

Ardenwald/Johnson Creek (JC) Neighborhood Association Minutes for 03/14/06

Call to Order:

The meeting was called to order at 6:37pm by Cheryl Ausmann-Moreno and Lisa Gunion-Rinker, Neighborhood Association Co-Chairs, with 22 people present including: Cheryl Ausmann-Moreno, Joe Campbell, Lisa Gunion-Rinker, Carlotta Collette, Officer Kevin Krebs (Milwaukie), Nancy Matich, Kristen Wiener (SEUL), Marianne Colgrove, Carol & Les Wilkins, Marten Wilkins, Roshella & Joe New, Lynn Peterson, Catherine Goode, Susan Stone, Katie Bendig, Paul Shirey, Ron Palmer, Ian Cannon, Michael Eaton, and Joshua Mead.

Lisa called on Officer Krebs to present his Ardenwald/JC crime report.

Officer Krebs' Report:

Officer Krebs had a small number of crimes to report to the attending neighbors. Only 4 incidents occurred in the month of February. (One case of an abandoned vehicle at Hillside Housing, one case of criminal mischief on Kelvin Street, one case of fraud on Olsen Street, and one traffic accident on Harrison Street. Officer Krebs reported that Hillside housing has calmed down and that the police had found the man responsible for many of the more recent problems in Milwaukie down in Oregon City. He is now off the streets for the next 2 years. Officer Krebs further reported that Willow Court has had a few neighbor disputes, but overall has had no major issues.

Officer Krebs reported that the graffiti in Linnwood has now led to 3 arrests. 95% of the graffiti has now been taken care of by getting these 3 individuals off the streets. Damage from graffiti has been into the several thousand dollar range. The 3rd individual arrested is well known in Yamhill County – “RUSTO” tagging. Officer Krebs reported that Watertower Park was hit with graffiti last night, but he is not sure what exactly happened as another officer was on duty. Susan Stone reported that our neighborhood sign at the 32nd Street entrance near Providence Hospital has been hit again. This time only the very right hand corner was damaged, but that she picked up all the pieces as has them in case there is a chance for restoration. As many times as this sign has been hit, there really needs to be something done about speeding on this street.

One of the attending neighbors asked if there was a way to get neighborhood border crime reports, or crime reports right next to our neighborhood. Officer Krebs stated that our neighborhood is included in the Portland mapping system so we should be able to go on line and use the “crimemapper” on Portland maps to find out about crimes not in, but next to our neighborhood. There was further discussion about people speeding on JCB and who patrols that street. Officer Krebs reported that it was in the Milwaukie jurisdiction to patrol that road and that he does a lot of patrolling there himself.

PSAC: Cheryl Ausmann-Moreno, Co-Chair & PSAC Representative

Cheryl reported that the speed check sign was now in the Portland area and that it will soon be brought down for use by our neighborhoods. She also reported on the Officer appreciation dinner that was held at McGrath's Fish House late last month. She informed attending neighbors that 2 officers were awarded at this event for the fantastic service they have provided to the City of Milwaukie this year.

City Liaison: Paul Shirey

Paul updated attending neighbors on the McLoughlin project. He stated that it will be completed shortly, but that there has already been an accident that destroyed one of our new street lights. Someone lost control of their vehicle, veered off McLoughlin and directly hit one of the new lights. He reported that the City did find the person responsible and that it is now up to insurance concerning how this will be taken care of.

He stated that the North Main Project downtown near the library is moving along and currently they are installing underground electrical from Scott to Jackson Street as part of this project. He also reported that a contractor will soon appear at the Texaco site to start demolition. Originally there were going to be 2 driveways into this spot from McLoughlin, but now this area will be closed off and more green space will be run along the side of McLoughlin at this site. There is hope that the city will be able to get this spot paved over for use as a parking lot during the interim between developers. The Farmer's Market may be expanded to this side during the summer months. Paul explained that the trees planted along McLoughlin are Santa Clair columnar pear trees. They are ornamental and root shields have been installed to ensure that the roots do not break up the new sidewalk areas.

Paul reported that the Lake Road Project is in the 1st phase of progress and that currently the project only has half the funding required to complete it. (\$4 million) The city will be out to talk to the Lake Road neighborhood in a few months to find out what neighbors would rather see. One option is to have the project completed in segments where the street, drainage, sidewalks, and planting strips are included in one section and other sections wait for further funding before completing. The other option will be to complete a few of the items such as drainage and streets, but hold off on the other items until further funding can be found.

