there is no requested action.

Attachments

None