CITY OF MILWAUKIE
CITY COUNCIL MEETING
JULY 3, 2007

CALL TO ORDER

Mayor Bernard called the 2009th meeting of the Milwaukie City Council to order at 7:00 p.m. in the City Hall Council Chambers.

Present:	Council President Stone and Councilors Deborah Barnes, Carlotta Collette, and Joe Loomis
Staff present:	City Manager Mike Swanson, Planning Director Katie Mangle, and Community Services Director JoAnn Herrigel

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

Mayor Bernard congratulated Alicia Amsberry, Margaret McCue, and Nicole Peterson on receiving the Girl Scout Gold Award. The Gold Award was bestowed upon only 6% of all Senior Girl Scouts and symbolizes outstanding accomplishments in the areas of leadership, community service, career planning, and personal development.

CONSENT AGENDA

A. City Council Minutes
1. **May 15, 2007 Regular Session**
2. **June 5, 2007 Regular Session**

B. OLCC Application, Hong King '97, 6128 SE King Road, New Outlet

It was moved by Councilor Barnes and seconded by Councilor Collette to adopt the consent agenda. Motion passed unanimously. [5:0]

AUDIENCE PARTICIPATION

- **Ed Parecki, Milwaukie business owner**

Mr. Parecki was present on behalf of Mark Gamba who was on vacation this week. He had been trying to get together with TriMet or Metro to show a proposed alignment for Main Street which he was asked to do at one of the last meetings. He wanted to make sure the City received it and forwarded it on to Metro. The proposed alignment was created by Mark Gamba and Shawn of TriMet. It showed the possibility of a 2-rail system on Main by changing Main Street to one-way going south and 21st Avenue going one-way north and putting two tracks on Main Street with a station in front of City Hall and a station in the park-and-ride structure itself elevated to height above McLoughlin Boulevard. In essence there were no buildings being removed or any traffic impeded. It started getting elevated at Jefferson to the park-and-ride and stayed elevated across Kellogg Lake and over McLoughlin Boulevard and on to the west side of McLoughlin Boulevard to wherever it kept going. This was one possibility they had been trying to ascertain if it was even possible to have another alignment that worked. He was sure there would be a lot of refinements and a lot of questions. This kind of highlighted City

Hall with a station right in front of it. People would be able to come to City meetings via light rail which would be nice. Nothing changes. There were no impacts to the School. There were no impacts to the church or to Milwaukie Lumber. He thought ultimately as the petition showed 25 business owners were in favor of light rail on Main Street. Here it was on Main Street working and exposing the businesses to people coming and going, commuting to and from Portland. He wanted to hand it off to Mr. Swanson to take to TriMet since Mr. Gamba could not contact anybody – they were all on vacation. That was all he was here to do -- to make sure it got to the proper person at TriMet or Metro or a combination of both before the next Steering Committee meeting.

Councilor Collette asked if Shawn worked with Mr. Gamba on this.

Mr. Parecki replied that Shawn had asked Mr. Gamba to work on something like this via phone. He had all the sketches on heights and widths, so they worked together to come up with something like this. Shawn may not have seen the final outcome of their discussions, and this was what Mr. Gamba had come up with.

Councilor Stone said if that happened and there was one-way on Main and one-way on 21st then that would eliminate parking or angled parking.

Mr. Parecki replied on Main Street a lot of the parking would be eliminated but much more would be gained on 21st Avenue because it could be angled on both sides of the street. More was gained than was lost on Main Street. There would still be a travel lane on Main Street.

Councilor Stone asked if there would be a travel lane on 21st Avenue.

Mr. Parecki replied 21st Avenue was one-way.

- **Debbie Cronk, Milwaukie property owner, Portland**

Ms. Cronk felt strongly about the Tillamook alignment. Just looking at the Main Street alignment she was not certain how much extra business the shops would get having light rail moving up and down Main Street. This was the first time she had seen this plan. She felt like the cost had been established for the original plan, and no businesses were removed. This one had that same idea. She understood the cost to work up another plan was $400,000, and that was a lot of money that could be spent somewhere else in the City. She believed this alignment would make Main Street too busy. She would rather see retail business or the bus transfer than having a lumberyard which she felt should be in a more industrial area. She advocated for the original plan.

- **Alex Foz, Milwaukie**

Mr. Foz encouraged Council to take action on establishing the quiet zone and improving the safety at the intersections of Harrison, Oak, and 37th Avenue. As a new homeowner in the area he was not sure he would have bought the house where he did knowing that the train would be as loud as it was in the middle of the night. They had listened to it but one cannot really tell until 3 in the morning. The actual sound of the train was white noise; it was fine. In the daytime the whistle was nice and did not bother him at all. There was no schedule to the train so one's brain could think about it. The conductors each seemed to do their own thing. The horns were of varying loudness, and some of them seemed to be aware that there were hundreds of people sleeping nearby and loved waking people up. He had a baby and liked to walk from his house to Albertson's and that area. Taking a stroller across those intersections was difficult as they were not very pedestrian friendly. He wanted to state that he cared and that the quiet zone was worthwhile. He imagined it would improve property values as well. He could not

imagine that people would pay the asking price for properties if they had done a little more due diligence than he had.

Councilor Collette asked Mr. Foz if his house shook.

Mr. Foz replied he did not experience shaking because he lived on Rio Vista which was two or three streets up the hill. He could imagine shaking even one block closer depending on the soil.

- **John Otsyula, Milwaukie**

Mr. Otsyula was an environmental scientist and had been a regulator before. He permitted many projects such as the light rail project being looked at here. The last time he tried to discuss National Environmental Policy Act (NEPA) as related to this light rail project, but he ran out of time. This time he would just hit the main points. As a transportation project light rail was required to have alternatives including a no-build option. He looked at what Metro produced for the timeline for this project. It went from different alternatives to a light rail alternative almost out of thin air – just overnight. This was a violation of NEPA. If this project were pursued the way it was stated, alternatives must be given according to the Policy and presidential decree. These were not design alternatives. They were alternative sites. Whether they worked or not they had to be included. Practicable reasons had to be given why they should not be considered. The light rail did not look at cumulative impacts of this project. By that he meant the design that would send the project through Kellogg Lake. That meant there would be impacts to Kellogg Lake. Already the Army Corps of Engineers (Corps) was studying some activity on Kellogg Lake. Kellogg Lake already had a fish ladder to look at the Endangered Species Act (ESA). What was called logical termini, or the logical conclusion of a project, was not clearly expressed in this process. Cumulative impacts also include impacts done way before there was any civilization up to now. That was not looked at. Cumulative impacts also included the 40% funding that would have to come from the residents of Milwaukie. He was not sure we agreed to fund 40% of this light rail. Impacts to the Portland Waldorf School (PWS) – first of all PWS was a historic site. The noise impacts to the children were unbelievable. He could provide a study that showed light rail running that close to the school would result in deaf children. He had enough time repeating things to his 12-year old let alone having to yell at them. A logical alternative would be to put light rail on McLoughlin Boulevard. To the extent that the public came out with an alternative, then Metro as the lead agency needed to take responsibility and follow the regulations or otherwise it opened itself up for a lawsuit. A similar issue happened in the City of Portland where …

Mayor Bernard asked that Mr. Otsyula wrap up his comments as his time was almost up.

Mr. Otsyula reviewed many environmental impact statements for several projects. He recently permitted a project in Eugene. It was not an option not to include alternatives. It was a requirement to include alternatives. It seemed – he could not believe he had to come here two times to support the idea of just including an alternative.

Councilor Stone asked Mr. Otsyula if he had much more to tell the Council in terms of getting the information out that he was not able to get out at the Planning Commission hearings. Did he have a couple of more minutes of comments? She would like to hear what he had to say.

Mayor Bernard said other people were being limited and was concerned it would not be fair.

Councilor Stone asked if there was someone in the audience who would give Mr. Otsyula 5 minutes.

Mayor Bernard felt Mr. Otsyula had used up his time and asked him to submit the remainder of his comments in writing. Council would be happy to read it, and it would be part of the record. His testimony was also in the Planning Commission record.

Councilor Stone heard Mr. Otsyula and knew he did not have enough time. In the past people had been allowed to give others their time if they knew they were going to go over. The City Council was here to get information, and she appreciated getting information from everybody.

Mr. Otsyula asked if he could come back another time prior to a decision by fiat.

Mayor Bernard said there would be three community forum opportunities over the next month before the decision was made on the City's recommendation. Written testimony was also included in the record.

Mr. Otsyula said the City Council was the decision maker in this process. He wanted to assist the City in not making an egregious mistake. He was concerned something would be lost in the translation if he wrote his comments.

- **Jerry Foy, Oak Grove**

Mr. Foy entered a letter into the record from St. John the Baptist Catholic Church signed by Fr. D'costa the new pastor and Dr. Julie Vogel, the new principal, and himself. He touched on one specific issue. He read some newspaper articles and some comments about the testimony the last time that lead to the fact that it was only PWS that was represented. The truth of the matter was that St. John's submitted in excess of 400 signatures petitioning an alternative study. There were more than just Waldorf involved, and that was the theme the paper was addressing. He read that 33% of the PWS people were out of the area and not in Milwaukie. He assured Council in excess of 400 were from Milwaukie.

- **Scott Churchill, Milwaukie**

Mr. Churchill supported an alternative study and reiterated what Mr. Foy said earlier. He thought there were some people who may have spot checked the signatures that were submitted. Spot checking being looking at addresses maybe. It was truly a coalition of St. Johns, PWS, Historic Milwaukie Neighborhood, and the Lake Road Neighborhood as well. It was not an exclusive PWS agenda. It may have appeared that way initially, but when everyone got the same idea it became a true coalition and expanded to the Friends of Kronberg Park as well. He wanted it recognized it was a well-balanced signature list. It was not exclusive to one particular school either St. John's or Waldorf. Another issue he wanted to bring up was a concern that could affect the validity of any decisions by this Council tonight too. He did a little research on the web on Oregon Revised Statutes (ORS) applicable to issues like this. He was looking at ORS 244.020(1) and (2) which discussed actual conflicts of interest. He was concerned about how any decision by this body could be challenged given proximity of landowners in relationship to this rail spur. He wanted the Council to take that into consideration and make sure it had good counsel. It appeared that there may be some apparent conflicts of interest, and he just wanted to look into that.

Mayor Bernard asked Mr. Churchill if he represented the PWS Board.

Mr. Churchill responded he did not represent the PWS Board. He was a member of the Milwaukie Transportation Coalition (MTC), and that was the hat he wore tonight.

Mayor Bernard noted Mr. Churchill kept mentioning PWS.

Mr. Churchill responded as one of the members of the Coalition that was correct. There were many members in the coalition. There were four core members St. John's School and Church, PWS, Historic Milwaukie NDA, and the Lake Road NDA. They all

signed on for an alternative alignment study which was the core issue of the MTC. In addition to that there were the Friends of Kronberg Park.

Mayor Bernard understood from his comments that Mr. Churchill represented PWS but not the PWS Board.

Mr. Churchill replied he represented MTC to which PWS signed on to in support of an alternative alignment. The core issue with MTC was to study an alternative. PWS supported that core mission, St. John's supported that, the two neighborhood associations supported that, Friends of Kronberg Park supported that, and so did the Friends of North Clackamas Park. They all voted as board members to support that coalition. He asked if that made sense.

Mayor Bernard asked if the Board or the school was signing on.

Mr. Churchill said the PWS Board of Directors was supportive of the MTC and its initiative. It was an independent group supported by all of the various members.

Councilor Stone said Mr. Churchill vaguely brought up conflicts of interest. It was kind of like the elephant in the room. She wanted it known that she did not have a conflict of interest. She thought everyone knew that Mayor Bernard had property in that area, so that was what she understood he was referring to.

Mr. Churchill was not aware of all the property owners in the area that had adjacent property. He was aware of Mayor Bernard's property, and there may be other Council members who had interests in other properties. That was why he would not address it specifically because there may be other members.

Councilor Stone suggested that legal counsel address that since Mr. Churchill brought it up, and it may be an issue.

Mr. Monahan said the statutes on conflicts of interest were primarily related to decisions that were made by a governing body. It was always good practice for members of governing bodies to make declarations so the public was aware of any ownership that they might have or property that could be affected by a decision. Mr. Churchill was alluding to the two types of conflicts. There was likely and apparent. Apparent was when an action would in fact lead to a financial detriment or advantage for someone. The other was a possibility and was less apparent that an action by the governing body would in fact lead to some financial benefit or detriment. In this particular setting, the Council was just exploring various alternatives and making a recommendation of some future action. It would not harm anything for the Mayor or anyone else who had property that could be affected if an alignment going into the downtown area could come close to their property if it could potentially have a financial side effect, then it would be worthwhile mentioning that. It was obviously just raised. He did not think the Mayor in any way has in the past tried to make anyone unaware of his ownership.

Mr. Churchill said his intent was to make sure whatever decision this body came up with stood and could not be challenged without a lack of disclosure. That was what he was trying to achieve. If there were interests, and others might have interest in partial parts of property – he did not know. To hold the decision so it would not be challenged as Mr. Monahan recommended like 244.020.07, which was referred to as a potential conflict of interest as well. Get it out in the open so everyone knew and it would not be challenged. He believed the City Council and Planning Commission heard significant testimony that may result in a recommendation for a certain direction. He wanted it to hold and stand properly. That was what he was after tonight.

Councilor Barnes responded anyone who followed this Council knew that Mayor Bernard was a walking advertisement for Bernard's Garage. Anyone who knew

anything about Milwaukie knew his property. Milwaukie had good counsel who would make sure everything was being done legally. There was no way anyone wanted to ruin a process with any kind of court situation. Everyone wanted this resolved easily with as good a decision as possible for everyone involved.

Mr. Churchill just thought it would be good to get it out there so the public would understand that impact.

Councilor Collette said for the record it might be useful for Mayor Bernard to say he was the only one on Council that had property in conflict with the light rail alignment.

Mayor Bernard responded his property was not in conflict with the light rail alignment, but he did have property downtown. The current or proposed alignments did not touch his property, and there was no plan to ever touch his property. He was confronted at the Market by a person saying he only wanted it to happen so he could sell his property, but he did not own any property on the light rail alignment. In 1998 he stood up at a community meeting that Councilor Loomis attended and said if it was right for the community Bernard's Garage would not be there. If that was what had to happen and he felt it was right for the community, then Bernard's Garage would move. That was in 1998 during public testimony. PWS and Mr. Churchill should realize it was not about us or our backyards -- it was about the future.

PUBLIC HEARING

None scheduled

OTHER BUSINESS

A. Amend Section 13.04.050(A) of the Milwaukie Municipal Code by Deleting the Area to be Inspected and Tested and the Requirement that New Meter Installation Be Inspected by the Clackamas County Department of Environmental Services – Ordinance

Mr. Swanson reported there were two sentences in section 13.04.050 that needed to be updated. The area to be inspected and tested was defined in the Uniform Building Code, and City staff was currently certified to do inspections and no longer contracted with Clackamas County to do so.

It was moved by Councilor Barnes and seconded by Councilor Loomis for the first and second readings by title only and adoption of the ordinance amending Milwaukie Municipal Code Section 13.040.050(A). Motion passed unanimously. [5:0]

Mr. Swanson read the ordinance two times by title only.

The City Recorder polled the Council: Councilors Stone, Loomis, Barnes, Collette, and Mayor Bernard voting 'aye.' Motion passed unanimously.

ORDINANCE NO. 1971:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING MILWAUKIE MUNICIPAL CODE SECTION 13.040.050(A) BY DELETING THE LAST TWO SENTENCES DEFINING THE AREA TO BE TESTED AND REQUIRING A PLUMBING INSPECTION BY THE CLACKAMAS COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES

B. Review Community Responses to the Possible SDEIS Inclusion of a McLoughlin and/or Main Street Light Rail Alignment Option

Mayor Bernard read his statement into the record.

"I appreciate very much the time and effort that the members of the Planning Commission, City staff, and Metro and TriMet staff put into hearing the public testimony on the questions I submitted. I know it was difficult, to say nothing of the fact that it took 2 nights of their valuable time. We asked the Commission to participate in a very difficult process, and I appreciate their work. I also want to thank the members of the Riverfront Board for the time and effort they invested. Finally, I would like to thank all who took the time to share their ideas and concerns.

I know that we all want the same thing: namely, we all want what is best for Milwaukie. I am sure that when the decision is made we will all take that into account. We also must be sure to understand that the environment that currently exists will not be anything like that in 10, 20, 30 .....100 years from now and while we have some control over that there will always be pressures beyond our control. As we make decisions we make them for both today and for those who will be here decades from now.

A lot of smart people from the East coast and all across the country that feel that investing in light rail is a good investment and there are also people all across Oregon who also agree and have proven that over and over again by voting to support funding of the Metro light rail system.

The first question I posed to the Planning Commission was: Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street Alignment in the South Corridor Phase 2 SDEIS study? The Planning Commission voted "No -2, Yes -2, Don't Know –2."

The second question was: Does McLoughlin and/or Main Street have merit with regard to downtown's future economic development, urban design, and revitalization? The Planning Commission voted "No -1, Yes -5" (of the 5, three stated that a McLoughlin alignment did not have merit, and 2 stated that both could have merit).

I would like to remove from consideration the addition of a McLoughlin alignment for three reasons: (1) negative impacts on Riverfront Park; (2) negative impacts on existing businesses; and (3) to protect the investment ODOT, the Federal Government, and the City of Milwaukie have already invested in McLoughlin.

I am the City's representative to the South Corridor Policy Steering Committee. The next decision facing us is to define the alternatives that will be studied in the SDEIS. It is a decision that will be made shortly. If we are to add another alternative, we need to define the alternative we will introduce. I intend to ask the South Corridor Policy Steering Committee to indulge us a little longer in order for us to develop and conduct a process in a timely manner that will lead to a defined Main Street alternative that can be considered.

I will look to Mike and City staff as well as Metro and TriMet to assist us in developing the next steps. I expect to be able to lay out those steps by the end of this week. He understood there would be three public meetings – one at lunchtime, in the evening, and on the weekend so everyone could attend.

The Council has been provided with both a transcript of the Planning Commission hearings as well as the supplemental material that was before the Commission." Tonight Council would talk about the information it received.

Councilor Collette was excited to see this option. Not necessarily because she thought it was a terrific option; there were some things about it that she liked. As the

Council moved forward if it did open it to another alternative, and this might be a good one. It looked like the impacts might not be that great. Her concern at this stage, and she wanted people to really think about this, was what do we want Main Street in downtown Milwaukie to look like. As much as she was an advocate of light rail and transit options for our citizens now and in the future she was also an advocate of downtown Milwaukie maintaining as much of its small town and historic character as the City could as it moved forward. It was possible to still develop a downtown around an alignment on Main Street, but it would be more difficult. But the complaints the Council has heard over even having 3 and 4 story buildings on Main Street made her wonder how any of the same people who complained about 3 and 4 story buildings could be advocating having light rail come down and be elevated over parts of Main Street. To her it was incongruous. At the same time she welcomed studying it. She agreed completely that she would not be supportive of going along McLoughlin Boulevard for the reasons Mayor Bernard stated. It had taken so long for people to come to consensus on a riverfront park. To come in now and strip out acres of that park when there was so little and to separate downtown from the riverfront when the City had worked so hard to connect the two she could not support moving forward with that proposal. If there were a viable alternative that the community seemed to embrace and it went along Main Street or 21st Avenue she would be open to considering it and having it included in the study. This was the time to look at alternatives because as people mentioned there would not be another shot at this process. At the same time she knew there were people in the community looking at this as a way to stall light rail and keep Milwaukie from ever having light rail. She would work very hard to keep this process moving forward because she thought that did this community and its future and its children a terrible disservice if we used our own small nature and lack of vision to stop a process that could be of huge benefit to future.

Councilor Stone wanted to comment on what Councilor Collette just said about people trying to use this alignment issue to thwart light rail from even coming. She did not see that happening.

Councilor Collette said there were some people, and she thought they were small in number. There were some people who would do that.

Councilor Stone said most of the community knew she had not been a real strong supporter of light rail. Not because she did not believe that trains were necessary and were good. Her issue was that it was not an adjunct to the current public transportation infrastructure. We have buses out there that go to multiple areas all over the region. Light rail was a pretty fixed track. What happens when the light rail line comes through some buses are displaced. The lines are completely eliminated. To her it seemed contradictory in terms of trying to make a transportation infrastructure that was multimodal. Therefore, a choice has been eliminated for citizens when that happens. Now a person that rides the bus will have their line eliminated because of light rail and would have to get in their cars to go to the light rail station which increased congestion and pollution. So she had some issues with it because she did not believe it was practical from that standpoint. If they did not eliminate bus service and if it was an adjunct to public transportation that would be a whole other story. People would therefore have that option left. They give you no option in some instances. They make you ride the train because they have taken your bus away. She thought this discussion over the alignment really for her had begged the question of should we even bring light rail into Milwaukie. She did not know what the long-range plan was in terms of if it would ever go south to Oregon City. She had heard that it would not go down McLoughlin Boulevard. The Hwy 224 route was not even being discussed any longer because they had the 205 alignment to the transit center. She had to wonder if the alignment needed to stop at Southgate or even the ODOT site. She would like to see in

the SDEIS not only alignments such as what have been suggested. Looking at Main, McLoughlin, and 21st – she wanted it to be a much broader look. The gentleman who was an environmental scientist said in there that it was a requirement to have alternatives. It was a requirement to have as one of the alternatives a no-build alternative. She thought the Council needed to look long and hard at that. Light rail was expensive. It was costing taxpayers hundreds of millions of dollars. The federal money we get was still taxpayers' dollars, and she thought the Council needed to look at how wisely it was spending that. She took a visit with Cyndia Ashkar of the Waldorf School – she invited all member of Council to take a look at the locally preferred alternative site today. While she was up there in back of the school Union Pacific rolled by. It was loud and blowing the horn and rumbling. You can feel the ground vibrate. It started her thinking about transportation alternatives and how we can really make a great transportation hub here in Milwaukie and not just focus completely on light rail. Was there a possibility of utilizing Amtrak that comes through our City to run a line out to Oregon City? Was it possible to have a hub at Southgate or ODOT that included a stop for Amtrak, a stop for Trailway buses, a stop for TriMet, for cars. She traveled a little bit in our world and saw what other countries did in terms of their transportation infrastructure. It was much more superior to anything we could hope to have unless there was an unlimited pot of money to build it with. She thought the Council needed to look in a more broader sense and not just say forward this alignment idea for 21st and Main to be included in the locally preferred alternative SDEIS. She thought the Council needed to send a letter that addressed what the City really wanted to see in our town. She particularly had reservations about putting a light rail train in our downtown because the scope of the infrastructure and size was disproportionate to our footprint in downtown. She thought the Council needed to look at the scale of things. Even as we were doing our buildings that was a big concern from our community and it was certainly a concern for her. The scale of light rail was a big concern as well. She thought that ultimately we had some federal funding now, $250 million in lottery money – state funding. The City still needed to recoup significant amounts of money to build this project. It had always been her belief that this should go to a vote of the people. She truly hoped that it would. She had a really hard time sitting up in this chair and watching what we do with our infrastructure transportation dollars. She wanted to spend them in the wisest way to give the benefit to all the community. The Council just passed a street maintenance fee and executed the right to do the 1.5% PGE franchise tax and the gas tax. All of this was happening yet we were talking about building light rail and transient-oriented development structures that had vertical tax abatements that we all pay for. Nobody was paying taxes down there for 10 years. There were a lot of issues she had with this whole idea about light rail and its alignment. She hoped the Council would want to see this in a broader picture and take it to the South Corridor Policy Steering Committee with the idea in mind that maybe we will not come into downtown Milwaukie. We have to remember the locally preferred alternative was chosen when we thought the transit center was going to be at Kellogg Lake. That was not happening any more. She thought the question really needed to be asked should we even bring it into our downtown or should we terminate it elsewhere. She did not want to see the neighborhoods being a terminus for the train and for a high rise parking structure. She thought that would really look terrible and would just bring a lot of unnecessary traffic into our neighborhoods. For the record she was not in favor of light rail for the reasons she just stated. But if the Council was voting on this alternative she hoped – and the alignment – that it would be so broad that everything was looked at. The study needed to be all inclusive and needed to include a no-build alternative.

Mayor Bernard asked Councilor Stone if she wanted to comment on the McLoughlin Boulevard option.

Councilor Stone thought all alignments needed to be considered. You cannot just say this will do this or this will do that. Nobody knows what the impacts will be unless the thing was studied. That was the key; you had to study it. You should not limit yourself to study only one option or two options. You should look at the entire area and study it. She would be remiss if she said, this was what will happen if you do this. She did not know. She was not the expert here. That was why we do the DEIS studies. She thought the Council needed to make sure it was in compliance with the NEPA policies as well.

Councilor Loomis said it had been a long time since the Council had talked about light rail and had not been revisited after the Kellogg Lake decision fell through. He would reply 'yes' to both of the Mayor's questions. The groups were passionate on both sides. Some thought it was the greatest thing ever; some thought it was evil. The majority of people in this City thought it was okay as long as it did not cost anything or tear up the town. Put it in the best place where it did not negatively impact the community. Don't ask me for the money, and I'm okay with it. He felt that was what the cross section of the community believed. From what he had heard and seen light rail did add some economic revitalization to areas. Some thought that was good; some thought that was bad. When he was much younger and voted for the creation of Metro, he voted so everyone would chip in and have a great zoo. Whether one agreed with Metro's direction or not, it was supported by the region – by the majority of people. He would have chosen another transportation alternative – he was a car guy. He would like to see the infrastructure and not all crammed in, but that was reality. That was the way it was going, and it was working according to plan. We were getting tighter and tighter. Transportation was an issue, so in the future people would welcome and use light rail. It would be a benefit for the community. Both the Main Street and McLoughlin Boulevard alternatives had an effect on the park. He did not want anything to slow down progress on the park. He wanted the park to move forward and not wait on light rail. If part of it was torn up in the future, then fine. Do not wait for light rail to come before doing anything to the park. In looking at the park he saw some benefit on the west side. He would like to see it studied. The property at the north end was a possible park-and-ride. He could see getting a viable way to cross McLoughlin Boulevard out of that. A bridge perhaps. What would be done with the top area anyway? It was something to look at. What did the Council's decision actually mean when it went to the Steering Committee. What was the process? Would it come back to the City Council? What were the ramifications of the Council's recommending these alternatives?

Mayor Bernard replied the SDEIS was a yearlong community involvement process with many opportunities for the City Council and community to participate. Adding the Main Street and McLoughlin Boulevard options to the process would cost about $300,000 to $400,000.

Councilor Loomis thought that was a bargain considering the citizens and institutions that were coming forward. More information would help him make a good decision.

Councilor Barnes spoke with a North Clackamas School District Board member and noted the District was on record in favor of the Tillamook alignment. She understood Councilor Stone and Councilor Loomis represented a portion of the community, as did Councilor Collette and Mayor Bernard. This was a very difficult issue for her because she had been on the fence until she met with Mr. Asher. She was trying to understand this more each day because it was a huge issue. She had a couple of concerns but she believed Kathy Buss of the Lake Road Neighborhood Association summed it up. "While there are certainly some intense challenges to be faced with the current study plans I prefer to be optimistic that they can be overcome in at least a satisfactory way. It is true that I am pro-light rail, but it is more because there has been no alternative, much less a "perfect" solution brought forward. Doing nothing is not acceptable and light rail does

work. Milwaukie can make it work to our advantage." If we stay united on that Councilor Barnes thought they could come to a solution. She did have one concern, which was $300,000 per alignment study which could be over $1 million. That was a lot of money. It came from taxpayers too. She would not be in support of McLoughlin Boulevard. She thought the Riverfront Board was very clear. The one thing the Council and community was able to achieve was to understand the importance of the Milwaukie riverfront. The City had moved on that to the point where it was making progress. To stop that progress in any way, shape or form would be a detriment to the community. That was our living room, and she did not want to see anything stop that progress. She had not even thought about Main Street as a possibility. She did not know about that. It looked great on paper, and she wished someone were present from TriMet to help Council understand it better. She appreciated the fact the Mr. Parecki brought it forward. Maybe that was the winning solution. She was concerned that once again light rail was breaking up the community. This was based on emotion and innuendo in a lot of ways. Studying things may help, but it came down to core values. What did this community really want 50 years from now? When we leave this earth to our children and grandchildren... She had a brand new granddaughter and when holding her in her arms she thought about what she wanted to leave. They lived in Milwaukie, so she thought about what she wanted to leave as a legacy. That she can get on a bus, light rail, a car? She wanted her granddaughter to have every option available. There were parents and grandchildren in this community thinking about what they could leave for their own kids. As the City moved forward she would say absolutely 'no' on McLoughlin Boulevard. She did not see anything relevant to the community. She thought light rail had some really good promises for today and into the future. Our environment depended on us making good choices for the future, and that was where the Council needed to be thinking.

Mayor Bernard explained the SDEIS was a supplement, and no-build was already included. There were already other alternatives including light rail. The legislature voted for $254 million for light rail last week, which would be almost the entire match. People across the country supported light rail as an investment. Metro was considered one of the premier systems. The Federal Transit Administration allocated $350 million for I-205 light rail last week. People across the country were investing in this transportation system. People may not drive cars someday. He sat through both Planning Commission meetings, and that group did a good job under a lot of pressure. The Council heard some of the same comments at this meeting. He read all of the information. The McLoughlin Boulevard alignment was totally destructive. 56,000 cars used McLoughlin Boulevard, and light rail would close every intersection when the train came. Trains ran every four minutes during the peak times – two hours per day. The McLoughlin Boulevard alignment also took out 8 businesses, and he understood that included Mr. Parecki's. Every single design took out his and other businesses. The McLoughlin Boulevard improvements cost $4 million plus millions on the riverfront. It took 20 years to get consensus on that plan, and it seemed absurd to start all over again. The Riverfront Board members had been working for 15 years to come to consensus. It did not make sense to him to take 26-feet of the riverfront. He thought McLoughlin Boulevard should be pulled from the recommendation. There were some advantages, but over the next month he would have to see that. He could not support spending $300,00 or $400,000 or $800,000 or $1.2 million of taxpayers' dollars. He was a financially conservative person and could not see wasting money by throwing stuff on this study. People say alternatives were never studied. The locally preferred option was worked down to one – 1996, 1998, 2001, 2002, 2004, 2007. In his office there were even some from the 1980's. The riverfront plan too. He thought that was the whole idea of working them down to one. What was accomplished with having 16 and at $400,000 a shot. Can you imagine what has already been spent on studying

these? Millions and millions in taxpayer dollars because people came up and said something should be added. Maybe it should be buried under McLoughlin Boulevard or under the river. One day Mayor Vera Katz asked him to sit in on a downtown Portland alignment committee meeting. People fought and fought, and some people wanted it buried. Now people were talking about burying the Sellwood Bridge or take out every apartment ever built. At some point it had to come down to one. The McLoughlin Boulevard alignment was not one he would ever consider. He did not want to spend hard earned taxpayer dollars to add this and that.

It was moved by Mayor Bernard and seconded by Councilor Barnes to remove the McLoughlin Boulevard alignment from consideration and take the next month to look at Main Street/21st Avenue alignment.

Mr. Swanson explained to say Main Street was a general concept. The City was trying to work with TriMet and Metro to come up with a process that would make it more definable and look at options and provide more than a global Main Street idea. Mr. Parecki presented one at this meeting, and maybe there were others. A month-long process would give it more definition, so when it was taken into the SDEIS it would be more than a global statement. Any Main Street alternative at this point was probably fair game and define what would be an acceptable project to take onto the SDEIS.

Councilor Loomis understood in that case that the Council was answering a question that was not even asked of the general public. He thought the Council was going to discuss the two questions.

Councilor Barnes responded the Mayor asked those questions of the community for feedback, and now he needed to make a recommendation to the committee with Council input. She asked if the maker of the motion would be open to an amendment that in addition to the McLoughlin Boulevard alternative being removed from being moved forward that a Main Street alternative be considered in the SDEIS.

Mayor Bernard wanted to spend a month looking at the impact of the Main Street alignment. There was not enough known about displacement or height until there were some preliminary drawings. Trains needed room to turn, and he wanted to see those types of impacts before he supported spending more money. He would like to spend a month looking at those types of impacts. He proposed three open houses to discuss those issues in conjunction with TriMet and Metro.

Councilor Loomis understood the reason for this meeting was so he could give the Steering Committee a recommendation tomorrow or Monday.

Mayor Bernard said he would ask for a little more time on July 9. He was confident the Steering Committee would give the City more time to look at Main Street and/or McLoughlin Boulevard.

Councilor Collette heard the possibility of two motions. The first was to take the McLoughlin Boulevard alternative off the table. The second motion might be something like the Council wanted to take another month to meet with the community and try to refine an alternative that could be brought to the SDEIS.

Mayor Bernard said his first motion was to remove McLoughlin Boulevard and consider some possibilities on Main Street over the next month.

Councilor Barnes said she understood that as a seconder.

Councilor Stone asked if the maker of the motion would be willing just to make it clear to split the motion into two pieces. The first would be to eliminate the McLoughlin Boulevard alignment from consideration and the next to look at other possibilities during the next month instead of doing it in one motion.

The maker and seconder of the motion agreed, and Mayor Bernard withdrew his motion.

It was moved by Mayor Bernard to remove McLoughlin Boulevard from further consideration, and Councilor Barnes seconded the motion. Motion passed with the following vote: Councilors Barnes and Collette and Mayor Bernard voting 'aye' and Councilors Loomis and Stone voting 'no.' [3:2]

It was moved by Mayor Bernard to consider alternative alignments including Main Street and possibly 21st Avenue over the next month, and Councilor Collette seconded the motion. Motion passed unanimously. [5:0]

It was moved by Councilor Stone to look at the possibility of not putting light rail all the way through the downtown. She liked the plan on the wall because it made some sense to do a one-way street. Light rail was too big in scale for the downtown footprint. She would not be opposed to see a trolley going through the downtown. She would like to throw that out to the City Council for discussion to see if maybe that was something that could be taken forward to the South Corridor Steering Committee as a possibility for the downtown if light rail could terminate at Southgate or even the ODOT site. It would certainly save hundreds of millions of dollars by not running it through the downtown, and it might eliminate a lot of possible destroying of property in terms of needing more space for a light rail line than a trolley. There used to be a trolley track on the riverfront on the west side. It certainly would speak to bringing a little piece of history back into Milwaukie. She really liked that idea. She moved to include that possibility as the suggestions were taken to the South Corridor Policy Steering Committee. Councilor Loomis seconded the motion.

Councilor Loomis asked Councilor Stone if her idea was to end at Southgate with a streetcar.

Councilor Stone said when she was first appointed to the Council -- a few months into her first term light rail landed in her lap. She threw out what some people thought was a wild idea which may be expensive to sink the traffic from Southgate to River Road and run light rail down the middle of McLoughlin Boulevard should that line be extended further south. That was a question that needed to be answered. Where was it going? She did not want it just to terminate in the downtown and not go anywhere else. That would be doing a disservice to the neighborhood to have that happen. There were a lot of questions that needed to be answered to which the Council did not have the answers right now. It was difficult to make a decision when one did not know all the little elements that could certainly impact where the line was put. She commented briefly on what it would cost to study an additional alignment. She did not know where those figures exactly came from, but she knew from sitting at the dais that figures were tossed out. A month later they were different and different a month after that. Her example was the moving of the bus mall. At first it was not feasible because it was going to cost too much. Now they figured out a way to make it happen. She thought those numbers should be taken lightly and not just bank on that was how much it was going to be for every alignment studied. She felt the City should be diligent in asking the regional partners about what it wanted. She felt the City should hold them accountable to ensure the City got what it wanted and that those 14 points were acknowledged and that the impacts to the neighborhood were not there. She thought the City really needed to look at that and encourage them to do that as well.

Councilor Collette could not support the motion. The City and region had gone over those other options for years and years. They had been studied in great detail. Burying McLoughlin Boulevard and putting light rail over the top would mean they would probably have to have boats for the traffic because the City was right on the river. The

water table was very close. More importantly, stopping light rail before it got to Milwaukie and further south did a huge disservice to this community because it did nothing to relieve traffic on McLoughlin Boulevard. The trolleys and streetcars cannot carry the number of passengers that light rail can for the same size and amount of money. Most of the traffic would still be coming on McLoughlin Boulevard, and people would queue up to get on light rail at Southgate. She did not think it was a viable option for light rail to bypass Milwaukie and not reach the community.

Mayor Bernard added the Working Group recommendation would be studied which was the Tillamook Branch. There was also the alternative that would come down Main Street and past Southgate to the Tillamook Branch. At the end where it continues south out of downtown Milwaukie would also be studied in that alignment. There were a number of alternatives. This has been studied since 1990. He did not support adding those. Quite a bit of time had been spent on looking at busway, bus rapid transit (BRT), streetcars, and other methods. He felt this would only delay the process even further and waste taxpayer dollars.

The motion failed with the following vote: Councilors Loomis and Stone voting 'aye' and Councilors Barnes and Collette and Mayor Bernard voting 'no.' [2:3]

C. Council Reports

Councilor Stone recapped the 3rd Annual Secret Garden Tour and reported she toured the Vancouver Wastewater Treatment Plant as a member of the Site Selection Committee. A treatment plant might end up in the North Industrial area, and maybe light rail could go on top of that.

Councilor Collette noted the extraordinary tree canopy in the Ardenwald neighborhood, and she and Councilor Stone urged that ordinances be considered that protected some of these trees. Some were being cut because they were on private property. It would be good to do a tree inventory and heritage tree designation.

Councilor Stone noted there was a lot being cleared on Balfour, and there was no recourse. It would be an important endeavor because many beautiful old trees were being lost that she estimated should still be standing.

Mayor Bernard was installed as the North Clackamas Chamber chair.

ADJOURNMENT

It was moved by Councilor Barnes and seconded by Councilor Collette to adjourn the meeting. Motion passed unanimously. [5:0]

Mayor Bernard adjourned the regular session at 8:30 p.m.

Pat DuVal

Pat DuVal, Recorder



St. John the Baptist Catholic Church

- Since 1850 -

July 3, 2007

Good evening Mayor Bernard and council members. We appreciated the opportunity to discuss our concerns with the planning commission at their June 12th meeting. We expressed then and continue to have major concerns about the placement of the light rail line along the Tillamook rail line, due to the fact that it is extremely close to St. John the Baptist Catholic Church and School. As we mentioned in our letter to the planning commission, it is less than 60 feet from the rail line to the west property line of the school and even closer if a station is placed in this location. We have collected in excess of 400 signatures on a petition requesting Mayor Bernard recommend to the South Corridor Steering Committee that an additional SDEIS study be performed that would include Main Street and 21st Avenue. There has been lengthy discussion about the McLoughlin Blvd. location that appears to have been eliminated for further consideration. There have been discussions and newspaper articles that suggest only Waldorf School has a concern about the location of the line and that 33% of the people signing the petition representing Waldorf School were from outside the area impacted by location of this line. I can assure you that the 400+ signatures that were collected at St. John 's all represent the area near all of the schools being impacted by this choice that includes Waldorf, St. John's, Milwaukie High School, and Milwaukie Elementary. We continue to request Mayor Bernard recommend to the steering committee an alternative SDEIS study, along Main Street and 21st Avenue or other locations that fill all the needs of the community.

The reasons for this request are numerous:

St. John the Baptist Catholic Church and School management teams are extremely concerned about the location of the track and a potential light rail station being this close to the church and school. Following is a list of issues that we are particularly concerned about.

Crime: This would include fights, assaults, theft and breaking into cars and buildings. St. John's has pre-kindergarten kids attending classes on this campus, and God forbid anything should happen to one of them. According to national statistics released this week, crime continues to drop in Portland. But submerged in that observation is a notable exception: Robberies! Especially what police call street robberies or pedestrian robberies.

Even as most crimes are tending downward, street robberies are up 25% this year through May 1, according to the Portland Police Bureau. The robberies are not broken down by age but teenagers are increasingly involved in crimes of opportunity.

Robbers seek easy marks:

The robberies are cases like the well publicized instance in January in which four girls ages 13 to 16 beat up and robbed a 16 year old girl near the light rail tracks at the Lloyd Center.

Or the case a year ago when several girls followed two Japanese exchange students carrying shopping bags from Macy's and robbed them after they got off a Max train.

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www.sjbcatholicchurch.org

Quite often the targets are spotted either departing or waiting for TriMet buses or light rail trains which is understandable since a lot of the perpetrators do not yet have driver's licenses.

Light rail can provide the means for these teenagers to travel from the city to the suburbs because they run frequently, and often times at no cost because the kids avoid paying fares due to the lack of security.

This crime information is provided by Tim Garling, who as director of operations for TriMet, oversees safety and security and works with the agency's Wackenhut security guards as well as regular cops like the Portland Police Bureau's transit police. He said the transit police and Wackenhut are given photos of active criminals to keep an eye out for, not only that, but the agency has a person whose main job is to review closed-circuit tapes from TriMet vehicles to track down suspects in crimes. "It is kind of a daily activity", he said.

Light Rail Stations Magnet for Crime: Posted in Transportation, News Commentary

Add two more costs to the exorbitant price of light-rail transit: Crime and the cost of preventing such crime. Portland's TriMet transit agency is spending $560,000 adding security cameras to 5 light-rail stations. That's $112,000 per station.

"Crime activity", says the Gresham police chief "has increased in the areas along the platforms." This is hardly news. A decade ago the Milwaukie police chief stated that police throughout the Portland area knew that the opening of a light-rail station would be followed by an increase in property crime in the vicinity.

Vandalism: This would include tagging of property, damage to walks and retaining walls, leaving obscene magazines and pictures lying around. St. John's is already experiencing these types of activities and having the track and a potential light rail station this close to the property will dramatically increase the potential for these actions.

Parking: If a station is located near Harrison, Monroe, or Washington streets, there is no parking for the riders to park. Because of this they will take advantage of the existing parking lots at Waldorf, St. John's, and Milwaukie High schools. These lots are already full and at times due to overflow they will allow parking in one another's lots. St. John's has an agreement with Milwaukie High School to use part of St. John's lot during athletic and/or special events. This works fairly well, but there are times when both schools have events at the same time resulting in a shortage of parking. You can imagine should a light rail station be placed anywhere near these schools the type of problems this could cause.

Traffic: Harrison, Monroe and Washington streets already back up during peak hours. Washington Street in particular is a problem since the new pedestrian protection law went into effect requiring a driver turning onto McLoughlin, to wait to make the turn until a pedestrian reaches the curb on the opposite side of the highway. This causes the stacking areas between McLoughlin and Main street, and between 21st and 25th streets to fill up, thus causing back ups which result in delays. You can imagine with a train crossing these roads every 7 minutes how this would add to the problems.

St. John the Baptist Catholic Church and School continue to support responsible transit solutions. However we view this preferred location that is in the study now to be irresponsible due to the dangers it may pose to our students and the increased potential for crime.
We ask that Mayor Bernard request the South Corridor Steering Committee include an additional SDEIS study that will add additional time, and provide the opportunity for further discussion.

Thank you for this opportunity:

Sincerely:

Fr. Maxy D'costa
Pastor

Dr. Julie Vogel
Principal

Gerald M. Foy
Finance Council

Stauffer, Scott

From: Cyndia Ashkar <cyndia@ccwebster.net>
Sent: Tuesday, July 03, 2007 11:09 PM
To: Milwaukie OCR
Subject: Fw: from Cyndia Ashkar re light rail and schools
Attachments: K-6 schools and light rail.doc

Dear Pat Duvall,

Joe Loomis said that I should include you as a recipient in any emails I send to the Mayor and Council so that they will be a part of the public record. Please include the attached for the record. It shows the difference in the settings of the K-6 schools that light rail is near. None of them, with the exception of Eastwood, is as close as would be the case with PWS. And Eastwood's setting is conducive to adequate mitigation whereas PWS's is not.

Thank-you,

Cyndia Ashkar

----- Original Message -----
From: Cyndia Ashkar
To: Councilor Carlotta Collete ; Councilor Deborah Barnes ; Councilor Joe Loomis ; Councilor Susan Stone ; Jim Bernard
Sent: Tuesday, July 03, 2007 3:11 PM
Subject: from Cyndia Ashkar re light rail and schools

Dear Council Members and Mayor Bernard,

FYI

Attached is a chart of the elementary schools with light rail nearby. It makes it easier to see how different the PWS site is from the others.

Comparison of K-6 schools with light rail installed++ nearby or proposed+

K-6 Schools	Distance from Track To Nearest Building	Nearest Station	Proposed Station or Transit Station with Park & Ride	Arterial street bordering property intersection with light rail	Light Rail shares corridor with freight train	Sound amplified by 20' retaining wall
Ockley++	200'	Two Blocks	None	Yes-1	None	None
Orenco++	120'	Many Blocks	None	None	None	None
Ventura++	160'	Many	None	None	None	None
Eastwood++	60'	A Mile?	None	None	None	None
Portland Waldorf+						
Tracks Only	56'	Across street	Yes	Yes-2	Yes	Yes
With Station	41'	56'	Yes	Yes-2	Yes	Yes
With Transit Station	41'	56'	Yes	Yes-2	Yes	Yes

Additional Information

Distance is from center of closest track. PWS' nearest is a railroad track (+ 2 LR tracks = 3 tracks)

Stations at least two blocks away greatly decrease interaction of students and pedestrians

The SDEIS for PWS includes a Transit station with a Park and Drop = more pedestrian + auto activity

Arterial streets intersecting with light rail require traffic signals or railroad arms with bells/lights

Federal Railroad Administration Train Horn Rule applies where light rail shares a corridor with a train*

Eastwood's mitigation wall effectively seals property from light rail – students total experience is seeing only the top ¼ of LR trains and hearing a "swoosh" as they pass.

A tall mitigation wall at PWS would need to end @50' from each sidewalk, reducing its effectiveness**

The other four schools are in settings that seem much more favorable for light rail, and are easily mitigated.

* this could mean light rail vehicles need to sound a train horn rather than a gong. See "Train Horn Rule" at [www.fra.dot.gov/us/content/1318]

** see "Safety Criteria for Light Rail Pedestrian Crossings" at [trb.org/publications/circulars/ec058/08_02_Irwin.pdf]

AGENDA

MILWAUKIE CITY COUNCIL
JULY 3, 2007

MILWAUKIE CITY HALL **2009th MEETING**
10722 SE Main Street

REGULAR SESSION – 7:00 p.m.

I. CALL TO ORDER
Pledge of Allegiance

2. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

3. CONSENT AGENDA *(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*

A. City Council Minutes
1. **May 15, 2007 Regular Session**
2. **June 5, 2007 Regular Session**

B. OLCC Application, Hong Kong '97, 6128 SE King Road

4. AUDIENCE PARTICIPATION *(The Presiding Officer will call for statements from citizens regarding issues relating to the City. Pursuant to Section 2.04.140, Milwaukie Municipal Code, only issues that are "not on the agenda" may be raised. In addition, issues that await a Council decision and for which the record is closed may not be discussed. Persons wishing to address the Council shall first complete a comment card and return it to the City Recorder. Pursuant to Section 2.04.360, Milwaukie Municipal Code, "all remarks shall be directed to the whole Council, and the Presiding Officer may limit comments or refuse recognition if the remarks become irrelevant, repetitious, personal, impertinent, or slanderous." The Presiding Officer may limit the time permitted for presentations and may request that a spokesperson be selected for a group of persons wishing to speak.)*

5. PUBLIC HEARING *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

None scheduled

6. **OTHER BUSINESS** *(These items will be presented individually by staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*

A. Amend Section 13.04.050(A) of the Milwaukie Municipal Code by Deleting the Area to be Inspected and Tested and the Requirement that New Meter Installation Be Inspected by the Clackamas County Department of Environmental Services – Ordinance (Mike Swanson)

B. Review Community Response to the Possible SDEIS Inclusion of a McLoughlin and/or Main Street Light Rail Alignment Option

C. Council Reports

7. INFORMATION

Center/Community Advisory Board Minutes of May 11, 2007

8. ADJOURNMENT

Public Information

- Executive Session: The Milwaukie City Council may meet in executive session immediately following adjournment pursuant to ORS 192.660(2).