A new city process will be starting this May concerning a city street funding initiative. The process will start by talking to all the neighborhoods to work on defining what can be done about the road conditions. The city would like to ascertain what citizens would like to see and how they would like the city to approach paying for these projects. This will be a grassroots project and the information gained will go to the city council for consideration in July.

Paul talked about the 42nd Ave project and that it is now funded to start this summer – 2006. Sherri Campbell, Vice President, asked Paul if he had heard anything from the City of Portland concerning our new neighborhood sign that would be placed at the entrance to our neighborhood near the historic Kane house on Tacoma Street near the Springwater Corridor Trail. Paul stated that he had not heard back concerning this sign, but will check into it and report back to attending neighbors at the next meeting. Sherri also reported that the boulders near the Sherrett Street entrance to the Springwater Corridor Trail are not missing, but have been moved to another spot until construction of the Three Bridges Project is complete. They will be moved back after everything on the project is done.

Paul reported that the Safeway site application has been through the plan review and went back to the designer. The city anticipates that they will issue a permit with 30 days or so. Les Wilkins, Land-Use Representative, stated that he had spoken with the Safeway site owners and they stated that they would know by April 15th if Safeway will go in or not.

Carlotta Collette, member-at-large, stated that as of last weekend, over half of the condominiums are already sold at the North Main Village project in downtown. She stated that there are some small retail spaces, roughly 12,000 square feet. An attending neighbor asked if anything had been discussed concerning the Masonic Lodge, and it was determined that nothing new has been discussed to date. Another neighbor asked about the Gramor site near the Milwaukie Marketplace. Paul reported that he knows there will be 3 buildings with 1 being a Walgreen's. No building permits have been issued yet.

Neighborhood By-Laws: Lisa Gunion-Rinker, Co-Chair

Lisa reported on the status of the neighborhood by-laws. She and Marianne Colgrove, secretary & SEUL representative, have been working on the language for the by-laws and Les Wilkins, Land-Use Representative, has been working on the language for the neighborhood boundaries. The group has presented their work to the board and the board made changes as necessary. The newly drafted by-laws have been displayed on the organizations website: www.ardenwald.org. During further review of these by-laws it was found that there were three corrections to the boundaries that need to be made. These changes will be made, displayed on the website, and discussed at the next board meeting. The vote concerning these by-laws will be held at the April meeting. Lisa asked that everyone review these by-laws and send their comments and suggestions to Marianne or Lisa for consideration.

Treasurer's Report: Joe Campbell

Joe reported that the \$230 for the Helping Hands grant had been paid, \$50 has been paid for our incorporation fee, and that he has found an outhouse for the summer reading program and concerts in the park series in July and August. The cost will be \$285. (\$125 per month & a \$35 delivery fee). This will include cleaning and stocking of the porta-potty and several neighbors have already volunteered to monitor the porta-potty to ensure there are no vandalism issues. Joe stated that our neighborhood currently has \$7500.94 in the general fund.

February Minutes:

Minutes from the February meeting were reviewed by attending members and a motion was made to approve these minutes. This motion was seconded and the minutes were unanimously approved.

Announcements:

Lisa announced the native plant rescue and relocation project coming up on 3/18/06 at Tideman-Johnson Park. Information about this event is included on the back of the agenda. We will provide snacks, water, and coffee.

Cheryl reminded neighbors of the upcoming Lents Sewer Pipe Project that will be closing the park for use this April through November

Lisa announced that the 2nd Annual Secret Garden Tour event will be held on May 20th from 10am to 4:00pm. The first meeting for this event will be held tomorrow night,

3/15/06 at her house. If you would like to work on this event, please contact Lisa at 503-659-7807

Cheryl announced that the most recent news we have on the proposed Wal-Mart is that no application has been filed and that an old sewer pipe crosses the site where the building would be placed. She also updated neighbors on the planning commission meeting that she and Lisa attended on 2/28/06. She reported that no variance has been given to the property on 40th and Drake Street. It was determined that a smaller home would be more acceptable than a larger home on the corner of this street.

Sherri announced the spring clean-up event will be occurring on May 6th and that we need volunteers for this event. She also stated that we have grant money that we can use for this event. Items such as shovels, brooms, and gloves could all be used for the clean-up event as well as for many other neighborhood events. Carlotta stated that she would volunteer to shop for good shovels, a broom, and gloves for the event.

Cheryl introduced Lynn Peterson to attending neighbors.

