

Mayor

Patricia Smith

Council President

Mark Clark

Councilors

Stanley Dirks

Timothy Clark

Scott Harden

**JOINT WORK SESSION OF THE
WOOD VILLAGE CITY COUNCIL AND
PLANNING COMMISSION
February 27, 2012
MINUTES**

PRESENT: Mayor Smith, Council President Mark Clark, Councilors Stanley Dirks, Tim Clark, and Scott Harden, Planning Commission President Craig Howard, Commissioners Bruce Nissen* and Todd Sturdavant**, City Administrator Peterson, Public Works Director Jones, and interested parties.

ABSENT: Planning Commissioners Mary Clark and Jim Mott

MAYOR SMITH CALLED THE MEETING TO ORDER AT 6 PM.

PLEDGE OF ALLEGIANCE

PRESENTATION: TRANSPORTATION SYSTEM PLAN UPDATES

Peterson stated that the purpose of tonight's presentation is to run through the content of the updates, but not conduct a public hearing or receive any testimony. Peterson explained that a meeting will be held for those purposes in the near future. Peterson stated that the Transportation System Plan was created in 1999, and updated in 2001. Peterson stated that those elements are still in place, and this update focuses Metro's standards for bicycle and pedestrian access and movement. Peterson introduced Matt Hughart from Kittelson & Associates, and explained that Hughart has assisted in the updates.

*Nissen arrived at 6:05pm.

Hughart stated the purpose of the TSP update was to focus on bike and pedestrian movement as well as improving connections within the community. Hughart explained that the updates were based on Metro's new requirements for the regional transportation plan which focused on improving non-motorized modes of transportation, and making better use of existing facilities. Hughart stated that new policy statements have been developed and include green street designs, increasing and improving pedestrian crossings, limiting and prohibiting residential driveways on collectors and arterials, and reclassifies streets to match the county's street classification.

Hughart stated that the Halsey and Arata plans were formally brought into the TSP, as well as new standards for skinny streets. Hughart explained that skinny streets would not be required, but it allows for a 26 foot street section. Hughart stated that the pedestrian improvements aim to fill the gaps in the pedestrian system. Hughart explained that some areas have sidewalks and good connections, and other areas do not. The intent is to fill those gaps and increase the connections. Hughart stated that there are also plans for potential future transit connections along Arata Road. Hughart explained that there are a lot of pedestrian movements in that area, and expanding transit to that area would provide for 80% coverage. Hughart stated that Tri-Met was supportive of that idea.

Hughart stated that connectivity improvements were added to make it easier to get from one place to another. Hughart explained that the Town Center is relatively isolated compared to the rest of the City, and there are no good pedestrian access points. The upper and lower village neighborhoods are also isolated which increases travel distance to nearby destinations. Hughart stated that the plan looks at making future connections with the Town Center and nearby neighborhoods. Those connections are not hard projects, but would be part of future redevelopments to improve the connectivity.

Hughart stated that those are the main updates in the TSP and asked if there were any questions. Howard asked why the Town Center area was heavily focused on, and not other areas of the City like the park. Hughart stated that the focus was on making new connections without necessarily plowing through existing areas or neighborhoods. The idea was to increase connections as areas develop and redevelop. The area near the park is well connected, and is not likely to be redeveloped.

Tim Clark stated that the Council has talked about having the City Hall property as the heart of the City, but does not see any increased connections to that area. Hughart stated that the TSP can be revised over time as new areas get redeveloped, but increasing connections on the City Hall property is at the micro level which would be addressed as part of a future redevelopment of that site.

Hughart stated that another item that will come up during the hearing is that there is language in the current TSP that prohibits the westward expansion of Holladay and Stanley Streets. Those provisions have been removed in this update. Hughart explained that there are no plans to build out those streets, but it would allow for their expansion if redevelopment occurred. That expansion could be in the form of a street, pathway or trail. Mark Clark stated that concerns him, and there were a lot of upset residents when the City tried to remove those prohibitions in the past. Mark Clark stated that the concerns were around increased traffic and crime in the adjacent neighborhoods. Peterson stated that there are studies that show that increased pedestrian traffic can actually decrease crime.

Howard stated that he feels that the new standards could negatively impact values, and increasing the connectivity would come at the cost of having lowered valued homes and development. Howard stated that he is also concerned about the maximum size for parking facilities and how that may negatively impact businesses. Peterson stated that the maximums would only apply to large retail developments. Peterson explained that he does not feel that there is any relationship between the road style and home values. Peterson stated that the new street of dreams is built on a well connected 25 foot skinny street, and those home values are over a million dollars.

Peterson stated that forcing neighborhood collectors onto main roads increases road maintenance and costs. Cities need to have well connected and gridded neighborhoods. Traffic does not increase in the neighborhoods because it is just the local traffic moving in and around that system. Peterson stated that the TSP is scheduled for public hearings in March.

OVERVIEW AND WORK SESSION ON WATER QUALITY ISSUES

Peterson presented the report and stated that this is an ordinance provision to amend the existing water quality standards. The current code has an overlay provision, and this amendment would eliminate that language and add a water quality resource code.

**Sturdavant left at 7:25pm.

Peterson stated that this update comes from the City's MS4 stormwater permit requirements for water quality. The amendment corrects the deficiencies in the current code. Peterson stated that the intent is to not conduct a hearing, but provide an overview of the law, and the information needed to make an informed decision. Peterson stated that there is a map which identifies the significant water resources areas which this code applies to. Peterson explained that there are other water facilities that serve as retention and detention facilities, but they were not identified as a significant resource. Peterson stated that he will be double checking with Metro to ensure that the map is correct before the code is brought into a public hearing.

Peterson stated that the new code provisions include and clarify pre and post construction standards for water quality. Howard asked if there were lists of the chemicals and plants that are prohibited in the resource areas. Peterson stated that there are lists available, but because the lists were so long they were not included in the code. Peterson stated there is no requirement to remove existing invasive species, this just limits what can be done during redevelopment.

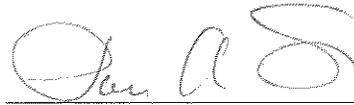
Howard stated that this code may make it potentially more expensive to develop in the City. Peterson stated that there are pre and post construction standards to handle water quality and restoration factors in significant areas. Peterson stated that the code does not include all

wetlands or water facilities in the City, but just those significant features as identified by Metro for the City's MS4 permit. Peterson stated that key features in the current code remain largely unchanged including the setback requirements and mitigation factors.

Peterson stated that the code is required by DEQ and significant water resources are projected under the City's MS4 permit. Peterson explained that there is still some latitude for the disturbed area, but not in sediment and vegetation protection. There will be a detailed code review with the Planning Commission, and then with the City Council for adoption.

ADJOURN

With no further business coming before the Council and Commission, the work session adjourned at 7:56pm.



Patricia Smith
Mayor

4-10-2012
Date

ATTEST:



Greg Dirks
City Recorder