  All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

- For assistance/service per the Americans with Disabilities Act (ADA), please dial TDD 503.786.7555

- The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.

CITY OF MILWAUKIE
CITY COUNCIL MEETING
May 15, 2007

CALL TO ORDER

Mayor Bernard called the 2006th meeting of the Milwaukie City Council to order at 7:00 p.m. in the City Hall Council Chambers.

Present: Council President Susan Stone and Councilors Deborah Barnes, Carlotta Collette, and Joe Loomis

Staff present: City Manager Mike Swanson, Planning Director Katie Mangle, Community Services Director JoAnn Herrigel, Community Development & Public Works Director Kenny Asher, Library Co-Director Joe Sandfort.

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

Mayor Bernard announced that the City of Milwaukie and its partners in the North Main Village Project received the 2007 Physical Improvements Pioneering Award at the Oregon Downtown Development Association (ODDA) Conference.

Clackamas Fire District #1 Report

Chief Ed Kirchhofer presented updates on District issues and services available to the citizens of Milwaukie. Annexation allows Milwaukie citizens to serve on the District Board and budget committee. The major divisions in the District were emergency, support, administration, EMS, and government relations services. In 1991 the City entered into an agreement with the District for fire prevention services in the South Metro Fire Marshal's office. In 1998 Milwaukie contracted with the District to take on fire and emergency services, and all the former Milwaukie firefighters were transferred and became District employees. With overwhelming community support, Milwaukie residents voted 86% to 14% to annex to the District making this a permanent relationship.

Clackamas Fire District was the second largest in the State and the first agency to achieve accredited agency status through the Commission of Fire Accreditation International. This was an ISO Class 3 District, which put it in the top 97% of fire departments across the nation. All of the companies across the District offer advanced life support emergency medical services. It had nationally recognized technical rescue teams including swift water rescue, urban search and rescue, and confined space rescue. There were 16 fire stations across the District, and four had first response service responsibilities in the City of Milwaukie. Those included the Town Center, Lake Road, Public Safety Building, and Oak Lodge stations. Of those four stations serving Milwaukie there were three ALS engine companies, one advanced life support rescue, and a ladder truck and heavy rescue at the Lake Road Station along with 24-hour per day chief officer. Milwaukie had 24/7/365 command and control supervision. The District had an award-winning training program that a few years ago was recognized

with the Award of Distinction for Fire Service Excellence from the Western Fire Chiefs' Association. The service area was approximately 194 square miles with a population of about 160,000. The District provided service to five cities including Milwaukie, Happy Valley, western portions of Damascus, Johnson City, and Oregon City under contract. There were 15 firefighters on duty per day at the four stations serving the City of Milwaukie. A residential fire required 14 personnel as a minimum to deal with the initial tasks meaning all points in the City of Milwaukie were covered. In 2006 the EMS was enhanced with equipment that allowed personnel to diagnose a certain type of heart attack in the field. The survival rates for cardiac arrest were equivalent to the highest in the nation. The entire Oregon City junior class was being taught CPR.

The District constructed its 16th fire station in Pleasant Valley off 172nd Avenue. It was successful in receiving grant funding through a variety of grant sources this past year. The urban area security initiatives provided training and equipment for dealing with major terrorism events, structural collapse incidents, and major disasters. The District received a grant for volunteer recruitment and retention and recently hired a volunteer coordinator to fulfill that role. It received a grant for a fire protection hazard house to educate the public on residential fires and safety. Legislatively the District looked at remedies to tax increment financing impacts on emergency services. For example, the Town Center Urban Renewal District resulted in $1 million being siphoned away from the Fire District each year. It passed a cost recovery ordinance for major disasters, for response to unauthorized burning, and repeat offenders to fire code violations. The District did not charge for fire inspections or re-inspections for hazards that were noted, but it did charge on the third inspection. The District responded to 15,157 emergencies. About 40.7% were fire response, and 59.3% were medical. The District conducted 4,370 fire inspections, 462 plan reviews, and numerous training programs. The District would continue to address its capital investments in training facilities and fleet. The District gave notice to the City of Oregon City of its intent to terminate the contract effective June 30, 2008. For the District it was an equity issue because flaws in the contract meant that Oregon City was paying less than others in the District for the same services. Another issue was succession planning and preparing employees to assume higher levels in the organization. The final payment on the 2001 bond would end June 2015. They annual payments on that bond were $859,974 which was about $0.08 per thousand assessed valuation District wide. All the projects specified in that bond have been completed at this time. It was about a $9 million bond with about $1.2 million spent on fire apparatus and the balance spent facilities.

Mr. Swanson noted the District coordinated and managed the City's emergency operations drills that were held a couple of time annually. Police and fire worked closely together, and he understood that relationship was working very well.

Chief Kirchhofer assured Council that was the case. The District had a very good working relationship with the Milwaukie Police Department with its excellent response times and good lines of communication. He felt this was a very solid partnership, and the District was very happy with the arrangement.

Councilor Collette asked if the District provided CPR training for City staff.

Mr. Swanson replied in the case of Juli Howard, the Milwaukie Police Department did the training.

Chief Kirchhofer added the District provided CPR training for citizens as well as implementing the pilot project with Oregon City High School. Studies indicate the most important element of CPR was chest compression because the residual oxygen in the system provided a much greater chance of survival.

Councilor Barnes appreciated the District for all it did in the community to ensure citizen safety.

Councilor Stone was pleased that the Police Department and Fire District had a good working relationship. She asked if bike helmets were still carried on the fire trucks.

Chief Kirchhofer replied helmets were still carried on the trucks and given to children without helmets on the spot. The Foundation and the District funded the program.

Councilor Stone was pleased the program was still in effect. She asked where the hazard house was located and how it worked.

Chief Kirchhofer responded there was a fire safety trailer, and the hazard house was a small portable unit. Both were stored at the Fire Marshal's office on Oak Grove Boulevard. The District has placed AEDs in every school in Clackamas County and has a matching fund program with businesses.

CONSENT AGENDA

It was moved by Councilor Barnes and seconded by Councilor Collette to approve the consent agenda that consisted of:

A. City Council Minutes of March 20, 2007 Work Session

B. Resolution No. 31-2007: A Resolution of the City Council of the City of Milwaukie, Oregon, Approving the Award of Contract for the Rehabilitation of Well 6 of the City's Water System

Motion passed unanimously among the members present. [4:0]

Mayor Bernard read comments he made at the South Corridor Steering Committee regarding possible light rail alignments through Milwaukie. "We are about to embark on a year long study to choose a new 'locally preferred alternative' for locating light rail between Portland and Milwaukie. The Committee voted unanimously to conduct detailed studies on three possible alignments, which are shown on the diagram at the end of this memo. Due to the recent expressions of concern in Milwaukie, I have asked for additional time for our community to consider a fourth possible alignment – one that would use McLoughlin and/or Main Street and avoid using the Tillamook Branch railroad alignment south of Hwy 224. The Committee granted this request, providing us until the next Steering Committee meeting to decide on whether this option has broad-based support in Milwaukie." He provided the Council with a copy of a letter he submitted to the Steering Committee, and the Committee supported his request unanimously.

AUDIENCE PARTICIPATION

- **Cyndia Ashkar, Oregon City**

Ms. Ashkar appreciated Mayor Bernard's motion at Metro, and she realized it was late in the game to be considering another option yet hearing the voices of those who thought there might be another alignment. She valued all of the people hours and money invested so far. It was invested with not only meeting transit needs now and into the future but also revitalizing the heart of Milwaukie and its downtown. She was delighted to be a part of Milwaukie. Her son did go to the junior high, and there were things about Milwaukie's character that were very unique. The whimsy in the police reports made this a delightful place to be. There were empty storefronts along the streets of Milwaukie, the downtown streets especially, and now the empty storefronts of the beautiful new development. She understood the residences were filling up, but the storefronts were not leased. After yesterday's meeting at Metro she thought about a line that ran along those streets where people could actually see what Milwaukie had to

offer to help revitalize the downtown core. The same was true for McLoughlin Boulevard and the waterfront to make it more beautiful. It would make it more of a destination, and the businesses on the eastside would have that exposure as well. When she looked at what seemed to be a vibrant picture with MAX or a streetcar on the core downtown streets and contrast that with it passing through a more private area where it would not have that exposure. She wondered which option would make the most sense for the City. Hearts were organs for not only circulating blood but also sensing. That month would give the City decision makers a chance to sense more deeply and to generate the needed enthusiasm to have both of the pictures explored for what their positive and negative impacts. She was a light rail supporter and drove a hybrid to her home in Oregon City. The environment was very important.

- **Beth Wasko, Milwaukie**

Ms. Wasko appreciated the opportunity for the Milwaukie community to give input on the possibility of an alternative alignment to be part of the SDEIS. She repeated a question she asked at the last Council meeting. She noted the upcoming public venue for giving input was a Planning Commission meeting.

Mayor Bernard added there was a Transportation System Plan (TSP) Advisory Committee meeting the following day.

Ms. Wasko asked if it would be discussed there at all.

Mayor Bernard thought it might be, but it was not on the agenda.

Ms. Wasko asked what public venues there would be for people to come forward and give input.

Mayor Bernard replied the Study included a year's worth of events, however, that schedule had not been set.

Ms. Wasko meant the discussion of the alternative alignment -- the 30-days to 6 weeks.

Mayor Bernard submitted the letter yesterday, so he did not believe the dates had been set. He was sure meeting announcements would be posted on the City website and be published in the newsletter.

Ms. Wasko asked the process for deciding if the public input was enough to warrant having an alternative alignment be part of the SDEIS. How would he know?

Mayor Bernard replied the committees would summarize what they heard from the citizens and consider the cost estimates and impacts on commercial properties. The Planning Commission was one of the groups that would hear public comment.

Mr. Swanson added this had come up quickly, and staff was currently formulating the process. Impacts on businesses, McLoughlin Boulevard project, and the Riverfront Park, costs, and feasibility would all be considered. This was literally step 1, and there was a lot to do in a short period of time.

Mayor Bernard said the Planning Commission would hear public testimony at its first June meeting.

Councilor Collette guessed there would be meetings with parents from other schools near light rail lines along with smaller meetings with groups of interested people.

Ms. Wasko asked what the Council would consider a majority of input and how that would be measured.

Mayor Bernard felt his job was to listen to the input and make a determination on what was best for all citizens, the future of this community, and others in the region. The

Council was asking for input, not a vote. Personally he thought all the impacts people were concerned about could be addressed in the SDEIS.

Ms. Wasko said there was no precedence for light rail going that close to any school, so this was different. She did not know what kind of remediation could possibly make it amenable to the different schools and churches that would be impacted.

Mayor Bernard said there used to be freight trains going by that school six or seven times each day. The only accidents he or his father or grandfather could remember occurred when people tried to jump on the trains. This was light rail. He believed in the intelligence of the residents and the schools to be educated. He believed there were schools near light rail in the rest of the system, and Metro and TriMet would do an analysis.

Mr. Swanson added six weeks were being separated from the whole SDEIS process. There would be a report in February with something hopefully to adopt in July 2008. The six-week process was not going to design the alignment or the mitigation on the existing alignment. It would look at the feasibility of including an alternate alignment that would go through the same extensive process as the others. Mitigation would be considered in the detailed study, but it was not part of the six-week process. The two processes were separate, and whatever alignments went into the SDEIS would be looked at in detail with mitigation being a part of that. The six weeks was to get a sense of whether or not there was a good enough reason to include an alternate alignment within that study.

Ms. Wasko said the question from the last meeting that was not answered was what would happen between now and the end of the process when decisions were reached. She wanted to know in a transparent way what the process would be so she and others could follow it on the website.

Mayor Bernard replied there was South Corridor Steering Committee meeting and background information on the Metro website.

- **Michael Hitchcock, Oak Grove**

Mr. Hitchcock had four boys attending the Portland Waldorf School (PWS), and the youngest was five years old. He was concerned about light rail coming right next to the school. He attended one of the meetings at the School, and a TriMet representative talked about Lincoln High School and one other school that the line went really close to. He felt this was a different situation in that there were a lot of very young children. Their playground was by the heavy rail track. In the other examples they gave the line was further away from the school. It was close but not that close. His input was to add the possibility of the alternative alignment to the SDEIS. He knew McLoughlin Boulevard had been discussed. He appreciated this was the 11th hour and a huge amount of work had already been done. He was curious about the thought process during the discussion about going along Hwy 224 for some stretch.

Mr. Asher said background information was available on Metro's website.

- **Ed Parecki, Milwaukie business owner**

Mr. Parecki thanked Mayor Bernard for the opportunity to consider other alternatives. That was a big move in the right direction to at least consider something different. He submitted a petition to the Committee at yesterday's meeting that included over 200 signatures of people wanting an alternative considered. Those signatures were accumulated in less than one week. There was a strong push from the community to see something else than what was being considered. Were any of the impacts to the school and church considered when the existing alternative was considered as the locally preferred alternative (LPA)? He was not sure if it was, and there seemed to be a

lot of concern about the truck impact and the waterfront impact and he had not heard anyone consider the impact to the church, the school, the playgrounds, and the neighborhoods. He wanted to make sure those impacts were considered if that rail alignment happened to be the only alignment being considered.

There was a similarity between the Town Center decision-making and the light rail decision-making. He wanted to point it out to see if the Council followed along. There were three very poor choices in the light rail alignment, and Council was asked to chose between them. Unfortunately in 2002 a committee was forced to make a choice between three bad alternatives, and the choice was made. Now we were hearing from TriMet and Metro that we have to live with that choice. A similar thing was happening with the Town Center. There were three relatively poor choices given to the City to choose a development for the Town Center. He remembered watching and hearing a lot of the testimony that no one really jumped at any of those choices, but everyone grew to like the one that was chosen. No one said this was great or this was wonderful or great job. Everyone said, "I'm starting to like it. It's starting to look good. It feels right now." Nobody jumped at one of the choices. He urged the Mayor and Council to think about what they were choosing and to know it was okay to say 'no' and go back to the drawing board to look at other choices and alternatives. He was talking about the Town Center. We did not want to create another Pearl District. It was not right for historic Milwaukie. This was all we were creating if we continued. He understood the memorandum of understanding was being negotiated. We've seen history already with the first project, and we would see it again if we let the next project continue as it was going. He did not want to have to live the results of bad planning or a bad project. Everyone here would live with it. The Council was concerned about the waterfront and light rail impacts. He believed a five-story building on McLoughlin Boulevard would impact the waterfront even more. He asked the Council to consider these things when creating the MOU and know it was okay to say 'no' and bring back the committee and more alternatives and maybe let other developers – he was not one of them, and he did not want to be one – but he thought there was a better way out there. There were better ways to bring back historic Milwaukie to its heyday, to what it could be, and what it used to be. That was what he thought the City would like to see.

Mayor Bernard thanked Mr. Parecki but disagreed with his comments. Most Council members had lived in Milwaukie their entire lives, so the future of the City was very important to him and others.

Mr. Parecki wanted the Council to consider what would happen if it went along with this.

PUBLIC HEARING

A. Motion to Consider Continuation of Amendments to Milwaukie Municipal Code (MMC) Section 19.321.7 and 19.321.3

Mr. Swanson reported one year ago the City Council received a Planning Commission recommendation on some Comprehensive Plan and code amendments. The code amendments had to do with changes to what was then the community service overlay and was now the community service use. Section 19.312.3 defines unpermitted uses as being major utility facilities including wastewater treatment plants, thermal, coal, gas or oil powered generating plants. Section 19.321.7 dealt directly, although not by name, with the Kellogg Treatment Plant and allowed it to remain in use through December 31, 2015. It also stated that operation would cease at the end of December 31, 2015, and continued operation would result in civil penalties. Consideration of both those subsections has been continued since June 2006 and were now being considered at the second City Council meeting of each month in the event things went in the wrong

direction. He did not want anyone to make the mistake of thinking that these were not poised for quick adoption. For the time being, Mr. Swanson recommended continuing both amendments to the second meeting of June. They were still on deck and ready to be adopted. If wastewater issues were not dealt with in a manner the City felt was appropriate, the recommendation would be to adopt both of those subsections.

Mayor Bernard asked if the City was talking with Happy Valley and Damascus about a partnership. He read in *The Oregonian* that Oak Lodge had spent its reserves and was raising its rates.

Mr. Swanson had not approached Oak Lodge but had spoke with Happy Valley. He would bring something to Council in the future.

Councilor Collette asked if Measure 37 would apply to the Kellogg Treatment Plant.

Mr. Swanson did not believe Measure 37 applied to governmental entities.

Mr. Monahan added the new regulations would apply to any change.

Councilor Collette understood there would be changes to the Kellogg Treatment Plant to upgrade and modernize the facility. She would not want them to be exempt.

Mr. Swanson explained the Planning Commission would review a major modification to an existing community service use. He had read the proposal but did not know if it would be considered a major modification. That would be determined in the pre-application process. This was part of the already-adopted community service use ordinance.

Councilor Barnes noted Councilor Stone was on the Site Selection Committee and she was on the regional stakeholder committee. The consensus at the meeting she attended was that this was an economic issue, and she believed the City was getting some traction in decommissioning the Plant.

Mr. Swanson said the two sections spoke to nonconforming uses. Any major modifications would have to come back through the Planning Commission. There was a risk that both would be appealed as the changes in the Comprehensive Plan were appealed and were now languishing at LUBA. If the two subsections were adopted at this meeting, they would both certainly be appealed. He spoke with County Administrator Mantay, and he was comfortable no surprises would be sprung on Milwaukie related to Kellogg Treatment Plant or the future of wastewater treatment.

- **Lisa Batey, Milwaukie**

Ms. Batey had been laboring, not unlike Emily Litella, under a misimpression that part of what the City Council did not enact the first time was the review of major amendments to the community service use. She was concerned that the City had the ability to review any changes in the near term, but those concerns were no longer there. The agenda for the Citizen Advisory Council (CAC) showed the County had identified some modifications for the Kellogg Treatment Plant, and it was not clear how soon that would happen and what it would mean in terms of being a major modification or not.

It was moved by Councilor Stone and seconded by Councilor Collette to continue the matter to June 19, 2007. Motion passed unanimously among the members present. [4:0]

OTHER BUSINESS

A. Public Works Standards – Resolution

Mr. Parkin reported in March he and Paul Shirey reviewed the process for putting the Public Works Standards in place. Milwaukie did not currently have standards, and there were significant advantages using standards in a comprehensive way. He recognized Associate Engineers Jason Rice and Brenda Schleining and Civil Engineers Zach Weigel and George Macgregor who were instrumental in this project.

Mr. Macgregor was in charge of stormwater. The science of stormwater management was constantly evolving and expanding. Part of what made his job challenging was to establish a set of standards that could be communicated to the public and developers on the best practices of building in Milwaukie. Traditionally stormwater was managed by collecting it quickly, putting it in a pipe, and sending it as quickly and as far away as possible. Usually in Milwaukie it went to Johnson Creek, Kellogg Creek, or the Willamette River. Environmental regulations and the costs of building those systems were prohibitive, so it was important to think of other ways to do things. One of the silver bullets that came into being a few years ago was the detention pond where stormwater could be released over time. That worked where there was a lot of open space and new development. The new standards will put the City more on the cutting edge of doing things responsibly. The philosophy shift was not looking at the water coming from the sky as an asset rather than a liability. The department was looking at treating stormwater more on site and as close to the source as possible. So instead of silver bullets with neighborhood detention ponds, this was more like silver BBs. They were thinking about swales and rain gardens and other devices that would collect and treat stormwater on the spot. That would be important in Milwaukie because the City was nearly built out, and it needed to find innovative methods rather than sending water in big pipes to the creeks. Engineers were a pretty conservative bunch and liked to do things that were tried and true with methods and means to attain predictable results. With a new set of standards where more innovative ways can be introduced to manage stormwater this would be a great asset for the City. The department will be able to show people how to do things a little bit better and actually help the development community.

Ms. Schleining was a project manager and project inspector in the field for all public improvements. She frequently worked with Milwaukie residents directly to explain the steps, permits, erosion control, traffic control, street cross sections, and things of that nature. She saw a huge benefit in having these standards to give to the public so people could ask more informed questions. It was important to help citizens understand how to do things the right way. Engineering went to operations first to ask them how they wanted things done. A number of documents were included such as the Downtown Plan and Riverfront Plan. This was a fluid document that would be updated over time.

Mr. Rice said when he came to work for the City of Milwaukie he was frustrated with the lack of standards. He believed this was the perfect answer in that it standardized everything to reduce costs and increase efficiency.

Mr. Weigel did a lot of plan review in his job, and many engineering firms used standards from other cities. Sometimes those standards were no longer used. Staff would spend less time reviewing plans, and the engineering firms would know what was expected even before the plans were submitted.

Councilor Collette appreciated meeting the staff and acknowledged all the work that went into the standards.

Councilor Stone commented she was thrilled to see this document. It was long overdue. It would streamline work in public works and expedite things for the community. Streets and traffic calming were her passion, so she looked at those sections very closely. There was no place yet for neighborhood traffic calming, and she was trying to get Mr. Parkin information from the Traffic Safety Commission because she believed it belonged in this document. It would help to standardize markings for traffic calming and speed bump design. There was a section talking about trees, but nothing was really listed. She suggested when street and sidewalk design was done taking into account the existing trees. She recommended a mission statement that addressed livability and preservation.

Mr. Parkin appreciated Councilor Stone's taking the time to read the document. There were other areas of the code that covered protection of trees in the right-of-way, and staff did not wish to duplicate information covered elsewhere. There may be revisions to the standards once the Transportation System Plan was adopted. Likely most revisions would not come back to Council unless it was something major like a tree ordinance.

It was moved by Councilor Barnes and seconded by Councilor Stone to approve the resolution adopting the Public Works Standards. Motion passed unanimously among the members present [4:0].

RESOLUTION NO. 32-2007

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING PUBLIC WORKS STANDARDS

B. Council Reports

Mayor Bernard commented on the Ledding Library Plant Sale and announced TSP meetings, the Homewood Park Work Party, and the Farmers' Market.

Councilor Collette congratulated new Ardenwald/JC NDA Chair Ronn Palmer, attended the ODDA conference in Astoria, and volunteered at the Plant Sale, Farmers' Market Community Booth, and neighborhood clean-up day. This Saturday was Clackamas Community College's 40th Anniversary Celebration.

Councilor Barnes would attend a Lynn Peterson event.

Councilor Stone attended Clackamas County Coordinating Committee (C4) meeting, neighborhood cleanup, Budget Committee meeting, Riverfront Board, and the Library Plant Sale. She would attend the Citizens Advisory Committee (CAC) meeting, Site Selection Committee meeting, and Springwater Corridor grand opening.

Mayor Bernard attended the Clackamas County Community Congress, Down-to-Earth Day, and the ODDA Conference in Astoria.

Councilor Stone asked for copies of the board and commission bylaws and noted according to the municipal code they were to be reviewed annually with the work plans.

ADJOURNMENT

It was moved by Councilor Barnes and seconded by Councilor Collette to adjourn the meeting. Motion passed unanimously among the members present. [4:0]

Mayor Bernard adjourned the regular session at 8:29 p.m.

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Pat DuVal, Recorder

CITY OF MILWAUKIE
CITY COUNCIL MEETING
JUNE 5, 2007

CALL TO ORDER

Mayor Bernard called the 2007th meeting of the Milwaukie City Council to order at 7:00 p.m. in the City Hall Council Chambers.

Present: Council President Susan Stone and Councilors Deborah Barnes, Carlotta Collette, and Joe Loomis

Staff present: City Manager Mike Swanson,

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

Mayor Bernard announced Planning Commission meetings on June 12 and 14 to hear public comment on the proposed addition of a McLoughlin Boulevard/Main Street alignment to the Supplemental Draft Environmental Impact Study (SDEIS).

National Safety Month Proclamation

Mayor Bernard read a proclamation naming June 2007 as *National Safety Month* and urged all citizens to adopt and maintain safe and healthy practices and behaviors in all aspects of their lives.

CONSENT AGENDA

It was moved by Councilor Barnes and seconded by Councilor Collette to approve the consent agenda that consisted of:

A. City Council Minutes
   1. April 3, 2007 Work Session
   2. April 3, 2007 Regular Session
   3. April 17, 2007 Regular Session

B. OLCC Application, The Tartan & Thistle, 11050 SE 21st Avenue, Change of Ownership

C. Resolution No. 33-2007: A Resolution of the City Council of the City of Milwaukie, Oregon, Approving the Award of Contract for the Reconstruction of City Water Well No. 8, Phase 1 – Well Drilling

Motion passed unanimously. [5:0]

AUDIENCE PARTICIPATION

- **Les Poole, Oak Grove**

Mr. Poole provided a drawing of the Kellogg Lake Neighborhood and made some clarifying statements. It dovetailed a little with parking and little bit with light rail because clearly things would change. He was not someone who was for or against light rail. He was someone trying to do everything he could to preserve that little stretch of

greenery. Property #1 was Dogwood Park, and #2 was a triangular green space piece north of the trestle. The railroad right-of-way was fairly wide. Pieces #3 and #4 were now Kronberg Park. The pieces labeled #5 and #6 were the two pieces purchased from Mr. Poole's family. Piece #7 was wisely purchased from Clackamas County a year or two ago. All of that was City-owned property. The areas he highlighted in green were those he felt were off limits to development of any type. He discussed the piece labeled #5. Originally when the properties were purchased Kellogg Lake Park contained lots #3 and #5. When the issue with the Kronberg deed and donation was discovered the reality was that lots #3 and #4 were hers (Dena Swanson), so her donation did not affect lot #5. He believed lot #5 was still legally part of Kellogg Lake Park, which was a deeded park. He believed that the Council needed to vote or take some kind of action to include piece #5 as part of the contiguous Park and naming it all Kronberg Park and not deleting the name Kellogg Lake. Regardless of what happened with the Lake and the dam, he thought it was an important consideration. If one looked at the map of the neighborhood it was outdated and confusing; no one had made any sense of it. Hopefully as the City dealt with Kronberg Park and the neighborhood it would be advised of what he presented.

Councilor Stone heard Mr. Poole say that piece #7 was open space recently purchased from Clackamas County. Was that the surplus piece that was submerged?

Mr. Poole sad that was correct; it was a little over five acres.

- **Simeon Ward, Milwaukie**

Mr. Ward objected to the $30 late fee on water bills as he felt it was excessive. For example his last bill was $86.07, and he paid $90. It had a rolling balance of $70, which was late fees. The clerk at the front desk informed him that if he did not pay it up current by the 18th his water would be shut off. The money he sent in was not applied to his bill; they just made adjustments on his bill. He agreed with late fees but thought $30 was an excessive amount. He paid his bills, but he was on hard times. He typically was the one who helped people, and now he needed assistance, which he hated. Over the past five years he gave out about $20,000 to assist people in moving and paying their bills.

Mayor Bernard asked the City Manager to look into the matter.

Mr. Ward said the people at the front counter were helpful, and they thought the software might have allocated the payment incorrectly. A $10 late fee would be reasonable.

PUBLIC HEARING

2007 – 2008 Budget Hearing

Mayor Bernard called the public hearing on the 2007 – 2008 Budget and 2008 – 2012 Capital Improvement Plan (CIP) to order at 7:12 p.m.

The purpose of the hearing was to consider resolutions that were required to effect the adoption of the FY 2007 – 2008 Budget and to hear public comment.

Staff Report

Mr. Swanson reported the first was two resolutions regarding state revenue sharing pursuant to Oregon Revised Statutes (ORS) required cities to hold hearings prior to the adoption of their budgets. Those revenues were all included in the general fund. Prior to adoption of the budget he suggested the Council open the hearing to anyone who wished to comment on the distribution of those state shared revenues. The next resolution certified services that the City provided.

Mayor Bernard called for public comments, and there was none.

It was moved by Councilor Collette and seconded by Councilor Barnes to adopt the resolution declaring the City's intent to receive state revenue sharing. Motion passed unanimously. [5:0]

RESOLUTION NO. 34-2007:

A RESOLUTION DECLARING THE CITY OF MILWAUKIE'S ELECTION TO RECEIVE STATE REVENUE SHARING.

Mr. Swanson reported this resolution was a statutory requirement pursuant to ORS 221.760 that the City certify that it provided a certain number of services in order to receive funds.

Mayor Bernard called for public comments, and there was none.

It was moved by Councilor Stone and seconded by Councilor Loomis to adopt the resolution certifying services for state revenue sharing. Motion passed unanimously. [5:0]

RESOLUTION NO. 35-2007:

A RESOLUTION CERTIFYING SERVICES FOR STATE REVENUE SHARING.

Mr. Swanson said the next action requested was adoption of the FY 2007 – 2008 City budget in the amount of $42,567,264, which was a 4% increase over the current fiscal year. The resolution also had the effect of making appropriations and categorizing taxes. This was the culmination of a process that was begun in January 2007 with the preparation and submission of departmental budget requests. The Budget Committee held three hearings. By State statute the Committee consisted of the Mayor, four Councilors, and five citizens. The Budget Committee held hearings on April 9, April 30, and May 7, 2007 at which it received the budget and opened the hearing for public testimony. The Committee passed a proposed budget at the May 7, 2007 hearing. The City Council was considering the Budget Committee's May 7, 2007 budget at this hearing. There were a couple of non-substantive changes that would not require any special action on the Council's part. Fund 880 was created and named the Ethel Folden Fund based on her bequest of $152,210 to the Ledding Library. Between the Budget Committee's May 7, 2007 action and today, the City received another gift in the form of a distribution of insurance proceeds on a life insurance policy on Evelyn Zanon in the amount of $31,862.44. What was now known as the Ethel Folden Fund would be more generically named the Library Endowment Fund. There was one minor error in the legal publication having to do with the $1,000 capital expenditure in the Library budget that was to have come from the Ethel Folden bequest to purchase a bench in her name in Scott Park. He noted that on May 7 that the bench was already installed. The intent was to fund the entire bequest within fund 880, which did not appear in the publication. It was a minor enough error that the Council would not have to take any action because it was taking action on the proposed budget that was enacted by the Budget Committee, which was correct.

Other major points were that there were two revenue sources derived from the property tax. The first was the general government permanent rate of $6.5379 per $1,000 assessed value. When the City of Milwaukie annexed to Clackamas Fire District #1 it committed to reduce the levy of the permanent rate in order to make the annexation a tax neutral event. The permanent rate was reduced annually by the $2.4012 per $1,000 of assessed value, which was the District's permanent rate. Because of a mistake that

did in fact lead to a tax increase the City also calculated the amount City residents paid the prior year for the District's debt service thereby further reducing the levy of the permanent rate. This year the levy of the permanent rate was in the amount of $4.0512 per $1,000 assessed value. The second action was taken because the City made the commitment that the annexation would be tax neutral. During the life of the bonds, which he believed would be retired in 2015, the City would make that second reduction.

The second property tax matter had to do with the amount required each year to fund the payment on the bonds used to construct the Public Safety Building (PSB). The amount being levied this year was $574,079, which was in fact an increase over the past few years. In this current fiscal year the City levied $238,358. About five or six years ago staff noted that the reserve fund within the PSB debt service was excessive. All that was needed in the reserve fund was the next payment. In the past five years the City had actually been reducing its levy to bring down that reserve fund to a reasonable level. It was now down to a point where the City had to be more careful which resulted in an increase in that levy. Those bonds will mature in 2011.

Another significant piece of this budget was the new fund 315 – street surface maintenance that was funded by a combination of gas tax, road user fee, and privilege tax on PGE bills. He stressed the money in this fund was dedicated to street maintenance only. This fund would not incur administrative charges since the employees were within the road fund. Fund 315 would be used exclusively for maintenance in order to pursue a 10-year plan for major work on the City's road infrastructure. The action the City Council took became necessary after waiting years for legislative action. The City found it necessary to preserve the public investment in the streets.

This budget also included photo radar and photo red light enforcement. Both programs were awaiting legislative approval. If they were approved, then the budgetary authority would be used. If they were not approved, the revenue was equal to the projected expenditures, so the effect would be net zero on the budget. There were a number of new positions. Staff had been cut over the years, and the addition of these positions would return the staffing level to where it was 10 years ago. The additional positions were 1 IST analyst, 1 associate planner, .5 FTE in Records and Information Management, and a reorganization in the Library. It also included 1 traffic officer and 5 part-time officers if the photo radar and photo red light programs were approved. There was a .5 position in police support and 1 administrative specialist in public works to help with asset management and the sustainability initiative. Milwaukie was maintaining a responsible budget and had held the commitment of reaching a reasonable contingency of $1 million in the general fund and $500,000 in unappropriated fund balance. He was proud of being able to create a budget that was both conservative but at the same time resulted in a lot of activity. He thanked the Budget Committee members, former Finance Director Stewart Taylor, accountants Judy Serio and Merlin Becker, and staff for living within their budgets.

Public Comment

- **Dave Aschenbrenner, Budget Committee Chair**

Mr. Aschenbrenner expressed his appreciation to Committee members Melissa Arne, Jeremy Ferguson, Mike Miller, and Leslie Schockner. The City was on much more solid ground than it had been in the past. Working on the budget was almost fun because it was easy to understand and people understood the direction the City was headed. He urged the Council to adopt the Financial Policies as recommended by the Budget Review Board. He felt it would make the City's position even more sound. Milwaukie was moving forward and was on firm financial ground with many things to work on. The

recently adopted street surface maintenance program will help the City repair its streets. The goal for the next year will be to work with the new finance director and assist the Council with any tasks it might wish to assign.

Correspondence

None.

There was no further public comment and no questions of clarification from the City Council.

Mayor Bernard closed the public testimony portion of the hearing on the adoption of the Budget for fiscal year 2007 – 2008 and the 2008 – 2012 CIP at 7:34 p.m.

Mayor Bernard commented how much more readable the budget was compared to when he started. He thanked Mr. Swanson for his conservative budgeting policy, and he felt Milwaukie was one of the strongest cities in Oregon. He was pleased the general fund contingency was up to $1 million.

It was moved by Councilor Barnes and seconded Councilor Collette to adopt the resolution adopting the Budget and Capital Improvement Plan, making appropriations, and declaring and categorizing taxes for fiscal year 2007 – 2008. Motion passed unanimously. [5:0]

RESOLUTION NO. 36-2007:

A RESOLUTION ADOPTING THE BUDGET AND CIP, MAKING APPROPRIATIONS, AND DECLARING AND CATEGORIZING TAXES FOR FISCAL YEAR 2007 – 2008

OTHER BUSINESS

A. Adoption of Proposed Financial Policies

Mr. Swanson reported developing the financial policies, a set of written expectations, were a goal of his and Mr. Taylor's for some time. They met with the Budget Review Board to review and amend the drafts before taking it to the full Budget Committee. There were a number of substantive requirements setting targets for contingencies and speaking to debt. If the City were to go out for debt, the rating agencies would look to see if the City had stated policies that were followed. Both the Budget Review Board and the Budget Committee recommended adoption of the Policies.

It was moved by Councilor Loomis and seconded by Councilor Stone to approve the resolution adopting Financial Policies for the City of Milwaukie.

Councilor Stone referred to objective #6 that addressed regular reporting. She noted there was no reference to the frequency.

Mr. Swanson said the reporting was done quarterly, but the first quarter was somewhat meaningless since little had been spent and property taxes did not come in until November. He suggested reviewing these in a work session along with including it with the *Friday Memo*.

Councilor Stone suggested making it clear reporting was done on a quarterly basis.

Motion passed unanimously. [5:0]

RESOLUTION NO. 37-2007:

A RESOLUTION ADOPTING FINANCIAL POLICIES

B. Council Reports

Councilor Loomis attended Oregon Solutions meeting and noted business leaders and public agencies were impressed with the Riverfront Park Plan. A number of permitting agencies attended, so Ms. Herrigel was able to establish some timelines. The North Clackamas Park ballfields were a huge success that added value to the City.

Councilor Stone attended the Riverfront Board meeting as Council liaison. TriMet and Metro provided information about light rail, and they were there to get input from the Riverfront Board about the question regarding light rail testimony from the Waldorf School parents and looking at an alternative alignment on Main and/or McLoughlin Boulevard. She asked if the Parks and Recreation Board (PARB) had been included in the Mayor's letter. Should the Board have been included?

Councilor Barnes thought the Board members could attend any of the scheduled meetings.

Councilor Stone would tour the Vancouver Plant with the Site Selection Steering Committee.

Councilor Collette volunteered at the community booth on the opening day of Farmers' Market. The New Century Players were able to get into the Bertman House, and she understood she was now a board member. She attended the Riverfront Board meeting. Ground was broken today for the Clackamas Community College Harmony Campus expansion. The community was growing in positive ways, and she felt Milwaukie was getting stronger.

Councilor Barnes volunteered at the Farmers' Market community booth with Mr. Aschenbrenner. Most of the people wanted to know when Milwaukie would get light rail service. The Policy Review Committee (PRC) for the Sunnybrook group would meet next week, and the following week the regional wastewater group would meet. Milwaukie High School graduation was this week.

Mr. Swanson would respond to Mr. Ward's issue. Milwaukie Municipal Code 13.04.110(d) provided that the City Council could establish by resolution one or more delinquent fees to be charged on past due accounts. That was important because the annual fee resolution would be before Council at its next meeting, so this discussion was timely.

Mayor Bernard would go to Salem for the Emerging Leaders Conference. About 3,000 people attended the Farmers' Market. The new debit card system that involved issuing wooden nickels was popular. There were more vendors than there were spaces, and Brendan Eiswerth was doing a great job with the vendors. New Seasons gave the Market a $700 grant for the debit machine. He would play in the Chamber golf tournament.

Councilor Stone announced the Ardenwald Secret Garden Tour on June 30.

Councilors Stone and **Collette** would not attend the June 19, 2007 meeting.

ADJOURNMENT

It was moved by Councilor Collette and seconded by Councilor Barnes to adjourn the meeting. Motion passed unanimously. [5:0]

Mayor Bernard adjourned the regular session at 7:56 p.m.

_____

Pat DuVal, Recorder

Milwaukie Police Department

To: Mayor Bernard and Milwaukie City Council

Through: Mike Swanson, City Manager

From: Larry R. Kanzler, Chief of Police

Date: June 20, 2007

Subject: **O.L.C.C. Application – Hong Kong '97 - 6128 SE King Road**

Action Requested:

It is respectfully requested the Council approve the O.L.C.C. Application To Obtain A Liquor License from Hong Kong '97 – 6128 SE King Road.

Background:

We have conducted a background investigation and find no reason to deny the request for liquor license.

TO: **MAYOR AND CITY COUNCIL**

FROM: **MIKE SWANSON, CITY MANAGER**

DATE: **JUNE 21, 2007**

RE: **ORDINANCE AMENDING SECTION 13.04.050(A), MILWAUKIE MUNICIPAL CODE BY DELETING THE AREA TO BE INSPECTED AND TESTED AND THE REQUIREMENT THAT NEW METER INSTALLATION BE INSPECTED BY THE CLACKAMAS COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES**

REQUESTED ACTION

The action requested is adoption of the proposed ordinance, which amends MMC Section 13.04.050 by eliminating the last two sentences defining the area to be inspected and tested and requiring that the "Clackamas county department of environmental services shall inspect the plumbing."

BACKGROUND

MMC Section 13.04.050 (copy attached) outlines certain steps in applying for a new connection to the City's water service. Among the requirements are those set forth in the last two sentences of the Section: "City will inspect and test private service from the city meter to a point approximately five (5) feet outside the building foundation. Clackamas county department of environmental services shall inspect plumbing."

The area to be inspected and tested is defined in the Uniform Building Code and need not be defined in this section.

In past years the City contracted with other local governments for its building inspection services. Thus, it was reasonable to call for a plumbing inspection by the County's Building Department. In fact, due to the specialized nature of electrical inspections, the City still contracts with Clackamas County to provide that service.

However, City staff is certified to conduct plumbing inspections, and, therefore, there is no need to specify that the service be provided by any other entity. Thus, the recommendation is to eliminate the requirement that the inspection be performed by Clackamas County when a new connection and new meter is installed. In addition, the Building Code already requires this inspection, and, therefore, there is no need to leave the provision without specifying the service provider.

FISCAL IMPACT

The City's building inspection staff has been performing these inspections, and, therefore, there is no impact projected.

CONCURRENCE

The City Manager and Tom Larsen, the City's Building Official, concur in recommending this action.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON AMENDING MILWAUKIE MUNICIPAL CODE SECTION 13.04.050(A) BY DELETING THE LAST TWO SENTENCES DEFINING THE AREA TO BE TESTED AND REQUIRING A PLUMBING INSPECTION BY THE CLACKAMAS COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES

WHEREAS, Milwaukie Municipal Code Section 13.04.050—Connection to City Service—Meter installation sets forth certain requirements with respect to a new connection to the City's water service; and

WHEREAS, the said requirements include the following: "City will inspect and test private service from the city meter to a point approximately five (5) feet outside the building foundation. Clackamas county department of environmental services shall inspect plumbing;" and

WHEREAS, the Uniform Building Code defines the area to be inspected and tested; and

WHEREAS, the City's Building Inspector is certified to perform plumbing inspections; and

WHEREAS, any requirement that the inspection be performed by any other entity is no longer necessary.

NOW, THEREFORE, THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Milwaukie Municipal Code Section 13.04.050(A) is amended by deletion of the final two sentence to read as follows: Whenever an application has been accepted by the director, the director shall, with reasonable diligence, install the meter and/or city service. The city shall make a charge for connections as determined by resolution of the city council. Applicant is required to install private service and make proper connection to city meter.

Read for the first time on July 3, 2007 and moved to a second reading by a _____ vote of the City Council.

Read the second time and adopted by the City Council on _____.

Signed by the Mayor on _____.

_____
Jim Bernard, Mayor

ATTEST:

APPROVED AS TO FORM:
Ramis, Crew, & Corrigan, LLP

_____
Pat DuVal, City Recorder

_____
City Attorney

13.04.050 Connection to city service—Meter installation.

Whenever an application has been accepted by the director, the director shall, with reasonable diligence, install the meter and/or city service. The city shall make a charge for connections as determined by resolution of the city council. Applicant is required to install private service and make proper connection to city meter. City will inspect and test private service from the city meter to a point approximately five feet outside building foundation. Clackamas county department of environmental services shall inspect plumbing.

B. For conversion of temporary service to permanent service, see Section 13.04.060 of this chapter. (Ord. 1496 § 1, 1981: Ord. 1418 §§ 2.3—2.4, 1978)

To: Mayor and City Council

Through: Mike Swanson, City Manager

From: Kenny Asher, Community Development & Public Works Director
Katie Mangle, Planning Director

Subject: Community Response to the Possible SDEIS Inclusion of a McLoughlin and/or Main Street Light Rail Alignment Option

Date: June 20, 2007 for July 3 Regular Session

Summary

On May 14, 2007, the South Corridor Phase II Steering Committee selected three potential light rail alignments through Milwaukie for study in the upcoming Supplemental Draft Environmental Impact Study (SDEIS). A Refinement Report was published by Metro outlining the alignment and station possibilities for Milwaukie, but each used the Tillamook Branch railroad right-of-way for the segment serving downtown Milwaukie.

Since 2001, the only alignment contemplated for downtown Milwaukie (south of Highway 224) has been the Tillamook Branch railroad right-of-way. This alignment was the result of extensive community discussions and consensus-building in 2001-2004. Use of the Tillamook Branch alignment within this segment was approved City Council by resolution in 2003 and 2004. Staff learned in April 2007, however, that many people (especially those affiliated with the Portland Waldorf School whose property abuts the Tillamook Branch), were unhappy with the alignment and interested in studying another option for this segment of the alignment.

In early and mid June of 2007, project staff conducted several community meetings in response to the Mayor's request for more information regarding the possible inclusion of McLoughlin and/or Main Street alignment in the SDEIS.

Specifically, the meetings were held in response to the Mayor's May 14 letter to the South Corridor Policy Steering Committee that requested time for Milwaukie to explore the idea more completely (see attachment 1). The Mayor identified four groups with a special interest in Main Street and McLoughlin: the Riverfront Board, the downtown business community, the North Industrial Business community and the Planning

Commission. These four groups were asked for their views on including a McLoughlin and/or Main Street alignment in the upcoming study. The Planning Commission was singled out as the place where schools, neighborhoods and citizens could contribute opinions.

This staff report summarizes these community meetings. The first section focuses on the Planning Commission meetings (held on two nights and referred to as a "Public Forum"). The second section summarizes the Riverfront Board meeting. The third section summarizes the downtown business meeting and the fourth section summarizes the North Industrial business meeting.

At each of these meetings, TriMet staff made a presentation identifying possible new alignments on McLoughlin and/or Main Street, along with the many considerations that would be factored into the construction of such alignments (attachment 2).

Planning Commission Summary (Public Forum)

On June 12th and 14th 2007, Planning Commissioners participated in a Public Forum to consider questions posed by Mayor Bernard regarding the potential to add a fourth alignment to the South Corridor Phase II SDEIS study. Six commissioners participated; one commissioner recused himself. At the end of the Public Forum the Planning Commissioners stated their answers to the two questions posed by Mayor Bernard:

Question 1. Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study?

No – 2
Yes – 2
Don't Know- 2

Question 2. Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

No - 1
Yes – 5 (Of the five, three stated that a McLoughlin alignment did not have merit, and two stated that both could have merit.)

Background

On May 14th, in response to concerns recently raised about potential impacts in this segment of the alignment, Mayor Bernard asked the South Corridor Phase II Steering Committee to allow the Milwaukie community to consider adding a fourth alignment to the study, one that would use McLoughlin and / or Main Street through downtown.

Mayor Bernard asked the Planning Commission to host a Public Forum to consider this issue, and to make recommendations on the following questions:

1. Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study?

2. Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

The Public Forum was be structured, with the guidance of the City Attorney, to provide an open process for consideration of Mayor Bernard's questions. Although it was convened by the Planning Commission, it was not a formal hearing and was held under slightly different rules than most Planning Commission meetings. The meeting rules established by the commission can be found in the staff report for the June 12th meeting (see Attachment 1). Additional clarification about the Commission's role in advising City Council on matters other than land use decisions can be found in Attachment 2.

Summary of Public Participation

- Approximately 80 people attended the meeting on June 12th and 50 people attended on June 14th.
- Approximately 50 people gave verbal comment to the Commission. See Attachment 3 for a transcription of the meeting.
- Approximately 40 people submitted written comment, including two petitions. See Attachment 4 for a compilation of all written comments received by the Planning Department between June 6th and June 15th.

People who commented in support of including a fourth alignment in the SDEIS study cited reasons that include the following:

- Noise and safety impacts to the schools.
- Distance from the proposed station to downtown.
- A better design is possible.
- Options are good to have – the City won't know which is better if options aren't studied.
- An alignment closer to downtown would benefit downtown redevelopment.
- There is a one-time opportunity to get it right before constructing a long-term facility.

People who commented against including a fourth alignment in the SDEIS study cited reasons that include the following:

- Traffic impacts to McLoughlin Blvd. and in the North Industrial area.
- Reduces parking on Main Street.
- "Un-doing" recently completed improvements to McLoughlin Blvd.
- Reversing years of progress on the plans for downtown and the riverfront.
- Mitigation can help address impacts to the schools.
- Impacts to business and economic development in downtown.
- Environmental impacts to the creeks.

