

**MILWAUKIE CITY COUNCIL
WORK SESSION
DECEMBER 2, 2002**

The work session came to order at 5:30 p.m. in the City Hall Conference Room.

City Council present: Mayor Bernard and Councilors Lancaster, Marshall, and Newman.

Staff present: City Manager Mike Swanson, Program Administrator JoAnn Herrigel, Interim Engineering Director Paul Shirey, Civil Engineer Brion Barnett, Neighborhood Services Manager Michelle Gregory, and Director of Community Development and Public Works Alice Rouyer.

Information Sharing

1. **Councilor Marshall** provided copies of a recent *Oregonian* article on efforts to revive Willamette River boat traffic. He believes Milwaukie should have a presence in this effort. Other council members supported the concept and encouraged Marshall to become involved.
2. **Councilor Lancaster** provided a copy of a November 23 *Oregonian* article written by Mr. Buckstein of the Cascade Policy Institute on the Public Employees Retirement System (PERS) crisis. The group discussed possible scenarios including a class action suit against the state. **Councilor Newman** recommended Milwaukie become involved in lobbying efforts in Salem.

Letter of Support for Trolley Trail MTIP Funding

Herrigel requested that the Council authorize Mayor Bernard to sign a letter to the Clackamas County Commissioners stating the City's support for the inclusion of the Trolley Trail in the County's list of recommended projects for the Metropolitan Transportation Improvement Program (MTIP). She provided a copy of the Master Plan and preferred alignment of segments 1 through 8. Segment 1 begins at Milwaukie's Jefferson Street Boat Ramp, and segment 2 ends at Park.

The Clackamas County Board of Commissioners will consider MTIP list proposals at its December 5 meeting. There is no cost to the City at this time, and the North Clackamas Parks and Recreation District (NCPRD) would be responsible for trail maintenance. The trail corridor was purchased with NCPRD's share of Metro Open Spaces funds. **Swanson** added this is indicative of a partnership with residents to the south.

It was the consensus of Council to authorize the Mayor's signature on the letter to the Clackamas County Board of Commissioners on behalf of the City of Milwaukie.

North Main Street Developer Selection Committee Interviews

The City Council interviewed applicants for the North Main Street Developer Selection Committee: Betty Lou Beck, Jeff Reaves, Gary Michael, Gill Williams, Sue Trotter, Ray Peck, Michael Davis, Peter Koonce, Ed Zumwalt, and Jeff Marshall.

Preliminary Findings for Downtown Parking and Traffic Management Plan

Planning Commissioners Present: Chair Donald Hammang, Judith Borden, Teresa Bresaw, Brent Carter, Rosemary Crites, Mike Miller, and Howard Steward.

Consultants: Beth Wemple and Rick Williams.

Barnett provided information on the Downtown Parking and Traffic Management Plan to the City Council and Planning Commission. The City contracted with Kittelson and Associates, transportation planning and engineering consultants, to assist with the project. The goal of the project is to develop a plan that addresses traffic impacts related to growth in the downtown core and adjacent neighborhoods. Consultants are working directly with a stakeholder committee whose members represent neighborhood and business interests. The project has reached a point at which feedback from the City Council and Planning Commission is needed to continue the process.

Wemple provided an overview of parking supply and utilization figures in the study area. She briefly identified the types of parking and discussed current supply management. The approximately 1,600 downtown parking spaces are utilized at about 56%. The next step in the project will be to forecast demand and to develop and adopt guiding principles to manage that demand.

Williams said demand in Milwaukie at peak hours is rather low and is similar to that of Gresham and Canby. He noted there have been few changes in Milwaukie's supply and utilization since 1984 when a similar study was done. It is important for policy makers to buy into a set of priorities that guide decision-making and realize the master plan. From stakeholders, several downtown characteristics were identified: most of the parking supply is used by those launching to other destinations resulting in an overstated demand of those actually doing business in downtown Milwaukie, and many employees move around on downtown streets rather than using a peripheral parking supply.

Several draft principles evolved from the stakeholder meeting. The first is to make short-term customer/client/vendor/visitor parking access a priority in the downtown area. Williams recommended adopting the 85% rule for short-term parking that allows a 15% buffer for unanticipated events and permits time for

decision making to rebalance the system. To meet the vision of the Framework Plan, the priority for parking should err to the short-term visitor. Second, the City will manage employee parking in the downtown without excess expenditure of public funds. Third, the impact of park-and-rides in the downtown results in inefficient use of public land. Fourth, bus staging has a negative impact on supply and redevelopment opportunities, and the City will recapture on-street parking. Fifth, public parking must be safe, secure, and well connected to the pedestrian environment.

Bresaw asked what locations would be suitable for long term employee parking.

Williams said the City should attrition out the park-and-rides and direct those people to long-term parking in such areas as 21st Avenue and Lake Road. There may be other parcels that could be developed for parking. A regional transit center is key in this limited funding environment.

