



Oak Grove Community Council

Regular Council Business Meeting July 24, 2019 Minutes

What: Regular Council Business Meeting - Oak Grove Community Council

When: July 24, 2019 - 7:00 p.m. to 9:00 p.m.

Where: Performing Arts Center at Rose Villa - 13505 SE River Road, Oak Grove

VOTING OGCC MEMBERS PRESENT: 37

Ann Aalund, Annette Adams, Tom Andrews, Mary Bailey, Bob Bohannon, Patt Callender, Susan Cassuto, Kathleen Chapman, Valerie Chapman, Diane Chown, Jane Civiletti, Sue Conachan, Dave Dobak, Jan Dobak, Gene Fifield, Melody Fifield, Lynn Fisher, Marilyn Gottschall, Michael Gradt, Dave Gray, Annette Guarriello, Joan Hamilton, Eleanore Hunter, Chips Janger, Fallon Kraxberger, Jan Lindstrom, Jim Meyer, Gwion Miller, Carol Powers, Fred Sawyer, Jason Schreppel, Casey Snoeberger, Baldwin van der Bijl, Marilyn Wall, Greg Wenneson, Bruce Wixon, Bob Zimmer

NON-VOTING OGCC MEMBERS PRESENT: 9

Alden Jole, Mark Fremuth, Kathy Humphries, Leander McCormick, Don McHarness, KK Myers, Elaine Plaisance, Ron Warnecke, Arisha Wenneson

VISITORS & GUESTS: 3

Lorraine Gonzales, Jevon Ruis, Steve Williams

7:00 Welcome, Introductions, and Officer reports

Vice Chair Valerie Chapman announced that Chair Joseph Edge was absent from the meeting due to illness and she would be filling in tonight. Valerie invited everyone to introduce themselves to the people around them. Secretary Jan Lindstrom asked if there were any changes or additions to the June 26th general meeting minutes. There being none, the minutes were approved as distributed. Treasurer Jane Civiletti announced the previous OGCC checking account balance was \$2330.98. Cash

received at the June meeting was \$20.01. Reimbursement from Clackamas County to CPOs was \$150. The new account balance is \$2501.00.

7:10 **Program:**

- **Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study:** *Stephen Williams, Principal Transportation Planner, Clackamas County Department of Transportation and Development*

Steve Williams distributed handouts about the OG-LO Ped/Bike Bridge project (click [HERE](#) to view). Steve said the intent is to figure out if it's possible to do such a bridge, the cost, the environmental impacts, the impacts on the community, and the level of support in Oak Grove and Lake Oswego.

We are 50% through the study process right now and should finish by the end of September. Currently, those involved are working on the bridge alignments. The public process is a big deal, because it helps people see what the bridge might look like. There's an 11x17" aerial image which shows the 10 alternative alignments under consideration -- in different colors. On the Oak Grove side, we're generally anticipating it will land on one of four proposed landing sites. On the Lake Oswego side, there are six possible landing sites.

Throughout this month, the County will be reaching out to the public for input. They're conducting two public meetings and an online open house. The primary purpose is to gain the public's feedback on which of the bridge alignments should be carried forward. The policy committee will make the decision on the final three alignment alternatives. The policy committee is composed of elected officials from the City of Milwaukie, Lake Oswego and Clackamas County. We will need a funding plan for the project to move forward. There will need to be environmental scoping to identify any environmental issues that need to be studied; an equity analysis prepared to ensure no group is disproportionately affected by the bridge; and intergovernmental coordination with Metro and other partners to figure out the funding plan. That includes how the bridge will be maintained over the long-term and who ultimately would be the owner.

Questions / comments from audience members included:

- Annette Guariello said she thought it was a great thing. Oak Grove Blvd. is a former boat dock and the deepest part of the river. She asked if the engineers might consider coming into Oak Grove Blvd. at a different point than the one currently proposed? She also asked if planners are considering alternative areas close to Oak Grove Blvd. other than the boat ramp?

Steve responded that, yes, they are considering different alternatives. They held a meeting of the Community Advisory Committee Monday night, with citizens from Oak Grove, Lake Oswego, Milwaukie and the broader region in attendance.

The group determined their best three alternatives:

- D-3 to #3 in Oak Grove
- A-3 to #3 Courtney Road location
- E4 to Oak Grove Blvd.

Click [HERE](#) to view proposed bridge alignments on map.

Steve added they are not into the design stage of the project yet, just looking at “lines on a map.” Down the line, more detailed engineering and environmental studies will be needed. The current focus is just on the best bridge alignment alternatives.

- Eleanore Hunter asked about the shorthand on the landing alternatives map. Steve explained that “G” is Ground, “R” is rise, for the height needed to get over the river (75’ above high water). Courtney Road is at 155’. It can go down 81’ to get to the elevation where we have to cross the channel. Some others have to go up to get to the elevation. Eleanore also noted that the planned landing area for the bridge is not necessarily bike-friendly. Would that be addressed?