- Impacts to Riverfront Park.

Summary of Commissioners' Recommendations: After listening to a cumulative three and-a-half hours of public comment, the Commission deliberated on the Mayor's two questions and voted on how to answer them. The following summarizes the statements and votes made by each commissioner.

Question 1. Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study?

- Commissioner Paulette Qutub: Yes.
  There is a majority of support for including another alignment in the study.

- Commissioner Theresa Bresaw: No.
  For the larger community, the answer is no. For the people who testified, the answer is yes. If it can be done without delay to the project, go for it.

- Commissioner Dick Newman: Yes.
  Tuesday's forum wasn't a representative cross-section, but Thursday was better. What does it mean to have a "cross-section?" The petition submitted adds weight. It's significant.

- Commissioner Lisa Batey: Don't know.
  She thought the downtown alignment had been studied, and asked for information on the history and reasons why a downtown alignment wasn't studied, but didn't have the answers. She was concerned that adding a fourth alignment will delay things, and doesn't want to see delay. She fears that the anti-light rail crowd is taking advantage of the Waldorf community's concerns, and hopes that those who say now that they support light rail (just not on the Tillamook branch), will support the alignment that is ultimately chosen. The letter submitted from Stephan and Lisa Lashbrook may better reflect the pulse of the community. The previous processes, and all of the people who participated then, has to be considered.

- Commissioner Charmaine Coleman: Don't know.
  There is a difference between "I don't like this" and "I want another thing to happen." When considering the cross-section, she looked for citizens who don't live on the alignment. In her tally, of the people who didn't live next to the alignment, 7 people said the City should study the Main Street alignment, 3 said don't; 7 people adamantly opposed a McLoughlin alignment, 6 people expressed support; 6 people said they supported the Tillamook alignment, 1 was against. Most people who testified seemed to just want the light rail to go away from their home or school. People who live elsewhere are split. In general, people are excited about light rail, and momentum is important. Was

there a large portion? No. Was there a significant portion? Yes. Not enough information to answer "yes" to the question.

- Chair Jeff Klein: No.
  Emotions about a project or a place bring people out. He is concerned that a similar pattern is emerging with the Logus Road project in the Lewelling neighborhood – people don't participate, then after years of struggling to get funding for a project now people come out of the woodwork to protest. Doesn't believe there is a cross-section. No.

Question 2. Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

- Commissioner Theresa Bresaw: No.
  In 30 years anything is possible, but in the near future, no.

- Commissioner Dick Newman: Yes.
  Mark Gamba's ideas were good. Why would a Main Street option damage development? Light rail on Main Street would help address lack of parking. His travels show that light rail is important for urban revitalization. The process has gone on for a long time. If options are studied the professionals can determine which is best.

- Commissioner Lisa Batey: No to a McLoughlin alignment. Yes to a Downtown (Main St. or 21st) alignment.
  Catherine Brinkman made good points. Light rail could be beneficial for downtown, and the downtown streets option warrants more study. The ODOT issues for a McLoughlin alignment would be insurmountable.

- Commissioner Charmaine Coleman: No to a McLoughlin alignment. Yes to a Downtown (Main St. or 21st) alignment.
  Feels strongly that the city shouldn't choose something just because people will hate it less. Only two people actually wanted it on McLoughlin, stating that it would either consolidate transportation facilities or that there would be a good view for the riders. She doesn't want to cut off downtown from the river. A Main Street alignment presents its own problems, but it could be possible to enrich downtown. There are positives to the Tillamook line, such as more ridership. A McLoughlin alignment would be harm-avoidant, and it fouls up the park plans. Some people say why not study more? But there is enough preliminary information to show that some options, such as McLoughlin, are bad. But Main Street, at the conceptual level, could be good for downtown.

- Commissioner Paulette Qutub: No to a McLoughlin alignment. Yes to a Downtown (Main St. or 21st) alignment.
  A downtown alignment could have merit.

- Chair Jeff Klein: Yes.
  He heard a lot of comments about TriMet's intent, but the current process shows how much TriMet is allowing the city to determine its own course. His fear is that inaction will lead to a future lack of influence. Brendan Eisworth's comments were well-put – is the Tillamook branch the best option? Maybe, maybe not. We don't know. He is voting yes, but is concerned that this will undo past work. Believes it could be good on Main Street, but strongly believes it would not be good to go on McLoughlin. The City has options to the north of Hwy 224, it should have options south of Hwy 224 as well. Thanks for the opportunity to have this discussion. Someone will have to make a tough decision in 14 months. With further study the best option will rise to the top.

Riverfront Board Summary

The Riverfront Board met on June 4 with all seven members present, along with Board staff, Metro and TriMet staff, two city councilors and 30-40 visitors. Staff presented background on the light rail project's history, along with the alignments currently under study. TriMet staff presented options that TriMet light rail designers assembled in response to the Mayor's May 14 request (attachment 3).

Riverfront Board members expressed concern about light rail on McLoughlin, indicating that ODOT would certainly seek to protect its highway standards. Other members asked about intersection impacts, alternate alignments (e.g. eastside, Main/21st couplet) and impacts the Riverfront Park property. The board reiterated that its mission is to reconnect downtown to the riverfront.

The committee then opened its meeting for audience members to speak. Eight people spoke, all in favor of adding the alignment.

The committee then passed a motion by a vote of 6-1 to recommend against including a Main and/or McLoughlin alignment in the SDEIS based on the potential impact on Riverfront Park.

Downtown Business Meeting Summary

City of Milwaukie, Metro and TriMet project staff presented the same Main and/or McLoughlin alignment option presentation to a group of downtown businesses and other interested parties on June 5, 2007. The downtown businesses had been invited to the meeting in a letter that was sent the previous week to every business in the downtown Milwaukie core. Approximately 15 people attended the meeting, most representing a downtown business or business interest.

Questions from this group focused on possible displacements (property takings envisioned under the studied Main and/or McLoughlin alignment), single vs. double track, station locations and the study process. The meeting was conducted as a general question and answer session (refer to attachment 7). There were no formal positions taken by the attendees, who clearly represented a variety of interests and concerns.

North Industrial Business Meeting Summary

City of Milwaukie, Metro and TriMet project staff presented the Main and/or McLoughlin alignment option with a focus on alignment issues north of highway 224 to a group of 11 people on June 5, 2007. Of the eleven, five represented businesses located in the North Industrial area. The North Industrial businesses had been invited to the meeting in an email that was sent the previous week to every business in the district.

Much of the question and answer dialogue that followed the presentation focused on Waldorf School issues and ideas (several people from the Waldorf School attended both business meetings). Toward the close of the meeting, the North Industrial representatives questioned how the Main and/or McLoughlin alignment ideas would impact the railroad spurs off the Tillamook Branch east of the district. The businesses were uniformly concerned that these spurs not be harmed, under any alignment. One large business representative commented that the possible new alignment wouldn't increase the probability of using the Tillamook Branch for light rail in the North Industrial District, which the businesses in the district strongly prefer. There were no formal positions taken by the attendees.

Attachments

1. Letter from Mayor Bernard dated May 14, 2007
2. TriMet 11x17 Presentation – not included in packet available for review at city locations only
3. Staff Report to Planning Commission for 6/12/07 forum
4. Memo from Bill Monahan
5. June 4, 2007 Riverfront Board Meeting notes
6. June 5, 2007 North Industrial Business Briefing Meeting notes
7. June 5, 2007 Downtown Business Briefing Meeting notes
8. June 12, 2007 Milwaukie Planning Commission Forum meeting notes
9. June 14, 2007 Milwaukie Planning Commission Forum meeting notes
10. Comments submitted to Milwaukie Planning Commission in first amended packet

10.a Comments submitted to Milwaukie Planning Commission in second amended packet

10.b Comments submitted to Milwaukie Planning Commission in third amended packet

10.c Comments received at 6/12/07 Planning Commission meeting

10.d Comments received at 6/14/07 Planning Commission meeting

10.e Comments received via e-mail after 6/14/07 deadline for PC forum
10.f Petition to consider alternate alignment for light rail in Milwaukie received on 6/14/07.

Attachment 1

CITY OF MILWAUKIE

Date: May 15, 2007

To: Councilors, Commissioners & Community Members

From: Mayor Jim Bernard

Re: May 14 Amendment to the South Corridor Phase II Refinement Report

As Milwaukie's representative to the South Corridor Steering Committee (the group of elected officials overseeing the Portland-Milwaukie light rail project), I wanted to inform you of the committee's actions yesterday concerning the study of possible light rail alignments through Milwaukie.

We are about to embark on a yearlong study to choose a new "locally preferred alternative" for locating light rail between Portland and Milwaukie. The committee voted unanimously to conduct detailed studies on three possible alignments, which are shown on the diagram at the end of this memo.

Due to recent expressions of concern in Milwaukie, I have asked for additional time for our community to consider a fourth possible alignment – one that would use McLoughlin and/or Main Street and avoid using the Tillamook Branch railroad alignment south of highway 224. The committee granted this request, providing us until the next Steering Committee meeting to decide on whether this option has broad-based support in Milwaukie.

Please read the attached statement for a complete description of my position on this matter. I would like to thank all of you, in advance, as we seek to hear more voices and ideas about the future light rail alignment in Milwaukie.



May 14, 2007

Chair Newman and Fellow Members of the South Corridor Phase II Steering Committee:

I support the Portland-Milwaukie light rail project and have since I was first elected Mayor in 2001. I have successfully run for Mayor two times supporting light rail, and I believe without question that the majority of our citizens support light rail as well.

I also support the recommendations in the Refinement Report, which envision studying three alignment options in Milwaukie, all of which utilize the Tillamook Branch railroad right-of-way for the "downtown segment" south of Highway 224.

Using this portion of the Tillamook Branch for light rail has been a part of Milwaukie planning discussions for at least six years, and this option has repeatedly risen to the top among alternatives. It was openly approved by City Council first in 2003, when we formally endorsed the Locally Preferred Alternative (LPA). Council endorsed the idea again in 2004, as the culmination of a 14-month Working Group process that was conducted to study alternatives to the LPA. In that action, the community and Council repeated the intention to use this portion of the Tillamook Branch for light rail.

While I appreciate that it can be difficult to follow these long processes, and that some in Milwaukie may be new to this project, this is not a new idea sprung on our citizens, schools, or businesses.

More importantly, I believe in using the Tillamook Branch for this part of the alignment because it is the represents the most consensus Milwaukie has ever achieved about locating light rail to serve downtown Milwaukie. It represents thousands of hours of citizen, volunteer, staff and council time talking, and frankly, arguing about what's best for the city. Consensus is sometimes difficult to achieve in Milwaukie, but we have come a long way on this issue. In light of the time and resources invested by our citizens and

regional partners, I am not anxious to undo the hard work and substantial progress made over so many years.

At the same time, I am concerned at the recent expressions of concern about this alignment. Like everyone else, I don't want a project that will hurt our schools, or our neighborhoods, or our downtown. Without detailed information, I can see how teachers and parents might worry about the impact MAX will have on schools. I know that this project, once designed, will make safety the first priority. TriMet has done that everywhere else and I expect the same for Milwaukie.

Several people have suggested that a new alignment on McLoughlin and/or Main Street be added to the SDEIS study. The suggestion has raised several concerns for me. As we have not started the study yet, I'm not sure if most or all of the Tillamook Branch concerns couldn't be resolved through design, information and education. I wonder if a new alignment, introduced at this late stage, would raise as many issues as it would address. I'm not sure if others would view this as a step backward, or a failure to keep commitments. Finally, I'm not sure if this alternative is technically feasible at all. I do know that in the past, impacts to parkland, parking and downtown commerce caused these ideas to be rejected as infeasible.

Even so, and despite this unease, I want to be fair to our citizens who have expressed their concerns. I would therefore propose that Milwaukie be given until the next Steering Committee meeting to more fully examine this idea. I recognize the project needs to move forward, but this is a very important issue for our community and a little more time would help us a great deal.

To gather this information, I am asking four groups – those whose interests would be directly impacted by this proposed alternative – to provide me with input. These four groups are the Riverfront Board, the North Industrial business district, our downtown businesses, and the Planning Commission, which is responsible for advising on the city's future development, commenting on regional issues, and recommending on the city's economic needs. I am asking the Commission to conduct this discussion at its first meeting in June, with time for public comment, so our citizens can be included in the process.

I would hope that our Neighborhood District Associations and the three schools in this segment – Portland Waldorf, St. John's, and Milwaukie High School – would express their views to the Planning Commission as well.

Finally, I am asking that Metro and TriMet support Milwaukie by making information and staff available to these groups so the feasibility and potential impacts of a McLoughlin and/or Main Street alignment can be better understood by all.

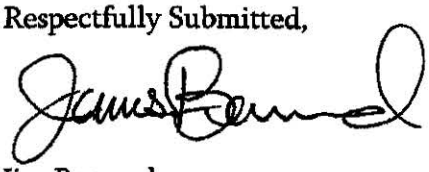
I'd like to emphasize to the committee and our community that I am only seeking input on including a McLoughlin and/or Main Street alignment in the SDEIS study.

If it appears from all this input that inclusion of a McLoughlin and/or Main Street alignment will increase community consensus about the future alignment of light rail in Milwaukie, then I will ask for a special meeting of the council to endorse the idea.

If, however, a large cross-section of our community does not rally around and support this option, I will ask this Steering Committee to proceed with the three alignments presented in the Refinement Report.

Thank you for considering this proposal.

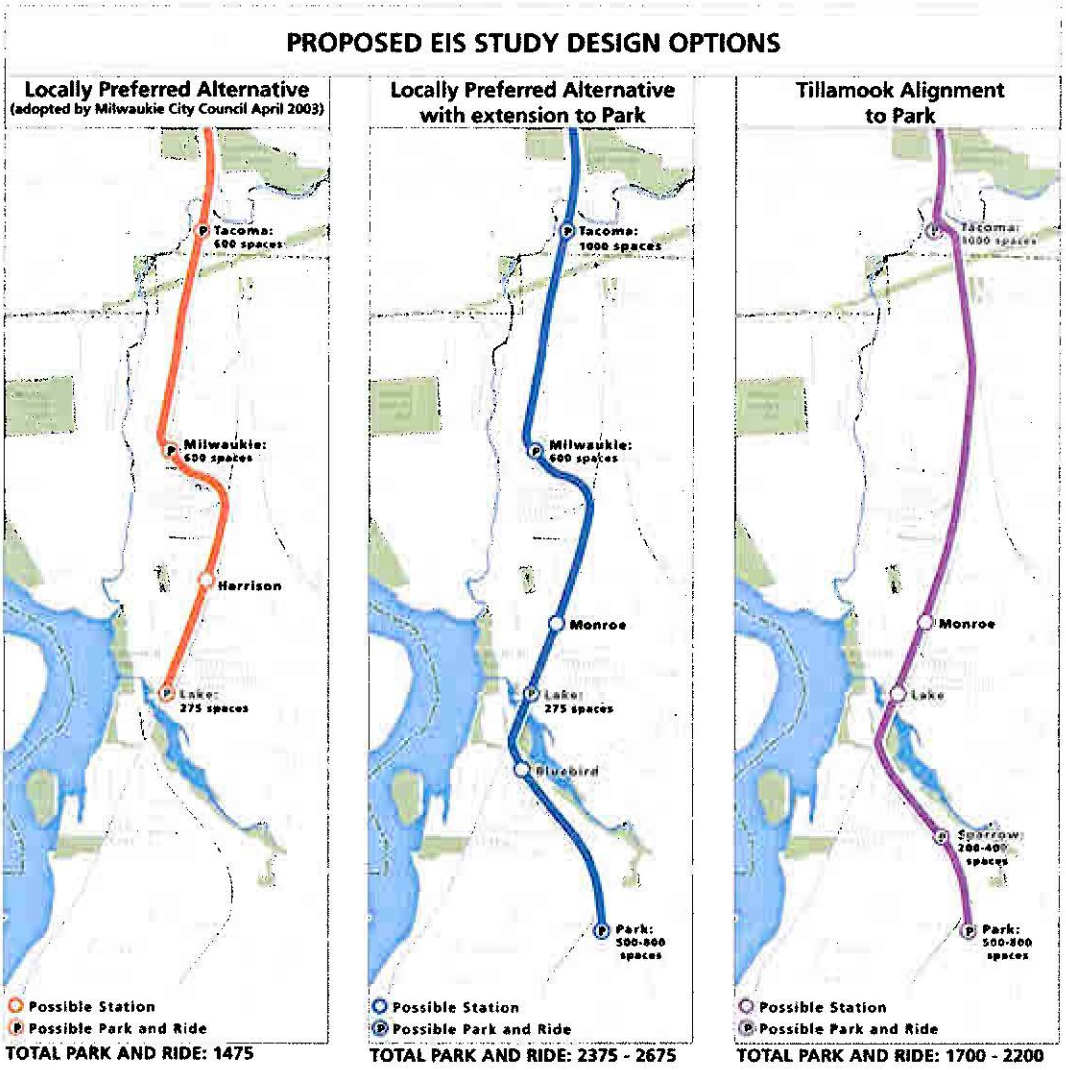
Respectfully Submitted,



Jim Bernard
Mayor of Milwaukie

Cc: Members of the South Corridor Phase II Steering Committee, Milwaukie City Council, Milwaukie Planning Commission, Milwaukie Neighborhood Chairs, Portland Waldorf School, St. John's Church, Milwaukie High School, City Manager and Department Heads

Figure 6. Milwaukie segment proposed design options.



Attachment 3

CITY OF MILWAUKIE

To: **Planning Commission**

From: **Katie Mangle, Planning Director**

Date: **June 3rd, 2007 for June 12th 2007 Meeting**

Subject: **Public Forum on SDEIS Light Rail Alignments**

Action Requested

Make a recommendation to Mayor Bernard and City Council regarding community support for, and the merit of, adding a McLoughlin and/or Main Street alignment to the upcoming South Corridor Phase 2 SDEIS light rail study.

Project Description

The South Corridor Phase II Steering Committee has selected three potential light rail alignments through Milwaukie for study in the upcoming Supplemental Draft Environmental Impact Study (SDEIS). The Refinement Report outlines the alignment and station options that the Committee selected for study in the SDEIS on May 14th, 2007 (see Attachment 1). Since 2001, the only alignment contemplated for downtown Milwaukie (south of Highway 224) has been the Tillamook Branch railroad right-of-way. This alignment was the result of extensive community discussions and consensus-building. Use of the Tillamook Branch alignment within this segment was approved by City Council in 2003, and endorsed again in 2004.

On May 14th, in response to concerns recently raised about potential impacts of this alignment, Mayor Bernard asked the Steering Committee to allow the Milwaukie community to consider adding a fourth alignment to the study, one that would use McLoughlin and or Main Street through downtown (see Attachments 2 and 3).

Mayor Bernard has asked the Planning Commission to host a Public Forum to consider this issue, and to make recommendations on the following questions:

1. **Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study?** (With this question, Mayor Bernard is asking the Planning Commission to take the pulse of the community and assess whether this action will help achieve consensus about the future alignment in Milwaukie.)

2. **Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?**

(With this question, Mayor Bernard is asking the Commission for policy advice regarding the new alignment.)

The Public Forum will be structured to provide an open process for consideration of Mayor Bernard's questions. Although it is convened by the Planning Commission, it is not a formal hearing and will is held under slightly different rules than most Planning Commission meetings. The Commission has established the following rules for the Forum:

1. **The Planning Commission will meet in the Council Chambers at City Hall at** 6 pm and conclude by 10 pm. A live video feed will be televised in the adjacent conference room to accommodate overflow seating. Three seats will be reserved in the front row of the council chambers to accommodate speakers.

2. **After a staff presentation on the alignments, the commission will allow for public comment.**

3. **Chair Klein will manage the public comment process.** His job will be to run the meeting effectively, invite comments (not to answer questions), and to chair the Commission discussion at the end of the public comments. The Chair will remind the public that the most effective testimony will be that which deals directly with one or both of the questions. He will ask each speaker to state their name, address, and if they are speaking on behalf of a group.

4. **Planning Commissioners will review written material (e.g., petitions and letters) if it is received by City staff by June 7th.** Staff will scan and distribute copies to the Commissioners as material is received. Written comments will be posted on the Planning Commission webpage as an addendum to the E-packet.

5. **Public comment will be taken on a first come, first served basis.** Chair Klein will announce the next speaker and ask the two following speakers to get ready.

6. **Participants will be asked to sign in and also fill out a yellow comment form.** Staff will greet attendees as they arrive, and help make sure those who want to speak sign in and pick up a comment form. These forms will be the same as those commonly used at Planning Commission meetings, except it will *not* ask the speaker to state their position as Pro, Con or Neutral.

7. **Each participant will have five minutes to speak.** The Commissioners will only ask clarifying questions once the speaker is finished, and only within the five minute allowance. Brevity is encouraged.

8. **Participants will be asked to address one or both of the questions,** and to refrain from using the limited time available at the Forum for testifying about other tangential matters.

9. **If public comment has not concluded by 9pm on June 12th, the Commission will continue the Forum to Thursday June 14th.** At the close of the public comment period, the Planning Commission will discuss what it has heard and formulate recommendations based on the two questions. People who do not get to speak, but who wish to do so, may submit written comment on the yellow

comment card. Commissioners will be provided with an opportunity to review these submittals prior to making recommendations.

10. **The Planning Director will summarize the Commissioners' statements and votes in a report to Mayor Bernard and City Council.** This report will include a summary of the public comments, a list of all participants who spoke at the forum, and any written materials submitted.

11. **The meeting will be videotaped.** Minutes will be prepared within two weeks of the meeting, and published following Planning Commission approval.

Attachments

1. *South Corridor Phase II Portland to Milwaukie LRT Corridor Refinement Report,* which was presented to the Steering Committee on May14th, 2007. This report outlines the alignments approved by the Committee for further study.
2. May 15, 2007 Letter from Mayor Bernard to City Councilors, Commissioners, and Community Members
3. May 14, 2007 Letter from Mayor Bernard to the South Corridor Phase II Steering Committee.

Attachment 4

RAMIS
CREW
CORRIGAN, LLP
Attorneys At Law

1727 NW Hoyt Street
Portland, Oregon 97209
(503) 222-4402
Fax: (503) 243-2944

MEMORANDUM

TO: Milwaukie Planning Commission Members

FROM: Bill Monahan

DATE: June 1, 2007

RE: Public Forum on SDEIS Light Rail Alignment

On June 12, 2007, the Planning Commission will open the Public Forum to discuss options for the Light Rail Alignment. I would like to provide you with some preliminary information about the Forum that may assist the Commission to move quickly into the public comment portion of the meeting.

During the staff presentation I will brief the Commission on a couple issues. One issue is the appropriateness of individual Commissioner participation in the Forum. First, I will emphasize that the Forum is not a land use proceeding conducted like a legislative or quasi-judicial matter. However, the distinction may not be clear to all members of the public as the Commission will be meeting to take public comment on a major community issue. Therefore, after making a brief overview, I will ask Commissioners to comment whether they feel they can take part in the Forum in an unbiased manner and with an open mind to be able to take part in a discussion to formulate the Commission's responses to the two questions posed by the Mayor.

In order that the staff may best prepare for the Forum, and so that you personally can prepare for your role in the Forum, it would be helpful for me to know 1) whether your plan to participate as a Planning Commission member in the June 12 and 14 Forums; or 2) that you plan to make a statement and then recuse yourself from the Forum. At this point, it is my understanding that Commissioner Churchill plans to recuse himself and Commissioner Newman will not be present at either Forums.

Please send me an e-mail at billm@rcclawyers.com by 5 p.m. on Tuesday, June 5, 2007 advising:

1) whether you plan to participate as a planning commission member at the Forums of June 12 and 14, or

2) whether you plan to recuse yourself at the June 12 Forum; and if so, what do you plan to state as your reasons?

Each member of the Planning Commission will have an opportunity to make a statement about their ability to be open minded on the question. You may wish to begin formulating your comments in advance of the meeting. If you have any questions, please call me at 503.222.4402.

Thank you for your input.

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Attachment 5

June 4, 2007
Meeting of the Riverfront Board
Draft Minutes

Members Present: Seagler, Wall, Green, Stacey, Martin, St.Clair, Klein
Guests: Councilors Stone and Collette and 30-40 visitors
Bridget Wieghart, Metro and Sean Batty, Tri Met

Minutes:
Martin motioned to approve the minutes from the May 8 meeting. Stacey seconded and motion passed 4-0-2 (two abstaining and St Clair not present when vote taken.)

South Corridor Phase II Alignment Discussion

Herrigel began by summarizing the meetings held in the City to date on the South Corridor Phase II. She noted that during and between the Open House and the three segment meetings, City staff and Council have received requests from members of the Waldorf School, Historic Milwaukie NDA, Lake Rd NDA and other schools in the downtown area that the project team consider an additional alignment in the SDEIS, which would go along McLoughin and/or Main Street. The three alignments currently approved for evaluation in the SDEIS travel along the Tillamook rail line through the downtown area. As a result of these requests, the Mayor has asked for four groups to weigh in on whether this fourth alignment should be taken into the SDEIS. These groups include the Riverfront Board, the Planning Commission, the Downtown Businesses, and the North Industrial Businesses. She said that tonight's discussion was to focus on whether that fourth alignment should be included in the SDEIS so that the Board could deliver a recommendation to the Mayor on this question.

Green acknowledged that there was a large audience and asked the Board how they felt the audience might participate at the meeting. Klein suggested that the Board hear the presentation, have some discussion, ask questions and then hear from the guests afterward. Green said he concurred with this approach and suggested that questions or comments from the audience, specific to the presentation, be taken after the Board had had a chance to ask questions. All Board members agreed to this approach.

Bridget Weighart, Project Manager from Metro, went over the history of the South Corridor project, noting that the Portland to Milwaukie line is Phase II and the I-205 line, currently under construction, is Phase I. She briefly described the three alignments already in the SDEIS, namely the Locally Preferred Alternative (LPA), the LPA with a tail running to Park Ave and the Working Group alignment with a tail to Park. She then introduced Sean Batty from Tri Met who would describe the potential Mcloughlin/Main alignment in more detail.

Batty went over a table of contents for a booklet Metro and Tri Met are developing on the Main/McLoughlin alignment. He said he would follow this format roughly for his presentation. He began by showing the Board concept plans of the LPA along the

Tillamook line. He then showed three concepts for possible and feasible alignments involving McLoughlin and Main: 1) McLoughlin (West side running), 2) McLoughlin (Center running) and 3) McLoughlin /Main Couplet. Following are some of the features described for each:

1) McLoughlin (West side running)

- Double tracks
- Bridge and abutment at 224 reconstructed
- 5 buildings displaced
- Signalized crossing on McLoughlin for track to cross McLoughlin from east side
- 29-40 feet of space removed from Riverfront Park (from back of sidewalk)
- Right turn pocket required fro entering park
- 275 space Park and Ride at cash Spot
- Stations would be straddle entrance to Park
- 29 foot track only
- 40 foot station and turn lane

For tail to Park:

- Reconstruct rail road bridge south of Kellogg
- Reconstruct bridge over Kellogg at 99E

(noted that Tillamook alignment would not affect railroad bridge or Island Station intersections since rail touches down south of this area)

2) McLoughlin (Center running)

- From 224 to Harrison – same affect as West running
- Bridge and abutment at 224 reconstructed
- 5 buildings displaced
- Signalized crossing on McLoughlin for track to cross McLoughlin to center median
- Track would run along center median of McLoughlin
- Left turn lane onto 17th taken up by station at Monroe
- Reconstruct Kellogg Creek bridge at 99E
- Continue center run to Park
- Reconstruct rail road bridge south of Kellogg

Green noted that he'd participated in the CAC for the McLoughlin project and the left turn lane pocket length had been a very important issue to ODOT during that process. He said he was skeptical that ODOT would be of a different mind for this project. Batty acknowledged that they had not met with ODOT on any of these concept plans and he agreed that ODOT might have some issues with mitigation for this design. He noted that if this center running option was not feasible within ODOT's standards, then the side running options would need to be pursued.

Klein asked which option Batty thought affected traffic on Harrison the most. Batty said he thought the center running option did.

3)McLoughlin/Main Couplet

- Single track runs down McLoughlin on west side
- Turn left on Washington (southside)
- Turn left on Main St (east side)
- Terminus track would be in south part of Riverfront on McLoughlin
- 275 car Park and Ride at Cash Spot
- Access to P+R from Main only
- Grade steep on Washington
- Looked at a center and east side run on Main St
- All angled parking would be removed on Main
- 4 new stop lights would replace signed intersections
- Area between 12 and 21 feet of Riverfront to be displaced
- Double and single tracking actually uses similar amount of space since turning and other road elements must be accommodated
- 35 parking spaces would be lost on Main

Stacey asked to look at the overhead of the LPA. Batty noted that the Tillamook alignment had 100 feet of right of way available and three gated street crossings (at Harrison, Monroe and Washington)

Seagler asked if all alternatives have to stop at Lake Rd and then later be extended to Park. Weighart said that the SDEIS would look at either Lake or Park as a terminus but whichever was selected would be built all at once, they wouldn't be phased.

St. Clair asked why they were even looking at alternatives to the Tillamook alignments. Batty noted that community members had requested they look at Main/McLoughlin.

St. Clair asked if an eastside option on McLoughlin was feasible. Batty responded that an eastside run would cause each turn from McLoughlin into downtown to cross two tracks. He said this was hard to reconcile with required mitigation. He said even with safety protections people tend to jump gates or lights to turn right. He also noted that with an east side run business accesses off of McLoughlin would have to be consolidated or closed.

Green noted that despite the amount of space taken up in the Park by each of these options, he had concerns about either single or double tracks along McLoughin and Main causing additional barriers between downtown and the Riverfront. He noted that one of the Board's main goals was to connect the Park to downtown Milwaukie.

Seagler noted that when you compared the Tillamook alignment to the options presented tonight, the Main/McLoughlin options didn't seem worth it.

Wall said he felt that our resource (the Riverfront) continued to dwindle.

Green noted that we lost some footage from the Park with the McLoughlin enhancements.

Stacey said he felt they'd fought too long and hard for what we have to balance of parking and green space.

Klein asked if the train could run in the street and what about changing streets to one-way? Batty answered that the tracks can run in the street but that they are on tracks so they don't share lanes with cars. He also noted that making streets one-way is possible but the Milwaukie downtown movements would be complicated.

St Clair said he thought the Main/McLoughlin couplet would be okay but we really are tight on space right now.

Klein asked if there was a way to move the terminus track on the couplet option. Batty said that there might be a way to move it to Main St but they'd need more ROW on Main.

Klein noted that any extra wall near Johnson Creek would not be attractive and he noted that there is an outlet there for water from the creek at the Waldorf School.

St Clair suggested they could move the McLoughlin station in the couplet option toward the sewer plant site and that would save some Park space.

Green asked if Sean had looked at a Main/21st couplet. Batty said he had but that the ROW to the north on Main got very thin so the connection to the north was difficult.

Klein asked about using a single tracked system (trains running north and south on the same track). Batty said Tri Met has built this type of track but has always gone back and rebuilt double tracks later to reduce bottlenecks and run time delays.

Seagler asked if this single track idea would prevent extending to Oregon City. Batty noted that it wouldn't prevent it but they would ultimately have to come back and rebuild as a double track if they extended to Oregon City.

St Clair asked about the timeline for light rail. Weighart clarified that the SDEIS would be done in July 2008. Preliminary engineering and final design would then take place and construction would begin in 2011 at the earliest. The line would open in 2014-15.

Klein noted the requirements of the Oregon Marine Board to pay back funds for projects modified or removed and wondered if the light rail project would pay these funds back for the City if the Riverfront was modified. Batty said that this would be evaluated in the SDEIS if this alignment went forward.

Green said that many of the Riverfront Board members have spent the better part of a decade working on this Park and they were protective of every square foot. He said their

mission was to reconnect the downtown to the Riverfront and they wanted to increase that connection rather than decrease it.

Green asked if there were people in the audience that had questions.

Jerry Foy of Westwood Construction and St. John the Baptist Church

- Your missing an opportunity if you don't think light rail would be an attraction
- If I was a business person in Milwaukie I wouldn't like the Tillamook alternative since it's too far away from downtown
- Seems like access issues to the Riverfront are just as bad when the light rail is on Main/McLoughlin as they are now
- Maybe you could use the sewer plant site as a turn around or storage area
- Noted that they had gathered 290 signatures opposing the Tillamook alignment without even trying last Sunday

Mark Gamba, a Gallery owner at the McLoughin Building(and Waldorf parent?)

- Why not have both stations on Main with Couplet option? (Batty said this could be done but they'd still need a terminus site for dead trains)
- Why not extend south, it makes sense to. (Weighart said all options would be evaluated with a southern "tail" and without one.)

Dan Hoight, a Waldorf parent and TriMet employee from 12 years

- What elements do you look at in the SDEIS? (Batty went over the matrix of issues looked at for each option presented and briefly described what the SDEIS would cover. Weighart then clarified that tonight's presentation was a "quick blush" concept plan and that there was a great deal more evaluation that would have to be done)

Ed Zumwalt

- Batty says no to one track but we were looking at one track before the Waldorf School was purchased (Weighart said that she has been unable to find any evidence of this in the records of the past light rail processes in Milwaukie)

Brandon Eiswerth, Farmers Market Manager

- Noted that there is still discussion of moving the Framers Market to the Riverfront
- Light rail would bring folks from all over to the Riverfront for the Market
- They'd come from Sellwood and south Portland
- People could come to concerts at the Riverfront by light rail too

Carol Damm, Waldorf School Board

- Handed out a position statement on Public Transportation Systems in Downtown Milwaukie
- Asked why not make Main and 21st both one-way

(Batty said they did look at one-way traffic pattern but would need to do broader review if this option moved to SDEIS. He said they present more problems than they solve at first look)

- Asked why not single track on McLoughlin?

(Batty noted that single track running down center of McLoughlin would take less width but there would still be all the other issues for turning etc he'd

described. He noted that a single track is not really half of a double track due to the infrastructure required for tracks)

Ed Pareki, owner of a potentially impacted building

- Noted that at this point we don't know what impacts there are on the Tillamook line either
- All we are asking is that the pros and cons of other options be included

Scott Churchill, citizen of the City and member of Historic Milwaukie NDA

- Noted he was not speaking as a Planning Commissioner
- Asked that we not jump to tactical solutions
- Noted that the request to consider the Main/McLoughlin alternative was only made 15 working days ago
- We ask that you please include this alternative in the SDEIS
- Highway 26 to Beaverton ….(congestion was mitigated…???)
- There is inconsistency with how much space we need. Ranges from 30 feet to 100 feet
- Seems that you are building a foundation for tactical solutions

(Batty noted that 34 feet is for track and 80 feet includes curb sidewalk etc. Weighart noted that the discussion of the Tillamook alignment uses 100 feet of ROW as what's available – not what will be used. In no case, she said are we shoving 70-80 feet into the neighborhoods)

Green said he'd like the Board to spend time, now, discussing the question.

Wall asked what the timeline was for the SDEIS as it related to the Riverfront design.

Herrigel noted that she understood that the SDEIS would be completed in July of 2008. She said that the Riverfront design is underway now and would be complete in late summer or fall of 2008. She noted that if the Main/McLoughlin alignment went forward, the Riverfront design and permitting would have to be put on hold while the SDEIS went forward.

St Clair made a motion to add the McLoughlin/Main alignment to the SDEIS as long as it allowed the Riverfront design the Board had worked on to be achieved.

St Clair said he felt it would bring good things to the City and he would use it. He added that the light rail line should not be "in lieu of" our design for our park. He said he did not want to sacrifice what they'd worked on. He said if they could come up with an alternative that minimized the impact on the Park he thought we should consider it. If there was no way to do that, then he'd drop the idea.

Seagler stated that he thought our recommendation had to be about what we have seen tonight. (Batty said that there were certainly other options but that he couldn't speak to other design parameters)

St Clair said that the only way he could support any other option was if it didn't impact the park.

Green noted that St Clair is suggesting an option which we can't address tonight since the SDEIS is not done. Another option is to support only options that have no impact on the Park. He said he felt strongly that if we impact the Park at all that would be unacceptable. He said he was uncomfortable with additional lines separating Downtown from the Riverfront – that to him is as important an issue as how much space would be taken away from the park.

St Clair said he thinks it will bring people to the park rather than keeping them away.

Stacey said he felt that it would make McLoughlin even worse than it is now.

St Clair said that it could facilitate getting people to the River and wouldn't necessarily be a negative impact.

Seagler noted that there isn't really time to develop an alternative to what we've seen tonight. He said the best alternative shown would have taken more than 10 feet from the park.

Green asked if there was a second to St Clair's motion. Motion failed due to lack of second.

Wall said that based on the information from tonight's meeting he would **motion that the Riverfront Board recommend against including a McLoughlin/Main alignment in the South Corridor SDEIS based on the potential impact on the Riverfront park.**

Stacey seconded the motion. Motion passed 6-1 (St Clair voted no)

Carol Damm asked whether this meant any alternative or just those that impacted the Riverfront Park.

Green said that based on the alternatives they'd seen tonight the Board recommended against inclusion of the alignment in the SDEIS.

Scott Churchill said they should not jump to tactical solutions.

Herrigel asked Weighart when the report on these options would be done. Weighart said she would get it to Herrigel to get to the Board within a few days.

The Board reinforced that they hoped that Council would get the message that this alternative has major impacts on our process and our Riverfront Park project.

Oregon Solutions Update
Green and Herrigel summarized the June 1 Oregon Solutions meeting. Green noted that there had been about 20 agencies and groups represented. He noted that the permitting folks are interested in working with us on the treatments near the Creek mouths and along the water. Herrigel said she'd accomplished her goals of bringing the Partners up to speed on the progress made over the past two years and in letting them know we'd be coming to them with permits soon. She said she felt confident that they would know who we were and what our project was now.

Motion to adjourn passed 6-0.

Attachment 6

Notes from Briefing with North Industrial Businesses on Possible Additional Main/McLoughlin Alignments
June 5, 2007, Milwaukie Masonic Lodge

These notes are not intended to be a verbatim account, but to report the chief points of the presentation/discussion. Please see the booklet for more details on the formal presentations by Metro and TriMet.

Staff Present:
Kenny Asher, Alex Campbell, and Grady Wheeler, City of Milwaukie
Bridget Wieghart and Karen Withrow, Metro
Sean Batty, TriMet

Meeting with North Industrial Focus - 1.30 pm

Attendees: [check spelling, for others, see sign in list]
Ed Parecki
Libby Agosti/Holman
David Landaultz/Grand & Benedicts
Charles Bishop/Pendleton
Bill Lake
Gary Hunt/OTC
Jeff Klein
Carol Damm/Portland Waldorf
Scott Churchill
Greg Hemer
Ed Zumwalt

Kenny Asher began the presentation by describing the purpose of the meeting: to present a possible 4th alignment of light rail in Milwaukie, utilizing Main/McLoughlin to travel through downtown, a possibility that has not been considered in recent years. Today's meeting is part of a series of meetings to provide Mayor Bernard feedback on the 2 questions: (1) whether inclusion of a 4th alignment in the SDEIS could increase community consensus around the project and (2) the merits of the idea. The North Industrial business community (and downtown businesses) were two of four groups the Mayor is particularly interested in hearing from, as they are stakeholders that could be potentially impacted.

After those present introduced themselves, Kenny re-iterated that the 4th option would change a part of the alignment that has been essentially fixed through the past 5 to 6 years of planning. The merits on which the possibility will be examined are whether it is good for the City in a general sense, whether it fits with established plans, and its potential positive/negative impacts in terms of economic development.

Kenny outlined the rest of the presentation:

Bridget Weighart will provide some context and history in terms of where this part of the process fits in comparison to previously completed studies and the upcoming SDEIS. Sean Batty will then provide some details on what appeared to be the most feasible versions of Main/McLoughlin alignments.

Kenny closed by stating that the team had attempted to be as real as possible, providing a sense of what the Main/McLoughlin approach would be most likely to look like.

Bridget Weighart described the previous Locally Preferred Alternative (LPA) and noted that it was formally adopted by each of the jurisdictions involved (City of Milwaukie, City of Portland, the counties, and Metro). She then described the option selected by the "Working Group" process, but that relied on a terminus park and ride at Kellogg Lake. The key question facing the process is what options will be looked at in the upcoming Supplemental Draft Environmental Impact Statements (SDEIS) study. Already approved for inclusion are the LPA, the LPA + extension to Park Ave., the Working Group recommendation (aka the "Tillamook" alignment) with an extension to Park Ave., and a closer examination of river crossing options at the north end of the alignment.

These have been adopted by the project steering committee based on staff work, previous studies and recent public involvement, including an open house, and three segment meetings regarding the Milwaukie part of the alignment. At the downtown Milwaukie segment meeting concerns were raised about the possible residential and school impacts of all options through downtown Milwaukie. Several participants requested the inclusion of a Main/McLoughlin alignment instead.

Ms. Weighart noted that both the exact station locations and Park and Ride parking space numbers remain in flux.

Ms. Weighart gave a brief review of the alternatives that have been examined by previous project studies. Between 1990 and 1996, a great number of alignments were looked at, including several options for crossing from Main to 224. In '98 a LPA was adopted that had a loop in the downtown, then headed east towards the Clackamas Town Center. In 2001, both Main/McLoughlin and Tillamook alignments were considered. In '02/'03 the LPA (on Tillamook in downtown) was adopted. In '04 the Working Group recommended a shift to the alignment to the north and south of downtown, but reaffirmed the use of the Tillamook ROW corridor in downtown.

Now, towards the close of the 2007 refinement process, in preparation for the next SDEIS, Mayor Bernard has requested some time and staff work to allow the Milwaukie community to consider the inclusion of a Main/McLoughlin alignment in this upcoming phase of study.

Scott Churchill asked if the meeting was purely informational or if a vote or consensus would be sought?

Kenny Asher responded that it was an informational meeting, that comments were expected, but that the City did not expect to prescribe a specific manner for the North Industrial businesses to either reach or express their opinion as a group.

Ed Parecki asked where the Park Avenue extension had come from.

Bridget Weighart responded that it was developed during the refinement process as a way to replace the park and ride spaces that were to be at Kellogg Lake in the "Working Group" alignment. (That location being unavailable due to the discovery of a City commitment to use that land as park.)

Sean Batty presented information on both the LPA downtown segments and several possible Main/McLoughlin alignments. The details of his presentation are included in the booklet. These notes will only cover questions and a few of his points of emphasis.

As he discussed the "Tillamook Reverse Crossover" alignment, he raised the question of interaction with rail spurs to the west of the Tillamook rail. Libby Agosti and Gary Hunt requested clarification. Sean explained that if the alignment was to cross to Main/McLoughlin, it probably made sense to never cross the Tillamook rail, therefore there was potential for conflict with the rail spurs on the west side. Libby and Gary confirmed that at least 2 spurs in the area are active.

Scott Churchill asked about the possibility of grade separating Light Rail from auto circulation at Milport. Sean Batty cautioned that the spacing to get up and down might not be there. Gary Hunt mentioned that it was looked at in the working group discussions, but challenges to the cost and feasibility led them to the Tillamook alignment.

Question (Libby Agosti): Is everything north of the plan views shown the same as the LPA or Tillamook alignments (respectively)? Batty responded yes, with the exception of the question of spur interactions for the "Tillamook Reverse Crossover".

Scott Churchill suggested that getting to the east of Tillamook might improve access from Ardenwald. Batty responded that assumes the possibility of constructing a station to the east of the rail there.

After Sean's presentation, Kenny Asher talked about next steps. Milwaukie has 3-4 weeks to decide whether there is something here worth pursuing. Hard copies of the "pamphlet" or "booklet" with the drawings presented today will be available by the end of the week. Input from businesses will be an important part of the decision to be made. Kenny asked for any other questions/comments specific to the north industrial area.

Bill Lake noted that the spur at his building (the former Mailwell building) is not in use, but could be re-commissioned and is an asset to the building. He asked what the implication of crossing a spur is?

Sean Batty answered that they definitely would not start with that option, they would look at reconfiguration, grade separation, even closure first. If they crossed, the spur would only be available during hours light rail was not in operation.

Charles Bishop asked what are the impacts to Waldorf that they are concerned about.

Kenny Asher responded that the exact impacts are not known at this point, but would be greatly fleshed out in the SDEIS. The property will be intact. As he understood the concerns, they relate to a negative impact (e.g., sound, vibration) on the particular kind of learning environment Waldorf schools cultivate.

Carol Damm [sp.?] Shared a handout on Waldorf teaching/learning approach. She emphasized that their greatest concerns were on the youngest students, and possible financial impacts of loss of competitiveness with other Waldorf schools.

Scott Churchill added that there were concerns, shared by St. John's, Historic Milwaukie NDA, and Lake Road NDA, about the station locations. That light rail belongs on a transportation corridor, that it shouldn't run through neighborhoods, and also added there is a concern about the impact to Spring Creek Apartments.

Kenny Asher posed the question to the North Industrial businesses: is there any reason to not throw the 4th option in. It is hard to say the precise impacts at this point, but please share your opinions in any way that works for you, but especially at the Tue./Thur. Planning Commission meetings.

Libby Agosti said that the proposals clearly made the Tillamook Branch alignment – their preferred option – less attractive because of the spur interaction issues.

Libby Agosti asked for clarification of the # of trains: each 7.5 minutes, is that in each direction or total.

Bridget Weighart said that it is one in each direction, every 7.5 minutes, during the AM and PM peaks (2 hour windows, approx. 7 to 9 am and 4 to 6 pm). Typically, every 15 minutes at other times.

Scott Churchill commented that the LPA through downtown has a lot of potential traffic impacts on Harrison/Monroe/Washington. Kenny replied that those issues would be looked at carefully in the SDEIS and mitigations considered.

Ed Parecki asked if there was a comparison of the number of private properties impacted by the alignments. Sean responded yes, but that all of the new alignments were described in terms of +/- compared to the LPA.

Kenny Asher closed by saying that the project team and the Mayor need to and want to know what you think. Please communicate in as many ways as you are comfortable doing.

Notes from Briefing with Downtown Milwaukie Businesses on Possible Additional Main/McLoughlin Alignments
June 5, 2007, Milwaukie Masonic Lodge

These notes are not intended to be a verbatim account, but to report the chief points of the presentation/discussion. Please see the booklet for more details on the formal presentations by Metro and TriMet.

Staff Present:
Kenny Asher, Alex Campbell, and Grady Wheeler, City of Milwaukie
Bridget Wieghart and Karen Withrow, Metro
Sean Batty, TriMet

Downtown Focus Meeting - 3.00 pm

Attendees: [check spelling]
Meyer Group, on behalf of Tom Kemper/Ron Scove
Ed Parecki, carrying a petition from 24 downtown businesses in favor of considering a Main/McLoughlin alignment
Lee Holzman/Reliable Credit
Shantelle and Mark Gamba
Ray David/Pietro's
Name?/Portland Waldorf Rep.
Greg Hemer/Milwaukie Lumber
? – biz adjacent to Milwaukie Lumber
Scott Chruchill
Cindy Ashgard?
McL Building tenant?
Dick Samuels
Marilyn Denham/Spring Creek
Tim Clouse/Advantis

Staff presentations were largely similar to presentations described above for the 1.30 pm session. Questions during and after the presentations are reported here.

Question [Tim Clouse]: What does "property displacement" mean?
Sean Batty: Typically, a purchase of the property by TriMet.

Question: Did you consider a crossing of 99-E closer to the 224 bridge (rather than nearer Harrison)?
Sean Batty: Yes, but that runs into greater traffic impacts, greater creek impacts, with little advantage.

Question: Is there a pedestrian bridge over Main?
Sean Batty: No. They would cross with lights.

