



HECTOR CAMPBELL NEIGHBORHOOD DISTRICT ASSOCIATION
MEETING MINUTES

November 9, 2020

Zoom meeting – the video of the meeting is available on our website, <https://hectorcampbellnda.org/>.

In attendance: David Aschenbrenner, Chair; David Hedges, Vice-Chair; Linda Hedges, Secretary/Treasurer; Sarah Smith, Park and Gardens Coordinator; Rob Reynolds, PSAC Representative; Bernie Stout, Darlene Albertson, John Kauffman, Don Courson, Captain Robbie Graves, Milwaukie PD; Steve Adams, Beth Britell, Scott Stauffer – Milwaukie city staff; Lisa Batey, City Council; Bob and Iona Lockwood; Gene Zelharie; Glenn Hoerr; Melanie Bocek; Brian Reiter, Peter Drake, “John” and “744489”

(Note: those attending zoom meetings please identify your proper name as we are required by state law to record the names of those who attend our meetings. This would be helpful, thank you.)

1. Meeting was called to order by Chair at 6:30pm.
2. **Captain Graves of Milwaukie PD** reported not much has been happening around town the last couple of weeks. A neighbor asked if the suspicious fire on Elk Rock Island had been investigated. He replied the fire investigator found no credible evidence of arson so the investigation has been suspended, cause unknown. Discussion over two people who had been rescued from the island that night. Captain Graves said he will look more into the report and send information back to us.
3. Scott Stauffer, City Recorder, reported on the **City Hall Blue Ribbon Committee** which has been formulated of representatives of 5 of the 7 neighborhoods (not including ours) and city staff to determine the final use of City Hall once staff move into the former Advantis Credit Union Building on Main Street.
4. **Monroe Greenway:** Steve Adams, City Engineer, reported that a consultant has been hired to write the documentation required for ODOT to release funding which can start the project to the beginnings of design work. There will be time in mid 2021 for the public to provide more input. It is noted that there is strong concern over the Washington Street layout and what that may mean for those who live along Washington, Garrett and Home Avenue. The entrance/exit from the Minthorn Commons apartment complex is on 37th directly across from Washington. Queueing up is anticipated both morning and evening, although the apartments have a right turn only exit onto 37th.
5. **The Minthorn Commons apartments complex** (as we prefer to call it instead of Monroe Apts) developers will attend our December meeting to discuss ground breaking and other plans. They are required to provide this opportunity for public input.
6. Beth Britell discussed the **proposed sidewalk alignment for Home Avenue**. There is an **online survey they’d like neighbors to take** <https://www.surveymonkey.com/r/HomeAvenue>. If you

would like a paper copy of the survey please phone Jessica Pickul at City of Milwaukie, 503-786-7606. This alignment of sidewalk from Railroad north to Park on the east side of the street, then a crosswalk to the west side at Park and sidewalk north to King Road on the west side of the street. The crosswalk at King Road will be left to be included in the King Road project, which is 2 or 3 years out. There will be merging of design with the Monroe Greenway plans at the point of Ada and Home Avenue. Neighbors whose front yards will be affected should speak directly with Beth Britell at BritellB@milwaukieoregon.gov at 503-786-7544. Once the 30% design is completed in mid - January neighbors will be individually contacted to work out how the changes will affect their front yards. Speed bumps will be replaced with speed humps, which have cutouts to allow for large fire engines to more easily drive over them. There appears to be some flexibility in the placement of the sidewalk, which will be 4 to 6 ft wide, as it "wiggles" up the street. The existing pathway between Hunter Court and Wilma Circle will remain as it is ADA compliant. This is on the east side of the street going up the hill. They hope to be able to move the intersection at Dick/Home westward so the view south from Dick St makes it easier to see oncoming vehicles. Large tree preservation was considered very important as a reason for the placement of the sidewalk. A neighbor asked whether the street width could be widened at the pinch point near the top of the hill going north at Hunter Court, as it is quite dangerous now. Staff spoke to the vehicular speed effect of narrowing streets making traffic drive slower. Lisa Batey spoke to the city's plan of looking into making residential streets a 20mph zone in future. The street surface will be dug down and then asphalt will be relaid. More information on the city's webpage at <https://www.milwaukieoregon.gov/engineering/safe>. Or phone Engineering at 503-786-7606 to obtain mailed information.