Steve said that, yes, they are working on installing full sidewalks and bike lanes on Courtney Avenue.

- Someone asked about the data in terms of the projected number of bicycles and pedestrians expected to go from one side to another, and what would be the end destination for most of those bike riders and pedestrians?

Steve said that a surprising amount of traffic goes from Oak Grove to Lake Oswego, and a number of Lake Oswego people have mentioned wanted to be able to go this way to connect to the Orange line. The next bike/ped bridge to the north is Sellwood. To the south, it’s the Arch Bridge in Oregon City.

Standing in River Villa Park, you can look across the river and see Foothills Park

1,000 feet away, but to get there, you have to go all the way south and all the way back north. It can be 25 to 40 minutes, depending on traffic. We've done rough calculations, which show us expecting 1,000 people a day to use the bridge on average. The nature bridges like Morrison are getting 8-9,000 bikers/walkers a day. So we anticipate use by a significant amount of people.

- Bob Bohanon asked if the Railroad Bridge might work as an alternative site? Steve noted that the Railroad Bridge was never really considered because it is private property. People crossing the bridge are trespassing. The County did approach the railroad and asked if they would like to have a bike/ped bridge connected off of the railroad bridge. They didn't have any interest, for safety reasons. On the east side, once it comes across the river on a trestle, the bridge would need to go a great distance north for a landing.
- Chips Janger said he believed there would be a bike/ped bridge, but that he hoped it would not be built to handle traffic or emergency vehicles. He said there is a political push by some people to allow for emergency motor vehicles on the bridge. "Just emergency, they say, or at least ... at the beginning." Steve explained that the deck of bridge is planned for between 14-16' wide. The policy committee, including County Commissioner Paul Savas, Lake Oswego City Councilor Jackie Manz, Milwaukie Mayor Mark Gamba, and Metro Councilor Christine Lewis, asked the Bike/Ped team to consider bridge alternatives that could be used for emergency access for light vehicles below 20,000 gross vehicle weight. This would include a police cruiser, an ambulance, a very light fire truck or similar emergency vehicle. Steve said he suffered a medical incident in 2014 when riding his bike across a bike/ped bridge in the Twin Cities. He called 911. A police officer drove out the very narrow ped bridge he was on, backed up and took him out. He assured the audience that they are NOT looking at major fire engines -- nothing that would support that much weight, but allowing some lighter-weight emergency vehicle access would improve safety for those using the bridge.
- Casey Snoeberger said he definitely wants a pedestrian bridge and also is interested in the ambulance/emergency aspect, but wondered if that would mean the project funding could drastically change? And would the bridge entry points need to be different?

Steve said that in terms of a police car or ambulance use of the bridge, that doesn't change the project at all. The only change would be to the radius on corners. The bridge ends up being somewhat straighter. In terms of funding, they hope to be included in Metro's 2020 transportation funding ballot measure. Most of that money go to fund light rail from downtown Portland to Bridgeport, but a portion of the bond would go to other projects. They hope the bridge would be one of those. Steve noted that Paul Savas is on the policy committee and he's an Oak Grove resident. "He reps the whole county, but believe me, he's very engaged with Oak Grove; and very concerned about this project."

- Lynn Fisher pointed out there are other citizens from Oak Grove on the committee, including Joseph Edge.
- Gene Fifield inquired if the materials handed out tonight are on the web? Steve answered affirmatively and gave the URL <https://www.clackamas.us/transportation/oglo>. Gene also asked if a higher bridge would cost more money?
Steve acknowledged that the cost would go up as the bridge got wider or taller.
- Jim Meyer asked if there would be an impact to neighborhoods if people are parking on the streets to walk across the bridge?
Steve said in Oak Grove, it's hard to identify parking locations, because the whole area along river is pretty well built out with single family homes. On the Lake Oswego side, there's much better parking. There are properties over there that could be acquired to use for parking, also in Foothills Park itself.
- Jim said that considering the bridge could be a destination as well as a viewpoint spot during fireworks or community festivals in Lake Oswego / West Linn, parking could be a challenge on the Oak Grove side. People might want to park in Oak Grove and walk across.
Steve replied that parking restrictions might be considered for situations like that. They are hoping to get further funds to pay a design and environmental consultant to help with the process.
- Knowing that a limited number of bridges will survive a major earthquake, Jim asked Steve is there is a plan in case of something like that?
Steve said the bridge would be designed for the appropriate level of earthquake tolerance to survive a major Cascadian Fault quake. He noted that none of the proposed bridge alignments are sited close to the existing railroad bridge

because, in a major earthquake, that could fall down and “we don’t want our bridge near it.”

- Someone asked if Steve has any idea what types of bridges might be considered, like a suspension bridge?