Question (Greg Hemer): Could this alignment/ project be used to fund acquisition/removal of the wastewater treatment plant.
Sean Batty: It is unlikely that would be an appropriate use of this kind of federal $.

Question (Dick Samuels): Why double track to the south of downtown?
Sean Batty: Single tracking has significant negatives in terms of operational flexibility and future capacity expansion.

Question: Who votes on the SDEIS?
Bridget Weighart: All of the relevant jurisdiction councils (Milwaukie, Portland, Counties, Metro).

Question: What is being presented here? Are these Main/McLoughlin alignments written in stone?
Weighart/Batty: There is a lot of detail to be added and questions to be examined further, but these 3 were the alignments that we felt had the most feasibility and merit. They were taken to a level of detail to allow comparison to the LPA.

Question (Hemer): In the couplet idea, why cross McLoughlin, why not stay on the east side?
Sean Batty: Greatest issue is a safety concern to those making turns off McLoughlin from trains running in the same direction as the auto. There were also a lot of business access closures and property or right of way impacts (would need probably a full additional lane to deal with additional stacking capacity). The grade and turn radius would be difficult to make the 180 degree turn onto Main.

Question: Why 4 stations in downtown with the couplet?
Sean Batty: Might be able to consolidate to 2 or 3 and still serve both drop-off and pick-up functions.

Question: Did you look at running north on McLoughlin/South on Main?
Sean Batty: Has similar design, but different operation characteristics. Does mean we would need to cross the tracks, with significant expense, to link back to the rest of the system.

Question: Are you saying McLoughlin/Main is impossibly costly?
Sean Batty: There are some additional costs, not insurmountable.

Question: What about terminating at Southgate and addressing this question if/when extend to Oregon City?
Kenny Asher: That would be a pretty radical departure from previous planning and it wouldn't make much sense to go all the way to the Milwaukie Park and Ride, but not serve downtown.

Question: Has all of the money been drawn to the north end of the project for the river crossing? Grade separation could address a lot of these issues.
Kenny Asher: The river crossing is expensive. Money is not allocated by segment. The overall project struggles with cost effectiveness and large, unnecessary, additional costs are avoided in all segments.

Question: Do walk-ons or Park and Rides drive rider ship?
Bridget Wieghart: Both, but in this corridor, Park and Ride is very important.
Kenny Asher: Also important to think long term. Given changing development patterns, could be significant walk-on rider ship over next 20-40 years. Hillsboro, for instance, has changed greatly since establishment of LRT.

Kenny Asher revisited the question of what level of specifics are being presented and a question of whether a recommendation to just take the general idea of a Main/McLoughlin alignment into the SDEIS was possible. Kenny stated that the process is not starting from scratch. A lot of work on the project has bee done, an LPA was adopted and amended, moving into phase 2 of south corridor project. The question that is being raised is to revise the one part of the alignment that had been the least controversial in recent years. We are not at a brainstorming phase. We need to know what it looks like to be able to reasonable discuss it among ourselves now. Also, we will need to know very shortly (this summer), what it is in order to begin modeling impacts.

Bridget Weighart added that this is a Supplemental EIS; a wide look at alternatives is not called for, but refinements of previously accepted ideas.

Scott Churchill asked how long were the details available on the LPA. He felt that April 2006 was the first time Waldorf saw them.

Bridget responded that those details have been available since, at least, 2002 DEIS process. There is not an expectation that everyone in a community would have seen the full details, but they had been available previously.

Question: What happens if the SDEIS finds that no alternative is workable?
Bridget: Another SDEIS looking at additional alternatives.

Question [Ed Zumwalt]: This level of detail was available before on the LPA, but it was single track.
Staff: We will check on that history.

Question: What were the North Industrial concerns about the LPA and this proposal?
Kenny Asher: LPA concerns included parking, property impacts, and traffic impacts. The Main/McLoughlin alignment did not improve the proposal from their standpoint and added a possible new complication with rail spurs.

Question (Portland Waldorf Rep.): If we have a good specific idea, can it be considered?
Bridget: Yes, but we need those now.
Portland Waldorf Rep. What about a Main and 21st couplet that returned to Main at Jackson or Monroe.
Sean Batty: I didn't see a way that the Main/21st couplet would work, but I'd be happy to talk to you about that specific idea.

Question: What are the historical impacts on businesses of previous light rail projects?
Kenny Asher: They are varied, some negative, mostly positive. The real issue is how the project works here with specific needs. We will get that detail in an SDEIS.

Kenny Asher closed by saying that the project team and the Mayor need to and want to know what you think. Please communicate in as many ways as you are comfortable doing.

MILWAUKIE PLANNING COMMISSION MEETING

June 12, 2007

Milwaukie, Oregon

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P R O C E E D I N G S

MR. KLEIN: Good evening. I'd like to call the meeting to order and welcome you to the Milwaukie Planning Commission meeting. Agendas and additional copies of the staff reports are available on the table in the hall. If you have not picked up an agenda please do so. It contains important information about the process. Please sign the clipboard and pick up a yellow comment card if you wish to speak.

We will be following the basic format listed on the back of the agenda. It will include all the forum procedure steps.

Approved Planning Commission minute meetings. We have no minutes, so minutes can be found on the city website.

Public forum. This is the public forum on Supplemental Draft Environmental Impact Statement, SDEIS light rail alignment.

The public forum on Mayor Bernard's questions regarding adding the McLoughlin and/or Main Street alignment to the south corridor phase II SDEIS study is called to order.

The purpose of this forum is to allow for

public comment on Mayor Bernard's questions and for the Planning Commission to make recommendations to Mayor Bernard on these questions. Mayor Bernard's two questions for consideration are the following:

One, Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the south corridor phase II SDEIS study?

Two, Does the McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design, and revitalization?

Tonight the Planning Commission will hear a staff presentation then open the forum for public comment on these two questions.

If you desire to testify please sign in with the staff at the door, fill out a yellow comment card, and when it is your turn I will recognize you.

When you come to the podium please state your name and address for the record since the forum is being video recorded.

I would encourage those wishing to speak to address -- I would encourage those wishing to speak to address one or both of the two questions.

If a group would like to make similar or related comments you may wish to appoint a spokesperson to speak for all of you.

The Planning Commission has established ground rules for the forum, and these rules are printed on the back of the agenda for this meeting. Please pay particular attention to the following ground rules:

Public comments will be taken on a first come, first service basis. Each speaker be will be limited to five minutes. Where's the timer? It's one of those details. That's all right.

If you sign up to speak tonight but are not able to speak by the close of tonight's meeting you may either submit written comment tonight on the yellow card or sign up with the staff to speak at Thursday's meeting.

At the close of the public comment period on Thursday, June 14th, the Planning Commission will allow one hour for discussion and recommendations.

Additionally, I would like to request the cooperation of my fellow commissioners tonight as I chair this unique meeting. Please direct any comments or questions through me. I will recognize individual commissioners to speak. Please be

mindful of the limited time available for public comment and considerate of all the participants who are waiting to speak. I appreciate your cooperation.

The city attorney will now address the role of the Planning Commission in this forum and the standards for commissioners' participation.

MR. MONAHAN: Thank you, Mr. Chairman, members of the commission, yes, you're right, this is a unique meeting in the sense that normally the Planning Commission is acting in the capacity of either the decision-makers in a quasi-judicial land-use matter or you're making a formal recommendation to the city council again in a land-use matter; however, the responsibilities of the Planning Commission are very broad based under the city's code.

Under the municipal code the Planning Commission is responsible for giving advice to the city council on issues related to the compliance and plan of the development code on such things as the public facilities of the community, which would be water systems on down to the very major things such as transportation facilities. And, obviously, this particular matter comes under transportation

facilities.

In addition, the code says that the Planning Commission is to advise the community and the city council on other matters that are brought to the attention of the commission by the city council.

There's another major component of the Planning Commission's responsibility, too, and that is to assist the city council in the two-way communication that is essential between the policy makers and the members of the community.

So your obligation tonight, as you've accepted the request of the city council, is to conduct an open and fair process to elicit comments from the community on the questions that have been posed by Mayor Bernard. And those questions, obviously, relate to whether or not the community has broad-base support for the potential alignment of light rail, if, in fact, light rail comes to the community.

So it's important tonight that as you conduct your meeting and take the comments tonight and on Thursday night that you recognize the your role is to be the folks that are taking the comments from the community, and, basically, taking the pulse

of the community so that you can feed back to the mayor and the city council whether or not the community does, in fact, have broad-base support for one or both of those two alignments.

There's a second piece within the mayor's letter, he's asked the second question, and that is for you to give input on whether or not such alignments would have an impact on the downtown's future economic development, urban design, and revitalization. And, obviously, you're the correct body to give input on that, also, based on your experience in the community.

And I think the other point that's critical to the city council is you're recognized by the community as being able to conduct a fair process and to take public input and to put it into a concise response to the community. So that's what the city council is looking for. So that's basically your role.

The normal quasi-judicial land-use procedure that you're used to following is not in play tonight. This is not a land-use hearing in the sense that you're not making a recommendation leading to some decision. This is at the early stages of something that could evolve into some sort

of land-use action.

But in a quasi-judicial legislative session we usually ask members of the Planning Commission to make some sort of declaration. And tonight you don't need to make a declaration regarding conflict of interest of bias or anything such as that, or whether you've had a site visit to take a look at the alignment.

Instead, what we'd ask for you tonight is to make a declaration in regards to the standard that we think is important for determining whether or not you have the ability to participate in this forum.

And that standard is whether or not you're open-minded and have the ability to take the input from the public. And from that input come up with a recommendation to the city council of what you heard. Not what your personal opinion is, but what you heard and whether or not what you heard meets the thresholds that the mayor has established within his letters.

So what I would like to ask is that we take the opportunity at this time to have each one of the members of the Planning Commission tell the commission and the public at large whether or not

you feel comfortable participating in this meeting tonight as an open-minded member of the Planning Commission.

If for any reason you feel that you cannot be open-minded you have a couple options. One option is you can step down and not participate in these proceedings. The other option is you may determine that you're not open-minded, you've made up your mind, you have an opinion to express and you might want to take the opportunity of declaring that you have already made up your mind and step down and step back into the audience and potentially participate as a speaker at either this evening's meeting or the next meeting. So you have that opportunity.

So what I'd like to do at this time is ask Chair Klein to poll the members and ask each member to say something about their intent to either participate or not participate in these proceedings.

MR. KLEIN: Okay. Charmaine.

MS. COLEMAN: The last meeting I attended frustrated me greatly because I saw a public process I believe in side steps. And tonight, as exciting as it provides an organized and mutually respectful forum by which we all might share ideas, I'm honored

to be asked to provide an opinion on these light rail alignments and look forward to hearing what I hope are varied and thoughtful viewpoints on a complicated subject.

I hope that everyone in the room might be here to listen to one another, and I look forward to comments. I've been strangely looking forward to this all week.

So I do intend to participate even though it's going to end at 10:00. I'm not going to get any sleep. I've been thinking about it all night, but I'm looking forward to this.

MS. BATEY: I learned a lot, actually, just from reading the package. You know, I had not been involved in previous working groups and other things involved with light rail so I come with no preconceived notion about what alignments are the best, and I do intend to participate.

MR. NEWMAN: I also did not participate in any of the previous meetings and so I've received a lot of information now which has been very enlightening. And I'm looking forward to hearing the public comments.

MS. BRESAW: What about you, Jeff?

MR. KLEIN: I get to call everyone's

name.

MS. BRESAW: Well, when I first heard about it I thought, oh, no, they're going to change it again, because I was involved with the working groups, actually, in the neighborhood aspects of choosing that site. But then, I don't know, maybe there is a better possible rail.

So I do have an open mind. And I am concerned about losing a small town feel in Milwaukie and vehicle parking. I think that would be very nice to keep that.

So, of course, I do have opinion, but I'm still open-minded about the possibility. So I definitely want to hear from everybody.

MR. CHURCHILL: I'm here tonight as a planning commissioner also to elicit and hear the thoughts and concerns of a wide variety of members from the Milwaukie community.

As our city attorney pointed out, the structure of this form is highly unusual. And, in fact, I am not aware of any similar use of this commission in the history of the city of Milwaukie.

That said, the rules of this commission are changed from our tradition quasi-judicial role. And under terms as defined by our city attorney, I

do not need to recluse myself from a vote on this committee for this forum. And I believe that I can offer services to this commission without bias.

However, in the interest of keeping this process free from any apparent conflict of interest and any appearance of a bias towards the subject of this forum I do hereby voluntarily recluse myself and encourage all other commissioners who have an appearance or a conflict of interest to recluse themselves in order to preserve the status of this forum and do not bring down the integrity of this Planning Commission.

(Mr. Churchill left the meeting.)

MR. KLEIN: Paulette.

MS. QUTUB: Well, I have not participated in the past and so I've allowed myself to thoroughly read through this package, and I feel that I have educated myself quite well. I feel that I can be open-minded and I do look forward to the public's comments.

MR. KLEIN: And I plan on participating tonight, as well. I've talked to a vast number of people throughout the city on this issue and had many discussions about it. And I can honestly say coming into this meeting I'm -- it's almost

impossible to formulate an opinion on this. And I certainly hope that we can come to some consensus at the end of this. So I plan on participating, as well.

MR. MONAHAN: Thank you for that input. So it sounds like we have six members of the Planning Commission that are participating, so we obviously have a forum.

I'd like to also go over a couple other procedural items. As Chair Klein mentioned, we expect there will be a lot of folks participating tonight. There will be a lot of public comments. And I believe there's a five-minute time limit that you're going to be using. So it's going to be very important that we follow that process. And I believe there will be opportunities for questions from members of the commission that will be limited to just clarifying questions of the speakers.

It's going to be important that someone on the commission who would like to speak be recognized by Chair Klein. So perhaps, because we have so many folks that are going to participate perhaps the operation of tonight's meeting might be even more formal than Chair Klein is used to carrying out. And I know he's always very formal.

So I'd just make that comment.

Also, if there are any commissioners who have comments about the process or have any other questions regarding light rail that you'd like to have answers to that are not covered tonight, if there is any opportunity to provide those questions to the staff before Thursday's meeting perhaps some additional information can be brought forward for you.

So I think I've covered all the items that I intended to. Is there any anything that you'd like to ask of me in regards to my role in this process tonight?

By the way, Rob Yamachika from our office is here. Rob's a lawyer with our office. He will be here Thursday evening because I will be in the city of West Linn at a previous commitment, although, I'd love to be back here. So any questions that I can answer at this time?

MR. KLEIN: We will now hear from TriMet staff who will provide some background information on the light rail alignment we are considering tonight.

MS. WIEGHART: Thank you. Can people hear me? My name is Bridget Wieghart. I am the

project manager for the Portland Milwaukie light rail project on behalf of Metro. And I want to provide a little bit of context for where we are in the process and the study, and then turn the more detailed presentation of the specific design option we've been asked to discuss to Sean Batty, the concept designer for the project from Tri-Met.

So this is the overall alignment that was adopted in 2003, as the locally preferred alternative. And -- do we have a laser pen? Thank you. And so this is the overall alignment. This is downtown Portland, and the alignment goes roughly from Riverplace across to OMSI and then down through the central east side in Portland, Brooklyn neighborhood on 17th Avenue and then down onto McLoughlin. This is Bybee Boulevard. This is Tacoma, which in the locally preferred alternative has a park & ride proposed.

Now, there's two alignments here just north of Milwaukie. And the one that's the locally preferred alternative from 2003, states on actually McLoughlin and Main through the north industrial area, and has a park & ride proposed at the former southgate theater site, and then turns east to go to the Tillamook Branch freight rail right-of-way, and

goes on the east side of that right-of-way through downtown Milwaukie.

This is Highway 224 here. And had a proposed -- has a proposed station at Harrison Street and a terminus and small park & ride, 275-space park & ride at Lake Road.

So the questions that you might ask yourselves is why are we studying it if there's a locally preferred alternative. So let me just provide you a little bit of background.

There was a -- there is a long history to this project and I won't go into all the details, but it's been looked at a number of different times, a number of different variations. There's some elements -- this alignment was selected in 2003, after a supplemental draft environmental impact statement similar to what we're looking at here. But there were a couple of elements that were new or have changed since then. So we need to revisit those elements.

And, well, we need to revisit the entire alignment and update things. But, in particular, at the north end the river crossing was last looked at in detail in 1998. There's been a lot of changes, as you all may know, in the south waterfront area,

particularly in Portland. So the question has come up to as to whether we should look at perhaps a further south crossing more squarely hits the south waterfront area.

And we've been doing some refinement work for the last several months looking at potential design options in that area. And, also, to the south, as I mentioned, there's two alignments here.

After the locally preferred alternative was selected in 2003, a number of very serious concerns came out of the north industrial area in terms of potential traffic impact to their freight operations, trucking operations, as a result of the locally preferred alternative.

And concerns about that were addressed through a working group which was established by the Milwaukie City Council. It included, in addition to businesses from the industrial area, as well as it included citizens from Milwaukie and was staffed by TriMet and Metro.

And that working group looked at a number of refinements to the locally preferred alternative mitigations at the intersections here. But also proposed, looked at an alignment that hadn't been looked at before as part of the SDEIS, the Tillamook

Branch from Tacoma all the way south. And the working group the ultimately recommended that alignment.

So going from Tacoma, going east of the Tillamook Branch freight rail line all the way through Milwaukie. And it did not terminate at the Lake Road. It was not proposed to terminate at the Lake Road parking lot. It needed additional park & ride because it lacked the southgate park & ride which had 600 spaces.

So the proposal at that time was to terminate out of Kellogg Lake slightly south of the city, and a park & ride there. And as many of you may know, that site was found out not to be available for light rail.

And so what we're doing here in the south end in this box is looking at -- because there is still a lot of support for the working group alignment, but it's an incomplete alignment. It's trying to make that a complete alignment by identifying a new terminus and park & ride south of the city. There's a couple of different sites we've looked at over the last several months along McLoughlin. This is Sparrow Avenue and this is Park Avenue.

So for the last several months, actually, we've been out in the public both up in Portland and here in Milwaukie. In March we had an open house and looked at a number of different options.

And the results of that, just focusing on the Milwaukie portion, is that the Steering group, after having the open house in March in Milwaukie and then several specific segment meetings in April, south of Milwaukie, downtown Milwaukie, and the north industrial area are involved in getting comments from the public at that time.

The Steering Committee which is comprised of elected officials throughout the corridor, the mayor of Milwaukie, Commissioner Sam Adams from city of Portland, commissioners from the Clackamas Multnomah Counties, as well as Metro counselors and TriMet, the TriMet executive officer, the Steering Committee approved three alternatives to be studied in the locally -- in the supplemental draft environmental impact statement which we're starting up this summer. And those are the locally preferred alternatives which I've described before terminating at Lake Road.

And the locally preferred alternative with an extension to the south, one of the issues

that was looked at in the last several months has also been cost-effectiveness has become a much more component of the federal funding. And federal funding, we are hoping to get about 60 percent federal funding. So additional riders and park & ride is an important piece of making a cost-effective project.

So this is the locally preferred alternative with an extension with the possible station at Bluebird to serve the island station neighborhood and park & ride at Park Avenue.

And then, finally, the working group alignment with no park & ride at Lake Road, and instead park & rides at Sparrow and Park Avenue.

And so what we're proposing the Steering group approved was study of these different alternatives. They have different amounts of park & ride, slightly different station locations.

You can see in downtown Milwaukie the locally preferred alternative has Harrison, whereas, the other two options have Monroe. So that will allow the supplemental draft environmental impact statement to weigh the various costs and benefits and impacts of those different choices. They may ultimately be combined in a different way at the end

of the study.

But to get to the focus of tonight, what happened during the course of that public outreach really was that we learned about some pretty serious concerns about the Tillamook alignment through downtown Milwaukie. They came out at the downtown segment meeting which was located at the Waldorf School.

A number of concerns from the Waldorf community and teachers, as well as concerns from the Historic Milwaukie Neighborhood, Lake Road Neighborhood Association, and the St. John's School. And they were raised about impacts to the residential and school communities along the Tillamook Branch light rail.

So the question was raised as to, well, have you looked at other alignments, and, particularly, have you looked in an alignment on McLoughlin and Main. So I want to review briefly the history of the light rail alignments and then turn the presentation over to Sean.

Yes, we have looked at a number of different alignments, and, basically, this project has been studied for really over 20 years. But I'm focusing on the more recent studies.

And in 1990 to '96 there was a nearing of options. At that time the focus was really trying to -- for the most part a lot of the alignments were focused on terminating at Clackamas Town Center. And these alignments show McLoughlin, they show Main, and then also all the eastwest streets, Highway 224, Harrison, Washington, Monroe.

And in the 1998 supplemental draft environmental impact statement a locally preferred alternative was selected, but, essentially, came down McLoughlin and then circled around through the northern portion of the city of Milwaukie, around this former Safeway site, and then went out Highway 224 to Clackamas Town Center.

That project ultimately wasn't funded. There's been a long history, as I mentioned, to the light rail studies. And over time various funding packages, several of them have not passed. And this is one that was not passed. And so, basically, that resulted in a period of revisiting the concept of light rail.

So this period in 2000 -- 1999, 2000, there was an alternative analysis that looked at everything except the light rail. And that included busway, bus traffic transit, water transportation of

ferries, that kind of thing, a commuter rail. And in 2001, the light rail option was brought back by basically suggestions from the various communities along the alignment.

And so these options were studied in 2001. They show McLoughlin, Main, and also this Tillamook Branch alignment through downtown Milwaukie.

And they were looked at, as you see now, no longer going to Clackamas Town Center, because at that time there was consideration which ultimately was approved of light rail on I-205 to Clackamas Town Center. So the focus became terminating in Milwaukie for this portion.

And in 2002 the supplemental draft environmental impact statement that I mentioned that resulted in that locally preferred alternative in 2003 did select, as I mentioned, a locally preferred alternative that went down McLoughlin and then onto the Tillamook Branch through the north industrial area in Milwaukie. That was phase II.

Phase I that was approved at that time was I-205 light rail construction and the bus mall. And the premise at that time was that once those went into construction, phase I which was I-205 and

the bus mall, that we would come back and look at the Portland Milwaukie portion. And that's why we're here today.

This was the working group recommendation in 2004, and this represents what we've been looking at in the refinement phase. And so what I want to kind of emphasize while I'm providing this context and background that the question for you all tonight is really the question that the mayor asked the Steering Committee, could he have time to review with the community of Milwaukie potential alignments on McLoughlin and McLoughlin Main.

So there's already been a decision, I guess, by the Steering Committee, just to re-emphasize, to look at the locally preferred alternative, the extension down at Park, and the working group alignment with an extension down at Park.

And the question is in addition to those alignments should the supplemental draft environmental impact statement consider one of the three options that Sean is going to present to you tonight on McLoughlin and McLoughlin Main.

Thanks. Are there any questions of me before I turn it over to Sean?

MS. BATEY: I do. If you can go back to the slide that had the three alternatives. Okay. This is something that I've been trying to understand because I went to some of the open houses and segment meetings. I was sort of surprised to see the -- sort of everything south of Lake Road not be sort of a stand-alone question, or whatever. But as I read these alternatives there's not an alternative that would be Tillamook alignment, but just ending at Lake?

MS. WIEGHART: Yes.

MS. BATEY: That's right?

MS. WIEGHART: Yes. Do you want the reason for that?

MS. BATEY: Sure.

MS. WIEGHART: The reason for that is, again, if you look at the working group alignment the big difference between it and the locally preferred alternative in terms of sort of providership and light rail facility perspective, it does not have a park & ride since it's in the freight tracks. It doesn't have a 600-person park & ride that is proposed at the southgate theater.

And so it doesn't have -- actually, the

locally preferred alternative we have found doesn't have enough park & ride to meet the total demand, much less if it had 600 fewer spaces.

So there really is -- in order to make it functional or, I guess, competitive alignment it would need additional park & ride spaces. And that's why we've been looking at these extensions on the working group alignment.

MS. BATEY: Okay. And then in the segment meetings the question of alignments, it was sort of presented separate from the question of stations?

MS. WIEGHART: Yes.

MS. BATEY: And here you've got sort of fixed stations. So is that pretty set that if it's this alignment it would be these stations or are the stations sort of more fungible between the different alternatives?

MS. WIEGHART: That's a great question. We did -- we specifically did take comments separately on the park & rides and on the stations and on the alignments to get a pulse of the community. And what we found was that there was more sort of consensus about alignments and less about the stations. And so that's why we chose to

have different station configurations.

And, you're right, that at the end -- or your implicit point is right that at the end of the day we could mix and match the different stations between the different alignments. But we specifically wanted to study both Harrison and Monroe because there were different perspectives about that.

There was, I would say, overall probably more support for Monroe, but we didn't feel that we heard from everybody in the downtown Milwaukie area. And there were some people that preferred Monroe strongly over Harrison, so we felt in need of more study.

And, in fact, I would say that a specific station location is something that could even shift a little bit. You know, is it Monroe, is it Washington. The working group alignment had the Monroe, Washington station just a little bit further south. So that could change.

MS. BATEY: Thank you.

MR. KLEIN: Do we have any other questions? Thank you.

MS. WIEGHART: Thank you.

MR. BATTY: Good evening. Thank you for

taking the time to help us all with this decision and question. I'm Sean Batty with TriMet. I'm the corridor design lead for this project. I want to take a moment to acknowledge all the work Tri-Met staff, our consultant team, and Metro staff has gone into looking at this question and developing information I'm going to present today.

I am going to spend a little bit of time sort of outlining how this information is presented. I know many of you have seen it, have copies of the booklet, but I want to make sure that the bigger organization of the packet is understood so that people can follow along as questions arise in their minds.

So what you see here is the table of contents for the booklet. The bold headers organize the various alternatives by essentially geographic area. The downtown Milwaukie alternative looks at the various alignments from 224 south. The second bold header looks at the alignments from north of Highway 224.

And the intent here is to show how these options could -- the implications of how they would connect to the bigger options that were just discussed as being moved forward into the SDEIS.

Within the downtown you see as a benchmark to provide some information we've included the locally preferred alternative trying to show the implications of that as a way to gauge the implications of the others.

First we're going to look at McLoughlin Boulevard and two potential options there, running on the west side primarily and the center running McLoughlin alignment, and then move to a McLoughlin Boulevard Main Street couplet concept. And then we will shift to north of 224 and repeat that same sequence.

As I go through the graphics each option and each segment starts with an overall graphic. It's meant to kind of give you some context. And then focuses in on three or four detail areas that are enlargements of that overall graphic. And then finally there is a section graphic.

But I also wanted to point out that the very beginning of each section is a matrix that's meant to help compile in a narrative format. Some of what we know about the various alternatives with regard to design considerations, and other implications looking forward to potential study under the DEIS.

I won't spend an awful lot of time reading that. The information is available. But I am going to give you some kind of key items that I think are important to understand beyond just what's written and drawn.

So first we're going to look at the locally preferred alternative. I'm not going to spend an awful lot of time on the content of this matrix. But this gives you a sense of, on the left, the considerations that we've cataloged for each.

You can see that many of these -- or I should explain that many of these are items that would be looked at in the DEIS. We're trying to give a snapshot of how these could play out in the DEIS. Property displacement, access impacts, affected park land, wetlands are examples of that.

Other important aspects are -- excuse me. The downtown parking impact station access are sort of urban -- in a way urban design values that we've included to help you gauge the relative merits of each of these options.

And then finally a box at the bottom that talks about the implications of each of these options with regard to extending further south than downtown Milwaukie. And that's meant to be either

as part of this project or part of a future project.

The last one I wanted to point out that's important is the additional cost factors. What we're trying to do there a catalog those items or elements that seem to us to add significant additional costs relative to the LPA baseline.

It's a way to kind of keep track of how this project would stack up in terms an alternative in its specific budget, but, also, how it would stack up with regard to cost-effectiveness.

As Bridget articulated, the key to the federal funding at 60 percent share is demonstrating that we have a cost-effective project. And that is in gross a measurement of how much the project cost per the amount of rider benefit that it generates.

So, quickly, here's an overview graphic of the locally preferred alternative. All the graphics are organized. So to the left is 224, along the bottom is McLoughlin, this is Willamette River, Kellogg Lake, Kellogg Creek, Lake Road, and then the major intersections of Washington, Monroe, and Harrison. And we've tried to keep that consistent to help people get oriented. You see along the bottom sort a key of each of the detailed areas will always work from north to south.

So starting with the detailed enlargement of the locally preferred alternative you can see 224 here. And the light rail essentially descending in a combination of a constructed cut and a series of retaining walls to pass under the Tillamook Branch freight rail emerging on the east side of the Tillamook Branch freight spur line and continuing along the east side of that freight rail under 224 toward Harrison Street.

A couple of conventions. This signature indicates retaining walls. The kind of magenta pattern indicates a structure of a bridge that would need to be either constructed or reconstructed as part of the project.

Moving towards Harrison, again, this is Harrison Street, Monroe, you see the alignment here primarily in the existing freight rail property. A suggestion of the station here, but, in fact, your question, also a suggestion, a potential station on part of this here.

You can see some improvements associated with curbs and sidewalks to improve the access. And you'll also see this note, gated crossings. Gated crossing is a fairly standard way to control traffic access. The gates come down and prevent vehicles

from entering the right-of-way when trains are present.

Moving on through these three gated crossings to a potential terminus at Lake Road is also associated with the 275-space park & ride on Washington Street. A short walk between the two.

A couple other notes about conventions. The cyan or orange boxes denote a station location. These features are in the gated crossing. And here you see a property displacement that it would be assumed associated with this particular option. From this point the notion -- trying to be consistent, showing some dash lines about future extension options.

But I'm not going to spend anymore time on describing the specific ins and outs of this one because I want to get to the other study. But just recognize that this is here for the sake of comparison.

The final showing is suggestion of a Bluebird station and continuing south to Park Avenue. And, lastly, a section showing the existing freight rail double track light rail on the east side in proximity to adjacent buildings. This is the corner of the Waldorf School music buildings.

This section shows if the station were included how the dimensions and proximaties change.

Do you have a question? Since most have the book maybe following along in the book is the best way. I'll try and keep people tracking along with the page turning.

So this is the first alignment that is presented in this book as an option for downtown. It's one of the McLoughlin Boulevard double track alignments. So that means both a northbound and southbound light rail track. I'm showing in this case primarily adjacent to McLoughlin the west side you can see the summary matrix, the number of properties displaced, and these additional cost factors.

A couple important things to note as we get started with this particular alignment, we've made some assumptions about what would be achievable with regard to ODOT's facility on McLoughlin, 224 with regard to traffic. And those are just assumptions.

Anytime a project affects traffic there's a fairly detailed set of analysis that are meant to look at that with regard to whether the specific is approvable, and if approvable that there's

additional mitigation required.

McLoughlin moves a tremendous amount of traffic. And I think folks locally are familiar with the interactions Harrison, Washington, have a fair bit of traffic on peak times.

So it's important to keep in mind that even though we've drawn these and talked to them preliminarily with ODOT just today, there is an awful lot more detailed study that would go in to see if these things are achievable.

And it was likely that additional improvements, additional lanes, additional signal items may be required when we're talking about those parts of the project that interface specifically with McLoughlin.

The other high-level consideration is the environmental impact study noted that we have a category called affected park land. That is looking forward to a very specific type of impact that the EIS must catalog. And that the FTA, Federal Transit Administration, looks at very carefully with regard to the affect the project has on specific park land.

So these options are going to draw and show improvements in what's currently a park. Again, that is not necessarily meant to say that

that absolutely can happen or that it couldn't happen. But it's a significant item of concern because it's -- just because we can draw it we're not certain that we can actually obtain approval, and, thereby, funding a project with that particular option and that kind of impact.

So moving forward. Here's the overview of the McLoughlin west alignment. Again, 224 to the left of the screen, McLoughlin Boulevard down at the bottom, Willamette River, Kellogg Lake, and then the major surface street intersections of Washington, Monroe, and Harrison.

I'm going to move into this area on detail one. And what detail one shows, again, remember our convention of new structure is in order to avoid having to run -- what we're trying to achieve here is to bring light rail essentially by extending the LPA in kind of a median space between Main Street and McLoughlin.

And in order to avoid bridge columns and impacts to this northbound on-ramp from 224 to McLoughlin we're proposing or showing relocating Main Street, essentially shoving it to the east to find that space between the existing column and existing abutment.

However, there's not enough space with the existing abutment, so it would be necessary to reconstruct the abutment that first -- and that span in order to have enough abutment space to do that.

We looked at actually a fair number of other options, including closing those. A bigger -- bigger constructions of the span, and this seemed to be the least impactful and the least costly of what we look at initially.

And it's a fairly consistent element of all the options because, as you know, this is a large embankment. And there aren't many opportunities to cross over or under or through it and still land or be near grade for stations in downtown Milwaukie and in the north Metro area.

The yellow shows -- represents double tracks. Again, one track southbound, one track northbound of light rail track. And moving across the existing access between McLoughlin and Main Street and displacing these four businesses and moving to the station position here at Scott Street.

The displacements are required to actually physically build the track. There would be some remnant land remaining, but the permanent closure of all access from McLoughlin and this sort

of basic footprint would remain after the project was constructed.

This station, this light rail station shown here just north of Scott Street, in conversations with ODOT today the notion of a gated crossing here may not be available to us. This actually may need to be fully closed. Or if it were to remain open it may require an additional lane to provide a right-turn pocket.

The concern here is that if a vehicle southbound were to want to take Scott Street while the train were there and the gates were down, that vehicle would stop in the traffic lane and impede traffic on McLoughlin by stopping in the traffic lane. That short a distance may back up into this intersection and create other traffic challenges.

Moving across Scott Street you see another building displacement in order to provide space for the light rail tracks and positioning the light rail trackway to cross at a diagonal Harrison Street through what's shown here as a signalized intersection.

So our peak frequency of light rail vehicles is seven and a half minutes in each direction crossing through this. And in order to

get from the east side to the west side that means that virtually all the vehicles would have to stop for that movement of trains.

That was a very big concern of ODOT today. They know an awful lot more about the traffic conditions there and were very concerned about whether that was actually achievable moving forward.

They suggested that maybe that this actually has to be a gated crossing in order to control the pedestrian and the vehicle movements more positively so that their gate is down preventing people from taking the wrong turn at the wrong time.

And the gates actually increase the amount of time that the train uses to move through the signal to the point where it may compound traffic concerns at this intersection.

We talked a little bit in brief about the mitigation. If you reduce the capacity of this intersection to move cars through that means that with the same amount of signal time and the same number of lanes the existing cars would back up further during a given signal cycle.

And while we didn't get into detail and

there would be an awful lot of work to get to that level of detail, one potential mitigation for that issue would be to add additional lanes to Milwaukie.

Now, I point that out because, again, that mitigation is not shown on this drawing. And if that were to play out as I just described there would be even a wider section and potentially another lane in each direction needed for this.

Move to this point. This, again -- this graphic convention illustrates a retaining wall. That retaining wall is needed to sort of hold up the trackway at the grade of McLoughlin. A concern for this particular retaining wall is that the base of it would essentially need to be built in Johnson Creek in order to hold up the trackway in that position.

Moving to detail two, again, this now is Harrison. This sort of shifted the view to the left. You see the retaining wall on Johnson Creek. And the trackway built essentially adjacent to the existing improvements of McLoughlin.

So the assumption here is that the existing improvements, existing road section, would remain and you would build double track light rail fully to the west of McLoughlin Boulevard.

The right-of-way through this area would likely need to be fenced. A fence on both sides. We try and canalize pedestrian access to a point here, or potentially further, in order to move across safely at a point where the vehicles, the trains are going fairly slow.

You can see this quantifying this sort of amount of land required from the park to construct this option absent any traffic mitigation for capacity reductions. 2941B, the variability that this is this sort of double track section. 41 is more associated with the stations at this location.

We've learned an awful lot about other projects that are being considered in moving forward. One is the downtown park riverfront plan. There's a suggestion from that that this access actually be relocated further south.

I wanted to point out that it's likely that the best position for the station and access to park are going to be kind of this one unit. It gives us the ability to use this space behind the station for this right-turn pocket, which allows vehicles again to move out of the through lanes of traffic while they're waiting for gates and to move into the park.

If a park access were to move to this position the starting point would be to move this station configuration with it to take advantage of that space and the positive control from gates to get people into and out of the park.

You can see that the double track in this location would require a new structure and a new structure for the access to the sewer treatment plant. And then, finally, you can see the assumption is that the park & ride would remain, people would across with the signal to access the station to and from the park & ride.

Finally, area four. I apologize that the dash line convention didn't come through in this graphic. But if you look at this note here, potential light rail extension, and about this position is about where we would end the traffic if we were to terminate near downtown Milwaukie.

We need additional track beyond the station to allow the vehicles to get off the northbound track switch and then move northward. So there would be track beyond the end of the station.

For future expansion, once you're on the west side it makes the most sense, thus, at least initially, to continue on the west side of

McLoughlin. It would require reconstruction of this freight trestle and possible reconfiguration consolidation of the 22nd and River Road intersections to have an at-grade station and access to and from McLoughlin from the surface streets in this position.

So I'm going to move forward to the next -- excuse me. I just wanted to note, we had a fairly detailed initial conversation with ODOT. Bridget was reminding me that with the volumes of traffic in this direction, particularly at peak, and the presumed peak desire for pedestrians to move in the park & ride to the station, there was a particular concern expressed by ODOT about pedestrian safety and the ability to provide adequate green time for people to cross when the bulk of traffic really wants to move in kind of a through-put north/south direction.

I'll just point out some of the assumptions about the section. So you can see we reflected the existing ODOT, the recent improvements through the section of McLoughlin, and here is a section -- all the sections are looking to the south. And if you were standing looking to the south you can see the double track light rail.

A suggestion that there may be some additional fill required, the fenced right-of-way, sidewalk in this position, and then the rest of the improvements as you see them now with the turn pockets and vegetative mediums.

And this is a section comparing existing on the top with a split side station at the bottom.

So moving to the next of the alignments, we've looked at -- this is, again, another McLoughlin Boulevard double track. But this time looking at the alternative, placing that double track alignment in the center of McLoughlin.

This is a configuration derived from our project on Interstate Avenue, and the surrealization that having stations in the center of a road provides an opportunity to share or make efficient use of space for a station and left-turn lanes.

Again, you can see the matrix here. All the same caveats about concerns about park land and ODOT traffic concerns apply to this one, as well. There's really no -- well, there are differences in detail of how you would approach. The sort of high-level caveats would remain.

Again, this is the overview of the center alignment showing the light rail track moving and

entering, this time at a new signal about 300 feet north of Harrison and then center running. So we'll look at detail one.

Very similar set of approaches and cost factors. Again, having to reconstruct the abutment, reconstruct the span to allow light rail to move sort of in this median configuration, and then introducing a new signal that allows light rail to enter the center of McLoughlin.

You can see that this feature which allows traffic to move from McLoughlin to Main Street has been blocked by light rail. And we've suggested that a function could be replaced by a new road in this position some capacity on Scott Street, and likely also some capacity on Harrison Street.

ODOT had concern about this because of the apparent lack of adequate cueing distance for vehicles traveling southbound. Meaning, when vehicles were waiting for the signal they would back up. There's not enough space they felt ordinarily to allow them to wait here without backing onto Main Street potentially.

Light rail would enter the center of McLoughlin. This new signal would need another new signal on Main Street to control the eastbound to

northbound moves. And then light rail would run in the center of the alignment for the rest.

You can see that we have similar displacement. If you look carefully at the colored line work and the line work over the area photo, in order to create space for this McLoughlin would have to be completely reconstructed. It would have to be recrowned, the drainage changed, and reconstructed, essentially, from back of rock to back of rock.

Because that was the underlying assumption, we decided to show a slightly reduced section from existing in order to reduce the amount of additional right-of-way that would need -- we needed. So I'll show you that in section. But, essentially, the assumption for each of these lane widths is the same. But the current approximately 5- to 6-foot tree planting strips on the both sides were omitted from this section.

Again, to essentially say that if you're going to rebuild this and you want to minimize the additional right-of-way with reconstruction you can reconsider some of the elements of the existing roadway and narrow those. And I'll get to that in a little detail. I think it's clearer on this section.

That said, there still is additional right-of-way required to make space for not only the double track light rail but through lanes and the turn lanes of McLoughlin.

So while we're not using this particular retaining wall in this instance to hold up light rail, it's still required to hold up that additional roadway from the southbound lanes that have been shoved to the west in this case in order to make room for the trackway down the center.

Continuing to move south again, this is Harrison illustrating a split center platform. Again, this is a light rail station, and allow some space for a left-turn pocket here and here. So the existing moves basically retain the various left turns.

However, ODOT flagged a concern that we also had which is while the space for the left turn is here you may know that the existing left-turn cue extends quit a bit further south.

So the presence of the station of this option actually reduces the space for left-turn cueing. And, again, it's one of those issues that ODOT would require more detail to determine is that acceptable, A, and if it's acceptable what

mitigation would be required, in parentheses, if any is available.

From the station you can show we sort of learned after we advanced this one about the relocation of the park access. But assuming this was right in, right out, this could move more independently than any other option because traffic lanes are here adjacent to this access.

You can see a suggestion that we may need a low retaining wall in order to hold the edge through this. Again, we learned a little bit more about the existing grades that may be able to be solved with an additional graded slope.

New bridge in this location. Again, we need that tail track function. We need light rail vehicles to be able to get fully away from the station, shift, and switch off of the southbound lane to the northbound lane.

And so the tail of this vehicle, because it's unlikely that we will be allowed to have it blocking traffic while it's making that move, may need to shift completely south of the intersection to complete that switch. So there's the good likelihood that we'll need additional track quite a bit further south of Washington Street.

And then finally the 275-space park & ride, with the assumption that people would walk and use the existing signalized crosswalks to access the stations in both directions.

So, finally, again, I apologize for the inconsistent line work. I'll do my best to narrate. On the hard copy I think you can see better these dashed yellow lines which are meant to show the edges of the existing -- or, excuse me, of the widened McLoughlin if one were to extend the south.

Logically, once you've gotten in the center it probably makes most sense to stay in the center and continue. This would be a potential Bluebird station. The opportunity to consolidate these intersections for access on and off McLoughlin.

But you can see this additional right-of-way would be required all the way to the full extent of the light rail project. It would require reconstruction of this freight trestle, and would also maybe have some additional constraints.

There would be less space available for a widened sidewalk or additional trail facilities particularly through this area adjacent to this sewage treatment plant.

Here you can see the section. What I was indicating before about reducing the total section, this is 103-foot section right now and it includes these features, these 5- to 6-foot planter strips.

And the assumption was we were going to completely rebuild McLoughlin. And trying to reduce the amount of additional right-of-way here we made the assumption that in this option we may eliminate the additional 6 feet of planter strip and just go with a more standard 10-foot sidewalk section here.

So I just wanted to let folks know we're trying to bracket a range of impact. And that when we start talking about major road reconstruction, these kinds of options, I think we need to consider them as part of the -- what the mix would be going forward. And this shows a section, again, with a section at the station.

So now moving on to the couplet option that we've illustrated. Again, here's the matrix for the Main Street McLoughlin Boulevard couplet. You can see the categories, see some of the cost factors. And I think that a lot of the things that I pointed out with regard to impact, particularly on McLoughlin, are the same.

We haven't -- we haven't found the same

maybe level of issue with Main Street. We had an assumption that it's a local service street, that it is stop controlled. And so the ability, or the sort of -- the ability to resolve some of the traffic implications would be greater than those things on McLoughlin. But that's not to say that there wouldn't be trade-offs.

Adding signals up and down McLoughlin and preempting -- or, excuse me, up and down Main Street and preempting those signals for traffic could have traffic implications. And so it's of a similar flavor to what I said about McLoughlin. You have to study each intersection and determine are you going to have acceptable stacking distance, turn movements, and all those traffic-related things.

So here's the overview graphic. Again, 224, Willamette River, McLoughlin, Kellogg Lake, Kellogg Creek. And here is the couplet assuming southbound travel on or next to McLoughlin, turning at Washington Street, and then moving back in the center of Main Street.

Enlargement one. Again, not a lot of good options that we found to sort of move under, past 224. So a similar variation on this theme of moving, relocating Main Street, reconstructing the

abutment and spans.

Even though we're talking about single track, the amount less right-of-way needed through here isn't enough, at least at first look, apparently, to avoid these displacements. So virtually identical displacements through this stretch.

I should mention that we looked quickly at the notion of trying to get out and across McLoughlin sooner at an earlier point. But you can see this feature is Johnson Creek. And not only is the creek there but this is a fairly significant slope to the creek.

And so given the sort of various options in the segment we chose to sort of advance and detail these, thinking that ultimately it would be, in spite of what I said about ODOT's concerns, more achievable to cross McLoughlin at this intersection rather than widening or retaining through this entire piece and then crossing of this street with the gated crossing.

Station position here. Same comments about Scott Street and the likely change that you need to see to allow a gated crossing here. Possible closure at Scott Street.

Similar approach, signalized crossing shown, likely a gated crossing required. This time it would only be the vehicles in the southbound direction that would trigger the gates.

But ODOT still, with early concerns about the effect of that, even that would have on traffic capacity and talking about mitigation again such as additional lanes.

I think I'm going to go -- I'm going to do the train's eye view. So I'll continue south and we'll come back to this slide.

So here's Harrison Street again. A reduced amount of right-of-way, but still right-of-way needed from the park in order to construct the single track.

And, again, in the couplet option we still would need a full terminal operation. Meaning, we need a place for a train to get off of the active trackway to cover schedule in case there's a broken train, which doesn't happen very often, but we do need to allow for it.

So after looking at the potential option of trying to site it here, which didn't work because of grades and the length that's required, and then a sort of quick snip at a notion of locating it here,

but just seeming to be potentially more impactful to traffic and business and right-of-way we're showing it in this position which accounts for the variability and the amount of right-of-way from the park, we're showing this option.

Again, a signalized crossing in this position likely, based on what we heard from ODOT today, need to be a gated crossing with the attendant traffic capacity impacts.

And then here's where some things get to be a little different with the couplet. There's a fairly significant grade from McLoughlin to Main Street. This is quite a bit higher than this. It appears achievable on first blush, but it doesn't seem achievable without sort of as much length as we can get. It could be that even trying to attempt this in the center it wouldn't be enough length to sort of make this grade and these turns.

In addition, because the trackways in this position access that we sort of anticipated would have been from McLoughlin to Washington and into the parking garage, likely would not be able to occur off of Washington anymore. So we would assume that that access to the parking garage would actually be up on Main Street so vehicles entering

would actually turn onto Washington, onto Main Street, and into the parking garage.

And outbound would have to go out onto Main Street and onto Washington or onto Monroe to where there are left-turn southbound currently existing.

Once on Main Street this option shows the idea of the single northbound track being in the center of Main Street. We looked at a side running and the center. The side running had a bit more impact on adjacent access.

Once we run on the side driveways like this one at Dairy Queen wouldn't be allowed. And so with a couple impacts here and then further to the south we made the decision that we would advance and show the center running since it seemed to be the least impactful of the two.

The section is -- there's an 80-foot right-of-way that exists within the right-of-way, center running light rail, a single lane of traffic in each direction. And then for most blocks it appears that we would have to replace the angle parking with parallel parking for the entire length of Main Street.

You can see the red dots that suggest

full new traffic signals. A significant cost consideration with the numbers that we're talking about here.

And, again, back to the first slide. So the train would continue south. You can see that some of these accesses, which probably currently allow left turns, would have to be right in and right out. And that only lefts would be allowed at these signalized locations.

You can see a little bit of additional right-of-way improvements are required to relocating Main Street at a point at which the double track light rail would reconnect with the couplet.