Lynn Peterson: Lake Oswego City Council Member, Candidate for Clackamas County Commission

Lynn introduced herself to attending neighbors and announced that she would be running for Clackamas County Commission. This election will be taking place this coming November after the May primary. Lynn stated that she has 2 major concerns. The first is accountability to Clackamas County residents and the second is growth and vision for Clackamas County. Lynn stated that she would like to empower the citizens of the county to attend Commission meetings. She explained that currently the meetings are held on Tuesdays at 10:00am when most Clackamas County residents are at work. She feels that the county needs to change it's accessibility to the people that it serves. She also feels that with the growing number of people in this county that better representation would be possible by adhering to a 5 person commission rather than a 3 person commission. Currently no 2 commissioners can meet without it being considered a public meeting.

Lynn stated that she would approach the growth issue in our county by protecting existing neighborhoods and cities as well as expanding new cities. She stated that most people in our county do not realize that soon our county will be growing by a city the size of Canby every year for the next 25 years. She stated that on 01/07 the urban growth boundary issue will be coming up and if Clackamas County does not have it together, the county will be told what it will do. This means, because of infighting, we will lose the ability to determine what we as citizens want to see happen in our own county. Lynn discussed the sunrise corridor expansion to a six lane highway and her concern about pushing a 6 lane highway into Milwaukie.

Lynn asked attending neighbors if they felt that enough protections were in place for our water resources such as the Clackamas River. Neighbors responded they were not sure. Lynn stated that protecting our pristine water sources would be a huge concern with the proposed growing population for our county.

In closing, Lynn wanted citizens to understand that these are the concerns she has, and that she is interested in working on. She wanted people to know that she has a

background in civil engineering and has a technical understanding of the highway structuring that needs to occur for the proposed growth in our county. She also has a solid political background serving as a Lake Oswego City Councilor, neighborhood association chair, and active Rotary member. She thanked attending neighbors for their time and answered questions about their concerns.

Sellwood Bridge Project: Ian Cannon & Michael Eaton, Multnomah County

Ian and Michael gave an overview of the history of the Sellwood Bridge using a PowerPoint slide show. They explained that in 1925 the bridge opened, and in 1960 a slide damaged the west end of the bridge and repairs moved the bridge 3 feet by cutting the bridge and jacking it up straight. In 1978 the west approach to the bridge was rebuilt, and in 1985 infrastructure was added so the bridge could hold 32 tons.

They explained that the west end of the bridge has been moving for a long time because of sliding rock. This movement was not known at the time that the bridge was originally built. Currently the bridge has “band aids” that were placed over cracks in 2003, the weight of vehicles crossing the bridge was restricted to 10 tons in 2004, an in depth inspection and analysis of the bridge was performed in 2005, and now in 2006 Multnomah County is ready to start the planning process. One of the attending neighbors asked for a description of the “band aids” that are being used on the bridge and Ian explained that these are large steel plates clamped with long bolts to minimize any possible movement.

Next, they described the two options that the county will be reviewing. One option would be to create a short-term fix on the bridge that will keep it open for the next 10-15 years. The other option will be a long-term solution that will close the bridge for a period of time, but will either rehabilitate or replace the bridge so that it will be open for a 50-100 year period.

During the inspection in 2005, serious cracks in the west approach were found, and girders and columns were determined to no longer true. The bridge was found to be under-designed for today’s trucks, but was determined to be safe for the loads currently permitted. This was confirmed by David Evans and Associates. There was significant sag in the bridge where it had previously been cut and visible twisting to the support columns.

Short-term, to keep the bridge functional it will take approximately \$600,000 to maintain exposure problems and cracks that develop, and inspect and monitor the slowly moving slope. This does not take into account slope instability which will take an additional \$400,000 just to keep the bridge functional over the next 10-15 years. This approach will not fix the issues such as slope instability, restriction of buses and trucks, earthquakes, and etc.

Long-term, the county would be looking to resolve all the issues and come-up with a 50-100 solution. The county has no agenda as to what this long-term solution will be, only notes that there will be major work that needs to be completed.

At this point attending neighbors stated that from previous discussions, their understanding was that there would be no allowance of large trucks back over the Sellwood Bridge. The concern was that if large trucks were allowed to use this bridge again that it would bring more noise, congestion, and quality of life issues for their neighbors in Sellwood and the Ardenwald neighborhood as well. Previously trucks had been using the Sellwood Bridge and Johnson Creek Blvd as their route to get to 82nd street and I-205. It was also mentioned that there had been discussion of having the Sellwood Bridge turned into a walking and biking bridge only. Other attending neighbors wanted to know why there had been no discussion of having a bridge slightly further south that connected to highway 99E directly, or highway 224. The county representatives stated that this would put the bridge too far south and no longer in Multnomah County.