Steve said when they get down to the final three examples, their project manager will show various ways of designing the bridge. He said he would be surprised if it’s a suspension bridge, but it might be a cable-stay bridge. A good example of one is in Redding, CA (click [here](#) to view bridge).

- Someone noted that the Rose Villa Community Green Team is looking at climate disaster. They wondered how the Bike/Ped Bridge design team will factor in huge sea level rises and the need to address our carbon-based lifestyle and get out of cars and start using bicycles and electric bikes?

Steve said the expectation for sea level rise on the Columbia and the Willamette system will only extend to about downtown Milwaukie. They are not expecting to see substantial sea level rise here, based on what they’ve seen.

- Fred Sawyer said some of the landings appear terrible for bicycles to access, due to the steep grade. The only one that seems reasonable by bicycle is at Courtney. He said landing at Oak Grove Blvd. would have a big impact on homeowners there.

Steve agreed that there would be an impact. “We could design around that, but it still would be an impact on homeowners, and we would prefer to avoid that. That’s probably why that wasn’t ranked higher by the advisory group.” The community is invited to hear more at upcoming meetings.

- Future OGLO Bridge meetings:

- July 29 to August 9 – online open house; visit <https://www.clackamas.us/transportation/oglo>
- Monday, Aug. 5 – Lake Oswego Maintenance Center
17601 Pilkington Road, Lake Oswego
- Wednesday, Aug. 7 – Performing Arts Center at Rose Villa
13505 SE River Rd., Oak Grove

- Someone inquired whether or not anyone envisioned the possibility of using eminent domain to acquire the land for this project? And how long does he anticipate the project would take to complete?

Steve said they are trying to avoid private property. If the project is funded from Metro's ballot measure in 2020, it's altogether possible the bridge could be open in five to six years. If it doesn't get funded, it could take much longer and he couldn't predict a date for that. The road right-of-way continues all the way down on Courtney and Fair Oaks. People have not built into the setback in that location. This bridge would be quite a bit narrower than a road. It would have less of an impact than if there was a road running down to that location. The width would be approximately 14-16'. In order to have a decent right-of-way and make it a functional commuter bike path, the bridge needs to connect to the Trolley Trail.

Regarding residents with front yards in the area around the proposed bridge landings, Steve said they work very hard to balance the rights of private property owners and the larger community. There are always people concerned about new transportation projects built in their neighborhood. The streets are between 50-60 feet. The right-of-way extends all the way to the river's edge. What we keep discovering is that people are constantly surprised to find out where their property line really is. "The pink stakes go down and, 'Holy mackerel!'"

- **Main Street America: Identifying priorities for Historic Downtown Oak Grove:**

Annette GuarIELlo

Annette passed out flyers/invitations to the Aug. 24 HDOG Trolley Trail Festival. The third-annual festival boasts 78 vendors, 95 spaces filled, activities for children. The festival has begun to unify neighborhood and the group. Fallon Kraxberger is leader of the Historic Downtown Oak Grove group.

Annette also passed out a survey that will be given out in the HDOG booth at the Fest. The survey asks how we want downtown Oak Grove to look. The goal is to identify 12 key projects, divided into community projects and capital projects. Those filling out the survey were instructed to indicate three things in each of the columns. She also announced the County has given approval to look at changing the zoning in our area to allow for brewpubs and light industrial. It's on the work program list. That doesn't mean it's final yet. When the codes were originally developed, they didn't have proper disposal of yeast from bakeries and brewpubs like they have now, so they restricted them.

- **Land Use Application Review Team (LUART):** *Greg Wenneson*

Previous applications:

- **Z0222-19 – 4585 SE Aldercrest Rd.** / Home Occupation Homestay
Zoned R-10. Meets the criteria. Status: Approved.
- **Z0231-19 – 17246 SE Oatfield Rd.** / Home Occupation Homestay
Zoned R-8.5. Meets the criteria. Status: Approved
- **Z0274-19 – 13100 SE Laurie Ave.** / Dock
Meets the criteria. Approved.
- **Z0275-19 – 14905 SE River Forest Dr.** / Greenway - Dock
Zoned R-10. Meets the criteria. Status: Approved.
- **Z0566-18; Z0570-18; Z0571-18 – Temporary parking for Willamette View construction.** No recommendation from OGCC. Status: pending.

New business:

- **Z0254-19 – 1400 block Maple Street** / 7-lot subdivision. Meets the criteria.
Under review.
- **Z0292-19 – 4250 SE Cardinal Street** / Home Occupation – Painting Business
Zoned R-10. Approval, with conditions. Status: Under review
- **VR-2019-004 – 5111 SE Lake Rd.** (City of Milwaukie) – Variance – adding more than two (4 total) home-based businesses. Zoned R-10. Status: Pending.
Planning Commission hearing: 8/13

Question: What response should there be from the OGCC regarding VR-2019-004?