Finally, again, I apologize for the line work. There's some additional level of complexity in providing for future expansion where we're needing to have a transition from a couplet to double track both directions.

Again, since we're fundamentally on the west and there's some additional right-of-way available up here it makes more sense to stay on the left.

The transition, or the sort of reconstruction from a turning terminus to, how would I say it, to a set of tracks that would allow the

trains to move southbound and then turn onto Washington in this direction would likely require a significant amount of reconstruction if it weren't done with the project.

And, also, it could mean that a fairly unusual intersection geometry, the trains don't turn on the dime and so you would have to contain all that track work within the intersection.

The reason I point that out is that track engineering fact combined with ODOT and our concern with pedestrian access -- I'll go back to the slide. This pedestrian access here, at least in the p.m., my add some additional kind of complexity to that particular intersection configuration.

And then here you see a section of McLoughlin existing. And with the side running train you can see it does reduce the amount of right-of-way relative to double track, but still additional right-of-way required from the park.

And then here's the existing right-of-way of Main Street. These blank spaces are the angled parking, and then a suggestion of the section with light rail in the center. And, see, the light rail in the center with a station would mean that the parallel parking on the station side would be

removed.

So now I'm going to go -- we're going to shift our focus to north of 224 and look at the implications of connecting these options to the previous options that have been identified to move forward with IES.

Again, starting with an overview, this is just meant to illustrate the locally preferred alternative. Now, this is hopefully not to confuse the issue but we have the previous locally preferred alternative. This is 224, in this case, McLoughlin here. This is Millport, to get oriented, and the freight rail mainline and Tillamook Branch here. The LPA option is illustrated here. In a subsequent slide we'll show what we call the Tillamook Branch, or working booth alignment. But this, for reference, is showing this LPA option.

You can see intersection improvements at Millport, some replacement parking for impacted parking up north, suggestion of a park & ride facility and bus transit center at southgate, and then you can see some of the displacements that were assumed, mainly hardware mechanical at this property, as well.

This slide is the one you saw in detail

one of the previous geographic segment. And then again point out the matrix trend table and summarize some of the information.

Now, a little blow-up enlargement in detail. Again, this is the LPA. The reconstruction of this intersection to provide adequate capacity for cueing in all the different directions. Replacement parking for some of the parking that was removed or needed to be removed to allow Main Street to continue in this direction, and then the parking garage and transit center.

So, again, this is background. This is another -- this is the illustration of the working group of Tillamook Branch alignment. You see, again, 224 here, McLoughlin and Main, and this location will go to the enlargement.

You see there's a double track light rail kind of heading on down here underneath 224. What's not on this is somewhere north of this between the Spring Water corridor bridge and the switch at which the Tillamook Branch departs the mainline. This light rail track actually has to cross the Tillamook Branch. So there's a fairly significant structure required to allow it to be grade separated and moved that direction. Just keep that in mind.

So the first sort of option to connect, in this case the Tillamook Branch, to essentially any of the options that we just went through in downtown, you can see the double track light rail coming here paralleling Hanna Harvester Drive and then moving under to 224. I won't go into detail.

This is one of those options that when you look at it it changes a lot of your base assumptions and you start thinking about maybe there are other ways to solve some of these traffic issues and things that may be more advantageous on balance.

But just for a narrative, here's the double track light rail to the station this time on Hanna Harvester Drive. You can see the signal that would allow light rail to cross the relocated Main Street and enter that stretch that we talked about in the previous segment.

But the suggestion was that if a station is here it could be that this may be a higher value parcel just because of visibility. And so potentially constructing the park & ride here where it's sort of got an edge with 224 may be an advantage to this option.

A different solution to traffic capacity and cueing distance by creating a new road that

would allow access to this end of the park & ride and additional stacking length the left turns in here. And you can also see here a provision for that same amount of replacement of parking in this option.

I want to make a comment about this. This is the old southgate theater that's since been demolished. And there's some graphics where we've shown it as displacement, but we did make sure that the counts do not include this as a property displacement since that building is gone and this parcel is actually apparently owned by TriMet.

So in this option we're showing the idea of just extending the LPA alignment so -- again, the LPA alignment is the one that sort of, the light rail is adjacent or between Main Street and McLoughlin, just continuing it south to connect to the options that I showed you south of 224.

And it doesn't look an awful lot different. Essentially, the idea was if you're already in this median space you would just continue in that median space. We still need, as we said before, to move Main Street to avoid these bridge columns.

The station in this case, instead of

being here in the LPA, which would mean you wouldn't have to cross traffic on Main Street to access the station of the park & ride, is actually across Main Street. And the assumption for access it would be across a signalized crosswalk at this position of the station.

Apparently, that is the last slide. So I am going to -- I think what I'll do is back up to the very beginning and then offer to answer the questions as best I can.

MR. KLEIN: Thank you, Sean. You're getting very good at giving this presentation. It's the third time I've seen this.

So do we have any questions for Sean?

MS. COLEMAN: I have two questions. One of them is my question, one is a question I promised my neighborhood association that I would ask. So I'm going to ask the neighborhood association one first.

There seems to be kind of a concern, and I've heard this other thing considered, as well, that as we look at some of the alternatives of the Tillamook Branch they seem really -- some aspects seem frightening. There's obviously some unappealing aspects to all of them. They're all

going to hurt in some aspect or another, but -- and there also seemed to be just a general feeling like maybe there wasn't enough creativity that went into -- you know, cut right through down McLoughlin, going down that median, cutting right across Harrison, and that kind of stuff.

Can you speak to the number of alternatives that you looked at before you sifted down to three, or the two additional, and, you know, some of the -- maybe some of the -- if there are parameters? You mentioned that there were ODOT parameters and stuff like that. I just want to know how you end up with the couple of alternatives that you end up on McLoughlin and then McLoughlin Main Street? How many others were there?

MR. BATTY: That's a great question. We ran through an awful lot of scenarios with trace paper and a lot of head scratching about what are the best options through downtown both couplet and double track. I'm going to use the table of contents to remind myself.

We looked quickly at the implications of double track on Main Street, putting both tracks on Main Street. Again, fitting all that material, all those pieces into an 8-foot right-of-way seemed

really difficult. It certainly would have displaced an awful lot more parking and may have removed parking completely from some blocks.

In addition, it didn't solve many of the problems upstream, and it really put the project in a -- not a very good position for future extensions, and I'll kind of gesture it to that.

So between the number of impacts of a double track on Main Street and the type of impacts, those kind of impacts that are -- at least in my opinion are particularly hard for business, we thought we would advance and spend more time on the couplet notion of Main Street.

We also looked at other couplets, quickly. Main Street, 21st, 21st maybe with some Tillamook Branch turnback. And maybe I'll -- if you'll indulge me I'll try and narrate a little bit why those were not advanced in the level you see here.

MS. COLEMAN: That was my other question.

MR. BATTY: I think maybe I'll speak to this overall. Actually, bear with me for a moment and I'll get to another couplet. So here's the overview of the couplet that we developed for this. We did a quick look at the notion of a Main Street

and 21st, and also a Tillamook Branch, Main Street at the level of kind of what were the major advantages and disadvantages relative to other things.

And the quick reason we didn't develop the 21st and Main Street option is this freight railroad. This freight feature crosses over the top of Kellogg Lake and McLoughlin. And for those of you that drive this know that there's an undercrossing. So there's a fair bit of grade change that you're going to have to contend with. And so the ability to extend further south was really complicated by this.

You're always sort of trapped by this feature and needing to make a tough choice to either go down across McLoughlin at grade with similar issues to what we talked about in other positions, or potentially worse, having to cross grades separated above this. So a full 25 feet above the existing bridge, which would put your -- you know, tons of structure and cost and lending way up quite a bit further south.

But before we even got to future extension we were trying to find, basically, a route on 21st that would allow us to come back and rejoin

this couplet to find this location.

21st is a right-of-way, to a large degree sort of ends at Harrison Street. And so finding a route by extending 21st appeared to be pretty impactful. We would have to essentially create right-of-way, create access, and then find a sort of way across this parcel. We just see the numbers and types of impacts adding up both in terms of displacements but also how you put back together parking lots and things like that. So extending 21st through this position didn't seem to be maybe a great option.

The other option would be to come back and turn on Harrison and reconnect the couplet in Main Street at Harrison. But, again, you have an even narrower right-of-way on Harrison with a fair amount of traffic. And the right-of-way is really constrained by this existing new development and the building we're in here, city hall. So the ability to sort of add even that single track of light rail with the two turns in the signal, plus having to have double track light rail on Main Street here, again, didn't seem to be even -- didn't seem to be as likely to actually work as what we've illustrated here.

Similarly, the Main Street to Tillamook Branch, you know, that was pretty intriguing. But we've got this steep grade and then a choice of either having to cross the rail at grade to be on the east side and connect back into the other options and to be sort of at least on the other side of the freight rail from Waldorf School, or staying on the west side of the Tillamook Branch. And if one were to stay on the west side of the Tillamook Branch it means all the sort of light rail stuff would be on the sort of school side of the Waldorf School.

I thought that if we drew that out it would be pretty clear that that was actually going to make this concern worse.

And the crossing here, or crossing anywhere, and crossing that freight rail track, that grade with light rail is a really significant regulatory challenge and safety concern, because, essentially, you really don't do that with a very high degree of -- not very certain to be permitted, essentially.

So, finally, you have to ask yourself, is there an opportunity to do one of these couplets but also get a structure somewhere in this position that

would allow you to grade, separating, and cross over or under this Tillamook Branch railroad.

And, you know, if this were all flat land in order to climb up and over at our sort of desired grade you need about a 500-foot structure. So, you know, a couple blocks worth of ramps and structure to get up and over. And then plus being that much higher in the air as you came back down this way.

And so when we looked at those quickly, I mean, frankly, we made some judgements based on our experience and the experience of our past engineers and decided that, you know, when the dust settled these were going to be our sort of best foot forward we had based on what we had seen. Prompt me if I missed part of your question.

MS. COLEMAN: Well, you kind of hit it, but I still have to ask a little bit more because I am curious about this.

And what are the -- some of the things that you state are -- they seem insurmountable. But I'm wondering, I walked that line today, you know, all the way, hey, what if this happened, and the path that you outline wasn't the one I walked.

So I'm wondering, I understand that there's -- and I'm not trying to redesign it so you

can create another option, but I understand the problem with putting double tracks on Main Street and that is a difficulty. But taking it up Main Street and then at Adams or that kind of no man's land where there's parking and there's, you know, the post office and, I don't know, way down south, that area, crossing up and either curving back around on 21st Avenue or going over the right and up to Park, are you not allowed to cross over train tracks --

MR. BATTY: You're --

MS. COLEMAN: -- you know, and then parallel to the east and head up on McLoughlin and head up to Park Avenue? Are you not allowed to do that --

MR. BATTY: Well --

MS. COLEMAN: -- and then return along the same route, head up 21st?

MR. KLEIN: I'd let him answer the question.

MS. COLEMAN: Well, I have to finish. I want to finish.

And then Jackson Street is very wide next to Harrison.

MR. BATTY: Jackson Street here?

MS. COLEMAN: It's the one that has the buses on it.

MR. BATTY: This one?

MS. COLEMAN: Yeah, the one --

MR. BATTY: The notion would be to come up, turn here, come back down and turn back.

MS. COLEMAN: Or come up, don't turn there, head up to park, come back down. I mean, do you have to do a loop, per se, right there?

MR. BATTY: In a couplet option you have to do a loop --

MS. COLEMAN: Okay.

MR. BATTY: -- otherwise you'd have to do double track. You don't have an option of not doing one of those two. So it's kind of a --

MS. COLEMAN: So you can't separate them and rejoin and do one track?

MR. BATTY: If I understand your question, no, not typically, and maintain the kinds of service that we'll need and the service we'll need to convince the FDA about cost-effectiveness.

MS. COLEMAN: Double track headed up to Park, double track coming back, but then as you go down 21st it will be a single track, that's my point.

MR. BATTY: Just one track, oh, okay. Single track. We did look and think about single track. But the issue with single track is that if we extend -- if we ever extend our ability to provide the reliable service on schedule is compromised.

You know, that single track has to move the exact same numbers of trains. And so all the gates that come down have to come down the same amount of time just on one track.

While we could look and have looked at that, we typically don't and wouldn't do it for this amount of stretch. And we certainly -- this kind of length that you're talking about. And if we did as a region decide to do it I think it would have to come with the understanding that if there were significant extensions south potentially even to Park that that would have to come with the ability to reconstruct. So not only impact with construction once, but impact with construction twice to head south.

But I want to be really cautious in this group because single tracking is a very technical kind of approach to service. And there is -- there are ways that we can use single tracking to address

specific concerns.

This length wouldn't typically lend itself to that. There would be significant tradeoffs with regard to the service regionally and local. But I want to be really clear that it's not that we never do single track or that every potential combination of single track in length has been looked at in detail and ruled out.

MS. WIEGHART: I just want to clarify what your idea was. I think you might have been talking about doing sort of a couplet that goes on 21st and Main and then becomes double track as it heads south to Park.

MS. COLEMAN: Across McLoughlin. Above it.

MS. WIEGHART: Okay. So some of the things that Sean laid out about that. So she might have been talking about going on Main and 21st, okay, as a sort of couplet. But then if it were to extend -- so that's why she was saying maybe don't turn around, but extend south to Park as double tracked.

The same points that Sean made about how do you join it back together over Kellogg Lake, and all that grade separation and structure that he was

talking about would apply to that notion if you were to extend to Park.

The other thing is as you're going north along 21st I think your suggestion is simply rather than turning on Harrison -- so you'd go up 21st, and rather than turning on Harrison turn earlier, this is Jackson?

MS. COLEMAN: One street before Harrison.

MS. WIEGHART: But you still have the same issue that once you get back to Main --

MS. COLEMAN: Yeah, I do recognize that --

MS. WIEGHART: -- that you do have to double track. And, essentially, they're looking -- TriMet's looking at a really similar situation up in Vancouver within the 80-foot right-of-way with a lane in each direction. You would be looking at, I think, eliminating all the parking, no parallel park at all, which is a big issue, I think, on a retail street.

So you get a few blocks of that couplet concept, but also several blocks of a double track on Main, which, you know, is -- seemed like that would be a big impact for the businesses.

MS. COLEMAN: So Mayor Bernard's question

to us was, you know, should we add -- do you think that, you know, is there a wide range support for adding a McLoughlin and/or a Main Street option. And what you're telling me is there may be a McLoughlin option, there may be a McLoughlin and a Main Street option, but the just Main Street downtown loop would not --

MS. WIEGHART: Well, I mean, again, if the community were willing to look at double track on Main Street.

I mean, all the options that we've looked at besides Main and McLoughlin ultimately, because of the right-of-way on 21st not really being there, either you have to create right-of-way or you have to be double track on Main. And so that would be a question really for the community.

MS. COLEMAN: Okay.

MS. WIEGHART: But from -- so I guess to summarize, I think that, you know, whether we looked at it with as much creativity, I think there was a lot of -- in a short period of time a lot of creativity and attention applied to it. Whether there's other solutions out there that people think actually are acceptable to the community or more acceptable than these, you know, it's a judgment

call.

MS. COLEMAN: Right. Okay. Thank you.

MR. BATTY: I did want to mention that we also looked at another couple configurations on McLoughlin including running on east.

The reason that's not illustrated, just in sum, is when you run double track on the east side of the street with that much capacity anybody willing to sort of turn across the tracks would have to either stop in the lanes of traffic or you would have to provide a right-turn pocket to move the amount of traffic.

So the right-turn pocket would be additional and required likely from the park, or you would have to take businesses along Main Street to provide that. And even if you did that the concern about turning movements and controlling turning movements would remain.

And, finally, even though there are relatively few businesses that have access directly on McLoughlin those would all have to be closed and likely would result in some other impacts. That's why we didn't illustrate the east side running, in sum.

MR. KLEIN: Lisa, do you have a question?

MS. BATEY: Actually, my question was also about the -- was Main Street and 21st an option. It's been covered.

MR. KLEIN: Do we have any other questions? Thank you. I think we're going to deviate from our agenda just slightly and we will take a 10-minute break and -- 12-minute break and come back at 10 minutes until with public comments.

(A break was taken from 7:37 to 7:50 p.m.)

MR. KLEIN: Thank you. We had one clarifying question from Charmaine to Sean and I wanted to make sure that everyone got to hear what that question was and see what the answer was, as well.

MS. COLEMAN: My question had to do with a possible south on Main Street, north on 21st, and then also including the Park Avenue space.

And it's just for brevity sake I had drawn this out ahead of time because I thought about it earlier as a what if. And I just handed it to Sean so that he could -- we could make sure we're talking about the same thing, and he could show it with the red little pointer thingy and talk about it. He's going to explain it.

MR. KLEIN: And then we will have public

comment right after that.

MR. BATTY: I'll try and get to it.

MS. COLEMAN: I'd just like to know if the odds are insurmountable, you know, that sort of thing?

MR. BATTY: So what Charmaine was asking about and I was trying to answer, I don't have a great graphic for this so we'll try it here again, is what about the idea of a short couplet that used Main Street to this point, would extend to the south here, the northbound train would be double track for this portion. You would across back over to Lake Road and continue down, turning back at Jackson Street?

MS. COLEMAN: The next one up.

MR. BATTY: Jackson Street, and continuing to double track.

So the laundry list of issues I gave were the right ones, but let me try and narrate it with that in mind.

So, again, from this point off the page this entire section would be double track. So what Bridget said about an 80-foot right-of-way means the double track would take an awful lot of space in that right-of-way. And that stations would take

away parking, you would have no through auto lanes, and you may have to narrow sidewalks below the current 10 feet. So all of those access and those issues with fitting double track in Main Street that I alluded to would be true up to the point where the tracks emerged.

When you have the two -- any two front curbs you would need probably a little bit of additional right-of-way in these positions. And then at each one of these intersections you would need another intersection signal, complete rebuild of this street, complete rebuild of this street. And then the -- what I was trying to describe for extension is that if this track were to continue at this point you would have a choice.

Lake Road crosses under the freight track here and McLoughlin crosses under the freight trestle here. Your choice would be to try and create a structure that crossed up, up, up and over the freight trestle, which would be a very significant, costly structure over the top of all of this that would have to come back down and land that grade and would need restructure.

I'm just eyeballing this a little bit. But you would be up in this neck of the woods to

land if you cross over both north- and southbound.

What I think is more likely and where we would develop would to be to cross Kellogg Lake on a bridge, cross through this on a bridge, cross McLoughlin at a signalized intersection to the east. So all the implications that I sketched with these other options about crossing all the lanes of McLoughlin would be true of that option, as well.

And so you'd have structures here, signalized intersection here with its issues, and then these turn back functions and cost issues to this point, and then finally the implications of double track on Main Street for about half of downtown.

MS. COLEMAN: So it's not possible to start earlier on the south past to east side of the Tillamook Branch railroad and run parallel to it across McLoughlin and then drop down so that you don't impact McLoughlin?

MR. BATTY: It wouldn't be possible to -- it would not be possible to go. Are you saying --

MS. COLEMAN: Starting earlier on Adams, or whatever, a little bit earlier so that you have time to cross over to the east side of the Tillamook Branch and then run next to it all the way across

McLoughlin and then drop down.

MR. BATTY: Okay. Are you trying to make the train go down under on this side?

MS. COLEMAN: I'm trying to make it cross over the tracks. I didn't know if that was even legal or whatever. The freight tracks. And then pass next to it and go. That's not possible to do that?

MR. BATTY: If we were to cross in surface we would be doing a grade crossing of grade track --

MS. COLEMAN: We talked about that earlier.

MR. BATTY: And while I'd say it's not not possible, it's certainly highly discouraged and may not be allowed.

MS. COLEMAN: Okay.

MR. BATTY: Very much may not be allowed. So we would be getting into these, well, to avoid that grade crossing you can go over or you can go under.

MR. KLEIN: Thank you. Okay. The planning commissioner will now begin the public comment portion of the agenda. I want to remind participants that the commission is here to listen

to input. Not to answer questions.

If you do have questions about the project or information that was presented the commission will forward those questions to project staff or the city council as appropriate. You may also ask questions of project staff who are here this evening.

Commissioners, I ask only -- please ask only clarifying questions of the speakers and only if they're finished within their -- and there is time remaining with their allotted five minutes.

We will be running the clock this evening so each speaker will have five minutes. And we've got the sign-in sheet. And as we stated earlier it will be a first come, first serve. So whoever signed up on the sheet first will be coming up next.

And, Sean, unfortunately you're sitting in the baseball terminology of "in the hole." So we will have one person speaking, we will have one person on deck, and we will have one person in the hole, so to speak. So the two seats that are sitting up front, those two are for the two people to facilitate them to come forward a little bit quicker.

So the first speaker I will have will be

Howard Dietrich, the person who will be on deck will be Norman Swanson, and the third person would be Susan Shawn. So if Susan and Norman would move forward to these two seats that would be in preparation for their time.

Mr. Dietrich, please state your name and address for the record, please.

SPEAKER: Howard Dietrich, 9701 Southeast McLoughlin, the Mill End store open seven days a week for your shopping pleasure.

MR. KLEIN: Do you have website, by chance?

SPEAKER: I don't want to use anymore time.

As you know, we own significant parts of Milwaukie in different portions. And we're the largest condemned group of properties for this proposed light rail; although, all of these alternatives take a substantial part of our properties in different places.

But I think -- and I wanted to give a little bit of my background. I develop and own shopping centers around Portland. Maybe we have a half a million feet under construction, so I think I know something about the retail commercial business.

The real issue, as I understand the first question was, Does a large question support a Main Street -- a large portion of the citizenry of Milwaukie support Main Street line. And on behalf of the -- and the north industrial group that will -- this present alignment, if it's not elevated Main Street will eliminate about $300 million worth of jobs in the north industrial area and reduce the value of the real estate over $50 million. That's reduction in the values.

In addition, it's going to cost and take out of the tax base a significant part of the properties what Metro calls cost. In other words, the cost is -- I think that the Planning Commission and citizenry will make decisions on the cost of Milwaukie, not the cost to Tri-met. That's what the citizens will look at.

Secondly, the question of urban development alignment is the future to the redevelopment of downtown. In both of these instances or whenever you reduce the amount of traffic, the ability of traffic to get to commercial properties, and we own a substantial piece of commercial property in downtown Milwaukie, it will reduce those commercial opportunities.

And in my judgment, in all of -- in the alternative square it reduces, you have grade crossings moving up and down every three minutes, potentially. And the closer it is to stoplights the worse it gets for back-ups, you're going to reduce the commercial value of the properties.

So from a commercial standpoint all of these alternatives that reduce, make it tougher to get through downtown Milwaukie, are going to significantly affect the commercial value of that property.

So I would like the Planning Commission and the citizens to remember that this cost to us, to Milwaukie, is what's important to us. The cost to TriMet, that's their problem and that's not our problem. The cost in Milwaukie is that. And the only way that the Main Street will continue the industrial viable -- the north industrial area is to elevate it and put it above the street so you don't hinder the only two remaining crossings or access to Milwaukie from the north industrial area.

And, thirdly, I think that it's hard to make these decisions without ODOT's input before you or the citizens can make a determination. Because ODOT, I think we -- I heard two words consistently

over 100 times I counted their cost, and the second thing is -- not ours. And the second issue was that ODOT had some changes.

And we're not seeing any of those changes. And I've been through the McLoughlin change and I saw how it changed after they put it through and what they said they were going to do and what they did do.

In the latest example, all I can leave you with is that when they told us specifically, TriMet, that we have no reason to use southgate, we're never going to use it for a light rail station, and not less than a year later here they come back and do that. So I'm afraid that we can't trust what we hear today until we get the specifics. Thank you.

MR. KLEIN: Thank you. Okay. The person who will be coming up will be Margaret Peggy McCarthy, and Norman Swanson will now be speaking.

SPEAKER: I thought I was Margaret here for a second.

MR. KLEIN: I'm trying to keep my roster straight here.

SPEAKER: I'm not supposed to talk about

any sex change operations, am I?

MR. KLEIN: I apologize. I'm just trying to get my schedule.

SPEAKER: It's all right, Jeff. My name is Norm Swanson. My mother is Dina Kronberg-Swanson, and I'm just going to throw something different into the loop here. I'm just going to make mention of the fact that in 1991 the Kronberg-Swanson family entered into an agreement with Milwaukie and donated five acres of land. Through inadvertence the deed failed to include any reference to this agreement whatsoever. So from 1991 up until we met with Michael Swanson in 2006 it was a nonevent.

In 2006, we made a declaration and a covenant was set upon where it says, "The city hereby declares that the property shall be used exclusively for park purposes, and that neither the city nor any successor in interest to the city may use the property for any other purpose."

I've listened to the discussion for the better part of an hour or hour and 15 minutes tonight. While it was interesting, two or three things that I have seen. And if you know where the Kronberg five-acre parcel is it's right by the

trestle.

It's going to affect the wetlands, it's going to certainly affect Kellogg Lake if we allow the growth of a line across a park that was exclusively meant to be donated to the city for public use, then it's going destroy everything that we intended it to be and we will not like that very much.

It's going to -- the additional cost factors will be significant. The reason that this bothers us so very much is because this is your locally preferred alternative, and, thereby, you're destroying one of the things that we Oregonians value the most, and that is our parks.

And since we're the ones that made the donation I guess that we're the first ones that are going to be up in arms. And I certainly haven't taken my five minutes. Thank you.

MR. KLEIN: Do we have any questions? Thank you. In the hole is Cyndia Ashcar. Susan.

SPEAKER: Hello, my name is Susan Shawn. Do you want address, et cetera?

MR. KLEIN: Please.

SPEAKER: Do you need that? My name is Susan Shawn, my address is 13655 Southeast Briar

Field Court. I actually live in Oak Grove. I'm about two blocks outside the city of Milwaukie.

I'm here representing the friends of North Clackamas Park. Our mission statement for our nonprofit actually includes all of the parks within North Clackamas Park District, the parks that they run.

And we're also extremely concerned about the Watershed of the Mt. Scott Creek and Kellogg Creek because it not only goes through our park, but we're very concerned about the Watershed.

So we respectfully request that the city of Milwaukie include an alternative alignment along McLoughlin Boulevard into the environmental study for the light rail or transit in Milwaukie.

Our concern has to do with the potential negative impacts on Kronberg Park and Kellogg Creek by the alignments that are currently on the table for study.

As I understand it, there would be not only the freight line but two additional lines. That would make three lines. I think that's like 150 feet wide swath going across Kellogg Creek into the park. I think that's right. I'm not positive about that but I think that's what I've heard.

If it's even just two lines going across the park there's some concern that there's going to be dead space underneath that where vegetation wouldn't survive.

We have an interest in bringing salmon back up into Kellogg Creek, and so I urge you whatever you do to study that really carefully so that we can continue to get fishing back up.

So we have seven comments to make. The first one is that we do oppose any alternative alignment that would require extensive retaining walls along the outflow of either Kellogg Creek or Johnson Creek into the Willamette River.

The concern with those retaining walls is that they would not allow for natural outflow into the river, which is something that both our group and the friends of Kellogg and Mt. Scott Creek and Johnson Creek Watershed are all concerned about.

We also pose any alternative alignment that would cause significant negative impact to the waterfront park for all kinds of reasons. However, having stated all of that, we do believe that it's possible to include the McLoughlin Boulevard alignment in such a way that we can avoid some of these problems. And so the question really putting

McLoughlin into this study is how do we make this a win-win for the whole community.

One possible solution that we would like to put on the table now officially, even though this is an unofficial meeting, is to consider a streetcar option. If we brought light rail from Portland down to the old cinema, the southgate cinema, and then transferred to a streetcar through Milwaukie all the way to Oregon City there -- a lot of different problems get solved by that.

It's a much lighter footprint, they're cheaper, the cars themselves are actually made in Clackamas County. So from a natural step program, triple bottom line, those of you who know about sustainability that means that we get economic development, we get environmental benefits, and we also get a benefit to the community. So we'd like you to consider that. Am I over?

MR. KLEIN: No.

SPEAKER: Okay. Let's see. I wanted to say one other thing about that. There's a lot of issues around a streetcar versus light rail. And I'm not an expert in this, but I'm urging you to consider it for a political reason. And that is that I've lived in Oak Grove for almost 20 years now

and I know that the people in Oak Grove do not want light rail coming down McLoughlin to Oregon City, and they will fight it.

I have heard rumorings that they might consider a streetcar. And so just from a strictly political standpoint, as well as environmental, it's something to seriously consider. And besides which, streetcars are really fun. Thank you.

MR. KLEIN: Thank you. I would also like to remind everyone that there are two questions that are being asked here tonight and to please make your comments that are towards these two questions. And I will state these questions again:

Does a large cross-section of the community support the inclusion of McLoughlin and/or Main Street alignment in the south corridor phase II SDEIS study, and does the McLoughlin and/or Main Street alignment have merit in regards to downtown future economic development, urban design, and revitalization.

It's important that we stay to those question because those are the questions that we're being asked tonight.

So with that being said, Dion, you are in the hole, so to speak. Please state your name and

address for the record.

SPEAKER: Margaret McCarthy. I'm a property owner at 11190 Southeast 30th Street in Milwaukie, however, I am representing Portland Waldorf School tonight. I'm a member of the board of trustees, and our address is 2300 Southeast Harrison Street.

I want to take just a minute to talk a little about the Waldorf School and the impact on the community before I read a prepared board statement. I also have three documents that I'm going to pass out to all of you.

The first is a statement that the board developed a month ago before the community meeting that was held at Portland Waldorf School, and before we realized that there was just going to be one downtown alignment study in the SDEIS study.

And then there's a page about the Waldorf education and creating an optimal learning environment that will give you a little more in-depth background about what Waldorf Schools are all about, and then our current statement what we just developed for this meeting.

Waldorf Schools are the fastest growing private schools in the world. There are over 800

Waldorf Schools around the world. The school philosophy is about 100 years old now, and we have schools on every continent of the world. Africa, all over the world Waldorf schools are present.

The Milwaukie address for Portland Waldorf School, we've been there five years. We have families moving here from many states every year because Portland Waldorf is such an exceptional school.

And our 250 families, plus, in the school, many of them have purchased property in Milwaukie which accounts for a high dollar volume of property in the Milwaukie area. We also have -- we're one of the bigger employers in downtown Milwaukie, having over 50 employees.

So our current statement developed today is, The board of trustees of Portland Waldorf School like to reiterate the school's strong support for appropriately scaled fiscally and environmentally responsible transportation solutions including the light rail.

PWS recognizes that there would be some advantage to having light rail within walking distance of our campus. However, the prospect of a light rail line situated immediately adjacent to

Portland Waldorf School raises serious concerns regarding the safety of the children, the quality of the school environment, and the integrity and ecological health of our property.

There are other schools in the Metro area that are near light rail, but no other school, as far as we have discovered, has as close an exposure to trains, stations, and two safety crossings as that which occurs in this single proposed alignment.

We believe that at the present time there is a lack of adequate information available to enable those involved to either endorse or oppose a specific light rail solution for the Tillamook Branch of the South Corridor Project.

Moreover, the proposed SDEIS environmental impact study lacks integrity under the federal guidelines due to the exclusion of studying an alternative alignment to the Tillamook Branch in the downtown Milwaukie segment. And that's an important point I'd like you to think about.

We are aware that such alternatives, multiple options in some cases, are being considered for other segments of this line. It's just this downtown Milwaukie segment that has only one alignment that is being proposed or studied.

For these reasons we request that the South Corridor Steering Committee included in the SDEIS an alternative alignment in order to maintain the integrity of the study.

The conclusion of an alternative alignment in the downtown Milwaukie section will also provide the adequate time, information, and options needed to decide on the best solution.

And this meets the challenge presented by the city attorney to the commission earlier this evening. The Portland Waldorf School Board appreciates the visits the various selected officials and staff members have paid to our school to better understand our specific concerns.

We invite and welcome anyone, any one of you whether you're an employee of the city or part of this commission, to come and visit us, to tour the buildings, to tour the school grounds. And on the handout that I'm going to give you we have our contact information. You can contact Robert Cseko or Diane Rowley at the school.

We really invite you or any of the guests here this evening to come and visit us and see the impact that a single alignment would have on the school. Thank you very much.

MR. KLEIN: Thank you.

SPEAKER: Questions?

MR. KLEIN: Jerry Foy, and please proceed Cyndia Ashcar. It's a complicated system, trust me.

SPEAKER: I'm Cyndia Ashcar and I live at 15790 South Spring Water Road. I used to live in Milwaukie 22 years ago for about 10 years. My son attended Milwaukie Junior High. I'm a teacher there now.

And I wanted to, first of all, express my appreciation for everyone who really -- I'm a teacher at the Portland Waldorf School, sorry. It's a different cycle, yeah, yeah. It's a beautiful ground and we feel so fortunate to be there.

I wanted to speak a little bit from the children's perspective because, of course, as a teacher that's something that is closest to my heart. And in doing that I'm speaking for a lot of parents, too, because that's their primary concern.

So, again, my appreciation for all that's being done in the region for sustainability because for the children's sake, of course, that's huge.

I was shocked when I heard what was proposed for right behind the school, so I went and did some research and visited in Beaverton where

there are three rails going by and experienced the ding, ding, dings of the railroad arms, and there's a "brrring" when the train starts up kind of like a carnival ride, and then the PA system announcing the departures, and the commotion of the trains passing, the passengers passing by.

And so these sounds and sights just didn't seem like they should be in the backyard of an elementary school. So I thought, well, I'll go and see how they've been mitigated for schools, because I had heard that there was schools. And I found the only elementary school that has light rail this close as what is proposed for PWS, and it is Eastwood Elementary. And the setting there I discovered is very, very different from ours.

So not only visit Portland Waldorf School but visit the other schools, too, to get a sense. But I'll describe it just briefly for you.

Eastwood Elementary is on a dead-end street and there are no side streets so the cement wall is able to completely seal the back of the property. There's no interaction between passengers and the school whatsoever. There are no side streets so there's no traffic, no railroad arms coming down, and no stations anywhere near.

And their playground, as they're only a K through 6, is not close to the wall. So there's a feeling that light rail is not really a part of the campus, as would be in our case.

At a recent riverfront board I heard that there were many schools that light rail goes by and so I asked for the list because I felt, well, I need to explore some more. And they, too, are a different situation, and they have natural buffers, most noticeably the distance. Most of them are at least a block away. And, again, the side streets, it's just not the same ball game at all.

Twelve of those schools were high schools, and you really cannot compare a high school with an elementary school because the systems in the bodies of the children birth through twelve are still forming. And neurological pathways that are actually being created require a relatively peaceful environment in order to mature in the healthiest way.

This alignment would have an unprecedented impact on PWS, and many parents have shared that we cannot afford to be a part of this experiment. Also mentioned was the construction and the noise that would be happening then.

Because we depend on tuitions to survive it makes no sense to compare us to institutions that can rely on government funds or church subsidy if enrollment falls.

And because we're comprised of four sections, really, early childhood, elementary, middle school, and high school, we need separate playgrounds and that takes up a lot of space.

Safety site line requirements for TriMet are 50 feet from the sidewalk so that pedestrians can see and have a clear view. So the ability to even put a sound wall that could stretch the whole back of the property doesn't seem to be possible.

So in this whole aspect of child development and child health in the 1970s we started becoming aware as a populous that we are what we eat. And Waldorf education is really on the crest of the growing awareness that we also are what we take in through our senses, and that it actually helps creates the bodies of a young child.

Parents are also concerned about protecting imaginative play outdoors. It's play that the American Pediatrics Association has recently put out a paper and recognizes that that is crucial to creative thinking.

To quote Susan Johnston who's a pediatrician and learning development and behavioral specialist she says, "I completely support not having light rail trains behind the school. It's important to keep children in their relaxed autonomic nervous system known as the parasympathetic system so the brain can develop. If children are stressed or surprised especially by loud sounds, lights, whistles, et cetera, it will activate their fight-and-flight nervous systems. And in this state the children can't integrate their nervous system very well, leading to sensory integration disfunction in areas like propreoception and balance. In addition, these neurological systems are needed for the child to develop their reading, writing, and spelling skills."

MR. KLEIN: I believe that we've reached the five minutes.

SPEAKER: Is that five minutes?

MR. KLEIN: Yes.

SPEAKER: Okay. Thank you.

MR. KLEIN: Thank you. Brendan Eisworth and Dion Shepard.

SPEAKER: My name Dion Shepherd, I live at 2136 Southeast Lake Road in Milwaukie, Oregon

97222. As a resident of -- and a chair of the Historic Milwaukie Neighborhood I'd like to thank the city and Mayor Bernard the opportunity to discuss adding a new light rail alignment through downtown to the SDIES that would include McLoughlin and Main Street. There's currently only one alignment that's included in the study through downtown which is a Tillamook Branch line.

While many of those in our community support light rail we have serious concerns about this alignment. The impact, the safety, and future livability of our neighborhood and schools and schools adjacent to the proposed alignment.

From preliminary designs that were recently shared with us which was in the March -- no, April time frame, we've learned that the swath that was needed to -- for a dedicated light rail alignment would be approximately 100 feet or wider in some locations. As a point of reference McLoughlin Boulevard is approximately 71 feet wide from curb to curb.

In trying to visualize that without thinking of any other impact to our neighborhood that's the equivalent of putting McLoughlin along the Tillamook line. And I really don't understand

how any kind of design or education could even begin to mitigate the impact.

I believe that adding a light rail alignment through downtown rather than cutting through the neighborhood would place light rail in an established transportation corridor. Be that combination of McLoughlin, Main Street, 21st Avenue.

I think that it could draw new businesses to the downtown while also attracting new residents. I think a good example of that would be the Pearl District, Northwest 23rd. You have a lot of traffic but they have transportation alignment through the use of a streetcar that actually is integrated with that.

I think that having that would really attract new residents to live and work in downtown, as well as I think it would compliment what we have currently with the North Main and proposed town center development. I think that would benefit from a closer proximity to light rail.

And I think that -- you know, this is the first time that I've seen a presentation from TriMet on any other alignments that would include McLoughlin, and I think it is pretty gruesome. I really do believe that I think we need more time to

study other alternatives, maybe combinations of those.

I think that what the study is supposed to do is supposed help the public and city leaders evaluate and compare the costs, the benefits, and the impact of alternative alignment. But it essentially would give us probably a year to actually really study that and really maybe come up with what I think Charmaine referred to as creative solutions. That's all I have. Thank you.

MS. COLEMAN: When you said 100 foot swath are you saying that you're under the impression that it takes 100 feet track and tracks?

SPEAKER: Well, if you include the current Tillamook line track --

MS. COLEMAN: Track.

SPEAKER: -- and then the two double lines, and then in some cases if you have the station you would be looking at 100 feet.

MS. COLEMAN: Okay. So you're referring to the 100 foot right-of-way that controls the whole width?

SPEAKER: Right, which would be like putting a freeway through our Historic Milwaukie Neighborhood. Thank you.

MR. KLEIN: Actually, Brendan, I believe that you're next.

SPEAKER: I'm sorry.

MR. KLEIN: The person who will be in the hole is Dina Higgins, please.

SPEAKER: Good evening, chair and commission members, I am Jerry Foy (phonetic), I live at 15242 Southeast Feros (phonetic) Avenue, Milwaukie, Oregon 97267. I'm here tonight representing St. John's Catholic Church and School. I am here to ask this evening for your help in recommending that Mayor Bernard suggest to the South Corridor Steering Committee an additional SDEIS study performed for an alternate alignment of the proposed light rail along McLoughlin Boulevard.

The reason for these request are numerous. St. John's Baptist Catholic Church and School management teams are extremely concerned about the location of the track and a potential light rail station being this close to the church and the school. From the dimensions that we have seen it appears the distance from the track will be less than 60 feet to our west property line.

Following is a list of issues that we're particularly concerned about. First, crime. This

would include fights, assaults, theft, and breaking into cars and buildings. St. John's has pre-kindergarten kids attending classes on this campus. And, God forbid, anything should happen to one of them.

According to National Statistics Relief this week crime continues to drop in Portland. But submerged in that observation is a notable exception, robberies. Especially what police call street robberies or pedestrian robberies.

Even as most crimes are tending downward street robberies are up 25 percent this year through may 1st, according to the Portland Police Bureau. The robberies are not broken down by age, but teenagers are increasingly involved in crimes of opportunity.

Robbers seek easy marks. The robberies are cases like the well-publicized instance in January in which four girls age 13 to 16 beat up and robbed a 16-year-old girl near the light rail tracks at the Lloyd Center. Or in the case a year ago when several girls followed two Japanese exchange students carrying shopping bags from Macy's and robbed them after they got off a MAX train.

Quite often the targets are spotted

either departing or waiting for TriMet buses or light rail, which is understandable since a lot of the perpetrators do not yet have driver's licenses.

Light rail can provide the means for these teenagers to travel from the city to the suburbs quickly and conveniently and at oftentimes no cost to them because they fail to pay the fares.

These statistics come from Tim Garland (phonetic). He's the senior director of operations for TriMet. Oversees safety and security and works with the agencies Wackenhut Security Guards, as well as regular comps like the Portland Police Bureau's transit police.

He said the transit police -- if I'm pronouncing that right -- Wackenhut are giving photos of acting criminals to keep an eye out for. Not only that, but the agency has a person whose main job is to review closed-circuit TV tapes from TriMet vehicles to track down suspects in crimes. It is a kind of a daily activity, he said. So there is a prevalence of crime related to the stations.

Vandalism goes to tagging obscene materials in magazines laying around the yard. St. John's is already experiencing these types of activities where they've actually had a break-in

into the church. Cars during masses are often broken into to steal cell phones and/or whatever is in the cars. And we believe that a light rail station would add ten-fold to that potential.

Parking, if a light rail station is located near Harrison, Monroe, Washington Streets there is no parking for the riders to park. Because of this they will take advantage of the existing parking lots at Waldorf, St. John's, and Milwaukie High School. These lots are already full and at times due to overflow they will allow parking from one -- allow one of the others to use other lots. St. John's has an agreement with Milwaukie High School to use part of St. John's lot during athletic and/or special events.

This works fairly well, but there are times when both schools will have events at the same time resulting in a shortage of parking. You can imagine should a light rail station be added anywhere near there would be schools the type of problem this could generate.

MR. KLEIN: Your five minutes is up, sir.

SPEAKER: Okay. Thank you.

MR. KLEIN: Nancy Adair and Brendan.

SPEAKER: I agree with the gentleman that

just spoke. One thing, I do work with Portland Waldorf, I'm Brendan Eisworth, 11009 Southeast 28th Avenue. I do work with the Portland Waldorf School and am concerned about the parking overflow problems that arise.

And I notice that when I ride my bike from school up to my house on 28th that during the day all the parking spaces along Monroe up to 27th are filled with cars.

And after school is out around -- I mean, after businesses are closed, and whatnot, six o'clock all those cars are gone. That's just people parking, you know, on-street parking to make it to the buses, which would be ten-fold if MAX line is there, seeing how there's only a 275-space park & ride proposed for the -- down there at Washington.

Anyway, what I was going to talk about, two things. Sewage treatment plant and our 24-year-old temporary transit center. Were these good ideas? Their existence in Milwaukie, their placement in Milwaukie, were these agreed to be the LPA of their time? And, if so, would it have benefited Milwaukie in the long run to have looked at a couple more options?

I think we all agree that a few more options and a little more creative thought would have proven that these two Milwaukie landmarks were not the best idea. I do agree that in some capacity light rail or a streetcar could benefit Milwaukie. What I do want is that we find the best solution for light rail or a streetcar in Milwaukie.

The Tillamook line might be the best solution or taking light rail down 99E exactly like TriMet did along Interstate Avenue might be the best solution. No one in this room can say for sure what the best solution is. All options have to be on the table so we can compare and contrast them and see what is the best for residents and businesses in Milwaukie now and in the future. An LPA from 2003 cannot tell us what we need to know today. In 2003 the North Main project was not built.

To the north of us the location of where a bridge will bring MAX line across the Willamette will be -- they decided years ago, 2003 or before, the location for that bridge. That decision is now up in the air and more options for that bridge are being looked at. Why not do the same here? We should take just as much care when deciding where to put light rail in Milwaukie.

Is the Tillamook line the best option, bringing light rail through neighborhoods and adjacent to schools and churches? Maybe, maybe not. Or is keeping light rail along 99E, thereby bringing people directly to the doorstep of our soon to be waterfront park and within less than one city block of the North Main and town center mixed-use development project the best option? Maybe, maybe not. We don't know. None of us know until we look at them.

We're just saying let's look at all the options. Let's not just go with something that was decided on four years ago. Things have changed at the south waterfront, things have changed here in Milwaukie. I don't have the answer to this. People in Milwaukie should be given both options to look at.

In the mid-'90s when I first moved here in '95, light rail was considered for 224, Harrison Street, Monroe, and Washington Street for all options. Four different options. Let's have at least that many options.

TriMet came up with these options that we've got, we saw -- sorry, I left during the presentation, but I did watch it during the

riverfront meeting last week so I did see all this stuff. They came up with those in the couple weeks that we've had to discuss this since Jim, Mayor Bernard, brought that proposal.

Let's -- you know, like Charmaine said, let's look at some more options. I think there's something that can be a win-win solution for everybody. We don't know. All we're doing is saying put the options out there on the table.

TriMet's got -- let them figure out, go look at some more options and bring it back to us. We're not saying, no one from the Waldorf School, no one from the city is saying, no, no, no, to Tillamook. Definitely not. All we're saying is let's compare everything together and then we can make a decision. Thank you.

MR. KLEIN: Any questions for Brendan? Thank you, Brendan. I'm going to say Marion Wall, she'll be in the hole, and we will go with Dina Higgins.

State your name and address for the record, please.

SPEAKER: Hi, my name is Dina Higgins and I live on Blackstone Lane in Portland. I have a child at the Portland Waldorf School, and I am in

favor of considering a second alignment consideration for this south corridor.

I think it just makes sense to consider for an environmental impact study more than one alignment because, simply, if you run into a problem during the environmental impact study and you don't have another option you're really stuck, and then you really have to start the process from the very beginning. So it seems that that only makes sense. You're considering it north and south of this area, so that to me would seem like a foolish business idea.

I think, that as Brendan said, it's important to note that growth and change just as it's happened in the south waterfront to scale has happened in Milwaukie and continuing to happen in Milwaukie.

I don't live here but I spend a lot of time here because my child is in school for half a day. So I do use the services in Milwaukie. I go to the coffee shops, I shop here, I buy my gas here. So I think it's important to consider for many of the parents at the Waldorf School we really take advantage of the community here and we appreciate it. And many of us have moved here and many of us

are considering to move here.

I think it's important to note that when the locally preferred alternative was decided that the Waldorf School was at the time potentially going to be the community center and station stop. And that certainly, had I been sitting in the group, would have influenced my decision to make the rail go in that direction.

I think now when you consider the new growth that's happening on North Main and the new proposed growth where the farmers market is, these are the kinds of people that will be commuting on light rail to the city.

And most people from the city of Portland that are going to be commuting to Milwaukie on light rail will be wanting to walk through downtown. And so it does make sense to have it be nearby not only the transportation corridor but the services that people will be taking advantage of.

When they first came to talk about the project at the school and they mentioned that other schools are near light rail, they mentioned Lincoln High School which actually isn't far from where I live, and I was astonished. It made me really hesitate to trust what these presentations say,

because Lincoln High School has a rail stop two full city blocks away on the other side of their football stadium and across the intersection. It would be like from where the building of our Portland Waldorf School is to have it at least on Main Street.

And it's a big intersection. And I did go there on Mother Day's morning, actually. And I stood 50, 80 feet away and you could hear the noise because it was a quiet day.

