

AGENDA

MILWAUKIE CITY COUNCIL WORK SESSION SEPTEMBER 6, 2005

KELLOGG TREATMENT PLANT

11525 SE McLoughlin Boulevard

5:30 p.m. – 6:30 p.m.

Ted Kyle of Clackamas County Water Environment Services will conduct a one-hour tour of the facility. Those going on the tour can meet Mr. Kyle at the Plant Administration Building at 5:30 p.m.

- 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.

MINUTES

MILWAUKIE CITY COUNCIL WORKS SESSION

AUGUST 2, 2005

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; City Attorney Gary Firestone; Community Development/Public Works Director Kenny Asher; Engineering Director Paul Shirey; Community Services Director JoAnn Herrigel; and Information Coordinator Grady Wheeler.

Mary Rowe introduced **Andrea Villagrana**, recently hired as the City Human Resources Assistant.

Public Input Process for Riverfront Concept Plan

Ms. Herrigel requested City Council guidance on riverfront process, which had been forwarded from the Riverfront Board. There were three main questions for Council response:

1. Does the Council want staff to take riverfront concepts to the public for review?
2. Are the concepts the Riverfront Board forwarded to the Council the ones that should be shown to the public?
3. Whose input did the City Council want? Residents only? Residents and facility users? Regionwide?

She was not asking the City Council – or anyone -- to select a concept at this time. She reviewed the history and process the Riverfront Board went through as an advisory body to the Council. She would show the proposed concepts to determine if these would be taken to the public and seek input on how these would be presented to the public.

There had been several attempts through the years to design and fund riverfront development. She would focus on the process that began in 1998 with the appointment of the Riverfront Board and subsequent hiring of Crandall Arambula to do the Downtown Riverfront plan. An extensive process was undertaken that included six open houses, a survey of over 1,100 people, and media coverage in *The Oregonian*, *Clackamas Review*, and *The Pilot* as well as a website and telephone hotline.

The outcome of that work was the Downtown Riverfront Framework Plan. Ms. Herrigel noted the concept actually adopted into the Comprehensive Plan did not have a boat ramp or parking. She raised that issue because the extensive

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process did result in a concept plan for the riverfront and the downtown. In 2001, the City went through a transition in personnel, the budget was unsettled, and the Riverfront Board's focus was unclear. It was a period when people were very confused, and there was a lot of misunderstanding regarding funding. When the Board, Mr. Swanson, and she assessed any future action on the riverfront, there appeared to be four major issues.

1. The design and schedule of the McLoughlin Boulevard Enhancement Project;
2. The property owned by Sharon and Gary Klein just south of Johnson Creek and an easement over the property;
3. The boat ramp and related parking; and
4. Funding for any phase of the project.

Ms. Herrigel addressed the current status of those four issues. The McLoughlin Boulevard Project design was completed, and the remaining buildings were demolished. Construction would begin this August. The project would provide for better access to the riverfront and made the connection to the downtown area. Trees along McLoughlin Boulevard would provide a presence.

In 2003, the Klein's donated the property south of Johnson Creek to the City with the condition that it be held as an open space/natural area. The agreement allowed for trails to cross the property.

The Riverfront Board struggled with the issue of the boat ramp. After adoption of the Downtown Plan, the Board acknowledged the public's interest in the boat ramp and stated for the record in motion form, "that the City Council consider the boat launch in some form as part of the riverfront plan." In 2003 during discussions about the McLoughlin Boulevard design, the Board pronounced in a motion, "the Riverfront Board supported the existence of a boat ramp to be located in the City of Milwaukie on the Willamette River." These were two instances in which the Board acknowledged people's interest in having a boat ramp at the riverfront. Those motions passed unanimously both times. The intent was to convey to the boating public that the Board acknowledged them and that those interests were valid.

Funding for the riverfront property purchases in the late 1990's and some of the design costs were borrowed from the water fund. When those funds were not available in 2001, all the action stopped. Staff tried to keep the momentum going in some way albeit sometimes limping to keep the public eye on the riverfront. During the Centennial, the festival was at the riverfront, and there was some signage and a park-naming contest. The Winter Solstice and Christmas Ship viewing has been going on for several years. Although there were some minor financial successes from individual donations as well as Celebrate Milwaukie, Inc., there has never been enough money to go through a full public input and design process let alone development.

Ms. Herrigel discussed other funding options. The City has talked with the Oregon State Marine Board (OSMB) in 2001 and 2003 and consistently over the

past year. The most recent attempt to identify funding for the whole project was through the Oregon Solutions program. There were two tracks involved. One was convening partners to discuss funding mechanisms and potential donors. The parallel process was the City Council, Riverfront Board, and citizens coming up with concepts for the park design. It was clear from the start that Milwaukians did not want outside agencies and organizations telling the City what it should do with its properties and facilities.