- Bob Bohannan had researched the situation and spoken to neighbors of the property. The main issue is logging trucks coming in near two homes where children play. The owner needs to figure out a safe way to move vehicles in and out without bothering or endangering the neighbor. Bob recommended we support approving the application with an accommodation for safe truck traffic.

No motion was made.

- **A-2019-002 -- SE Lake Rd. and SE Kuehn Rd.** (City of Milwaukie)
Annexation of public streets. Status: Pending. Likely to go through because Milwaukie already provides services to the area. City Council hearing: 8/20
- **Z0335-19 -- 5125 SE El Centro Way** / Two-lot Partition
Zoned R-10. OGCC response to be determined at 8/1 board meeting. Status: pending.

8:20 **Committee updates:**

- **MAP-IT/Park Avenue Community Project**

Update on Phase II - Casey Snoeberger

- Casey asked audience members if they had received a card in the mail about the Park Ave. project. He noted that postcards only went out to people in the project area. You can go to the County website [here](#) and look up the info. Community advocates are needed to join the new advisory board working with the County on the Park Ave. project. Applications are due end of day July 29th. Casey went to the Milwaukie Farmer's Market on Sunday and to the Park Ave. station to try and get people involved who might not necessarily attend these meetings. If you have an interest in volunteering, talk to Casey or Valerie and they will help you get you involved. There are also cards at the back of the meeting. The Trolley Trail is part of the discussion, also, he said, but the primary topic is the industrial area. Only the commercial and multi-family areas are the focus.
- Lorraine Gonzalez said County staff would be at the committee meeting; they are the ones selecting the consultant, helping create language for interview questions, etc. She said they have heard loud and clear from our community that we want this to be a community-driven project, so it's important for people to get involved.
- Valerie added that at one public meeting, they talked about shifting focus from McLoughlin Blvd. to the side streets. She said that's not what it's really about. Some of the properties on McLoughlin Blvd. are hundreds of feet deep with no access except for McLoughlin. An additional problem is that McLoughlin Blvd. is ODOT's highway. They're not talking about going into residential neighborhoods. In the McLoughlin Area Plan, they're talking about green space. That will happen in the neighborhoods, not McLoughlin. She also underscored the importance of getting a variety of voices to give input into the process.

8:40 **Announcements:**

- **Clackamas County Advisory Boards and Commissions (ABCs) - Open**

Recruitments

- **Arts Alliance Advisory Council**
Deadline Aug. 1
- **Audit Committee**
Deadline Aug. 8

- **Budget Committee**
Deadline July 26
 - **Clackamas Workforce Partnership**
Deadline Sept. 12
 - **Community Health Council**
Deadline Aug. 29
 - **Housing Advisory Board – seeking up to 9 new members**
Deadline is Aug. 1
 - **Veterans Advisory Council**
Deadline is Aug. 1
- **Oak Lodge Water Services** – Lynn Fisher
OLWS appointed a new board member July 8th, Mark Knudsen. He's currently CEO from Tualatin Valley Water Authority, the second-largest water authority in the state. He comes with a lot of experience in water. Worked in wastewater plant to learn that business as well. He's an outstanding new board member and we're very excited to have him.
 - **The Concord Property and Library Planning Task Force and Gladstone Library Task Force** will hold a joint meeting on July 31st to introduce task force members and the community to Opsis, the consultant hired earlier this month. Everyone is invited to come, listen, learn and give input. Gladstone Senior Center at 6:30 p.m.
 - **OGLO Ped/Bike Bridge**
Lynn encouraged people to participate in the OGLO Ped/Bike Bridge public process. He encouraged members to attend the open houses, listen to the presentation and give input. "This is not a done deal," he said. "They'll be a committee to study whether or not it makes sense." Upcoming meetings:
 - August 5 at the Public Works Building in Lake Oswego
 - August 7 at Rose Villa Performing Arts Center.
 - **Community Road Fund Advisory Committee** – Casey Snoeberger
The advisory committee will be meeting in the Rose Villa Performing Arts Center on July 31st from 6:30-8:00 p.m. to discuss how funds should be utilized from the County's new Vehicle Registration Fee. Please attend if you're interested in having input into the selected projects.

- **North Clackamas Watersheds Council** -- Bob Bohanon

Bob invited anyone interested in the environment or local watersheds to get involved with the North Clackamas Watersheds Council. Find out more [here](#).

8:50 **Schedule review:**

- Future OGCC Meetings - 7 pm at Rose Villa - Performing Arts Center:
Aug 28, Sep 25, Oct 23, Dec 4
- Future OGCC Board Meetings - 6:45 pm at Oak Lodge Fire Station:
Aug 1, Sep 5, Oct 3, Nov 7

8:55 **Adjourn**