And if you go to a typical station there's a lot of ambient sounds. You don't really notice what it would be like to have that impact on a quiet area where we do have a track. But that rail comes through there one time a day and the children are thrilled by it. But it's not really the type of danger that a train passing every three minutes or four minutes might create.

In addition, what Cyndia said in the first drawings that TriMet showed us, or Metro, I get them confused, the only protection they had on our side of the tracks is a 4-foot high chain link fence. And I believe they could put a taller fence, but I think it's really possible to put a wall there.

The wall that does have to be there,

though, is the wall on the other side of the tracks because it's a retaining wall to hold up the entire 20 feet high at the highest point foundation so that the apartment buildings don't fall down when they cut into it. And that will reflect the sound from the trains dramatic right into our classrooms.

And I have not -- you know, friends and I have ridden light rail and we have not seen walls that are actually big, solid, thick walls, with the exception of the one Cyndia mentioned tonight, which I haven't seen.

I wanted to say that I appreciate the presentation that was put on tonight. I saw it at the riverfront board meeting, as well, and I know these people have gone through a tremendous amount of work to put this together in a very short period of time.

And they've had a lot of years and thousands of volunteer hours, which I've heard, to put together the other possible alignment. And I think that both at the riverfront board and tonight I've heard some really great possible alternative considerations for how this could work in more -- in the transportation corridor. And I feel as though it seemed to be kind of skewed to me in terms of

these are all the problems that we're going to face.

But the fact is what is light rail and what's our intention with it? If light rail is supposed to start taking more people in and out of the city and people are supposed to -- we just want to save on oil, we want to, you know, reduce the amount of traffic.

I mean, I've ridden light rail for over 20 years of my life. In London, in New York, in San Francisco. I mean, I have been a major rider of all kinds of subways and trains. And the fact is if it's not convenient people aren't going to ride it.

And the other fact is if you're really going to just be concerned to what is going to happen with traffic, then if that seems to be the easier and simpler option then people are going to hop in their car and drive. They're not going to take advantage of it.

So there does have to be somewhat of an impact on traffic because the whole goal is to try and encourage people to take the light rail. So I just think that that's something that's important to consider.

MR. KLEIN: Thank you.

SPEAKER: Thank you.

MR. KLEIN: Tim Clouse and Nancy Adair, please.

SPEAKER: I'm Nancy Adair and I live at 2406 Southeast Harrison Street, Apartment 10, in the Spring Creek Apartments.

Now, if you look in your book on page 12 where it shows existing apartment, that's me. One of the survey sticks is about maybe 2 feet from the corner of the building on the Harrison Street end. I don't see how they're going to be able to do the construction without destroying those buildings or causing damage to those buildings. I don't think it's a good idea.

I agree with what everybody else has said about, you know, the schools and not having it that close to the school. Well, it's going to be, it seems to me, almost close enough that I can reach out my window and touch it.

So I would definitely like to see the McLoughlin Main Street option studied. To me it just makes more sense to run it that way. But, you know, I'm not an engineer or anything, but I just would like to see that studied.

I don't know what the impact is going to be. It seems like it could be a good thing or maybe

a bad thing, because maybe it will bring more crime to our city, and maybe it will displace businesses, which we really cannot afford to lose jobs in Milwaukie or places for people to live in Milwaukie.

And to me just putting it anywhere seems like me trying to cram an elephant into my bathroom. It just -- we're pretty tightly squeezed as it is. So, well, that's what I have to say. Thank you.

MR. KLEIN: Thank you. Craig Jacobson and Marilyn.

SPEAKER: Good evening. Thank you. My name Marilyn Wall and I live at 3385 Southeast Alder Crest Road, which is not in the city of Milwaukie.

I have standing to be here tonight because I'm a homeowner that lives within five blocks of the proposed terminus at Park Avenue, I am a business patron of the city of Milwaukie, I take yoga and pilates classes here, I shop here, and I thank Mayor Bernard immensely for this market every Sunday which I attend regularly even when it was cold and variant before.

I am an elected official of the Clackamas County Fire District, number one, which is the fire service provider for Milwaukie. And while I am not here on behalf of the fire district I have spoken to

the fire chief. And it seems that no one has contacted the fire district to inquire whether the placement of the Tillamook line with three grade crossings, three arm crossings, at seven-minute intervals might in some way create a difficulty for the fire district, which main station is up in the public service building, to service the patrons of Milwaukie who have life safety issues.

So I also am a member of St. John's Baptist Church and served as a chair of the Milwaukie Vision Commission which was in the 1990s. When we envisioned downtown Milwaukie we did not envision the light rail destroying historic downtown Milwaukie.

The questions that the mayor has specifically requested are, Does a large cross-section of community support the inclusion, and you know the rest of it. And, obviously, from the testimony you've heard tonight the answer is a resounding yes.

And, Does McLoughlin and/or Main Street alignment have merit with regard to the economic development and revitalization of downtown Milwaukie. And the issue is whether Milwaukie can be revitalized by using the Tillamook alignment or

shifting it to McLoughlin.

McLoughlin is 99E. It is a state high. It is the intended transit way. By TriMet's own website it states that unequivocally that is the course for people to follow, that is where they put their money, and that is where the light rail should run if it runs through Milwaukie, which it apparently is going to do whether people think it's a good idea or not. So the gentleman who spoke earlier and said we need to consider all the options is correct. We need to look at another couple options.

On the west side when they had areas where people were not fond of having it like in the west hills they put it underground. When they were concerned about people being able to cross over to -- from the -- from the park & ride to the stations, as TriMet has expressed concern for McLoughlin, on the west side they put a huge walkway over Highway 217 so that people could access it.

So these are doable options that TriMet has already engaged in on the west side when it suits their purposes. And I think that they need to be investigated here, as well, to expand what are the possibilities of keeping it out of historic

downtown Milwaukie. We need to economically revitalize Milwaukie. Not kill it with a transit way that will take up the entire core of historic downtown Milwaukie.

We have several old buildings in Milwaukie, those that qualify as historic. One of which is the Masonic Lodge, and the other which is the Waldorf School. And while the Waldorf School might be deemed to be a competitor of St. John's for the student body, we respect what they have done for the city of Milwaukie and applaud it. And I think it is a travesty to run rushout over an entity that has placed so much faith in the city of Milwaukie by relocating itself here.

St. John's has been in this community for over 100 years. We are a long-time presence in the community. We have many, many citizens and value our relationship with the city of Milwaukie. And it is the safety of our students that is a big concern with us, the safety of the community, and to continue the positive energy that has been coming forth for the redevelopment of Milwaukie that has occurred so far.

But to put 100-foot runway down historic Milwaukie is not the solution to the perceived

problem. Milwaukie should not be a park & ride for the city of Portland. Milwaukie should develop its own job base. Use that money to develop it here so people don't want to get on the light rail and go to Portland to work. Thank you.

MS. COLEMAN: I didn't hear earlier who you were representing, and then you said something --

SPEAKER: St. John's the Baptist.

MR. KLEIN: Okay. Thank you. Elizabeth Clark-Aguste and Tim Clouse. Craig Jacobson, I guess.

SPEAKER: Members of the Planning Commission, thank you for allowing me this testimony. My name is Craig Jacobson, 623 Southeast 69th Avenue, that's in Portland, Oregon. I'm a parent at the Portland Waldorf School. Incoming first grader, incoming fourth grader, been there for the last few years. A resident of Clackamas County, graduate of Canby High School, long time habitant of 99E for the better part of my life.

Professionally I am an environmental attorney. I have worked on NEPA issues for 15 years, prepared federal environmental impact statements for a great number of those years, been

involved in NEPA process litigation.

I think it's absolutely appropriate that the Planning Commission is here taking testimony and being a part of this process, because when you think about the role of Planning Commission on any given official action you're asked to determine the sufficiency of an applicant's requested for development, weighing the relative private and public costs and benefits, and determining the sufficiency of materials that are brought before you as a body at any given point in time in making certain that in the weighing of private and public costs and benefits good decisions are made and good development habits.

In this case you ask yourself the sufficiency of what TriMet and Metro and the South Corridor Planning -- the Corridor Committee have put forward. And it's the transportation planning equivalent of an all-nighter. As time consuming as it is to spend three weeks preparing a bunch of maps and schemes, there's not a lot of thought.

And as any of us have pulled all-nighters in our life, there's a certain degree of adrenalin that comes with it and some accolades that can go for doing it. But always they're fraught with

danger, and I think the same is true here.

If you ask yourself as a Planning Commission what would we do with an applicant that came in under the standards in which we would review an application for development, and in the case of somebody pulling an all-nighter to say, Well, we've kind of looked at everything and think we know where things play out, you would tell them to go back and do more work. And that certainly is the case here.

Under NEPA standards the sufficiency of an environmental impact statement comes down to the alternatives analysis fundamentally. That's what NEPA is all about. The heart of NEPA review is the alternatives analysis.

And I mention NEPA because that's the relevant federal law that Metro is acting in the stead of the Federal Transit Administration in order to get the grant money to do this project.

They're asked under their standard to take a hard look at alternatives and there is no precedent for the transportation equivalent of an all-nighter or three weeks looking at a few different ideas of passing muster under NEPA or constituting a hard look.

So you say to yourself as a Planning

Commission, or we say to ourselves as citizens of Metro taxpayers who are thinking about this project, is this enough? And the answer is no. The answer is no. You cannot just take a single alignment for a portion of -- or one alternative for a portion of the alignment with as much technical legal and political controversy as it's generating in this short a period of time. And assume that that's going to be enough to pass muster. It's not. Metro is jeopardizing a $600- or $800 million transportation project, however you want to look at it, by coming in with a very short look at some alternatives without giving them due consideration. At the same time they'll consider a very long golf shot across the Willamette River and four different alignments to cross the Willamette at a cost of the bulk of this entire project.

So when they talk about what can be paid for or not paid for in Milwaukie you have to ask yourself are they giving Milwaukie the same due consideration as they are other segments of this.

So with that, what recommendation can you make to the city council? The recommendation is that the city of Milwaukie is worthy of the same consideration as any other segment of this. That

Metro simply has not done its work under NEPA standards, under the city of Milwaukie standards. That they should consider another alignment other than the Tillamook Branch alignment because of the fact that to fail to do so leaves the entire project in jeopardy of insufficiency of analysis. Thank you.

MR. KLEIN: Thank you very much. Mary King and Elizabeth.

SPEAKER: Good evening, my name is Elizabeth Clark-Aguste, I'm board chair and one of the owners of Homeland (phonetic) Distribution Center of Oregon, which, as you may know, bases its headquarters and operates a 200,000 square foot facility on approximately seven acres at 2300 Southeast Beta, which is at Main a block or two south of Ochoco.

About half of this facility is leased to a tenant C-Pro (phonetic) which manufacturers and distributes from this facility, as well. Homeland has operated on this Milwaukie site for about 50 years. And currently our public warehousing operation service a dozen major public warehousing accounts in this building which ship by truck and receive by truck and rail.

I've tried to follow the regional light rail planning process, and I thank Metro, TriMet, city of Milwaukie staffers, and other jurisdictions for unfolding and presenting a lot of thorough information and explaining the implications of current plans.

The Ardenwald meeting in April was especially helpful. And those are the kinds of meetings that educate me in formulating my company's position as a stakeholder in advocating or opposing or reacting to a proposed light rail alignment.

I know that the inquiry tonight is narrow and so I'll reserve comments for advocating for or against basic alignments for later meetings and later stages of the environmental impact review.

I just wanted to share one small aspect that affects the industrial operations in the north industrial area. None of which the -- none of which were covered in this pamphlet, because this information begins at 224 and extends south, because it's examining options for a downtown alignment.

But in trying to reconcile both the locally preferred alternative alignment and the Tillamook Branch alignment north of 224, the Tillamook alignment light rail tracks is sort of a

reverse of the locally preferred alternative connection to the Tillamook Branch.

The only small aspect of this that I wanted to make you aware of is that once it passes south of Tacoma the light rail is on the west of Union Pacific tracks.

It then crosses over -- I'm looking at the Tillamook Branch alternative. That alternative has the light rail crossing to the east side of the tracks somewhere south of -- probably somewhere immediately south of the Spring Water Trail.

That's because there are many active industrial rail spurs that are used and service the industrial facilities from Ochoco south to the -- the southgate cinema site.

I don't know how many of those rail spurs are active. I do know that ours is. And to root the light rail back down to Main to reconcile the Tillamook alternative with a downtown Milwaukie McLoughlin Main alternative will cause two crossovers of the Union Pacific track, which I understand which was explained earlier tonight require as 500-foot span at each crossover.

That could potentially interfere with -- along with raising costs it could potentially

interfere with and cause the closure of active rail spurs of those industrial facilities.

Now, the Tillamook Branch option was the preferred option for most of those industrial entities in that area. My company took part in the working group.

And I'm not sure, but what -- but if a choice between this option that reconciles the Tillamook alignment with the downtown alternative were posed to me along with the current locally preferred alternative aligning along Main Street that I wouldn't choose to sacrifice rail service to my business and lose the largest account that we have at that facility because the other alignment may damage us more. That's an examination and a discussion for future meetings.

But be aware that two expensive and lengthy crossovers will be required with that alternative that would require a lot of span and a lot of cost.

MR. KLEIN: Thank you.

MS. COLEMAN: I have a question. I don't understand. Are you saying that you would like to have the alternative suggested or not? Our first question is, would you like to have --

SPEAKER: I'm saying that -- I'm saying that what was our preferred alternative is sort of compromised. It has an additional problem for us. But I'm not sure that the -- but it is part of the effects that we would suffer by the introduction of rooting light rail from the Tillamook Branch into downtown. That still might be better for us than an alignment along Main Street.

MR. KLEIN: Thank you.

SPEAKER: Thank you.

MR. KLEIN: Beth Wasco, please, and Ralph Merlin. Please state your name and address.

SPEAKER: I'm Beth Wasco and I live at 12122 Southeast 39th Avenue in the Lake Road neighborhood here in Milwaukie. I'm representing myself as a Lake Road neighbor, a resident. And I -- because I'm limited to the questions that you've put forward to us I'll try to state to that.

MR. KLEIN: Thank you.

SPEAKER: I support the alternative alignment being put into the study. And then, additionally, I wanted to let you know that our family, our stakeholders as Lake Road neighbors, as parents of two children that go to the Portland Waldorf High School, and also members of the

St. John's Baptist Church here in Milwaukie.

Susanna Pie and I took the opportunity to petition the neighborhood. Lake Road submitted a petition and a letter stating that the neighborhood ratified that they are for the alternative alignment.

Well, we wanted to know what did the neighbors who didn't attend that meeting think about this. So we went out into our neighborhood and we petitioned two Saturdays, it took about five hours on Saturdays, and we got about 40 signatures.

And there was only one person that didn't choose to sign the petition for alternative alignment, and their reasons were they didn't have enough information. So we gave them a link to the city and Metro website so they could get themselves informed.

But, unanimously, I don't know what that figures out to, 99.999, everybody that we talked to door to door, no one refused to speak to us either, want alternative alignment.

There were additional comments, as well, regarding bus service which is inadequate for them. And a lot of these people were in apartments and condos. And public transportation, in general. The

petition pages will be submitted on Thursday with the Milwaukie Transportation Coalition.

I have additional comments about public transportation in general and the appropriateness of light rail for the size and needs of this community. For now I will state that the four alignment choices being studied, at a minimum we should consider the alternative alignment on McLoughlin. And, also, I think that we need to be aware that the citizens of this town have gotten to vote twice on light rail and their perception of light rail is that they voted it down. They want that opportunity again, and I don't think it's too outrageous to say that they should get it because it's going to cost us money.

This is taxpayers money that's going come from other communities, but we're going to have to anti up, as well. And when it's all said and done this project is probably going to be at least a billion-dollar project. We should be aware of that. If we're paying 40 percent or 50 percent of that we're going to have to dig deep for that. Thank you.

MR. KLEIN: Thank you. The next person on the list, I believe, is Jim Kirker, initials JKK,

and Mary King.

SPEAKER: My name Mary King, I live at 9877 Southeast 33rd Avenue. And I have to admit I am dumbstruck by what I have learned this evening about the new alignments down McLoughlin. I've been trying to -- I had my speech all made and then this has just blown me out of the water.

Two comments. We won't have to worry about small town feel anymore when we have light rail running up and down. And we're not going to have to worry so much about, you know, a view to the river because it's going to be taken up by wires and rail lines.

I suppose we're going to have to definitely do a study on this, but every part of me is just saying why would we want to ruin our downtown? Why would we want to cut off access to our brand-new waterfront park? Why would we want to go against the downtown plan that the citizens -- I was on city council for a number of years -- that the citizens worked so hard to put into action, and that was a long-term plan for the city of Milwaukie, keeping its values in mind.

And I do not want -- I don't want to offend anyone but I'm going to say a couple of

things. The Portland Waldorf School I think has done a wonderful service to the city and I appreciate they're here. But when they bought the site of the old Milwaukie Junior High they knew there was a light rail that was scheduled to go behind it, and I don't understand why this is no longer satisfactory.

Likewise, the Historic Neighborhood Association signed onto the 14 point plan when we had the long arduous struggle about light rail when I was on city council. We have had -- we've spent years trying to get a cohesive plan for downtown. We've spent years trying to get the light rail opportunity and have it here for our citizens to use.

And no matter what, any light rail option on McLoughlin Boulevard or near McLoughlin Boulevard is going to create a dangerous crossing situation, a barrier to the river, it will take precious spaces from our waterfront development, necessitate further widening of McLoughlin.

I could not believe when I heard that Johnson Creek Boulevard was going to have a pile-on with a light rail going on it because -- and then the retaining walls, because we worked for years and

years to get the salmon and the steelhead back in that river. And, you know, what has happened to us that we can just throw this away now?

And then just the how are we going to get boats in and out of the boat ramp? How are we going to afford to do another comprehensive study?

So I guess what I'm saying is that I would really like us to proceed in a forward manner. And I do believe in compromise, but I have -- I take issue with someone coming into the city and all of a sudden saying that the plans that the city have had -- has had for a long time don't meet their expectations. And I say that in all respect to the Portland Waldorf School. I love their way of educating.

So I guess that's -- oh, a couple of other things. I still have time, right? The people who bought the condominiums down here didn't buy condominiums to have them be on a light rail line. They bought them when they thought that the preferred alternative was going to go behind the junior high school. So I think we need to consider them, too.

Never mind. Thank you so much for all the hard work you've done, and thank everybody for

coming to share their opinions. And I'm sorry that I'm the one that really has to disagree. There has to be one. Thank you very much.

MR. KLEIN: Thank you, Mary. Ray Brian, and I think that Jim Kirker is not available. So Ray Brian and then James Steelwell will be up next. And we will go ahead with Ralph Merlin.

SPEAKER: My name is Ralph Merlin, I'm from 2905 Northeast 29th Avenue in Portland. My daughter goes to Portland Waldorf School. She's been there since 2001, and she'll probably be there for another 12 years. I'm going to address some of the questions -- she's been going since she was about six months old.

MS. COLEMAN: I was going to say, a lot of faith in your daughter. Just kidding.

SPEAKER: In the early childhood and then on up.

So the first question is, Does a large cross-section of the community support an alternative alignment? And I would put that to you by pointing out some changes that have possibly occurred to the 14 points that has been bandied around as this large support.

Number one calls for no light rail

through Milwaukie neighborhoods. And I'm hearing specifically historic neighborhood does not want the light rail in the neighborhoods anymore. They want it down on McLoughlin. And I'm hearing other residents say that, too, aside from the woman previous.

The other point is item nine where it explicitly asks the regional partners to acquire the former junior high school site and use that as a light rail station. So the whole Tillamook alignment was based on that being a light rail station.

And I bet you if you went back to these neighborhood associations and reasked the questions, knowing that's not going to be a light rail station, the 14 points would look different today than it did then.

The second item, Does McLoughlin and/or Main Street alignment have merit with regard to downtown's development and revitalization? I would put to you that it does because the locally preferred alternative as currently defined provides no room for business growth along the tracks at all.

It would be purely residential ridership, and there would be no room for anyone to park unless

they park in one of the school's parking lots.

So people that would be inclined to walk to the light rail and use those stations would do it. But I think the focus is on having park & ride to get a larger area of the population able to use the light rail.

The other point is all three of the current existing proposals put the light rail down the Tillamook Branch. And if something comes up in the study such as Kronberg Park that prevents that alignment the entire light rail project is at risk, which, you know, would detract from any business opportunities that might exist there. Those are my points. Thank you.

MR. KLEIN: Do we have any questions? Thank you. I'm going ask one more time. I believe, what does that say?

MR. NEWMAN: Kirker.

MR. KLEIN: Someone with the initials of JKK, going, going, gone. The next two people will be James Steelwell and Theresa Farrell. And Ray Brian, you're up.

SPEAKER: Thank you very much for your time. I support including the McLoughlin Main Street route being included in the SDEIS for the

following reasons: Number one, it's a good alternative if light rail is to go south. It's a good alternative to crossing Kellogg Lake.

Number two, when the region along with the city of Milwaukie settled on the current LPA we were under the impression that only one track was being built. Now it's two. That increases the amount of land required and increases the impacts in proximity of the nearby businesses, residences, and schools. Also, at the time the LPA was decided on the former Milwaukie Junior High was hopefully going to be a community center and not a school, as it is today.

Number four, I am very concerned about the negative impacts of light rail to our downtown and adjacent neighborhood. My concerns include the proximity to schools, parking in the neighborhood, increased traffic, pressure for infill and flag lots, safety for pedestrians, traffic interruptions when trains cross, and potential crime problems.

I would like the McLoughlin alignment studied so that we can compare the differences and the negative impacts and choose an alignment which does the least harm. Thank you.

MR. KLEIN: Thank you. Ray Steelwell,

Theresa Farrell. Susanna, you're up to bat. Susanna Pie, you're up to bat. You're the next contestant. You're up. Everyone else is gone. We have one more person after this. Susanna, you're up.

SPEAKER: I didn't prepare anything.

MR. KLEIN: You put your name down.

SPEAKER: Who put my name down?

MR. KLEIN: It's down here. Someone put it down. Susanna Pie. I didn't write it down.

Okay. How about Charlie Stevens? Okay. We will take a five-minute break.

(A break was taken from 9:18 to 9:26 p.m.)

MR. KLEIN: Thank you all. We are all back. And we have gone through our list of sign-in sheets. So everyone who had spoken so far this evening has spoken on the sheet that is here -- I guess that's redundant.

Now, we're going back to the normal Planning Commission meeting here. So what I would like to do is if anyone who is still here is interested in speaking give them an opportunity to come forward even if they did not sign the sheet. I believe, was there one person that --

MS. MANGLE: I received a number of

sheets here. I wasn't sure if that meant people wanted to speak or if they were just submitting written testimonies, so...

MR. KLEIN: I was told that there was one person that would like to speak.

If I can just get you to sign this and put your name on this and then we'll give you your five minutes. And then what we will do after Eloise speaks then we will summarize the written testimony at this point, and then we will adjourn the evening for tonight, and then we will continue it on Thursday.

I'm missing a golf game on Thursday, if anyone wanted to know that, in San Francisco. All things paid. I know. I know. It's not like I'm missing a vacation or anything.

MS. BATEY: I don't feel sorry for you.

SPEAKER: Okay. My heart's pounding. I am one of -- well, let's see. My child goes to Portland Waldorf, and I moved from Maryland to come to this school, and we bought a house here, so the reason we're here is because of the school.

And when I looked at the school I had a big concern about the railroads behind the school. And then when I began to find out more about the

light rail I began to have really concerns.

I mean, I don't know if anybody has a young child, but just the idea of having, you know, a light rail right behind the school just yards to where children are three-, four-, five-year-olds, to me it's just -- as a parent of a young child it's very unnerving.

And I think that the school would have great problems attracting additional parents during the years of construction and the following years. If you think about it, the ripple affect over the years you probably have thousands of children being affected year after year by this light rail. And I just think, you know, advocating for the children who will be affected, you know, by the light rail going through.

I also think if you pull the rug out from under the Portland Waldorf School, you know, you're going to have a hard time attracting the parents to the school. So they're going to face, I think, potentially financial hardship. And if you pull the rug out from under the school I think you pull the rug out from Milwaukie, too. Because I have come to the community and now I go to my optometrist here, I go get coffee every day during the day.

I was talking to the guy that owns the coffee shop and he says during the day there's not as much traffic because most people are working. Well, the Waldorf parents come during the day. They're there all day, they're coming out at noon with their kids.

So you have parents moving into the community just for the school, and you have parents shopping and doing business in the community and bringing business to the community. So I think if you sort of potentially shoot an arrow through the school here I think you're shooting an arrow through the heart of Milwaukie, too.

So I'm very much for light rail. I come from D.C., so I'm very much for a light rail. I just think that we should consider some alternatives. And maybe that means behind the school would be the best alternative, but I think we owe it to ourselves and businesses and citizens of Milwaukie to look at other options.

MR. KLEIN: Trust me. We're nervous, too.

MS. COLEMAN: Are you a Milwaukie resident? You are, right?

SPEAKER: Yes, I am.

MS. COLEMAN: Thank you.

MR. KLEIN: So I will close the public testimony portion of the meeting at this point. And we will -- I'll look to Planning Director Katie Mangle to summarize the written testimony that we have at this point.

MS. MANGLE: Thank you, Chair Klein. The staff, following planning of commissions direction, advertised that the written comments would be taken by planning staff up until Friday, June 7th -- or, Thursday, June 7th, and so we submitted most of that. Everything we received at that point was with the packet for this meeting. And then we actually have still received some material after that, and so we've done our best to share that with you, as well, and then we will do that again on Thursday if material is received because since there are a lot of people that are not able to make the meeting it's important that they can participate, as well.

So I'm going to just quickly just go through some of these. All of these are in your -- you have them in your packets. And they're also -- those packets are for everyone. If you don't know they are included up on the city's website for the public.

So Paul Hawkins wrote, and I think, basically, it says that he thought that the McLoughlin alignment might work and is worried about having a large set of tracks going through a small town and dividing it.

Michole Jensen, an Aredenwald neighborhood representative resident is against any alignment that would further separate downtown Milwaukie from the Willamette River, and thought that it would be detrimental to the riverfront park planning and should not be considered.

Donald Hammang, Hector Kimble, neighborhood resident and former Planning Commission chair wrote that he supports the choice of adding the Main Street or McLoughlin because primarily -- he outlined several points. But, primarily, that he thought it would serve the downtown better, and that there are some new changes in downtown that were not in place when they were studied before.

Pat Russell who is a resident of Clackamas County submitted a lot of very -- detailed thoughts about the environmental considerations for the overall project and things that the city and Metro should be considering with regard specifically to the Kellogg Creek Watershed. His recommendation

is to consider the alternative alignments through downtown and -- or emphasizes detailed light rail alignments options crossing Kellogg Creek habitat and the design of that bridge.

In the packet shared with you this afternoon included some other e-mails. One from Greg Chaimov who lives in the Island Station area supporting the inclusion of a McLoughlin and/or Main Street alignment for several reasons. And a lot of them having to do with the purpose of NEPA and the need to include -- look at different options. And also address the concerns of people who are nearby the alignment.

A letter from Stephan and Lisa Lashbrook states that they express their support for extension of light rail through Milwaukie in the route that is most likely to receive state and federal funding. And that they believe that that is the existing light rail right-of-way near the Milwaukie High School and the Waldorf School, and express a desire not to miss another opportunity for doing light rail Milwaukie.

Dolly Macken-Hambright of the Linwood Neighbor Association wrote a letter asking questions about the process that we're using and wondering

whether this is the proper legal forum for having a conversation about the light rail as being -- the forum being the Planning Commission.

And Ron Naso, superintendent of the North Clackamas School District wrote a letter that supports the city of Milwaukie and its efforts to bring light rail to downtown Milwaukie. And they've been working with the city in doing this. They believe light rail will help in the development of future downtown and have been working with both TriMet officials and city of Milwaukie officials and siting the light rail track and are comfortable that their concerns about student safety and mobility can be and will be addressed fully in the planning for this project.

This afternoon I received a letter from David Mealey who is the owner of the Milwaukie Pain Relief and Wellness Center and yoga center downtown. And, generally, his statement was that he does not agree with a light rail alignment on Main Street and is concerned about the impacts on downtown.

Those were the written comments I received today, the staff has received, and if others are submitted we can share those with you on Thursday.

MR. KLEIN: Okay. We are done at 9:30. So I will adjourn this meeting and we will pick this up on Thursday, the 14th, at six o'clock here.

(Proceedings adjourned at 9:37 p.m.)

(As a matter of firm policy, the stenographic notes and computerized backup of this transcript will be destroyed five years from the date appearing on the following certificate, unless notice is received otherwise from any part of counsel thereto on or before said date of the 20th day of June, 2012.)

C E R T I F I C A T E

I, Denise C. Johnson, Certified Shorthand Reporter, do hereby certify that the proceedings were held before me at the time and place mentioned in the caption herein; that said proceedings were taken down by me in stenotype and thereafter reduced to typewritten; and, that the foregoing transcript, Pages 1 to 148, both inclusive constitutes a full, true, and accurate record of said proceedings, and of the whole thereof, to the best of my ability.

Witness my hand at Portland, Oregon, this 20th day of June, 2007.

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Denise C. Johnson

CSR No. 01-0375

MILWAUKIE PLANNING COMMISSION MEETING

June 14, 2007

Milwaukie, Oregon

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P R O C E E D I N G S

MR. KLEIN: Good evening. I'd like to call the meeting to order and welcome you to the Milwaukie planning commission meeting. Agendas and additional copies of the staff report are available on the table in the hall.

If you have not picked up an agenda please do so. It contains important information about the public forum process that will be undertaken tonight.

Please sign the clipboard if you wish to speak. We will follow the basic format listed on the back of the agenda. It includes all the formal presentations to the forum presentation.

There are no planning commission minutes. This is for the public forum on Supplemental Draft Environmental Impact Study, SDEIS, light rail alignment.

This is the second part of a public forum on Mayor Bernard's questions regarding adding the McLoughlin and/or Main Street alignment to the South Corridor Phase II SDEIS study is called to order.

The purpose of this forum is to allow for public comment on Mayor Bernard's questions and for

the planning commission to share observations with Mayor Bernard on those questions.

Mayor Bernard's two questions are as follows: Number one, Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase II SDEIS study?

Number two, Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design, and revitalization.

Tonight the planning commission will continue the forum for public comment on those two questions. At the close of the public comment portion of the agenda the commissioners will deliberate and will be asked to vote on each of the two questions separately.

The first question will be deliberated and voted on first, followed by deliberation and vote on the second question.

If you desire to testify please sign in with the staff at the door, fill out a yellow card, and when it is your turn I will recognize you.

When you come to the podium please state your name and address for the record since the forum

is being video recorded.

I would encourage those who are wishing to speak to address one or both of the two questions. It would help the commissioners if you could clarify, clearly state at the on-set of your testimony if you are in support of or opposed to adding the alignment to the SDEIS study.

If the group would like to make a similar or related comment you may wish to appoint a spokesperson to speak for all of you.

The planning commission has established ground rules for this form and these rules are printed on the back of the agenda for this meeting.

These are as follows: Public comment will be taken on a first come, first serve basis. Each speaker will be limited to five minutes. Planning commissioners may ask only clarifying questions of the speaker, but only if the speaker has finished and there is time remaining on their allotted five minutes.

If you sign up to speak tonight but you are not able to speak by the close of tonight's meeting we ask that you submit written comment on a yellow comment card.

The public comment portion will be closed

this evening after everyone who wishes to speak and has had a chance do so, or 9:00 p.m., whichever comes first. The planning commission will allow one hour for atone deliberations.

Before we proceed with the public comment portion of the forum I would like to first call on the city attorney again to address the role of the planning commission in this forum.

Then I would like to call the planning directors to comment on our task related to TriMet's options that have been presented.

MR. MONAHAN: Mr. Chairman, members of the commission, as I stated the other night the capacity that the commission is acting in tonight is an advisor to the mayor. You do have a land use application before you that you're making a decision on. There is no local land use decision.

So what we have done in this process is try to construct a process that is as open and as transparent as it possibly could to be elicit out information from the public. So you're acting as an advisor tonight.

The standard that each commissioner is living up to is to be as open-minded as you can possibly can be throughout these proceedings.

We asked the other evening whether or not the members of the commission could meet that standard, and each member of the commission stated that at the time, so we'll adhere to that standard.

Third, I wanted to make the point that your task is to respond to the questions as they've been posed by Mayor Bernard. That's your task tonight, to respond to those questions, and it's only task before you.

Then because of the shortness of time that has been created by the process that TriMet is under, it's important that tonight you conclude this forum and forward a recommendation or an answer to the two questions to Mayor Bernard.

As we mentioned on Tuesday night, because there are so many folks who want to participate, and we had a large number of speakers the other evening, the same will be true tonight.

It will be important that as members of the commission want to speak that they go through the chair and be acknowledged by the chair before speaking.

At this point do you have any questions for me about the process that I might be able to answer for you? You did so well the other night you

really didn't need me to reiterate these points, I guess.

And I wanted to point out that Rob Yamachika from our office is here to act in the capacity as city attorney. As I mentioned to you the other evening I have another commitment. So Rob is going to sit through the process and he's going to help with you the deliberations. Thank you.

MS. MANGLE: Good evening chair and commission. I'm just going to make a short -- I want to remind you of a few things before we get going. I mostly just want to remind the planning commission that they're difficult questions, and you may not be able to formulate a recommendation to the mayor.

Individual commissioners may not come to the conclusions either. And staff believes this is understandable, given the nature of the subject at hand, the complexity of these questions, and the short time that was allotted to consider them. And we appreciate that's a difficult situation for everyone to be in.

The issue -- keep in mind that as a commission you do not have to decide the merit of the McLoughlin or of the Main Street alignments as

presented, or which one of them is best. But the question is just whether any use of these streets for light rail seem supportable enough to warrant their inclusion in the SDEIS study.

So it's not getting into the details about the different options or the questions about what TriMet has been able to pull together. It's about if there are -- there's enough promise there that one of such an alignment should be studied in the SDEIS.

So, therefore, "I'm not sure" is a reasonable answer to one of these questions, as well, so I wanted to reassure you of that. "Yes," "no," but "I'm not sure," is also a reasonable answer. And I know you're all going to do your best to come up with your best answers to this question, also. Any questions for me along those lines?

MS. COLEMAN: Do we have a copy of that forum?

MS. MANGLE: Yes.

MS. BATEY: I have a question. I was following everything you said until you said something about the question being is there enough -- I'm not sure how you worded it, is there enough basis for this. But, in fact, you know, is there

enough basis to make them reasonable for including in this study.

But, in fact, that's not what the mayor's question says. It says, does the city, does the cross-section of the city think that there's -- that they should be included in this study. They don't --

MS. MANGLE: Right. It's about the merit of the alternatives. And that's where --

MS. BATEY: Yeah, that's --

MS. MANGLE: Does that make more sense?

MS. BATEY: Yes.

MR. KLEIN: The planning commission will now continue the public comment portion of the agenda using the list from the sign-in sheet. I'll call three people up, and there will be the first one, and then there will be the person who's on deck, and then there will be the person who's in the hole. So anyone who knows baseball, the two seats that are empty there will be the next two people that will be coming up.

The first to speak will be Tom Kemper and then Dee Dee Juhala and then I believe this is David Aschenbrenner.

MR. MONAHAN: Mr. Chairman, as I

mentioned, I need to excuse myself, and I think you were also going to explain how those lights are working, right?

MR. KLEIN: Yes, that's true, I'm sorry. We didn't explain this last time, but the lights will go green when it's ready to speak. When the yellow light comes on you have one minute and when the red light is on your time is up. And Chair Newman will be kind enough to run this.

SPEAKER: Good evening, Mr. Chair and the commissioners, my name is Tom Kemper, I'm a managing member of Kemper Co., which is the managing partner in Main Street Partners. We developed North Main Village, we recently wanted the RFQ to do the Milwaukie Town Center block. We're proposing to build 72 condominiums and about 16,000 feet of retail.

You know, I'm here to testify against both of the questions. I guess, let me rephrase that. I would answer both of the questions in the negative.

With respect to the McLoughlin Main Street couplet concept is of most concern to us. We are at a view that you would destroy whatever possibility there was in building a Main Street

character pedestrian-oriented redevelopment of the city in downtown. You would destroy that, you know, vision of being able to create that Main Street character. In addition, you're going to destroy, you know, substantial parking in downtown. For those two reasons, you know, we're adamant against the McLoughlin Main Street couplet concept. If that concept was chosen we would withdraw from the town center block. It just wouldn't make sense because you would be obliterating, you know, the concept of really building a Main Street in downtown Milwaukie.

With respect to the other two concepts, at first blush I have to admit I was sort of taken with them. And when you study them they raise concerns that are above magnitude that cause me a lot of concern.

First, I think the traffic issue is paramount. McLoughlin's controlled by ODOT. ODOT is going to have significant say and it's going to -- I think the issues, particularly at the intersections of Harrison and the Park intersection, would be of significant magnitude where it effectively would -- coupled with the environmental concerns and that it effectively would create enough negative impacts and problems of a significant

character that, you know, you would effectively kill the ability to actually do that, do the option. And I think you have similar concerns with respect to the McLoughlin center alignment.

You know, the traffic environmental concerns are such a magnitude that in terms of trying to fix those problems the cost of trying to resolve those issues and the magnitude of those problems, you won't be able to solve them. And my fear is that, in fact, you would lose the ability to actually bring light rail to the city of Milwaukie.

I know that there have been a -- that a lot of negative testimony has been elicited. I think it's primarily from the parents at Waldorf in St. John's, and rightly so. I mean, they are -- the local preferred option does cause them negative consequences.

But I think your charge is of such a character where you really have to kind of do the best thing for the entire community. And I think the local preferred alternative is far superior when taken into account, you know, sort of the balancing act of the kind of problems and costs that would be encountered trying to go down the other avenue. That's all.

MR. KLEIN: Do we have any questions for Mr. Kemper?

SPEAKER: Thank you.

MR. KLEIN: Thank you. The person in the hole will be Sue Gianese. And Dee Dee Juhala.

SPEAKER: Juhala.

MR. KLEIN: Juhala, I'm sorry.

SPEAKER: My name is Dee Dee Juhala.

MR. KLEIN: I'm sorry.

SPEAKER: That's okay. I am at 12845 Southeast Warehouse (phonetic) Lane in Milwaukie.

MS. MANGLE: Excuse me, could you speak into the microphone, please, and make sure everyone hears you. Thank you.

SPEAKER: Do you want me to say my name again?

MS. MANGLE: No. This is good.

SPEAKER: And I am, again, putting this into the -- these ideas into the Supplemental Draft Environmental Impact Study.

I've been kind of out of the loop. I've been traveling. I came home to read the review on June 6th and found out about the people from the Waldorf School, how they have suddenly decided that this plan is not going to work for them even though

the people who bought the Waldorf School knew about it long before last week.

The idea of light rail has been an issue in Milwaukie for many years. And in 2003 the community and the city council and Metro, I believe, through meetings and other events approved the current plan. So there was a lot of input back then.

And the idea of changing the proof plan is not feasible to me for several reasons. First, having the light rail go down McLoughlin would cost taxpayers and additional millions of dollars. We've just spent about a million dollars, the city of Milwaukie, for the realignment. Not to mention all the state money, probably, from what I understand around four million.

If the light rail were to go down the center of McLoughlin, according to what Mr. Kemper said. I agree with everything he had to say, by the way, it would disrupt the vehicular traffic that's already on McLoughlin. And according to ODOT, there's approximately 40,000 cars a day that go from south to north and vice versa.

If we were to have realign the boulevard and start digging it up and putting in tracks and do

other things it would be almost cost prohibitive. And I don't think that ODOT and the city and whoever else is going to give us the money are going to probably approve that idea. And, again, there is really no direct route from the south to the north other than McLoughlin unless you go across the river.

Putting the line on the west side of McLoughlin I believe would have a destructive impact on the river front plan that took many, many years to develop and is finally beginning its implementation.

And I also understand that the river board front -- sorry. The river front board voted six to one to oppose adding this plan to the Supplemental Draft Environmental Impact Study.

Any businesses along McLoughlin, as well as Main Street, would be disrupted by both of these alternative plans. Parking spots which are already a privy to Milwaukie will be limited or reduced by about 30 percent more. And Mr. Kemper discussed his project on McLoughlin between Jackson and Harrison, that would be -- well, as he said, it probably would not be done.

Just when Milwaukie is finally starting

to come alive when with new businesses and some affordable housing this is not the time to disrupt the plans that people have been working on. I've been living here for 40 years and the city's been working on doing something with the riverfront and McLoughlin ever since I can remember.

I'm going to skip over a few things because it's already been mentioned. The railroad track that is proposed, the area proposed to be used, has been there for I don't know how many years. It could be 100 years or 80 years. And I only personal know in the last 40 years of one injury that occurred on those tracks, and it was done on the trestle resulting from a child who should not have been on the trestle when the train was coming.

So, in summation, I would like to state that you've heard my numerous reasons why these alternatives, in my opinion, would have a detrimental impact on downtown Milwaukie, its revitalization and livability.

The current plan proves far less disruptive to the city and to the entire region. We are not the only people going to be using the light rail. People will be coming from all over Clackamas

County to be using it.

It's also my understanding that if this is included in the impact study that there will be further delays regarding the light rail. And, as Mr. Kemper also said, perhaps, you know, delay after delay after delay the money's not going to be there when we need it. So thank you.

MR. KLEIN: Thank you. And I'm going to make a correction here. Last week that went yellow at a minute and this week it goes yellow at 30 seconds.

So Mr. Aschenbrenner and Dave Green.

SPEAKER: Chair Klein and commissioners, Dave Aschenbrenner, 11505 Southeast Column Avenue. You guys have tough jobs, again, you guys always get the tough jobs. Budget's easy, thank goodness.

MR. KLEIN: We have food tonight, though, David.

SPEAKER: We arranged that, too.

When you ask a question like the first one about the cross-section support of including, and you have meetings like this you get a lot -- you have a tendency to get a lot of one-sided. You don't get a real equal basis of the community.

A lot of people I've talked to says, why

is it taking so long, the alignment is fine, when are you going to start building that thing, we want it now, we don't want to wait any longer.

So from the cross-section of the community I hear from, and I'm sure there's a percentage of the community that wouldn't come down here and testify anyway because they're not adamantly opposed to this project, you know. It's kind of a tough question to ask and answer. And that's really hard because a majority of what you're going to hear is from the one side as opposed to the whole community. And that's -- it really makes it tough for you guys to try to balance that out.

As to the second question, that's a lot easier one to look at. It's a lot easier one to take into effect. It's going to have an effect. If you add another alignment like this like what's being proposed it's going to be devastating.

The first two people, Mr. Kemper and lady that was just up here, you know, they hit it right on the head. The impacts are going to be astronomical. There's going to take a lot longer to get this thing moving. And I didn't want to go into alignments because that's not really what we're here to talk about. We're here to talk about the two

questions.

I was -- been working on this for many years. I was on the advisory group that came up with the Tillamook branch option with the north industrial businesses. And when you really take a look at the map, you really take a look at the drawings, you try to figure out how do you bring something like this in. There are only two places to bring it in. You're either going to bring it down to Tillamook branch where you have the right-of-way already, or you're going to bring it down Main Street through a real narrow corridor through one of the busiest highways around, and you're going to have impacts.

So it really boils down to there's not really another way to bring light rail in and to be able to move it through and beyond. And I think that's a really big part of this.

I'm really happy with the Park Avenue concept because it moves it beyond. It's not just Milwaukie. It's Milwaukie and beyond. And I think that's really important.

You start looking at couplers and all this kind of stuff downtown and it makes it a real tough -- how do you then move on and go beyond that.

We've been studying this, like the one lady said, for years. Ever since I moved here, since before 2000, I've been involved with this kind of stuff. And we need to get moving on it. We need to move forward.

Yes, there's some impacts to the school. Yes, there's some impacts. But that's what the study is for. That's what the study is going to say, okay, how do we do this. We build the retaining wall, we build the landscaping, we build the fencing that doesn't exist now on the present right-of-way. So these are things that will get done that gets put into this.

And my last comment is going to be, you know, and it's going to sound kind of cheesy and I understand that, you know, as gas prices go up, rail traffic is going to increase. And at any time that rail traffic that's on that rail line now can increase, and there's nothing that any of us can do about that.

So by at least putting into mitigation to put the barricades into effect, protect the school, protect the other properties, this by far is something that has to be done. We need to move forward.

And, unfortunately, I'm not going to stay here all night so I will watch your deliberation on TV at home. But you guys got a tough challenge ahead of you. The mayor did not send you guys an easy pitch. You know, you're going to have a tough time dealing with this one.

But I do believe that there is a part of the community that wants this to move forward, doesn't necessarily want to add anymore studying, doesn't want to add anymore. They want to see construction get started.

And as for number two, you know, there's going to be major impacts to this community. I mean, we've worked long and hard for the riverfront, the downtown plan, and you know, everything else that we've worked for in this community. And a lot of that is going to go right out the window if we start tearing up the middle of downtown.

So it seems my little orange light is on. Thank you very much and good luck.

MR. KLEIN: Thank you, Mr. Aschenbrenner. I believe this is Michael Brendan, or someone with the last name Brendan, and -- Bradan, and then Sue. Please step forward.

SPEAKER: My name is Sue Gianese and I'm

here representing ODOT tonight. I'm the regional traffic manager and I'm going to be reading at least part of a document prepared by our regional manager Jason Tell. Would you like a copy of that?

MR. KLEIN: Sure.

SPEAKER: And I'll sit down so I can speak into the microphone. Good evening. Thanks for the opportunity to let us speak. And I'll just start with this comment at the beginning.

Dear commission members, On May 14th -- On a May 14th letter to the South Corridor Steering Committee Mayor Jim Bernard requested time to evaluate the possibility of adding McLoughlin Boulevard and/or Main Street alignment to the SDEIS study for the proposed Milwaukie to Portland light rail project.

In response to the Mayor's request staff of Metro TriMet have asked ODOT to enumerate any observations or concerns we might have with such an alignment.

While ODOT remains open to looking at all possibilities there are several concerns we have with these proposals. McLoughlin Boulevard carries a heavy volume of traffic. And ODOT would have serious misgivings regarding vehicles and pedestrian

safety issues. We also have problems with highway operations and reduction in capacity especially during our peak periods.

We expect additional traffic control devices would be needed and -- such as signals, and turning movements would be complex, and -- with the addition of light rail with its associated stations and pedestrian requirement.

If widening the highway is made necessary we anticipate significant property impacts would be required and, primarily -- which is primarily to the east due to constraints on the west. At least that's what we think.

I'm not going to go too much farther. You have two pages of bullets, okay. And I'm going to summarize. The summary is we have significant concerns about vehicular and pedestrian safety. We see that putting -- whether you put the alignment in the middle or on either side mass transit is pedestrian oriented.

And people, when they get on a bus and when they get off of the bus and they want to catch the MAX, wherever they get off the bus they're going to walk a direct line to where they think the train is going to pick them up whether or not it's in a

crosswalk. And so we have significant concerns with pedestrian safety, also vehicular safety.

The proposed alignment both include a diagonal crossing over the Harrison and McLoughlin intersection. And that would be -- you would literally have to stop all traffic in all directions, including right turns and left turns and pedestrians for a period of time. And may even -- you might even need to have dates, I don't know.

But that would be a safety concern for the vehicles because they're not expecting a train to be going diagonally across. So we would have to have some additional controls.

As far as capacity, about 4,200 cars a day pass -- 42,000 cars pass a day on 99 here through Milwaukie.

Kind of thinking through what the signals would do at those diagonal crossings, we estimate about a 25 percent decrease in capacity. So 25 percent less cars would be through than they do now. And right now we consider Harrison and McLoughlin to be at capacity at VC and one -- you guys know that. You're planning commission people -- at peak hour in the afternoon right now. So we'll have a 25 percent reduction.