The Oregon Solutions process included four facilitated meetings with State and federal agencies, businesses, non-profits, and property owners. The goal of the process was to involve public and private sector partners and to work collaboratively to complete the Milwaukie Riverfront Park project. The main objective was to identify funding for the design and development of the Park. The last formal meeting with the facilitator, Dick Townsend, was in June. She discussed the Declarations of Cooperation that stated what each participant would contribute to the project on an on-going basis. Ms. Herrigel could reconvene the group at any time by inviting the participants. Co-convenor Dave Green was committed to sustaining the work toward the long-term goal of developing the park.

Ms. Herrigel discussed the communication, resources, and natural resources subcommittees. Milwaukie got some very good press when Governor Kulongoski attended the demolition of Vic's Tavern and the Antique Mall. The resources group developed some great contacts including the federal and State agencies and potential private sector donors. The natural resources group pulled together people from the Water Enhancement Board, Oregon Department of Fish and Wildlife, the Klein's, Oregon Dental Systems (ODS), Johnson Creek Watershed Council, Oregon Department of Transportation, Friends of Mt. Scott Creek, and others. These parties brainstormed on potential grants and mitigation opportunities. Johnson Creek and the mouth of Johnson Creek specifically were perfect opportunities for both grants and mitigation. This would be an opportunity to develop Klein's Point by designing and implementing a re-vegetation program to the water's edge within the next 1-1/2 years.

The City also got an affirmation that the design development must be a grassroots effort. People were interested in helping, but first wanted to be sure the residents had come to some consensus of what they wanted. The funding for both design and development was available once a concept plan was completed and there was agreement within the organization. Among the questions were how much money was needed for the design and how much money could the City get in grants. Answers to both were unknown without first having a concept plan.

Staff was not asking the City Council to select a concept plan but rather permitting staff to take to two plans to the public. She and Mr. Wheeler showed the concept plans forwarded by the Riverfront Board. It indicated the existing conditions using an aerial photo followed by drawings of the adopted Comprehensive Plan version, Concept 1 that mirrored the Comprehensive Plan

version with some modifications including additional parking on the south side of Kellogg Creek and the east side of McLoughlin Boulevard and a transient boat dock, and Concept 2 had a boat ramp with an additional dock and some additional parking. She would look into the possibility of including two docks in Concept 1 and a fountain.

Councilor Loomis discussed the restrooms, amphitheatre, and parking.

Mayor Bernard discussed cut and fill opportunities.

Dave Green, Riverfront Board Chair, explained the focus was on the area between Johnson and Kellogg Creeks. There were too many unknowns outside those boundaries at this time. One might easily become bogged down with the details of the restrooms and number of docks. Neither concept was a design, and there was plenty of time to move the bathrooms and design the docks. Questions to ask had to do with the boat ramp, amount of parking, amphitheatre, and docks. He heard some comments about controversy on the Riverfront Board. As the ideas developed, there was more consensus among the members of the Board than there was controversy with the exception of the parking issue. Parking was a big deal, and he encouraged people to go to the riverfront on any day and count the number of trailers. Was the purpose to serve the maximum number of boat users in April/May or to meet the more average daily needs? There were competing uses for the park, and some of those had to do with greenspace and restoration issues, Trolley Trail users, and festivals.

Councilor Loomis did not think there was enough parking for regular park uses.

Mr. Green said one of the goals of the survey was to help determine if parking was adequate. It was an issue throughout the downtown. He did not think one could ever serve all the boat users in April/May, and there could be options for parking at the transit center and in City lots on weekends.

Councilor Stone thought people should be asked where they wanted to park. She had noted boat trailers parked along McLoughlin Boulevard on peak days and commented on freeing up space for riverfront activities.

Mayor Bernard generally observed 5 to 8 vehicles at the riverfront during lunch hours. During fishing season, as Councilor Stone said, there were trailers parked all along McLoughlin Boulevard, but fishing seasons continued to be shortened.

Councilor Loomis said the Council needed to consider where park users would park. He suggested looking at the possibility of a garage at the log dump.

Councilor Stone understood parking would be at Kellogg with a pedestrian bridge.

Councilor Collette agreed that was a big part of the Kellogg Lake transit center plan.

Mayor Bernard encouraged the Councilors to put in some time at the Sunday Market community booth.

Mr. Swanson thought it would be a good idea if several members of Council could testify at the Clackamas County Board of Commissioners' August 11 public hearing on the Clearwater Plan.

Mayor Bernard adjourned the work session at 6:55 p.m.

Pat DuVal, Recorder