The county representatives showed slides from the 1960's of the Twin Bridge idea with the single lane bridges using Tacoma and Spokane streets. They stated that there have been many ideas throughout the years concerning what would work best for this area. They laid out the plan for the foreseeable future concerning the bridge and even brought up discussion concerning a pathway on the lower area of the existing bridge.

Phase 1 – Planning	2006-2007
Phase 2 – Type, Size, Location	2008
Phase 3 – Final Design	2009-2010
Phase 4 – Construction	2011-2014

Phases 1-3 are currently funded and Phase 4 is funding dependent on the construction and how much the project will cost. The price of construction could be anywhere from \$40 to \$140 million.

Phase 1 of the planning is what we are currently involved in, and this phase has federal funding that requires NEPA documentation and EIS. This will be an open, public process over a 2 years period and will involve putting together a task force to work on these issues. This task force will also come up with an alternative analysis and give a preferred alternative result.

The major issues concerning the Sellwood Bridge Project to date include:

- Commuter Traffic
- Neighborhood livability in the areas near the bridge
- Business access
- Safety of pedestrians and bicyclists
- The Rehabilitation vs. Replacement pros and cons
- Approaches and connections of the bridge
- Construction impacts to the neighborhoods
- Environmental impacts and natural resource concerns

The **policy group** for the task force will include elected officials, regional oversight and coordination, guidance for resolving issues.

The **project team** will include people looking at the day to day issues, managing the process, use city to city consultants.

The **technical advisory** committee will represent the various jurisdictions in the area.

The **engineering consultant** will be CH2M Hill & Associates.

The **community task force** (CTF) will include 15 members that will attend monthly meetings for a 2 year period. This group will represent a broad-based point of view and will include individuals who can maintain dialogue, identify community values and concerns, and develop criteria and alternatives,

The county representatives would like to invite interested attending neighbors to complete a yellow information form and submit it for review. The deadline for applications to the CTF will be April 17th. All CTF meetings will be held in the evening to encourage attendance of concerned citizens. For more information, please contact Mike Pullen by phone at: 503-988-6804 or email at: mike.j.pullen@co.multnomah.or.us

The county representatives explained that there will also be many opportunities for involvement. There will be community meetings similar to the one we are having; there is attendance of the community task force meetings and policy group meetings. There will be open houses to get more feedback from the public and there is also a mail and email list you can sign up for. There is also a website that will contain the most up to date information on all the committee meetings.

The county representatives asked for feedback from the attending neighbors to help them in outlining citizens concerns.

1. Truck & Freight Traffic is a huge concern if large trucks were allowed to use this bridge again that it would bring more noise, congestion, and quality of life issues for their neighbors in Sellwood and the Ardenwald neighborhood as well. Previously trucks had been using the Sellwood Bridge and Johnson Creek Blvd as their route to get to 82nd street and I-205.
2. Tacoma remaining a 2 lane bridge as discussed in the S. Willamette Crossing Study, and the Tacoma Main Street Plan. SMILE would like to keep a 2 lane bridge and the Ardenwald Neighborhood supports them in their vision.
3. Added capacity of new bridge would increase traffic flow and cause more quality of life concerns for surrounding neighborhoods.
4. The aesthetics of the bridge should match the history of the bridge and be in league with the surrounding neighborhoods. Sellwood and Ardenwald (previously Willsburg) are two of the oldest neighborhoods.
5. The bridge should add lasting value to the neighborhoods and to the community as a whole.
6. This should be a regional investment, not just a Multnomah County investment. Multnomah and Clackamas and Portland and Milwaukie. The Ardenwald Neighborhood has citizens in both counties and both cities and feels there is too much divisiveness along these lines.
7. A Milwaukee representative on the policy making team should be included as the design and construction of this bridge will have a direct effect on traffic and neighborhoods in the City of Milwaukee.
8. Maintain a pedestrian and bicycling bridge or way for commuting during the construction phase of this project.

9. Keep the bridge free, there should be no toll bridge as this will set a precedent for all bridges. (Many neighbors transplanted from east coast areas of the country warn that this will not stay with just one bridge, but will set a precedent for all bridges in the area.)
10. Neighbors should write their representatives so senators know the impact that this bridge will have on the neighborhoods. Senators can then be ready to fight for \$\$ that our area needs to complete this project.
11. A separate pathway either below this bridge or above the bridge should be included in the design to make crossing the bridge safer for pedestrians and bicyclists.

For more information please visit Multnomah County's Bridges website at:

www.co.multnomah.or.us/bridge

The meeting was adjourned at 8:50pm.

Written by: Lisa Gunion-Rinker
Co-Chair, AJC Neighborhood Assoc.
503-659-7807