The last thing -- I mean, that's -- and, also, if you add more signals you start getting gridlock and then the capacity will go down even further. That isn't decided. But those are our concerns.

We also have a concern with freight mobility. We are experiencing issues with Interstate Avenue, with the light rail going through there with restriction track movements because of the way the station and rail and all the intersections line up. So we're also concerned with that. And that's about all I have today.

Do you want to ask me questions? I'm here to answer.

MR. KLEIN: Do we have any questions?

MS. COLEMAN: I have one question. Your concern is mainly with anything that involves McLoughlin? The Main Street couplet involves McLoughlin -- pardon me? You can say it.

MR. KLEIN: You need to ask your question first.

MS. COLEMAN: If the Main Street -- if there were a Main Street alternative did it include McLoughlin, that's not what you're talking about at this point?

SPEAKER: No. About the impacts to McLoughlin.

MS. COLEMAN: Okay. Thank you.

MR. KLEIN: Her time is up. I'm going to ask one more time for a Michael Brandon, Brendan, Bredon.

Dave, you are next. But a doctor, maybe?

SPEAKER: It's probably Richard Brandon.

MR. KLEIN: That's probably it. And after that will be Michelle Brussard who has very good penmanship, I might add.

SPEAKER: Good evening. Hi, appreciate you guys being here two nights. I couldn't make it Tuesday. It is -- it seems like a long baseball game. Maybe this is extra ending.

My name is Dave Green, I am the chair of the Riverfront Board which is charged with redeveloping a Riverfront Park in Milwaukie and reconnecting that park to Milwaukie's downtown.

And I think most of you are aware of the work that the board has been doing, this board has been doing over the last ten years to reach consensus on the design of a park. That includes boat ramps, parking, and many natural features, and a lot of amenities for all of Milwaukie, including

connection to the downtown.

Many of the issues that we've struggled with as a board over the last ten years are driven by the size of this park. It is a very narrow strip of land and there is great competing use for the small space that is contained within the park which is bounded by Johnson Creek and Kellogg Creek and Willamette River.

I think we've made some remarkable progress with the community over the last year or two in reaching consensus on some very difficult space-related issues like parking and those kinds of things.

So speaking first as board chair, I just want to let you know that on Monday night of last week the board voted by a vote of six to one to not recommend, in fact, to recommend that the alternative alignment not be included in the SDEIS.

And the board was very clear, even the one descending vote, that any alternative that impacts the part one compromises of the existing park design were not acceptable to the board.

Most of you probably have meeting notes from that and so I'm going shift gears here and I'm going to talk as Dave Green citizen who lives at

5431 Southeast Willow Street, who personally has been involved with Riverfront Board for ten years and has spent a lot of time dealing with both downtown and Riverfront Park issues.

I personally am adamantly opposed to considering a McLoughlin or Main Street alignment as part of the south corridor EIS study. I've handed out a couple things. One is the park design that we're currently in the middle of advancing. Another is a letter which captures most of my comments tonight. And the last is a series of photos who are mostly taken on Interstate Avenue of the existing rail line up there.

All of the alternatives developed for the McLoughlin corridor impact the Riverfront Park in three major ways. All of them take green space out of the existing park, all of them reduce the existing park footprints, all of them reduce or -- actually, all of them increase the competitive needs of the park and the competing uses of the park.

Light rail with a route down McLoughlin will impact boat ramp parking, it will impact our quiet space in the park, it will impact our ability to improve the creek and the river habitat, and people uses of the park.

In addition, I notice that most of the alternatives require the use of retaining walls in order to support light rail and the stations. Those retaining walls -- here's a photo of a retaining wall here on your picture. They would have a huge impact, as well, adding additional concrete structures and barriers in the park, and, again, impacting the ability of the park to serve as a retreat and a natural area from downtown.

Second issue that I have is that all the alternatives separate the Riverfront Park from downtown. And Tom Kemper touched on this, but all of the alternatives widen the distance across McLoughlin. All of them create additional physical barriers including electricity lines, fences, and additionally impede the movement of people between downtown and the park.

Not only is the physical movement of people impacted but all of the views from downtown will be impacted by electric lines, additional track, and a wider McLoughlin with more concrete, more hardscape, and less green space.

Finally, I want to just touch on an issue that other folks have hit on. But I want to emphasize that all of these alternatives will impact

the progress of the park design and the permitting effort that we're going through right now.

Just two weeks ago we sat through meetings with the Oregon Solutions Group which involves ODOT, Johnson Creek Watershed Council, Metro, parks, a number of representatives -- I'll finish up here, Jeff.

MR. KLEIN: Thanks.

SPEAKER: -- and my concern is that halting progress of the design work would seriously impact the momentum that we've built for the park, and I believe that this is counter to what all of us have been working for. Just to wrap up --

MR. KLEIN: I think we have to -- we've held it pretty close --

SPEAKER: All right. Well, you can see my final comments at the end of the letter, and, obviously, I'm opposed to both recommended questions that have come up.

MR. KLEIN: Thank you.

SPEAKER: So thanks.

MR. KLEIN: Ed Zumullt and Richard.

SPEAKER: Hi, commissioners. I am Richard Brandon. I am the deputy planning director for Metro which has the oversight for this project

right now. And first I want to just thank you for the opportunity to be here and thank you for this process which I think is going to help inform what's the right thing to do in this particular corridor with respect to moving a transit option forward.

The project staff who listened to the testimony Tuesday night, last night, felt that it would be actually helpful for me to come here and answer some of the questions that were raised last night.

So I'm not here to give you an opinion on this particular question. I'm here to listen to the remarks and also to try and answer a couple of the questions that were raised last night.

First question was, one commenter asked why we couldn't just stop the light rail north of downtown and provide a transfer to streetcar in Milwaukie, and I'm going to give you a two-part answer to that. The first part deals with the issue of transfer. The second part is dealing with the whole issue of streetcars.

The first part, our overall goal for any project that we would try and proceed with in this region is to connect major centers with high-quality transit service. The major centers have the highest

concentration of jobs and housing in the region. And our goal is to try and provide good transportation access between all of these tenants both on the roadside and on the transit side.

Providing good transit service between these centers also not only provides good transit service but it also helps the auto users because it's actually taking cars off the road. So it's helping both the transit users and the users of the road system.

Requiring a transfer north of the downtown, basically, would significantly degrade the transit service that we would be trying to provide with such a project.

The transit service itself, one of the things that we've learned through the years is that a transfer is a negative to people who want to conveniently use a system, and there's today over 100,000 people a day that are doing that on the existing system, and it would be sort of like stopping a road north of Milwaukie and then making everybody that -- where the road stopped figure out another way to get downtown. It's inconvenient and it really hurts the overall goal of trying to be convenient, because I think as you would all

understand when things aren't convenient they tend not to be used.

Also, this line, while it is intended to try and serve Milwaukie, would also be serving point south of Milwaukie, not just Milwaukie itself, and potentially even going on to Oregon City some day. So one of the issues would be what are you doing for all of those people that are living south of Milwaukie? And how are they going to be able to access the line? And would you want all of the users of this line to actually be traveling through Milwaukie to get to the light rail that would be stopping somewhat to the north of the city?

MR. KLEIN: Can you hold your testimony for just a second. I'd like to ask a question and take a small break here.

Kate, can I speak to you? Just two minutes, please.

(Pause in proceedings.)

MR. KLEIN: I'm sorry, I needed to take a few minutes here and ask for some questions with the staff. What I wanted to do is go back through the two questions that need to be responded to and why we're having a discussion here. So I'm going to go back through. So I would like the public comment

portion just to be related back to these two questions.

And the first question is, if I can find what page I'm on here, Does a large cross-section of the community support the inclusion of the McLoughlin and/or Main Street alignment in the southeast corridor phase II SDEIS study, and, Does the McLoughlin and/or Main Street alignment have merits with regard to downtown future economic development, urban design, and revitalization.

So I would like public comment to pertain around those two issues. And with that, Richard, I'm going to let you continue. You have one minute and 54 seconds. I'm sorry, but you're on the clock.

SPEAKER: Well, in restricting my comment to those two issues that's actually not why I was asked to be here, so I think I will not address those two issues and in that I'm here to listen to public comment with respect to those two issues and not offer my own particular opinions on this.

So I would just close by saying that we at Metro, and I think I can speak for TriMet on this, we're here to listen to the community, we want to work with the community, and we will certainly try and move forward in concert with whatever the

community's wishes are as we get into this process.

MR. KLEIN: I appreciate that. We have one minute, 15 seconds left. Do we have any questions for Richard?

MS. BRESAW: I was going to say how could he answer that first question about does a large cross-section of the community, he would not really know.

MR. KLEIN: He would not know.

MS. BRESAW: It does not really apply to him.

MS. COLEMAN: And is there a point? I'm asking a procedural question. In the evening, because I know that we had a lot of comments from Metro and so forth at the last meeting, is there not going to be a point this evening where we can address more question? That's not going to happen? You hear my question about --

MS. MANGLE: Yeah, you asked if there was, basically, is there going to be anymore presentation from the staff, the TriMet staff?

MS. COLEMAN: Yeah, time to chew on the information last time and then maybe have more questions this evening?

MR. KLEIN: I have stopped the clock just

so that everyone knows so that we can answer this procedural question, and then we will get back to if we need to ask Richard a question.

MS. MANGLE: No, it's not on the agenda for this evening.

MS. COLEMAN: Okay.

MR. KLEIN: No, so it is not of the agenda that TriMet or Metro will be coming back to speak.

Do we have any questions for Richard? Thank you. Les Poole, you're in the hole. And Michelle Brussard, please.

SPEAKER: Hi, I'm Michelle Brussard, I'm the executive director of the Johnson Creek Watershed Council at 1900 Southeast Millport Road in Milwaukie. And I will endeavor to answer two questions as succinctly as possible; although, given your restatement of questions I feel somewhat intimidated.

MR. KLEIN: Don't feel intimidated.

SPEAKER: The Johnson Creek Watershed Council, just for the record, is a community-based 501 C3, which began as the Friends Group in 1990 to address concerns and issues around the health of Johnson Creek and its watershed, which includes

portions of the city of Milwaukie and the confluence area Johnson Creek with the Willamette.

The board is a reflection of our Watershed community and an expression of the expertise critical to collaborative conservation and watershed restoration.

We've worked towards our mission to facilitate the investment in the Johnson Creek Watershed Council for over 15 years. And in that capacity we've had the honor of participating as a member of the Milwaukie Riverfront Board and the Oregon Solutions Planning Team.

We feel strongly that the master plan has been developed for the Riverfront Park, honors deeply imbedded community values around downtown's revitalization, as well as natural resource values.

The council, I have to say, has a vested interest in the conditions of the confluence of Johnson Creek and the Willamette River. And that will invariably affect the viability of your downtown's revitalization. Even though it is a travel corridor for salmon, it's not necessarily people, which is certainly the focus tonight.

We have learned, as many here have, on June 4th that alternative light rail alignments were

proposed along McLoughlin Boulevard that would require placement of a retaining wall in Johnson Creek and in Kellogg Creek, and require absconding with the swath along the entire length of the Riverfront Parks eastern edge from 12 to 41 feet wide, and I think you've heard from Dave Green why that is such an anathema.

And irreparable harm to habitat access and water quality I think also should be of great alarm and cannot do anything but detract from downtown's revitalization and its viability. Not to mention clean water in Johnson Creek as a off-channel refusia for Willamette River salmon that's moving through the system.

The proposed alternatives for us are completely and utterly unacceptable. The disregard for repeatedly expressed community values that express the desire to embrace the riverfront and its natural resources and provide a clear and ready access from the community through downtown to the river. To not honor those community values would be a true tragedy.

To move forward and include the McLoughlin alternatives as proposed in the SDEIS, which furthermore delay indefinitely final design

and permitting processes, it compromises fundings to the Milwaukie Riverfront Project that has already graciously and patiently awaited a decade.

That said, for over a decade the city of Milwaukie, TriMet, Metro, and the Milwaukie community, business, and schools, the Watershed Council, federal, state, and local government agencies have met to create transit alternatives that meet public objectives and respond to forecasts of an additional one million-plus people that will move into the Portland area and the North Clackamas County, expected to exceed the area's transportation system.

Now more than ever is a time to move forward in a measured and consistent manner, even as we acknowledge that we are doing so in a somewhat different planning -- and I need my glasses -- and land use environment that we were six years ago.

In doing so I ask that we honor community, economic, and natural resource values at stake, as well as the need for expanded transit choices by using all of the tools available to us.

And I would hope that as a discussion unfolds that we don't separate the natural resource values from the very important downtown

revitalization values, because the two, in fact, go hand and hand. Thank you.

MR. KLEIN: Thank you. Do we have any questions? Thank you. Siegward Elsas and Ed Zumullt, please.

SPEAKER: Ed Zumullt, 10888 Southeast 29th, Milwaukie. Chair Klein, commissioners, is there a wide based support for studying new light rail alignments including McLoughlin and Main and others? I believe there should be. Why? In the late 20s and early 30s McLoughlin was built effectively cutting us off from our roots, the river.

In '69 Highway 224 was built cutting us into two villages. For years before we've been bisected and trisected by the Tillamook line and ESP mainline, so on the map we resembled a pie chart more than a city.

Now we want to top off the misery by cutting another north/south swath through our city, light rail stopping eastwest traffic every three to four minutes during a.m. and p.m. rush hours and every eights or so minutes the rest of the day until midnight. This would completely devastate retail on downtown Main Street.

At the time the LPA was adopted many promises were made. The regional government was to do everything possible to push the junior high place as a community center. Access was to be provided across McLoughlin to our river. A parking structure was to be built for Milwaukie citizens, business employees, and retail shoppers to revitalize the city.

I was blinded by the gifts to bestowed and readily voted to adopt the LPA, as did many others of the neighborhood group. And then I blinked. Was I naive? What happened to the promises? But we must move on.

A remark was made recently by a staff member that there was a perception that Metro, TriMet, and our city staff were lined up against a large portion of our citizens on this matter. This perception should not be allowed to stand. Politics and power plays should dissolve in this important matter.

There is no reason why all of the stakeholders involved cannot sit down together and work out a solution that will benefit everybody and everything, including the Milwaukie of the future. That's all that really counts, or am I still naive?

Thank you.

MR. KLEIN: Do you have any questions for Mr. Zumullt? Thank you, Ed. Ed Parecki, you will be next.

SPEAKER: Good evening, Les Poole, 15115 Southeast Lee. I'm in the Oak Grove neighborhood. And the alignment as proposed has finally worked its way from Milwaukie up my direction regardless of how it eventually gets there.

Interestingly, we did make the newspaper today. And a lot of folks in this room and a lot of people who have a vested interest are in here, including the mayor. And to try and answer questions, question number two is a little easier so of course I'll take that one first.

It's hard to say where you can fit this thing because of the constraints. And, obviously, we're dealing with constraints that mean our planning commission needs a better handle and a better understanding and a better basis. By that -- I realize we don't spend millions of dollars, but we need a little better basis for what is this really going to look like? How much space is it really going to take? And without more study than what's been done it's really hard to do.

To try and answer the question as to alignments, we've already got several of them out there, some of which have got part of the working group recommendation mixed with some other good ideas.

I'm not here to endorse any idea. I just think that this question provides a framework that limits a bigger discussion and needs to take place. And I'm hard-pressed to define a large cross-section. And I understand what the mayor is trying to ask, but I'm not trying to pick that question apart, but if I asked you all what a large cross-section was it would be interesting.

I'll just conclude by saying, the staff, the city, a lot of us have got interests, time, effort, financial and otherwise, in this issue. So I think more study is required and that's why the second question is so easy to say yes to, and why I would recommend that we do look a little deeper.

I do want to point one thing out. And that is the materials that are available now that you're creating certainly are far more vivid, easier for the layperson to understand. If I talk about Kellogg Lake and the limits there in the future, which I probably will, it's easy for people in the

room and for you folks to visualize it. So not to get off the subject, but it's nice to see some materials that help with the process. Thank you.

MR. KLEIN: Thank you. Do we have any questions?

MS. BATEY: Yeah, I didn't know, he answered number two yes. Did he answer number one?

MR. KLEIN: I think that his position was that he was -- he was encouraging us to take a look at the second alignment.

SPEAKER: I'm struggling to answer the second question, as are probably most of you. Thank you.

MR. KLEIN: Thank you. Siegward and Mark Gamba.

SPEAKER: My name is Siegward Elsas. I'm a neurologist at OHSU. I deal with people with attention deficit problems, with epilepsy, people who are sensitive to environment impact.

I am also here to testify as a former Waldorf student. I know what the methods are and how important it is to have quiet environment for students to learn.

I live in the Collins View neighborhood, and I spend on average two days a week here in

Milwaukie. I come here on the weekend because of the Waldorf School, because of the adult education opportunities here.

So I'm here to testify in the affirmative on both of these questions. I think that the school, as well as the children who are taught in there, are an essential asset of the community. So I think that affects a large cross-section of the community.

And the school, as well as the people who are educated, will have an impact on the economic development and revitalization of downtown Milwaukie.

So we have seen in the last decades that there is a steady increase in attention deficit problems. As a result of the increasing industrialization and increasing noise levels and overstimulation through the media this has become a major problem that has a large economic impact on the workforce because people are not able to focus as well on what they need to be doing because of this problem.

If the light rail passes as close to the school as is proposed in the current version, and there will be trains passing every three to four

minutes during rush hour, every seven minutes to eight minutes in between, there will be a continuous overstimulation that will affect children negatively in their development that will likely affect them throughout their entire lifetime. And so affect the population that will be living here in the city.

In addition, I think just negatively affecting the school as a major asset to the community will be the wrong choice to do. In addition to the children's education it also is an instrument for adult education.

And what we're here for is not to make a final decision as to how the tracks are supposed to be laid. It's just a question, do we need to consider an alternative or not. And I think any impact evaluation will not have much meaning if there is no alternative. So I would say it's essential to have an alternative available.

And an additional factor is -- I believe that if the only option is in the currently chosen track past the school it will be too far away from the downtown section. So all those businesses that have spoken here about the negative impact of having the light rail close by I think will also have a positive impact if the people have it easier to be

close to the businesses. So as it is proposed it is simply too far away from the businesses to be used.

Those would be my comments. If you have any questions.

MR. KLEIN: Do we have any questions?

MS. COLEMAN: Because I'm curious, where is Collins View.

SPEAKER: Burlingame. It's just on the other side of the Riverview Cemetery. So I come down the --

MS. COLEMAN: I know where it is. Thank you.

MR. KLEIN: Thank you. I believe after this we could probably do a case study on overstimulation, so...

Mark Gamba and how about Jim Young. Jim Young. Go ahead, Mr. Parecki.

SPEAKER: Good evening, members of the planning commission, my name is Ed Parecki. My address is 10600 Southeast McLoughlin Boulevard in Milwaukie. Thank you very much for giving me this opportunity to address all of you in this very important issue.

I'm here tonight as an individual downtown Milwaukie business owner Spring Creek

Coffee House, where we serve the best coffee in town, open seven days a week.

I'm also here as a downtown Milwaukie property owner, I'm here as a parent of two Waldorf high school graduates, and one entering the 12th grade. I'm also here as the chair of the Milwaukie Businesses for an Alternative Alignment Coalition. And I'm also here as the co-organizer of a petition to include an alternative alignment for light rail.

I'm also here tonight to answer the two questions posed by Mayor Bernard. Question number one, Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase II SDEIS study?

Let me please present the members of this commission a copy of 629 signatures from a cross-section of the community that supports the inclusion of an alternative alignment.

As to question number two which reads, Does the McLoughlin and/or Main Street alignment have merit with regard to the economic development and revitalization of downtown Milwaukie? Let me also please present the members of this commission a copy of signatures from 25 individual businesses in

the downtown Milwaukie area that support the inclusion of an alignment, alternative alignment, in the SDEIS.

It is obvious by this outpouring of support that both of these questions posed by the mayor can only be answered by a resounding yes. Please accept this clarification. All of the people signing the petition felt that the conclusion of an alternate alignment was prudent and responsible. What we want is to have another alignment, whatever it may turn out to be, included in the SDEIS.

Not including another alignment will prevent any other alignment but the Tillamook alignment to be studied ever.

TriMet has provided incredible details for three possible alignments, all of which at first glance look impossible to accomplish. This gives us the impression that there is no other possible other alignment; yet, they provide means with a Tillamook alignment to go beneath existing railroad tracks, beneath Highway 224, over Johnson Creek, to a school it's school, a church, a lumber yard, and over Kellogg Lake. And one is to believe that the environmental impact statement will show that all impacts can be mitigated successfully?

We're not asking for a choice of a specific alignment. We're asking for an alternative alignment be included in the SDEIS. In the event that two alignments are studied and both meet muster with the study then we can choose.

Including only one alignment in the study will only serve to validate the alignment not supported by the citizens and not really to study it.

Others want you to believe that Waldorf had prior knowledge of the light rail coming through Milwaukie. I challenge anyone in this room to prove to me that they already know for certain that light rail is coming to Milwaukie before the Supplemental Draft Environmental Impact Study is completed.

Metro's promoting high density in the downtown core area by investing in real estate. It is also Metro's goal to get people out of their cars and into mass transit. Why not join the two goals and provide a light rail to the existing North Main project and the proposed Milwaukie Town Center.

We've heard from many, including Commissioner Coleman, giving ideas for another way to get from here to there. One cannot in a short span of three weeks come up with an answer to this

complex question. Let's take the time to come up with an alternative that provides the best solution for all concerned.

We all support light rail and see the long-term benefits it provides. I urge you to listen to the 653 community voices speaking to you right now and include another alignment in the Supplemental Draft Environmental Impact Statement. Thank you for your time.

MR. KLEIN: Thank you.

MS. BATEY: I'd like to know of the 629 signatures how many are Milwaukie residents?

SPEAKER: I did not take that count but I would say 70 percent is my guess looking at it briefly.

MS. MANGLE: I don't have copies. I can pass this around and maybe get it back to me for the record.

MR. NEWMAN: How many of those 600 did you say were business members?

SPEAKER: There's two separate petitions. One is just for the businesses. There's 25 actual business owners who signed. The rest 629 were individuals.

MS. COLEMAN: I have a question about the

petition.

SPEAKER: Thank you.

MR. KLEIN: Our time is up. Thank you. Catherine Brinkman. Mark.

SPEAKER: Good evening, ladies and gentleman, Mark Gamba, my residence is 10414 Southeast 24th Avenue, Milwaukie. My business is at 10600 Southeast McLoughlin Boulevard, Milwaukie. I'm a commercial photographer, I contract with National Geographic, and I have a small gallery here in Milwaukie.

The answer to both of those questions I believe is yes. And I actually believe that an alternative alignment can do more to revitalize downtown than the current alignment.

I've lived in New York City, I've spent a great deal of time in Washington, D.C., San Francisco, and Chicago, all of which have excellent to moderate train transportation intra-cities.

One thing I've noticed in all of those cities is that the most vital -- most vital streets in those cities with the most businesses are doing well and always busy are the streets that the trains run on. That's something to be very clear about. I

can show you a map of New York City and map it right out.

I believe there is an alignment that could have light rail both tracks running down Main Street. One way the traffic on Main Street going south, one way the traffic on 21st Street going north, as far as Peatro's.

And then you still have parking on Main Street on one side of the street, you have free rights on one side of the street, and you have controlled lefts with signals just like they do downtown. I can draw all that out if you'd like at some point.

But, in any case, what it does is it puts a station right at your park & ride instead of people having to cross McLoughlin. It keeps from destroying the park. It keeps from affecting the Johnson Creek Watershed. And it doesn't have any affects on any schools. There are no takings in that plan. Not a single building needs to come down. And it brings the transportation and the people right to downtown Milwaukie, the place we're trying to revitalize.

You've got your high-density population growth that you're trying to achieve here. People

love to walk outside of their door and get on their transportation. It's perfect.

If you cause the station to be out behind the lumber yard I'll bet you dollars to donuts that most of the people at the North Main will not walk that far to get on the train. They'll take their cars.

The other thing that allows you to do is put a station right at the park & ride. So the people that do drive from surrounding area go to that park & ride. It crosses the lake just like it would in the current proposal and continues down to the large park & ride in Oak Grove, or wherever they're planning to put that.

I think that that alignment would cause revitalization of Milwaukie and solve all of the problems that all of those people seem to have.

I've even looked at what would happen with the North Industrial and I have some ideas on how to solve their problems. So I'm happy to go through that with whoever would like to hear it. But I think it's a very solvable problem, and I think that you can solve the problem and revitalize Milwaukie all at the same time. Thank you for your time.

MR. KLEIN: Thank you. Do we have any questions?

MS. BRESAW: I just want to say if you do have the answers it would be nice if you did talk to TriMet and Metro.

SPEAKER: I actually tried. I would be happy to if somebody could set something up officially where I could sit down.

MS. BRESAW: I mean, they're here tonight. So during intermission you could talk to them.

SPEAKER: All right. Thank you.

MR. KLEIN: Scott Churchill will be, and Jim Young, please.

SPEAKER: My name is Jim Young, I live at 12121 Southeast 39th. And I listened to all of the talk last night, one-sided from the Waldorf School and that area. And I listened tonight at the beginning of the discussion about the businesses, some of them pulling out.

And I agree with what the last gentleman said, we do need an alternative study. I do agree with that. But I guess I'm still of the opinion of several people in Milwaukie that -- from years ago, something we voted no on, light rail. That would be

my vote. I don't really know why we need light rail in Milwaukie.

It seems it's either going to disrupt the businesses, park area, waterfront, or it's going to disrupt neighborhoods or schools or whatever.

So my feeling would be go for the alternate study. But I still don't understand about the need for light rail, other than the fact that it may have something to do with the business golden rule. That those that have the gold make the rules. Thank you.

MR. KLEIN: Do we have any questions for Mr. Young?

MS. BRESAW: I just have one question. Don't you think traffic will get worse and worse, though? Do you drive McLoughlin during rush-hour traffic?

MR. KLEIN: I think that asking that question extends past the two questions that we have before us.

MS. BRESAW: Okay.

SPEAKER: I guess my thinking is if we're going to go down Oregon City why not extend the light rail that's going down 205?

MR. KLEIN: Thank you for your time.

Michael Gipson and Catherine Brinkman. I've had nightmares of this moment.

SPEAKER: We meet again. Hi. Catherine Brinkman, 2513 Southeast Lake Road. Let me just state for the record that this is the second time in calendar year 2007 that the city has aligned me with Ed Zumullt. And I think you should be afraid and city council should be afraid because I'm afraid

But I do agree and Ed Zumullt, and, in particular, I agree with the gentleman, the photographer who just spoke about the alignments

I can think of no better way to revitalize downtown than to put MAX on the downtown street

It seems to me that TriMet and everyone else is sort of creating a -- sort of a Chicken Little scenario, the sky is falling, as if MAX has never been put through a city before

You only need to walk to Downtown Portland to see how well MAX integrates with traffic, businesses, and pedestrians to know that it works.

I'd actually planned that for later on in my speech, but, in any event, you want me to answer

two questions. My answers are yes and yes.

And now I have two questions for you. The first question is, why are you here? And the second question is, why are you here? I'm not talking about an existential pontification of the greater meaning of life. I'm talking about why are you here?

The first reason you're here is not to consider the merits of any one alignment. I can assure you that it takes a little more --

MR. KLEIN: Catherine, I have to interrupt you and by no means am I Shh-ing you. So I will make the statement that we are not here to answer questions but we are here to look at the two questions that are before us.

SPEAKER: It's a rhetorical question that goes to the merits of --

MR. KLEIN: I understand. So if you can limit your comments to the two questions that are posed that would be great.

SPEAKER: I'm about to. If you'll allow me I will.

So the first question, why are you here, not to consider merits because TriMet cannot possibly come up with every detail of every proposed

alternative alignment here tonight.

The question is, is there significant community support? And that answer is yes. And the next question is, why are you here. I would like to know, in general, why it is that it is such a big deal to request that an optional additional alignment be included? We're not asking for a decision. We're asking to simply have something else under consideration. For the life of me I cannot figure out why that is such a big deal.

Since when has a government giving its citizens choices been a problem except for now? It's one of the most ridiculous things that I have ever seen. I can not for the life of me fathom why it would be that it's such a hard decision to make to give the citizens another option.

And I guess I'll conclude, Jeff, with this statement that a lot has been said about what happened in 2001, with the locally preferred alternative. And where we were in 2001 is not where we are today on a nationwide level.

Think, pre-before 9/11, can you imagine? So many things have happened in this city that merits a look at an alternative alignment. It is simply not the city it was in 2001. And the city we

have now is a city that we are going to have going forward.

This is a major investment and a major piece of infrastructure that's going to exist long after any of us are on this planet, most likely. So let's give it the time, the money, the patience. Let's swallow our pride and let's do the right thing. There's no need to rush. Thank you.

MR. KLEIN: Do we have any questions for Catherine? Thank you, Catherine. That went far better than I could have anticipated.

Mike Stacey, please, and Scott Churchill.

SPEAKER: My name is Scott Churchill, 2708 Southeast Monroe Street, Milwaukie. Thank you, Chairman Klein and fellow commissioners. I'll try to be brief. It's a powerpoint presentation and five minutes is quick but we'll do our best.

I'm here tonight speaking on behalf of Milwaukie Transportation Coalition which consists of Historic Milwaukie NDA, Lake Road NDA, Portland Waldorf School, St. Johns's Church and School, friends of Robert Kronberg Park, and friends of North Clackamas Park.

The question is, is there sufficient support to study an alternative alignment, number

one, I believe, yes. Number two, does the alternative alignment help downtown Milwaukie, I believe, yes, as well.

Multiple conceptual alternatives are possible. Detailed tactical solutions need more time, as many people have said tonight, for proper development. Choosing among tactical solutions without the SDEIS data is not using industry best practice standards of design.

There is support to study alternatives. Certainly the Riverfront Board had its position and it had a presentation put in front of them, and I respect their decision; the North Industrial didn't really have a board voting, and it was probably mixed; downtown businesses are probably mixed; the MBAA, the Milwaukie Business Association for Alternative Alignment we heard from tonight. There were 25 of those; Historic Milwaukie was unanimous; Lake Road was unanimous; St. John's, Portland Waldorf all are by far over 80 percent, if not more; and Friends of Kronberg Park are in support of it.

But there needs to be sufficient time to properly explore alternatives. And as Catherine Brinkman said tonight, we appreciate the opportunity to explore those.

Yes, there is enough citizen support to study alternative alignments. TriMet presented three different concepts, the double tracks down western McLoughlin, double tracks down the center of McLoughlin, a couplet plan, a loop which is through McLoughlin on Main, and those were developed in less than four weeks.

And these tactical plans do not respect the years of work done by the various groups of citizen input. We are looking for an opportunity to brainstorm with citizen input. These are the visuals you've all seen from the TriMet concepts.

But is it too late to study additional alternatives? The answer is no, in my opinion. Recent developments from the TriMet concepts are that plans are being developed more all the time. A termination at Lake Road is now triple track, not double as shown on April 26th.

Plans were written and, again, a pedestrian overpass along working group alignment has been suggested by Commissioner Sam Adams on May 14th. It's much different than what's shown on April 26th.

Again, detailed tactical solutions need more study during the SDEIS process. And choosing

among tactical solutions without that data is not using best standard practices.

In the interest and productive brainstorming we'd like to consider some ideas which might be a double track on Main, a single track on Main Street, a split S on McLoughlin, and a single track down the middle of McLoughlin. All those need to be studied in more detail.

I'll spin through these quickly. You can see the general images. Again, at this point we're doing an elevated proposal over Millport to solve the North Industrial issues. And a single track down Main is a possibility. And, again, that would also feed into a single track beyond Millport, as well.

I got a split. That's the split we're talking about before. And that certainly has some challenges but it's certainly worth studying. And, again, a split and elevated Y over Millport, and then a single option down the middle of McLoughlin has some impacts, as well.

So any analysis -- an alternative analysis we believe that at least it has merit to be studied. And, again, the position from the Milwaukie Transportation Coalition is that it

supports a privily scaled fiscally and environmentally responsible transportation solutions, including light rail and streetcar.

MTC recognizes benefits for those schools and neighbors of Milwaukie of having transportation solutions within walking distance.

The prospect of a light rail line situated adjacent to Portland Waldorf School, St. John's School, Historic NDA, and Lake Road NDA sites raises concerns regarding the safety of our children, the quality of the school, and neighborhood environments, and the integrity and ecological help of all the affected properties.

At the present time there's a lack of adequate information to endorse or impose any of the specific detailed alignment studies.

The South Corridor Steering Committee is getting ready to begin another phase of the environmental impact study in which four alternatives are being studied across the Willamette and a fifth down to Park Avenue.

Again, we are requesting that the Main McLoughlin alignment also be studied as an alternative. We believe this alternative will add value to downtown Milwaukie. And such a study

within the SDEIS process with adequate time, information, needs to be decided for the best solution. Thank you very much.

MR. KLEIN: Charles Bishop, and next would be Michael Gipson.

SPEAKER: Mr. Chair, commissioners, my name is Mike Gipson. I live at 11614 Southeast 33rd. I don't really have much for you. It seems just from what I've seen here that a fair number of people are interested in studying the alternative alignment. I agree. I think that's probably a very good idea. There's no point in limiting our options. We do that sometimes by the pressures put upon us.

The other thing is the question about the alignment having an impact on the economic development and revitalization of downtown Milwaukie. I believe it will have an impact and I'm afraid it's not a very good one.

I took the liberty of stopping by Google on the way down here. And I'm -- and I realize it's completely unscientific and it's going to give you more a feeling than anything else. But if you put TriMet and crime together you get 235 hits in six-tenth of a second. If you put light rail and

crime you put 10,800 hits in a tenth of a second. If you put light rail and crime and actually separate the words you get 106,000 hits in eight-tenths of a second.

There's an article in the Tribune talking about robbers that seem to be linked to at least geographically linked with where the light rail system is. It talks about shootings near the MAX line.

Finally, the point of all of this is I'm really not convinced that this light rail is a very good idea for Milwaukie. And if we insist on having it let's make the minimum number of stops and put the stations at the end of this and keep them as far away from the heart of the city as we possibly can.

Finally, as a resident of the part of Milwaukie that's not old town, it's nice to see all this happening far, far from me. That's all I have.

MR. KLEIN: Thank you. Do we have any questions? I actually have one question.

SPEAKER: Sure. Yeah.

MR. KLEIN: With the count that you did with Google were you able to run a test with just crime and see how many that came up with without light rail?

SPEAKER: No. It was very quick and dirty. It just came up on a whim to see what would even happen. But it seems to me there's a lot of hits. Admittedly, they're not all here for TriMet. They're not all in this area. But the pattern seems to be that these systems bring a fair amount of crime with them.

MR. KLEIN: Sue D'Agnese, and Mike please come forward.

SPEAKER: Evening, I'm Mike Stacey. I live at 2740 Southeast Kelvin Street. I'm on the Riverfront Board, and tonight I find myself in a quandary. For the first time I disagree with Ed Zumullt and I agree with Dave Green.

We've been on the Riverfront Board for a long time together. We've been on opposite sides of the fence for a long time. We've worked hard to come to an agreement that the city agreed with that the community agreed with, and anything that will impact that will just be a negative to the city.

We've been trying to open up the park to the downtown. Adding light rail down McLoughlin will build a bigger barrier than McLoughlin already is.

I grew up in Milwaukie. I moved into the

house right now where I live in 1955. I went to St. John's. I went to Milwaukie High School. My kids went to what is now Waldorf, back then it was the middle school. The train tracks have always been there.

Back in our day the trains ran on a lot more regular basis than they do today. They say that that may come back. They are a lot noisier than what TriMet is or what MAX would be. I don't see that as a detriment to the learning abilities of the kids. And that's just how it is.

It's always been a good community to live in. I see the light rail as a conduit to get from Milwaukie to my job in downtown. I don't see it as an avenue for people to come here and shop.

I think the Tillamook alignment is the best one. And the people I have talked to do not support McLoughlin Main Street, so...

MR. KLEIN: Do we have any questions for Mr. Stacey?

MS. BATEY: Yes. Can you give us -- that last comment about the people that you've talked to, like, are you talking about outside the Riverfront Board, or how many people --

SPEAKER: Neighborhoods and friends just

in a general conversation.

MS. BATEY: Do you have any number of how many people that --

SPEAKER: No. Just neighbors and friends.

MS. COLEMAN: I have a quick question. I understand -- I'm assuming that as a part of the Riverfront Board and based on the fact that brought that into your comments, you're opposed to the McLoughlin alignment?

SPEAKER: Correct.

MS. COLEMAN: When you said Main Street McLoughlin you're talking about the Main Street McLoughlin couplet?

SPEAKER: Uh-huh.

MS. COLEMAN: Are you opposed to conceptually downtown Main Street, as well, or --

SPEAKER: I prefer the Tillamook alignment.

MS. COLEMAN: Thank you.

MR. KLEIN: Thank you. Charles Bishop and Sue should be here and also David Kohl.

SPEAKER: Good evening. My name is Charles Bishop representing Pendleton Wollen Mills. I'm here to speak against -- or as opposed to both

of the questions before you tonight.

Pendleton Wollen Mills has been doing business in Milwaukie for over 50 years. Our current operations include a 68,000 square foot facility at 8500 Southeast McLoughlin, and a 80,000 square foot distribution center at 2516 Southeast Melville Drive. These operations employ over 50 people.

Pendleton has been involved with light rail planning since the early 1990s through meetings with the city of Milwaukie, the city of Portland, Metro, TriMet, and ODOT. Pendleton has also participated with the North Industrial Working Group and currently with the Transportation System Plan Update.

The various light rail options will have a significant impact on our ability to continue existing operations or expand them in Milwaukie.

To address the mayor's request, does a large cross-section of the community support the inclusion of the McLoughlin or Main Street alignment, I'd answer, no.

The additional options presented do nothing to address the current very significant transportation issues in the North Industrial

neighborhood. The additional options studied only increase the potential impacts to the North Industrial neighborhood. And despite the testimony earlier tonight, I know of no one, not one of our neighbors in the North Industrial District who supports the inclusion of these additional alignments.

The second question, does McLoughlin and/or Main Street alignments have merit with regard to downtown's future economic development, urban design, and revitalization, I would answer, no.

The additional alignments would have significant negative economic development impacts to the North Industrial neighborhood and its ability to provide employment and economic growth.

The addition of a second rail corridor in downtown Milwaukie would compromise the potential for urban design. And, finally, the McLoughlin and Main Street alignments would create severe negative transportation impacts to McLoughlin, Highway 224, and the North Industrial and downtown streets. So I think those alignments would stifle the city's revitalization efforts.

The purpose of building light rail to Milwaukie is to resolve those impacts. Not to

create them. I also think that the proposed alignments would also impact the city's efforts to reconnect to the Willamette River.

Light rail planning is a complex and arduous task. The concerns raised with the Tillamook alignment through downtown can and will be addressed through the public involvement, education, and design. TriMet has demonstrated the ability to successfully address those concerns in every community in the region. The city of Milwaukie with its dedicated staff and involved citizens will be no different.

So I urge the planning commission to recommend the mayor to support the three alignments in the South Corridor Phase II refinement report and reject the requested study, the McLoughlin and Main Street alignments. Thank you.

MR. KLEIN: Do we have any questions? Thank you. Sue D'Agnese, David Kohl.

SPEAKER: My comments are -- fall outside of those two questions so I withdraw.

MR. KLEIN: Okay. John Otsyula. Sean McCrary.

SPEAKER: My name is Sean McCrary, I live at 3020 Southeast 70th Avenue in Portland. As a

parent of a 5-year-old student at the Waldorf School it seems to me that I and the school as a whole are important members of the community. I realize I don't live in Milwaukie but...

I can imagine that many of you here who don't have kids at the Waldorf School see the alignment that's in favor as the one with the least negative impact. And I can appreciate that many of you have spent a great deal of time and effort moving this project forward.

I think it would be a mistake to have spent all those resources and end up with a less than ideal outcome overall.

Vibrant and healthy communities and societies are built to strong foundations and carefully guided by its citizens. These foundations include grade schools, and these citizen leaders start out as school children.

The idea of deliberately doing something that would so negative impact the lives and development of our children and by extension our future, the future of the community, without fully considering every reasonable alternative seems like a needlessly sort-sighted course. I would answer yes to both questions.

MR. KLEIN: Do we have any questions? Thank you for your time. Are you John?

SPEAKER: Yes. My name is John Otsyula, I live on 2515 Southeast Lake Road. I'm an environmental scientist and I have worked as a regulator and have permitted many transportation projects such as this.

And what I'd like to -- in the process of answering these questions I would just like to talk about the national environmental policy acts of 1969. That was called NEPA.

What NEPA requires is that the public is in need of a project for the proposed action started. Then a determination was made -- this is for the interest of the public. A determination is made whether it gets a categorical exclusion or if -- a categorical exclusion would be like fixing a pothole; in other words, it doesn't impact the environment any more than it already has.

And then an environmental assessment is done. And then if there's a finding of no significant impact, which is Fonzi, not Fonzerelly but Fonzi, then the project goes into action. If there is significant impact then an environmental impact statement is proposed. And is written.

In the process of writing an environmental impact statement that's where all of this issues come in right now. At the end of the environment impact statement a record of decision is made and then implementation of the action. That was NEPA. Now, NEPA has many, many qualifications, but public participation is one of them.

Now, let me just read to you what the importance of public participation is. NEPA seeks to guarantee that environmental impacts are given full consideration in the decision-making process of the federal government through the public participation.

NEPA envisions this decision-making process as a consorted process with regularly-scheduled conversations between government officials and the general public each time an activity which might have an environmental impact is being considered by the government.

When a federal agency fails to engage the public appropriately in a NEPA process it runs the risk of making a decision that is not the best it could make.

It is likely to be less efficient in its decision-making process. What's more the final

decision is less likely to enjoy the support of the public, and in the case of controversial projects may therefore not receive the funding support necessary from congress for a project to proceed.

MR. KLEIN: John, I'm going to interrupt you just for a second here, because, again, we need to have -- we need to keep the comment towards the questions.

SPEAKER: I am in the process of answering this questions.

MR. KLEIN: Okay.

SPEAKER: Okay.

MR. KLEIN: You have one minute and 23 seconds left.

SPEAKER: Okay. Respectful and trust for the judgment of the public analyze NEPA. In addition, NEPA gives the public a place at the table in cognition of a fundamental fact which has moral imperatives attached to it.

Federal agency officials and decision-makers are often transient in the community in which a project is located. They rarely have to live long term with the good or bad impacts of the project they oversee.

The public, however, often has roots

which run generations deep and will be impacted by the proposed action for the rest of their lives. In other words, local folks have to live with what happens in their community and bureaucrats and other officials do not.

This is not meant to suggest that officials have a disrespectful approach to decisions. It's to note, though, that the public has a deeper and more profound incentive in the ultimate decision.

Now, having said that, I've looked at what Metro produced. And they have a timeline here. It looks like we're catching -- we're trying to close the door after the horse has left the barn.

Let me suggest that the answer to both questions is yes, and the public's in need for the project is improper under NEPA. I have nine points here that I can make.

MR. KLEIN: I'm sorry, you're out of time, John.

MS. MANGLE: You can state that in writing.

MR. KLEIN: You can state that in writing.

SPEAKER: No, no, don't worry.

MR. KLEIN: Thank you. Carol Merwin, please, and then Susanna Pai, for real. Carol Merwin. And then following that will be Marilyn Denham.

SPEAKER: Hi, my name is Carol --

MR. KLEIN: Please speak into the microphone.

Speaker: Hi, my name is Carol Merwin and I don't -- I'm not currently a resident of Milwaukie, but I do feel like as a parent at the Waldorf School I participate in your community. I come here five days a week and I've made a really conscious effort to support the Milwaukie community by buying things here, shopping here, eating in restaurants here, going to grocery stores here. Things that I could go a block from my own home I intentionally do here. And my husband and I have considered moving to Milwaukie. The full draw being, you know, closer proximity to the school.

But what I just want to share with you is my feeling that this is a one-time opportunity for Milwaukie, you know, bringing in this transportation solution, which I totally would support light rail coming to Milwaukie.

It's a one-time opportunity. If it's not

done right there won't be an opportunity to redo it or fix it. I mean, once it's done, it's done.

So from that standpoint I would ask that these additional options be included in this study. From just hearing the comments here tonight it's clear to me there's not a consensus that one thing is definitely better than the other. It seems like there is a very divided opinion. And including this other option in the study would give more time to sort some of that out.

And I feel like strong schools, neighborhoods, families, do support and are very vital to a vibrant community. So in that sense doing this in a way that can be a positive thing for the school, and we would feel very positive about being able to take light rail. A lot of people currently take the bus and ride bikes and get to the school in all different ways.

So I just think more time to study and look into this, clearly there is not a really clear consensus within the community. And that would be -- and on a very personal level I have to say it's been somewhat painful for me to see the level of disregard for the children in the community.

You know, we've heard a lot about

businesses and cars and parking and very little about children and families and making it a great community to live in.

So I feel like -- I speak for myself, but I feel like I -- in terms of being a parent at the Waldorf School I just want to share with you that we really share a common goal, I think, in having a very vital, prosperous downtown Milwaukie that has a strong business community and a strong community art and, you know, wonderful events that people want to come to. That's just my speech.

MR. KLEIN: Thank you. Do we have any questions?

MS. COLEMAN: I have one question. Did you say if light rail came to town you would be able to take it to the school?

SPEAKER: I think I probably could take it because I live in Northeast Portland. It would be a little circuitous, but, yeah, I think it would be more likely that my husband and I would move to Milwaukie.

MR. KLEIN: Thank you. The "for real" Susanna Pai, and Marilyn Denham will be next.

SPEAKER: Susanna Pai, 12351 Southeast 42nd Court. I want to apologize Tuesday for the

confusion. I work straight ten hours that day and I rush over here. And he said sign and I signed. So I apologize for that.

And then, secondly, I want to appreciate the staff. I know there are a lot of frustration for the staff that they work so hard for this project and they don't seem to be appreciate. And I want to emphasize that we do appreciate the staff.

And no matter what happens, I think they did a wonderful job, they're great. You know, I can't emphasize enough that we love them. We really like that.

Especially, I can give you an example. Yesterday Gavin came to our meeting and showed us a packet about Quiet Stone, and he give us a short presentation. And then at the end of the presentation he said, Do you think -- Do you feel, he said, Do you feel this is a good project for the tax dollar, and do we have the support from the Lake Grove NDA, and we pass. We all pass.

Because not only we pass for his presentation. We also pass the way that the -- the job was done, was really clear and cut. Even the pros and cons, we weighed it and we think that is absolutely a answer yes to the questions, that it is

a well-spend money for our tax dollars.

So that is something that we want to see, you know, from our staff or from the -- what we call customer service. And he did a wonderful job, you know. And I want to expect that -- to make sure that the staff understand that that we appreciate that.

And to answer those two questions, those are two co-questions from Jim. My personal feeling is, yes, you know, it is necessary.

And, however, in the meantime I really like to get more questions answered from those two questions. Especially the draft here on McLoughlin Boulevard west detail one, coming from Main crossing diagonally from the intersection, Sean, you know, I think that is not fair for all these people to come up to such a -- with such a short notice and try to do something so much, you know, I don't think it's fair for them.

However, he was saying that they was scratching their head on how to present this. And to us we're also scratching our head. From looking at this, you know, alignment it seems like that is really unsafe. And for all four-way-stop to stop at one train to go across every three, four, five

minutes is just, doesn't work, you know. So that's all the questions I have for them. Before they make any decision I like them to answer that, you know.

