



PLANNING COMMISSION
February 19, 2020 Meeting Notes
Joint Work Session with the Transportation Advisory Board

PC Members present: Gary Walvatne, Charles Mathews, Joel Metlen, Carrie Pellett, Jim Farrell, Lamont King, and Margot Kelly

TAB Members present: Rich Faith, Kim Bria, Andrew Mallory, Greg DiLoreto, Mary Baumgardner, and Tony Lairson

City Council Liaison: Bill Relyea

Staff present: Darren Wyss, Associate Planner

The [meeting video](#) is available on the City's website. The meeting notes have a video time index. Each time index is provided in red text above the upcoming agenda item (i.e. (00:00:00)).

(00:00:11)

1. WORK SESSION - CALL TO ORDER

Chair Walvatne called the work session to order at 6:00 pm in the Council Chambers in City Hall.

(00:00:24)

2. PUBLIC COMMENT RELATED TO LAND USE ITEMS NOT ON THE AGENDA

None.

(00:00:38)

3. WORK SESSION: TRANSPORTATION ADVISORY BOARD JOINT MEETING

Associate Planner Wyss presented a proposal to amend the Community Development Code and Transportation System Plan to require 28-foot local streets as the default in new subdivisions while continuing to allow 24-foot cross-sections in older neighborhoods. The proposed amendments are in response to community concerns over the lack of adequate street parking in new subdivisions. The TSP and CDC currently allow a 24-foot local street cross-section in subdivisions with steep cross-slopes or for the protection of natural resources. Staff felt keeping the 24-foot Local street option was important to maintain flexibility in older, established neighborhoods where street and rights of way widths can vary significantly. Additionally, these older neighborhoods have varied levels of stormwater infrastructure available to collect and treat stormwater run-off. Last, allowing narrower streets in older neighborhoods would protect mature trees that exist in the current rights of way. Wyss noted that wider streets require larger stormwater facilities.

TAB Board Member DiLoreto supported the amendments as proposed.

Margot Kelly summarized the parking and emergency access problem with 24-foot streets. Walvatne stated that Public Works does not post any no-parking signs on 24-foot streets, nor does the Police Department enforce no-parking on these streets. Wyss noted that the last couple of subdivisions did require that the applicant post a no-parking sign on one side of the street.

Commissioner Farrell wanted the 24-foot cross-section local street option to be a conditional use that would require Planning Commission approval. Wyss noted that the City Council directed staff to amend street cross-

section standards to require the 28-foot Local street as the default for new subdivision approvals but not in older neighborhoods.

Commissioner Metlen asked that clear and objective standards be included in amendment package to address an application with streets less than 28 feet wide because of steep cross-slopes or environmental resources. Additionally, Commissioners wanted the CDC should clearly reflect the option for 34-Foot Local (Parking on Both Sides) in new subdivisions.

Commissioner Mathews recommended that the 28-Foot Local (Parking on One-Side) be required in new subdivision applications for both internal streets and adjacent streets. The recently approved 12-lot subdivision on Weatherhill Road was used as an example as several lots did not access the new street, but took access from the existing Weatherhill Road.

Commissioner Mathews recommended that new private streets in a subdivision meet a minimum 28-foot pavement width to address concerns about parking and emergency vehicle access. Sidewalks and planter strips on a private street are secondary to parking and emergency vehicle access. There was a discussion about creating a private street cross-section.

TAB Board Member DiLoreto asked how a private road would differ from a public road if they were required to be 28-feet wide. He thought the requirement would effectively eliminate private roads.

Kim Bria stated that the CDC should be clear and objective, so developers know what they can expect. She noted that development going forward would be infill.

Commissioner King noted that the impact of HB 2001 on traffic and parking should be considered in these amendments.

TAB Board Member Baumgardner suggested painting curbs to indicate no-parking zones. Wyss stated that Public Works would want to comment on any proposal that would require on-going maintenance.

Wyss recommended that staff work on crafting amendments to bring back to the Planning Commission and TAB in another work session.

TAB Board Member Bria recommended that the PC considered amendments to the CDC to require conduit for electric vehicles in new housing. She also suggested that the PC consider the impact of infill on existing utility infrastructure. She recommended that multi-family development provides visitor parking.

Councilor Relyea presented citizen concerns about traffic safety for Day Street and Salamo Road. TAB Board Member Bria suggested that the issue be presented to the Transportation Safety Board. Commissioner Farrell recommended that speed limits be reduced on City roads.

Chair Walvatne stated his concern that the Willamette Falls street construction project did not go through the Planning Commission.

TAB Board Member Baumgardner invited Commissioners and TAB members to the Lake Oswego Transportation Sustainability Summit on May 2, 2020.

(01:48:40)

4. MAJOR/MINOR UTILITY UPDATE

Planner Wyss provided an update on the Chapter 80 hearing for major/minor utilities. He stated that staff just received guidance from attorneys on the hearing process. Staff is tentatively scheduling the hearing for April 1, 2020. Vice-Chair Mathews requested a work session to discuss the details before the hearing. Planner Wyss noted that staff does not have any current land use applications to bring before the Planning Commission in March. A work session could be scheduled in March. Mathews requested that a staff report address the details of the process and the pros and cons of designating water quality facility as a major or minor utility. Wyss stated that the staff report would include findings for the five criteria in Chapter 80. Walvatne asked how the hearing would play out.

(01:53:20)

5. ITEMS OF INTEREST FROM PLANNING COMMISSION

Commissioner Metlen asked for clarification about the use of green street alternatives, including pervious material for sidewalks. He noted that the TSP supports the use of pervious materials for sidewalks while the CDC requires concrete sidewalks. Wyss stated it likely that the TSP refers to the use of pervious concrete. He stated that he would find out if there was a discrepancy in sidewalk materials between the two documents and get back to Metlen.

(01:55:37)

6. ITEMS OF INTEREST FROM STAFF

Planner Wyss outlined the interim staffing for the Planning Commission. Project Managers will coordinate and attend Planning Commission meetings as their projects come before the Planning Commission. Administrative Assistant Lynn Schroder will coordinate meeting materials, schedules, and agendas.

Following up on the previous discussion regarding Planning Commissioners' notes, Wyss stated that the City does not have a policy for keeping board members notes. Commissioners should decide if their notes are critical enough to attach to the meeting notes. If so, the notes should be turned over to staff at the end of the meeting to which they pertain.

Wyss noted that draft meeting summary notes are posted on the website within two weeks of the meeting. Meeting notes can only be approved in a regular or special meeting. Approval of meeting notes for November 6 and December 4, 2019 and February 5, 2020 will be included on the agenda of the next regular meeting.

(02:01:38)

7. ADJOURNMENT

Chair Walvatne adjourned the meeting at approximately 8:00 pm.