Carter asked if a parking overlay might be considered on sites such as the Waldorf School.

Williams said the City might look into shared use agreements with Waldorf School, St. John's, the bowling alley, and underutilized private lots. Currently, the majority of downtown parking is in private supply.

Mayor Bernard would like to prioritize parking for shoppers and find a site to put aside for employees. It is imperative that bus staging be removed from downtown streets. He commented on employees moving their cars during their shifts and suggested reviewing the signage.

Williams said the City might also consider a moving to evade ordinance. Gresham has a voluntary customer-first partnership agreement, and there are some businesses that require employees park in certain areas as a condition of employment.

Councilor Newman noted a problem with overflow parking on his street and asked if the survey indicated a trend toward residential parking displacement.

Barnett said there is anecdotal evidence to that effect; however, it has not been identified as a high level problem as yet.

Williams discussed the feasibility of an area permit zone for all but residents; however, the City would need to have some near term solutions in place before moving employees.

Hammang thought the proposal to eliminate park-and-ride lots in the downtown area might give Milwaukie some needed leverage when dealing with other agencies.

Williams believed proposed guiding principles 11 and 12 relating to park-and-ride and transit reflected the downtown master plan and the need to utilize all land area for commerce-related development. This is further reflected in the neighborhood associations' 14 points.

Mayor Bernard commented the City makes noting on the Safeway lot.

The group discussed the South Corridor Study's proposed options and the need to adequately meet parking demands so neighborhoods will not be negatively impacted.

The City Council and Planning Commission were generally comfortable with the proposed priorities and the stronger language Williams discussed for principles 11 and 12 relating to park-and-rides and transit. Councilor Newman agreed but preferred the somewhat softer language of principles 11 and 12 proposed in the staff report. The group requested updates as the strategies to support the principles are drafted.

South Corridor Supplement Draft Environmental Impact Statement (SDEIS)

Gregory updated the City Council on the South Corridor process and Milwaukie's participation. She provided maps of the 5 alignments currently being considered: Milwaukie light rail, busway, bus rapid transit, 4205 light rail, and combined light rail. The next steps are publication of the official Supplemental Draft Environmental Impact Statement (SDEIS) and comment period. The Local Advisory Group, the City Council, and Planning Commission will also make a series of recommendations for the Locally Preferred Alternative. Milwaukie's Local Advisory Group is the neighborhood leadership and interested property owners in the north industrial area.

Councilors Newman and **Marshall** had an issue with including additional representatives from the north industrial area on the recognized Local Advisory Group. **Councilor Newman** said although discussions should be open, there should be only one vote per neighborhood for the final recommendation. The Advisory Group has an established structure, and he is concerned about results being challenged based on changes in membership.

Koonce understood one voice would speak for the overall good of each neighborhood.

Briefing on Sewage Treatment Service Payments to Clackamas County Service District #1

Rouyer was joined by Jack Perry, operations supervisor for the sewer division and Doug Waugh and Ted Kyle from Clackamas County Service District #1

(CCSD#1). She provided information on the current wastewater treatment agreement. Waugh discussed the previous agreement that states the City will pay a proportionate share of Kellogg Treatment Plant capital improvements. He provided a 6-year history of Milwaukie's payments as well as projections to fiscal year 2006 – 2007.

Rouyer indicated she would prepare a repayment agreement with the Service District that is less than 10 years.

Councilor Marshall noted most of the debt was incurred in fiscal year 1999 – 2000 and asked if these improvements included odor control.

Kyle responded the costs reflect a progressive equipment replacement program, safety upgrades, and odor control.

Councilor Marshall recalled the City was told it would not have to pay any of the odor control costs because the County had received a grant.

Swanson was not sure what changes will follow, but the County has engaged the services of Oak Lodge Sanitary Director Kent Squires to also direct Water Environment Services. What changes Squires may make or recommend are unknown, but he has a history of relying extensively on advisory groups.

Kyle added Milwaukie would be a part of the process because of its intergovernmental agreement.

Councilor Newman asked if it made more sense from the budget perspective to have a fiscal agreement or develop a rate model.

Swanson replied from a budgetary sense, the rate model is more stable. There may have been some idea of mutual ownership in the past.

Councilor Marshall asked if the City had been notified that these capital expenditures were being planned.

Waugh said it was communicated with staff, and the County budget document was sent to the City.

Councilor Lancaster asked the advantage of paying off the debt sooner than 10 years.

Waugh said the interest rate, about 2.5%, is based on the state government pool. There would be some savings in early payoff.

Swanson commented he felt it was the best direction.

Rouyer will prepare an intergovernmental agreement for consideration at the next City Council meeting.

The work session ended at 8:40 p.m.

Pat DuVal, Recorder