7. **Wood Avenue repaving:** the plan is to resurface the street between Railroad Avenue and Park Street, over existing asphalt. The city will be looking at road width as well.
8. **Treasurer's report:** CCG: 424.30; 923.89 in checking, and savings of \$5510.44.
9. **Minutes** from last meeting motion made to approve by Iona Lockwood, seconded by Sarah Smith, Approved verbally, no dissent, no corrections or amendments.
10. **PSAC committee report:** Rob Reynolds reported that PSAC member Elvis Clark believes he has identified over \$1 million in each neighborhood of SAFE funds that have not been allocated. Steve Adams is investigating. This could mean there could be money available to achieve some of our neighborhood traffic calming goals. Rob also reported that the Low Volume Street design is part of the newly approved Milwaukie Comprehensive Plan. It is attached at the end of these minutes. He noted that we ought to be reading what is in the plan because some of the ideas directly affect our neighborhood.
https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/75331/adopted_comprehensive_plan_document_aug_2020.pdf
11. **Park and Gardens report:** postponed to next month
12. **Milwaukie Parks Foundation grant request for \$1,000.** Lisa Batey explained the money would go toward a specific part of the Milwaukie Bay Park, which is a planned nature children's play area, which is probably going to cost in the area of \$50,000 or more. The Foundation's goal is to help fund a portion of the overall park costs, which is about \$9 million to complete all features of the plan. They have asked each neighborhood to contribute \$1,000. Dave Hedges asked why we should pay into a park which few of our neighborhood will use when NCPRD has failed to maintain the parks we have across the city to an appropriate standard. Wouldn't it be better for us to withdraw from NCPRD and maintain our own parks? Lisa said she was unaware NCPRD was not maintaining our parks well and felt it was up to us to spend our neighborhood funds as we wished. She said she felt that Milwaukie Bay Park was a regional asset, that Metro was part of the grant

funding in place already. A vote will be made at the December meeting regarding the grant request.

13. **HCNDA Survey results.** The discussion on the results of the survey had been postponed until the December meeting but Gene Zelharie asked specifically about the outcome. Linda Hedges reported that the top 10 projects were what we've been supporting, more or less, and contributions to those projects would more than receive the available annual grant funding allocated to charities. Linda said a complete report will be given at either the December or January meetings, depending on time availability. If anyone still wishes to take the survey look on the website <https://hectorcampbellnda.org> or phone Linda Hedges at 503-343-0022 for a paper copy. We'll continue to tally input until our December meeting. Results should be emailed to Linda at hectorcampbellnda2020@gmail.com.

14. Meeting adjourned at 8:12pm

Anyone who wants to receive our agenda, meeting minutes, or other information should email us at Hectorcampbellnda2020@gmail.com. Agendas and minutes are also posted to the city's website and on our own website <https://hectorcampbellnda.org/>. There is a link to add yourself to our Mailchimp email list on our website.

For the time being HCNDA will run our monthly meetings on Zoom. Check the NDA's website to click on the link to join the meeting or the phone number to call in is also listed.

LOW VOLUME STREETS DOCUMENT

200 LOW VOLUME STREETS The Low Volume Street (LVS) standard is not intended to be used in lieu of the City's 28-ft standard where development of the local street standard is practicable. The standard is intended to facilitate infill development in situations where development to the assigned standard would likely preclude such development. Additional criteria may be required depending on application. Traffic volumes and speeds should be considerably lower than the standards that allow 20 MPH streets. Thresholds include, but are not limited to: 1. 85th percentile speed at 15 MPH or less 2. Average Daily Trips expected to be 150 or fewer 3. Service to no more than 15 housing units 4. No existing sidewalks

Two cross sections have been developed to represent options for applying the LVS design (Standard Drawing 505). Each option is based on a 20-ft pavement width, load-bearing gravel shoulder, and a flexible zone that would have space for water quality treatment and other uses such as parking or furnishings. Low Volume Street (two curb)—includes a sidewalk to provide for a physical separation of pedestrians from vehicle traffic. The standard requires a sidewalk on one side of the street. The other side would feature load-bearing gravel to facilitate emergency vehicles and an area beyond for water quality facilities. This standard is compatible for use on designated pedestrian routes. Low Volume Street (single curb)— depicts a shared street where pedestrians, cyclists, and autos occupy the same space. This standard is not compatible for use on designated pedestrian routes. Low Volume Street Cross Section Standards Roadway Section

Pavement Width	Shoulder	Sidewalk
20'	a. 12" low profile mountable curb b. 2.5'-wide gravel, load-bearing with water quality area	5' separated sidewalk on one side
20'	a. 12" low profile mountable curb b. 2.5'-3'-wide gravel, load-bearing with water quality area	NA

Linda Hedges, Sec/Treas. November 10, 2020