And then another question is last year we have the city street maintenance department come up and say that we are short of funding because there are so many local streets that are tearing down we need to repair them.

Why are we spending our resource and energy on doing this light rail versus repairing the street? Why are we tearing down the street? Why can't we just repair the street? What is the priority? What is more important to us, you know.

So is light rail -- I'm the first person would really go for -- hands-up for public transportation because I don't like to drive, but I have to drive. However, is light rail really the one answer for the public transportation? So that's my questions. Thank you for your time.

MS. QUTUB: I have a question for you. Did I understand you to say that you are for this?

SPEAKER: I am for the study, yes, definitely. I am for the study. And I'm for the public transportation. I understand what they think the quality public transportation is important. But

how do you define quality public transportation? Is it light rail the only answer to quality public transportation? That is my questions. Thank you very much. Anymore questions?

MR. KLEIN: Thank you, Susanna.

SPEAKER: Thank you.

MR. KLEIN: Marilyn Denham.

SPEAKER: Good evening, my name is Marilyn Denham and I control some property here in Milwaukie. I do not live here but I do shop here. I love the Farmers market. Actually, I love Milwaukie. I just like the quaintness of it, the historicness of it. I actually have purchased historic -- or an older home, early 1900s, that I'm going to be renovating.

And I think I am definitely -- I definitely believe that a large cross-section of the community would support the inclusion of McLoughlin if properly done.

I also think that a large cross-section of the community may not necessarily have been made aware of all of the proceedings that we've had, just as I was not aware, except for one of my neighbors, which is Waldorf School. I am one of the properties -- I will be highly impacted by the Tillamook line

going through. So that business is -- has many people, over 200 people, maybe closer to 300 people that it will affect.

And I really don't understand how it would be possible for anybody in good conscience to have the Tillamook line go through in the way that it is going through now. I think it's terrible to endanger children the way that -- that is so close to the Waldorf School it's ridiculous. I mean, it's hard for me to even believe that it's being looked at that way because it seems like at the very least it should be moved somewhere else just for the sake of safety because you are definitely going to be endangering a large part -- quite a bit of the community.

So the way that rail line goes down it is level at one end. I watch children playing exactly where the rail line was going to be. And I thought, Oh, my God this is going to be awful, okay.

So I do believe that alternatives are very possible. I also listened to Metro and I think they did a fine job of explaining things, but they also were very clear that this is just the beginning and that this procedure right now is at a very tiny part of the whole procedure. And what I got from

their conversations is that the procedures kind of like this and we're like down here, just a small piece.

So what that could mean is that we can submit other alternatives. The process is lengthy. As long as they get them in there we can still work to promote if -- you know, I'm not against the businesses. I think we should all work together, not pin ourselves against each other, but work together to resolve this problem in a way that will help both of us.

And I do believe that having it down near the waterfront and near businesses would be a huge impact, yes, and a good one most of the time. There is some negative impact, I do believe, because there is crime. But it will be farther from the neighborhoods.

I think it's much easier to handle those things when it's away from the neighborhoods and not smack dab in the middle of the neighborhoods as it's going right now.

So my suggestion is that we go ahead. And I do agree with both those, and that I don't think it's a big deal to include them, and I think that we can keep right on working with Metro in

evolving possibly even other solutions because as I understand it they have leeway from now until they get much further down the line. So I think that was everything.

Oh, the other thing was that I happened to talk to a business friend, I do business here also in Milwaukie, and he knew nothing about these meetings, nothing whatsoever, even though I was told that the businesses were contacted.

So, you know, I'm very concerned that all this information is not getting out to all the people. And I'll bet a lot of people don't even know that the rail could be in their backyard.

So I say let's go ahead put this on -- you know, put it out there for Metro to bring in to, I guess it's for federal -- so they can get federal funding or whatever they have to do, that's their big timeline or deadline, and let's keep working on this. Let's not stop. And let's try to get something that everybody is going to be able to feel comfortable with.

It may not be perfect but it may be something even that isn't exactly there now, but maybe close. You know, that maybe there would be a few little changes here or there that would please

both businesses and neighborhoods.

MR. KLEIN: Thank you. Thank you for your time. Is there anyone else who is interested in signing up on the sign-in sheet to speak? We are going to take a 10-minute break and then allow whomever would like to sign up continue with discussions.

(A break was taken from 7:59 to 8:12 p.m.)

MR. KLEIN: We ran a little longer, I apologize. We have too much cheese. So with that, we have three people who have signed up. We have Susan Lake, Spencer Moore, and Cheryl Fisher, and those are the last that we have on the sign-in sheet. So with that said Susan Lake and then Spencer Moore and then Cheryl Fisher.

SPEAKER: Hello, my name is Susan Lake and on June 26th my family and myself will be moving to Milwaukie. I also have a daughter who's in the fourth grade in the Waldorf School.

And my answer to question one and two is yes. Thank you.

MS. COLEMAN: Short sweet and to the point.

MR. KLEIN: Affirmatively answered question on that one. Where were you on Tuesday?

SPEAKER: I was here.

MR. KLEIN: Spencer Moore, please.

SPEAKER: I'm Spencer Moore, I live at 4242 Southeast Northridge Court in Milwaukie. And I'm thinking about the two questions. I think the first one is there's a large cross-section. I agree that the study needs to happy. And, you know, I think so. I'm definitely in favor of number one. It kind of seems like a no-brainer to me. You know, studying it is not commitment to doing it. And if it's really that bad it seems like a study might show that. So one way or the other it's a good idea to do the study.

And then the number two is does McLoughlin -- is it good for Milwaukie if we had an alignment through downtown or on McLoughlin. And I think it does. I think that, you know, the reality is that Milwaukie is changing a lot and it's becoming much more of a cosmopolitan area rather than the small city that it once was. It's really more -- much more attached to Portland.

And the Milwaukie downtown is becoming -- can easily become a lot more of an urban kind of feel to it rather than a small town. And I personally think that's a good thing. And I could

easily imagine -- the one that Scott showed, the couplet where one line runs down Main Street and the other on McLoughlin, I mean, something like that could be really quite an attractive thing, I think, for Milwaukie. Really a boom for downtown. I just can't see how it wouldn't be. So one and two the answer is yes.

MR. KLEIN: Thank you. Do we have any questions?

MS. COLEMAN: I do. Where is Northridge Court.

SPEAKER: Northridge Court is off Lake Road and right off of 44th -- 43rd, sorry.

MR. KLEIN: And Cheryl Fisher, please.

SPEAKER: I guess I'm the last one. I just want to tell you what my personal experience is.

MR. KLEIN: Can you speak into the microphone, please. Thank you.

SPEAKER: The Portland Waldorf School is recognized all across the country for its excellence in education. In fact, I moved to Milwaukie because of the Portland Waldorf School. I used to live in Bend, Oregon. And since I've been in the community I have noticed many, many people from outside Oregon

from all across the country, from California, from the East Coast, from the Midwest, coming into Milwaukie just because of what the school provides for their children. It is a big draw for us. And I've seen the community change because of that.

One of the things I want to say to is that I'm in favor of considering alternatives. I don't like it when somebody says, well, this is it. This is all you get and you got to go with it.

I am always in favor of always options, creative brainstorming, coming up with different solutions, coming up with different alignments and finding which really does work for our community.

And we can't do that if all we're studying is just one possibility. If we open this up to other possibilities, other alignments, we can get the best solution for Milwaukie, for our community, and for everyone living here, working here, and shopping here, and doing all their business here in the city.

I think we're at a crossroads now where we have a possibility of being seen in future generations whether we did the right thing or not. And by trying to limit our vision to this narrow area right here does not do service to the future of

Milwaukie and its future of the people who live here.

So I want to say that yes for number one. Number two, I don't know. But the number one I would vote yes.

MR. KLEIN: Thank you. Do we have any questions?

MS. COLEMAN: Waldorf parent? Teacher?

SPEAKER: Yes, I am a Waldorf parent, but I came here for the school, so my child could be in the school. My child goes to high school.

MS. COLEMAN: Okay. I just take weird notes and I like to be thorough. Thanks.

MR. KLEIN: We have gone through both sheets and we have crossed off all the names that are on the testimony sign-in sheet. So at this point the planning commission -- if I get to the right page to say this. The public testimony portion on this forum on June 14, 2007, is now closed.

MS. MANGLE: Excuse me, Chair Klein, I do have a number of written comments. Would you like me to read them like I did on Tuesday?

MR. KLEIN: Please.

MS. MANGLE: I'm going to have to get a

microphone. The comments that were received between the close of the hearing on Tuesday and by 10 a.m. this morning were already shared with the commissioners and we have a spare for you. So I'm going to just review the written comments that were received since mostly it's here tonight. So I'm just going to briefly outline them.

Michael Cromie from Southwest Portland says -- response to the questions, yes, and future study would demonstrate the possibilities; Francine Adams Marquiss on Southeast 28th Avenue agrees with adding the alignment to the study, McLoughlin Main Street alignment; James Conlon on Southeast Flavel Street in Portland, a parent of the Waldorf School, supports the inclusion of the alignment and SDEIS study.

Anne-Marie Bley on Southeast 13th Avenue in Portland completely supports the inclusion of a McLoughlin or Main Street alignment, and future downtown area would be improved by the light rail line. Anne Mavor on Southwest Hume Court, a staff member of the Portland Waldorf School, and would like within the statement to include the alternative alignment and SDEIS.

Jeffrey Levy on Southeast 28th supports

the light rail but does not agree with having it behind the Waldorf School. Please approve additional alternative to EIS; Kathleen Taylor on Southeast Home Avenue urging the planning commission to look at another alignment, not next to the schools.

Regina Loos on Southeast 33rd Avenue says things have changed a lot, and as a result, considering several options would come to a conclusion that would be acceptable to the various concerns, and it says calling for inclusion in the study.

Tim Clouse the vice president of facilities for Advantage Credit Union wrote a letter to the commission and they delivered here tonight, I believe. And though he says he understands it's a very complex issue, for a number of reasons outlined in this letter, does not believe in McLoughlin or Main light rail alignment would support downtown -- development of the downtown. And their property would be affected by the alignment on McLoughlin.

Charlie Stephans who's I believe an Oak Grove, Oak Lodge resident, has already written a letter to the commission delivered here tonight. And made several points. In summary does not agree

with the Main Street alignment, does not think it should be considered to the extent that it includes Main Street in the industrial area, as well. And believes that there might be some options for a light rail in downtown but not on McLoughlin.

Ralph Ridgon and -- on Silver Springs Road is representing the St. John's Church and agrees in the McLoughlin Boulevard option and Main Street option, but not taking it down to Park Avenue.

Dan Hoyt believes that a light rail at Main would jump-start redevelopment and suggests they include this option in the study.

Beth Kelland in Southeast Beockman in the Lynnwood neighborhood does not support adding a McLoughlin Main Street alignment to the SDEIS study. She believes mostly it's a waste of time and public money and is afraid of the impacts to downtown.

Ora Baker on Southeast Monroe Street does support the idea of light rail or streetcar and supports the McLoughlin Main Street alignment.

And I have a letter from St. John's the Baptist Catholic Church urging that EIS study be included. I think this is the letter he read from June 12th. But I can -- he brought copies of the

letter that he read from so we can distribute that.

And there are copies of the letter that I mentioned on June 12th already from Dolly Macken-Hambright. And, finally, a letter from Kathy Buss saying that the McLoughlin light rail alignment is not a good fit for Milwaukie. And that's about as much as I get really quickly. But I'll share all of these with you.

So I think in summary all of the written testimony received -- I did also receive a few e-mails today that we were not able to kind of process in time for the hearing tonight. But all of the material that was received, including all these letters, all the e-mails, written testimony, and of course the minutes that we're transcribing will be included in the packet that we prepare for city council following this meeting. And they're available for the public eventually.

MR. KLEIN: Thank you. I would like to begin this deliberation by reminding the commission that Mayor Bernard has asked us to advise him and council on two things: Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase II SDEIS study? And number two, Does

the McLoughlin and/or Main Street alignment have merit with regard to downtown future economic development, urban design, and revitalization?

The commission will deliberate on each of these questions separately. Turning to the first question I would like to open up deliberation and discussion and invite each commissioner to state their impressions based on the testimony that we have heard over the past two public meetings.

I would like each commissioner to make a brief statement that reports their perception of what it appears that a large cross-section of the community supports an inclusion on McLoughlin and/or Main Street alignment in the south door corridor phase II SDEIS study.

On Tuesday night I asked the questions from the commission. I started on from our right. Tonight I will start from my left. It almost sounds like I wrote this.

And for the first question we will start with Commissioner Qutub. After each commissioner has had a chance to speak I will ask if any commissioner desires additional deliberation. When the deliberation is complete I will ask each commissioner to vote on the question under

deliberation, yes, no, or, not sure.

Let's begin with the deliberation on question number on with you Commissioner Qutub.

MS. QUTUB: Does a large cross-section of the community support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase II SDEIS study? Well, I have listened to -- across quite a bit of testimonies. And based on the testimonies that I have heard it is my opinion that there is majority support for the study.

MR. KLEIN: Is there anything else?

MS. QUTUB: No. Based on that question that's my conclusion, that the majority of the people that have been represented -- that have represented themselves their opinion is that this is definitely something that they would like to see as a part of the study.

MR. KLEIN: Thank you. Teresa.

MS. BRESAW: Well, I don't want to make anyone unhappy, for sure. But, however, we have heard mainly people speaking against it. But I do think there is the majority out there of people who that have not spoken for it.

In other words, maybe I'm confusing the is issue, but my answer for the larger community

when I say cross-section of the community, if I think of all the community, meaning not just Milwaukie but the surrounding Milwaukie I would say the answer is no. That's just my general feeling from talking to people.

But the people that have showed up the main -- have mainly been yes, they want another study.

And it's easy to say add another study. But -- and if it can be done without preventing the funding then I'd say go for it.

MR. KLEIN: That's getting to question two, but we'll get to that. And I think I was last the last time. I'll be last this time again. Commissioner Newman.

MR. NEWMAN: Look at that sentence again did says a large cross-section. But I think Scott called it significant. And so it doesn't have to be a majority, it's just a large cross-section. And I think the first meeting Tuesday wasn't really a representative cross-section of the community. It was -- but this meeting added, I think, a larger variety of all the things that one would include in a cross-section.

So using Scott's terminology of

"significant," I think it is significant. Just from a tally point of view it's three to one that people want to see that added to the study. So that takes care of my comment.

MR. KLEIN: Commissioner Batey.

MS. BATEY: I'm not going to be as short as the other commissioners.

MR. KLEIN: Neither am I.

MS. BATEY: It's funny, I wrote up -- based on Tuesday night I thought that question one was going to be simple and question two was one I might not feel I could answer. And, in fact, now I find myself in exactly the opposite position.

And I wrote up a bunch of notes today and some of them are still valid and some of them aren't anymore. But let me go through them and see where I come out.

When I first saw the mayor's letter and the question posed I thought surely this must have been studied. You know, this thing has been kicking around for, you know, 15 years and surely a downtown alignment must have been studied.

And certainly my instinct like that of some of the -- you know, several people who testified today is that it's always better to have

more options.

But then we got the packet with the materials that showed the history, showed the development of the LPA, the neighborhood 14 points which called for it to be put on the Tillamook line. And so now I understand, you know, why it has never been fully studied.

There was a lot of good points raised in both the letters and the testimony. There was also some purposeful misinformation, you know, a lot of -- 100 feet wide. It's going to be the equivalent of putting something the size of McLoughlin next to the existing tracks.

I walked the tracks. I know where the -- I mean, you can tell in most parts of the tracks where the right-of-way ends. So if you go out and do that you'll know that that's bunk.

There are a lot of other issue that were raised that I don't know if they're valid or not. We haven't, you know, had the scientific expertise, or whatever.

For example, retaining walls -- are the retaining walls an issue here really detrimental for fish recovery or not? I don't know. I'm not a -- you know, and I don't think we've had -- we've had

some people opine on that, but I don't think we've really had some expertise on that.

Might they actually be useful because they help reduce erosion or they come with drainage that keeps fewer chemicals from going to the creek? There's all kinds of unanswered questions.

And so last -- you know, I was hoping to have a lot of -- you know, in the typical hearing we get to go back and forth with lots of questions like that. But, ultimately, the issue before us, question number one doesn't require that I get answers to those questions.

So there was a letter in our first -- or one of the first packets of letters from a couple named Stephan and Lisa Lashbrook who I think made great points about the city having lost previous opportunities for light rail, and that we need to resolve this issue quickly so the SDEIS can move forward.

And that gets to another question that I have out of tonight's testimony, which is does adding an alignment delay things? I mean, we haven't been told that, or if it's in our packet I missed it.

But does adding -- I mean, I know the

original -- the SDEIS schedule was for 14 months, roughly. So, now, does adding a new alignment, can it still all be done in that 14 months or does it necessarily delay things?

I do hate to see us delay. I think to a large extent that just plays into some of what's going on here, which is the people who have opposed light rail for a decade or more just using the -- finding the Waldorf School as the latest ali to try and pick apart the potential for a light rail in this city.

And I note that if the Waldorf in 2001, when we purchased the school next to railroad tracks with knowledge of the proposed alignment, their letter they wrote to Metro at the time said, and I quote, "Placing a small light rail stop near the school on the railroad land would create some planning issues for us. We do not think these are insurmountable."

Now they have object not only to a -- not only to a stop behind their school, but even to the trains passing behind their school if the stop is somewhere else.

So, you know -- a lot of them, though, have professed to be supporters of light rail. And

if, of course, the alignment is studied and found not to be viable I would hope that they would be true to their word and rally and support whichever alignment became most viable.

This is where what I wrote before. It doesn't really apply anymore. Well, a lot of what I wrote before applies to question two, so it really doesn't apply to question one.

Okay. Getting down to question one. Does a large cross-section of the community support it? You know, I trust Dick's tally taking. I didn't do that, but I trust Dick's tally taking abilities. But I don't think taking a tally answers the question, because as was pointed out here and as we all know from lots of other situations in this town, it's easier to generate the people. You know, generate opposition, or in this case the opposition is framed as support. But to generate opposition than it is to generate supporters.

I've worked in the -- at the city booth at the farmers market four or five times last summer. And last summer there really wasn't much light rail discussion going on at all. But I can tell you that every time somebody came up to me and said, when is light rail coming to Milwaukie? It's

about time. It's time for light rail to come to Milwaukie. So even when it wasn't on the radar screen as the way it is now, there were a lot of people in the community clamoring for light rail.

And that's my dilemma because I think that -- I worry that what we're doing here feeds into -- to making it easier to just gut light rail entirely. And I think that the Lashbrook -- I think that the pulse of the community is probably best reflected by the letter of the Lashbrooks, that they want light rail to move forward as soon as possible.

If I'd -- if it had been at the end of Tuesday night like someone here said I would have had to say, of course, the cross-section of the community that came here, and, again, the cross-section of the community that comes here is not really a full cross-section of the community. But the cross-section of the community that came here supports the inclusion.

Now I'm -- it's much harder for me to say that tonight. And I, frankly, don't know where I come down on that question. So I'm going to punt for now.

MR. KLEIN: Ten minutes and you give me I don't know?

MS. BATEY: Yep.

MR. KLEIN: Commissioner Coleman.

MS. COLEMAN: I did a tally, as well, and I'm sure it's not perfect, especially with all of the petition signatures them Ed Parecki gave to us.

My tally was a little bit different. It had more to do with two positives and two negatives. I think there's a distinction to be made between, I don't like this. Let's try something else, and, I want this. Please look at it.

The other thing that I tallied, really, and I see two distinctions with trying to figure out what cross-section of the community it is, is people who have this in their backyard and people who don't.

Where I live you could argue the Tillamook Branch is almost in my backyard. So I don't know where you'd put me. And I'm sure my tally is not perfect, as well, but based on the addresses people gave, on whether they had students in the area, or had a business in the area, or an address in the area where they lived, or whatever, that's -- I kind of have my ear to the ground for citizens that live 20 blocks away. And what do you think, you know. Not because they matter more, but

because I feel like they might give a little bit more of a general sense of the community free of bias.

And what I found was -- and what I did, because I would hope that we could look at Tillamook, McLoughlin, Main Street, somewhat separately, I found that people that said something good about having some line on Main Street, whether it's with McLoughlin or not, there were seven citizens who said, yes, I'd really like something studied on Main Street. Citizens that were just Joe Blow that didn't have any stock in town.

And there were three citizens that said that really makes me nervous and please note. McLoughlin, it was a split. There were seven citizens who adamantly opposed it. Just general in the community people. And there were six that were really hoping that we'd study it. And on the Tillamook branch there were six citizens that I counted that said please just do it. And there was one that I counted that said, no, absolutely not.

And, again, I'm not saying that these are the people that matter more because, like I said, I probably wouldn't be included in that group. But it is interesting.

And I think what it does tell us is that there's so many more people on my list that belong to, you know -- are associated with other groups that it does tell us that firing away to people that are going to have the most to say about any alignment that's done. Other people that have it in their backyard. And it's a not-in-my-backyard mentality. And that's not what I'm here to decide.

Pretty much any alignment but McLoughlin will be very close to my backyard. But I'm not allowed to make a decision based on what's going to affect me. I'm looking at the broader community.

And I hope that even people who don't end up with their perfect choice will consider that, that it might be a decision for the broader community.

When I look, does a large cross-section of the community support the inclusion of McLoughlin or Main Street alignment, it depends on how you look at it.

I am looking at a large portion of the opportunity that has this in their backyard. And I don't know that that's cross-section. And I'm looking at a few citizens who don't have it in their backyard that have an opinion and they're split. So

what do you do with that?

I have talked to people out in the community, neighbors of mine, people -- someone in Sellwood who has their child going to Waldorf School I happened to meet her at a garage sale. And of the people that I talked to out in the community I don't know if I've met anyone who hasn't been excited about the MAX line.

Well, I've met people, but they've been people that have also come here to testify. So the people that haven't bothered to come in have been really for having MAX line.

And I will say that I think that momentum is important, and that maintaining that excitement and moving on it is important.

I don't -- and I know I'll burn for this. But the first question and the second question are very different from one another. And you may be surprised at my answer to the second question.

I know a large portion of the community has an opinion that we should include McLoughlin, because I think a large portion of the community is of the opinion that, well, why not have more information. More information is great. Sure, I'll sign that.

But given all the facts I don't know that a large portion of the community supports the inclusion. A significant portion of the community does, in my opinion. If I were answering Scott Churchill's question then I would say. But if I'm answering Jim Bernard's question I would say no. So there you go.

MR. KLEIN: Myself, I kind of fall on this with Commissioner Batey and that when I initially looked at this I thought that it was a very easy question and then number two was going to be very difficult. The number one question actually turns out to be difficult.

The interesting thing about this, and I'm sure that a lot of people are going to McLoughlin, is that how can I tie this into sidewalks on Lotus Road. And I'm about to, so please partake in my adjourn my here.

Recently my neighborhood association has been trying to bring sidewalks onto Lotus Road. And this has been a project for our neighborhood for a very, very long time. And it's been something that I've been very proud to be a part of, and we've had some tremendous gains in this as of recently.

Recently we had our neighborhood

association meeting, and we invited all the people who were going to be affected by this to come and speak.

And for the last number of years, as many years as I can possibly think of, and Ellie and Noll, who are two of our neighborhood association members, they have been told that they were going to have sidewalks for over 35, 40 years. So this has been something that's been in the works.

However, we get to my neighborhood association meeting and suddenly my room is filled with people with question and anger about sidewalks on Lotus Road. And it was none of the people that normally come to my neighborhood association meeting. So where does that put me?

So as I look at what's going on here I think that these are two vastly different questions. And I think that emotions bring out people. And I don't believe that we have a vast cross-section of citizens to answer the number one question that support the inclusion of McLoughlin and/or Main Street alignment in the southeast corridor phase II.

And so I want to make sure that we get to question two so that I can leave this building tonight. I think that it's important that we get to

that point. But where I feel now is that we do not have a large cross-section on that. So I would say no to number one.

With that said, question number one has been addressed. I'm sorry. Question number one has been addressed. The result is -- and I guess that we would like to restate our votes here. So Paulette.

MS. QUTUB: I was of the impression that we had to give an answer, a succinct answer to this question, and so I gave one, because I truly felt that the majority of the people wanted to have this, you know, South Corridor Phase II be considered, to be studied, and I stand to that. I vote that the majority of the people do want this to be done.

MR. KLEIN: So you are yes?

MS. QUTUB: So I'm a yes.

MS. BRESAW: I said no, but if it can be done in time then it would be a yes. But I'll say no because there's not time.

SPEAKER: Are you kidding me?

MR. KLEIN: Excuse me. The public comment has been closed at this point. Commissioner Newman. Excuse me.

SPEAKER: It doesn't matter, Jeff. You

guys didn't listen anyway. I don't know how you could possibly say the things that you've been saying.

MR. NEWMAN: I went to -- I've heard some things before we started voting, and maybe there could have been more discussion. But, actually, I don't know if that makes any difference. I'm just looking at the commission, the planning commission was given which was to hold a public forum and listen to what people that chose to come to this forum and give us their opinions.

And the way the question was asked it's just a large cross-section. It isn't a majority. It's just a large cross-section. So to me I'm only left with the consideration of what is a cross-section.

And you mentioned the petition that Ed Parecki brought, which I think does add weight to considering that this was a cross-section of the community that did conform with the way this forum was set up. And so I think based on that I'm going to have to say yes.

MR. KLEIN: Lisa.

MS. BATEY: Well, first of all, just on the point of petition I did some spot checking. I

just picked like three pages at random while it was going by me and it was last than half Milwaukie residence, just FYI for everyone, on those pages. There were some other pages that were neighborhood association, so that would have screwed another way. So it's probably somewhere, you know, a few hundred signatures of Milwaukie residence.

I -- yeah, I think it's more -- I think answering the large cross-section question is more than the people in this room. And it's more than -- I mean, we have a history -- we have a history of a working of a group process and other processes that have gone a long that have gotten us to the point where we're at. And I think what we're doing here -- those past activities and all the hundreds of people involved in that have to be counted into sort of large cross-section. And some of the people who spoke don't like the Riverfront Board, some of the employers, certainly represent more than just the one person who spoke before us tonight.

So all that said, I don't think I can answer this question. I'm going to say I don't know.

MR. KLEIN: Charmaine.

MS. COLEMAN: Does a large cross-section

support the inclusion. There are a lot of people, there are a lot of people that support it. I can't speak to the petition. Not to discredit it or anything like that, but I've signed petitions before. Someone says it was a good idea and I said okay. So I can't -- based on the information I can't say that I understand or have read that information because we just received it so I haven't had time to go through it.

Based on the information that I have and the people that I have heard and the people I've talked to out in the community, I can say a large number of the community support the inclusion.

I can also say that there's a lot of people who see it as damaging. A cross-section, I see local businesses -- these are my categories, I guess. Waldorf parents, teachers, residents that are adjacent, St. John's people that attend, or whatever, businesses in -- local businesses, and government agencies, and then citizens.

So that's not -- most of those fall under being on the line. And I guess I just see that as a bias a little bit.

And the citizenry that I've spoken to and the citizenry that has been represented here that

are in outlying areas I just see as like kind of a general look assessment. There's as many people that don't want it as do.

So large number of people, yes. Large cross-section of the community, if you look at it the way that I am looking at it I can't say yes. I can't say yes to it. I don't know if I have enough information to say no, but I can't say yes to it. That's all I'm going to say, so there you go, Mr. Bernard.

MR. KLEIN: And I will be saying no to this. So our votes, if I get this correctly, two yes, two no, and two --

MS. MANGLE: Two don't knows.

MR. KLEIN: Two don't knows.

Okay. Quickly we will now proceed to discuss the planning commission members' perceptions of whether the McLoughlin and/or Main Street alignment is supportive of the downtown vision. And as in the first question each planning commissioner will be given an opportunity to make a brief statement that reports their perception of whether it appears that McLoughlin and/or Main Street alignment has merit with regards to downtown future economic development, urban design, and

revitalization.

We began the last discussion with Commissioner Qutub. This time we'll begin with Commissioner Bresaw and continue and to left to right. Once all commissioners have had a chance to speak we'll follow the same procedures we did with question one, deliberation, and call for an additional deliberation, and a vote from commissioners.

You're first.

MS. BRESAW: Future could be 100 years from now. 100 years from now will probably be quite a bit different. But in the near future say in the 20 years I say the answer is no.

MR. KLEIN: Commissioner Newman.

MR. NEWMAN: I have to say that the points I think it was Mark Gamba brought up were -- go in line with the same feeling that I have. We were -- I was -- I've got to admit I was a little dismayed when I think it was Thomas Kemper indicated that this would be harmful to the Main Street project, and that he would even pull out of the Texaco bid if we -- if this were adopted, a Main Street option.

And to me I've always wondered about the

fact that there was only one parking place per unit in the Main Street project. And, again, only one parking place per unit in the proposed. And it's -- it seemed to me that that was detrimental to Milwaukie.

In fact, I think we've already seen some problems where people have been parking cars in the library overnight, library parking lot. And so it just seems like light rail going down Main Street and giving the people who live in these two areas, as well as Milwaukie, that that would be a real help to -- to the Texaco project and also Main Street development.

In addition to that, I've been fortunate enough to have also been to New York recently, and just got back from London, and have been to Bangkok and San Diego, as well as San Francisco. And all of those -- and Portland right here, where light rail really has been very important to increasing vitality of a city.

And I know when I looked at this picture that was presented this does look bleak, I have to admit in this picture. But having been to Interstate I think it's just the opposite of that. It's taken an area that has been almost in the verge

of going into a slum and turned it around.

Also, there was a movie that was filmed in Portland, I'm not sure, a couple years ago called "What the Bleep Do We Know," which is a very positive look at the future, the present and the future. And one of the things that starts that movie and ends that movie is light rail going through Goose Hollow in Portland and it looks beautiful.

But those are my opinions and I'm not exactly sure that's what the city council or Metro wants to hear, is my opinion. Because, first of all, I've got to acknowledge that this process has been going on for a long time with professionals working on it as well as a lot of citizen volunteers from the community that have gone into Metro's proposal for light rail here.

But still in light of what has been said, and, again, the 600 petitions, I'm assuming that the 25 businesses that Ed mentioned that were in the area do represent a large cross-section of the businesses in Milwaukie that I would have to vote yes, or say yes to number two.

MR. KLEIN: Commissioner Batey.

MS. BATEY: I won't talk as long this

time. But I do have kind of a wrench to throw in the works. I would answer the question differently about McLoughlin than I would about Main Street, a nonMcLoughlin option.

I think that some of the points that Catherine Brinkman and others made were well taken. I think that putting it in the street in Main Street in 21st is something that could have great benefit for downtown for the businesses. You know, I think, you know, downtown -- and I'm kind of curious because the drawings where we've given they had it traffic separated from cars. But in downtown Portland it's not separated from cars.

I don't understand -- of course, the stations are but the actual lines are not traffic separated from cars. And I don't know why it can't be on low traffic and low speed streets like Main and 21st. I don't know why it would need to be traffic separated from cars.

I think there's a lot more study that could be done in that option to support some of the things that Commissioner Coleman was talking about on Tuesday. I understood from Metro that there's problems with crossing over the railroad and how to get it over across south of the -- west of

McLoughlin and south of the railroad.

But I don't know that -- I mean, a lot of the -- I don't know that all of those things have been studied. I do think -- I mean, I think there's more study that could be done and could be warranted on that kind of an option.

I think the McLoughlin option is a terrible idea. I think the ODOT -- the ODOT issues are going to be really tough to resolve. And I know from working with ODOT on the -- on some very minor changes to the 22nd and River Road intersection that any kind of at-grade crossing of McLoughlin is going to be a serious concern. And there's already people complaining about the traffic being slowed done by the new reconfiguration to McLoughlin.

So I would say the answer is yes for a nonMcLoughlin option, and no for a McLoughlin option. But since this has been phrased as a McLoughlin and/or Main Street -- if I'm not allowed to bifurcate those two then I would have to answer this question no.

MR. KLEIN: I believe that it says and/or. So it could possibly be a Main, so it could have alignment all on main?

MS. MANGLE: The answer to your question

is, yes, it's okay to say yes for two parts. We're going to be -- we're taking all of your comments down and providing all of this to council. So any information --

MS. BATEY: Okay. Well, if the question were put to me, does a Main Street potentially coupled with 21st Avenue alignment have merit, I would I say yes. And does a McLoughlin alignment have merit, I would say no.

MR. KLEIN: Commissioner Coleman.

MS. COLEMAN: Commissioner Newman wasn't certain as to whether or not opinions were being asked, but I can be definitely be assured over the last -- this meeting and the last meeting have helped to create and to definitely solidify my opinion on this. I have a very strong opinion and so I'm going to tell you all about it.

The little tally that I did, like I said before, I think it's really important to distinguish between, I want this, and, I don't want this so let's look at something else.

And what I don't like to see is people requesting something because they think they might hate it less. I think it's a horrible reason to choose any kind of alignment. I think I might hate

this less than that one so let's look at this one. I think it's a bad way to do business.

And that and for other reasons I think the McLoughlin alignment is the worst thing I've ever heard of. I'll cut to the chase right at the beginning and I'll tell you all about it, because you're probably wondering where I'm going to with.

I would vote the same way as Commissioner Batey but I want to explain why. A number of people, as tallied a lot of people have been asking for the McLoughlin alignment because they think that's what makes the most -- it seems the most efficient, well, we've got all the roads down there so why don't we just put it down there with it.

But as did I my count there were actually only six citizens without any other kind of biased who said, yes, I'd like McLoughlin for a specific reason. And there were only two reasons that I found that anybody said specific reasons why they'd like it on McLoughlin.

One of them was consolidating the tracks in one place all with 99E is a good thing, just keep it all down there, push it down to the end, which I actually totally oppose. I think that McLoughlin

getting wider or taller, whether you put the tracks in the left or the right or the middle or up high in the air is not the way to go. I don't want to see more asphalt. I don't want to be further separated from the river. I think it's an irresponsible choice.

I remember a few years back when they were considering widening McLoughlin cars and were planning on in west Mooreland just taking a row of trees out. Everybody went up and arms and I think rightly so. I'm not interested in just widening McLoughlin here.

Ed Zumullt earlier in the evening said something about in the 1920s we were cut off from the river. And he had some name for the river as our lifeline, or something like that. Why widen that picture? I don't see it at all. Put fences up, create traffic issues, all that kind of stuff, I think it's fool-hearty. So that's clear probably.

The only other positive comment I heard was at a neighborhood association meeting. I don't even think it was serious and aside, someone said as people ride south it might be nice for them to have a good view as they go down McLoughlin.

So those were the only positives that

anybody had to say. A lot of people wanted it studied but nobody had any good reason for it, like, oh, I think that would be nice for this reason. Nobody had any, and I think that's really something to note.

Main Street, on the other hand, of course presents problems. All of them present problems. But I can come up with some reasons on my own, and many people would disagree with me and think the alignment downtown would ruin our downtown feel, and that kind of thing.

But I personally see that it's possible to really enrich downtown experience and provide some more ridership and some more options for people down there and business exposure and so forth.

I can find positives to Main Street. I can find positives on Tillamook, including people to the east, ridership there. I think that that should not be overlooked. But I can't kind it for McLoughlin at all.

And, like I said, I think making a decision based on harm avoidance behavior is the wrong way to do it. I don't think you should make choices because, as one citizen said, choose the alignment that does the least harm. I just think

you end up shoving it over on the river and then once it's done we'll realize what we missed.

So Dina Higgins, a Waldorf parent, a Portland resident and a Waldorf parent said, what's purpose of light rail and that she hoped that eventually whoever is making the decision on this after the SDEIS is done and so forth would base their choice on the purpose behind light rail and the ridership.

And, like I said, Tillamook offers more ridership, Main Street with potential, you know, investment stuff might often more ridership. McLoughlin is a big, big, big road with a lot of traffic to cross, and it would really mess up, foul up some -- some plans that are underway on the water front and stuff.

One other thing I wanted to mention was the fact that we tend to think that more information is better. I know that a lot of people will see the comments that we have to make and go, well, I can't believe the planning commission would say this or that. Why not just study everything.

And you don't try to every prom dress when you're going to prom. Red looks terrible on me and I'm going to cut those out. It's a waste of my

time.

There have been enough preliminary analysis to show that some of these options, you know, no matter how creative you get just are poor. And is astounding to me that people will come up with a multitude of alternatives and or say, well, I'm sure TriMet can get more creative, you know, why don't they go underground or over the head or whatever like that, when, in fact, I think that maybe McLoughlin just is a bad choice. It's red. And I just think that some things are obvious and you don't try those ones on.

As for Main Street, though, I could see from a conceptual level, and I think that's all I'm being asked, from a conceptual level could this be good for downtown, and conceptually I think it could

I don't see any -- on a conceptual level any benefit to putting MAX on McLoughlin, I just don't see the purpose, and I didn't hear anybody else tell me a purpose. So I hope that was enough information for you all. No. Yes.

MR. KLEIN: Ms. Qutub.

MS. QUTUB: I do agree with the fact that McLoughlin Boulevard is definitely not -- personally I feel strongly against the McLoughlin Boulevard

being used at all. I would say no for McLoughlin and I would say yes for the Main Street alignment having some merit to the development of the revitalization of downtown. It's short and to the point.

MR. KLEIN: I was hoping for more. I hadn't finished everything I was thinking about. I would -- I agree with a lot of things and this has not been an easy decision. And the interesting thing is that I've heard a lot of comments through Milwaukie that TriMet and Metro are just trying to push this and ram this down through Milwaukie.

And I think the fact that we are here tonight is testament that we are a partner in this, which is an amazing thing because we are a city of citizen of 22,000 citizen, and the surrounding community around us is vastly larger.

And I think it's amazing that we're given a voice and an opinion and a say and inevitably how this comes through to us.

My fear is that if we don't do something in 10 or 12 years, 15 years down the road, we aren't really going to have a say. That it will be mandated and it will come in.

I like the position where we're sitting

now. And I believe that we can make a good decision. And I will look back to the comments that Brendan Eisworth made that, you know, is the Tillamook line the best line? We don't know. Is it the worst line? We don't know. Is Main and McLoughlin good ideas? We don't know. And I guess the purpose of the SDEIS is to determine those things.

I will be basically voting in favor of doing that. And it comes with a lot of difficulty, as well, because I know that I get upset when decisions that we make are overturned. And I like fear that a lot of work that a lot of people went into that for many, many years that have brought this in, and this has been talked about, and there may be people now that still don't know that this is going on. There may be people at home thinking, wow, I can't believe they're talking about light rail. The fact is this has been talked about in the city, and you if you don't know about it you haven't been paying attention.

So I believe that the initial views of this were looked at to try to get an acceptance to get something on paper for us. But I truly believe that with the development, particularly that

Mr. Kemper has invested in Milwaukie at this point, would benefit from downtown light rail, from it running down Main Street or any combination of that.

I do have serious hesitations about it going down McLoughlin Boulevard. I do. We've done too much to build that up and separate that. It just does not function.

But with that I would strongly, and I certainly hope that our decision comes out that we look at another alignment. Because if we -- if there's an option out there -- we have options north of McLoughlin Boulevard. And I would like to see options south of -- I'm sorry. We have options north of 224. I would like to see options south of 224, as well.

That said, as I look at the rest of the map I don't see other options going through the Brooklyn District or going through Quinton and going those areas.

And I feel that, again, we're in a great opportunity here to have an input in this, and I -- I would like to thank TriMet for this opportunity to do that. And I hope that whatever decision it is they come up with, I don't believe that anyone's going to like it. I think as tough of a job as we

had I -- in 14 months I really don't envy any of you.

But I would really like to see this included in, and I think it's imperative that it be improved and put in and that we freshen this look up and take a look at it.

So I will be voting yes. Yes to number two, that if McLoughlin Boulevard is not viable I believe that -- if McLoughlin Boulevard and even Main Street or even the Tillamook line is not viable that's what the SDEIS is there for, that we will -- that the information that will come out from that will shed light on what is going to be best for what comes through in Milwaukie. So I believe that we should include it.

MS. COLEMAN: Can I clarify to make sure something? When I voted you're not -- when I said not Main Street you know I wasn't voting for any kind of couplet whatsoever? I think nothing on McLoughlin whatsoever. Is that what you wrote down? The things we had presented to us was McLoughlin, McLoughlin Main Street and couplet, Tillamook.

MR. KLEIN: I think we're going to have to go back to the actual question that's being asked --

MS. COLEMAN: Right. I just want to make sure I voted correctly.

MR. KLEIN: I think, again, we have to look at what the question says. And the question says and/or. And if it said the McLoughlin and Main Street alignment. But we're looking at the possibility that this can be separated. And so it's one vote. And I believe that --

MS. COLEMAN: So I did it right.

MR. KLEIN: I have no idea.

MS. COLEMAN: Main Street only is what I'm telling you. Not McLoughlin at all. I just want to make sure I got it right.

MR. KLEIN: So with that said I will ask for a vote to be taken again and we will start with Commissioner Bresaw.

MS. BRESAW: No.

MR. NEWMAN: It's a yes based on what you said, because the way we received these questions was and/or Main Street. And that's up to the professionals and that committee to decide. So yes.

MS. BATEY: So what you're saying about one vote is a little different than what Kenny and Katie were saying a little while ago about being able to bifurcate?

MR. KLEIN: Well, I think what they're saying is that the question before us is and/or. So that by voting yes you're saying there's an option in there that is a viable option.

MS. COLEMAN: I disagree. I think you can separate them.

MR. KLEIN: Okay.

MS. COLEMAN: I think you definitely can separate them. Because they're asking you on a conceptual level what you think and since it had a slash in there you can answer it two ways. I mean, you can go that way. You can answer that way.

MR. KLEIN: In the essence of me getting home at anytime -- without my car getting keyed.

MS. MANGLE: Actually, let me clarify my answer to Commissioner Coleman, is that I meant is that we're not voting on the different options, although the different options that were -- you're not voting on the different types of couplets and things like that. That is what I meant.

But to split it the way that Commissioner Batey did I think is absolutely appropriate and helpful information.

MS. COLEMAN: If you vote yes on it then you're saying McLoughlin could be viable. So if you

have a strong feeling that McLoughlin isn't then you're voting on something you don't want to, I think.

MR. KLEIN: Okay.

MS. BATEY: So I'm going to stick by my original gun and vote no on McLoughlin and yes on Main or Main 21st option.

MR. KLEIN: Commissioner Coleman.

MS. COLEMAN: Emphatic no on McLoughlin and I'm open to Main Street and 21st option or whatever.

MS. QUTUB: As I stated before, no on McLoughlin and yes on Main Street.

MR. KLEIN: And I will vote yes. I feel that the vote itself will shake itself out and that if McLoughlin is viable or if it's not viable, if Main Street is viable, 21st is viable, or if Tillamook line is viable that's what the SDEIS is for. So I'll be voting yes.

Next thing. The tally, in case anyone's taking notes at home, is five yeses and five nos, so...

No. So it is one no, one yes, two yeses, and three yeses to Main, three nos to McLoughlin. Could this have been any more difficult? I really

don't think so.

Staff will report on the public forum to the mayor and the city council next week. Since this is not a land-use decision there is no appeal process. If you have questions about light rail planning I encourage you to speak to staff about the upcoming light rail SDEIS process. There will be many more public input opportunities during the study and project development process. I will take a motion to close the meeting.

MS. COLEMAN: Second.

MR. KLEIN: Someone has to make a motion.

MR. NEWMAN: So moved.

MS. QUTUB: I make a motion to close this session.

MR. KLEIN: All in favor of closing the meeting say I. I want to take this opportunity to thank all the members of the Milwaukie community who responded to our request for input on these important questions. We appreciate your input and promise it will be forwarded to the mayor and the city council. Thank you and good night.

(Proceedings concluded at 9:15 p.m.)

(As a matter of firm policy, the stenographic notes and computerized backup of this transcript will be destroyed five years from the date appearing on the following certificate, unless notice is received otherwise from any part of counsel thereto on or before said date of the 22nd day of June, 2012.)

C E R T I F I C A T E

I, Denise C. Johnson, Certified Shorthand Reporter, do hereby certify that the proceedings were held before me at the time and place mentioned in the caption herein; that said proceedings were taken down by me in stenotype and thereafter reduced to typewritten; and, that the foregoing transcript, Pages 1 to 127, both inclusive constitutes a full, true, and accurate record of said proceedings, and of the whole thereof, to the best of my ability.

Witness my hand at Portland, Oregon, this 22nd day of June, 2007.

_____

Denise C. Johnson
CSR No. 01-0375

Attachment 10

From: Paul Hawkins
Sent: Wednesday, May 30, 2007 9:38 PM
To: Mangle, Katie
Subject: SDEIS Light Rail Alignments

No. 1: McLoughlin alignment - yes. Main St.; No.
No. 2: No merit. I believe that a massive (120' wide) set of tracks running through the heart of a small town will only divide it. The track's could go underground - or to Oregon City via 205 where mass transit could draw riders from either side.
Paul Hawkins

From: Michole Jensen
Sent: Thursday, May 31, 2007 9:52 AM
To: Hamley, Marcia
Subject: Re: Light Rail Public Meetings

Please forward this to the council members and Mayor Bernard:

From my perspective as a resident of Johnson Creek/Ardenwalk Neighborhood, considering any alignment that will further separate downtown Milwaukie from the Willamette River waterfront is a waste of time and energy. The city has spent too much time and money to create an appealing environment that incorporates one of the best views of the river into the downtown experience. To jeapordize that work would not be in the best interest of the city or residents.

thanks,

Michole Jensen
8700 SE 36th Avenue

From: Donald Hammang
Sent: Sunday, June 03, 2007 9:08 PM
To: Mangle, Katie
Cc: Bernard, Jim
Subject: New Light Rail Alignment option

Katie,

I read in the new Pilot that there is a chance that a Light Rail alignment could run through downtown Milwaukie. If that were so, I would support that choice, and I think the City should also. I have listed the key points that I consider to be in favor of the new proposed alignment.

- The city now has planning in place to grow downtown and keep that growth out of the surrounding neighborhoods. In 1997, no such planning existed to protect the citizens of Milwaukie.
- Downtown has new growth and would benefit from possible new funding, riders, and residents. We have a growing downtown and to bypass it with Light Rail would be a mistake as we can use the growth in downtown to our betterment.
- The light rail line behind Waldorf does not make sense. Why hide the station in that dark, back corner behind the school and waste the rider's exposure to our growing downtown?
- Milwaukie is a transit hub and we need to derive benefits from the positions we are in.
- A lot has changed since 1997. Our community now has many new home buyers who expect transportation options, including Light Rail. We have a more mature decision-making body that can bring us growth without disaster, unlike the leadership from prior years.
- Milwaukie is a built-out town. We need to funnel growth into downtown and increase the quality of services we provide to the community. These quality services will allow Milwaukie to grow in value and continue to attract people who want to live and invest here.

Thanks,

Donald Hammang
Former Chair of the Milwaukie Planning Commission

11104 SE Home Ave.
Milwaukie, OR 97222

From: Pat Russell
Sent: Tuesday, June 05, 2007 12:13 PM
To: Mangle, Katie
Subject: Milw-PDX Light Rail 4th Option TESTIMONY for PC mtg JUNE 12th

Hello Katie Mangle, Community Development Director, City of Milwaukie,

cc: Steve Berliner (Friends of Creeks, No. Clackamas Park, etc.),

Dick & Sally Shook (Friends of Creeks, No. Clackamas Park, NCPRD DAB, NCSWMCAC, etc.),

Dick Jones (Oak Lodge CPO Chair, LRT Steering Committee, etc.),

Patricia Holloway (CRW Board, Southgate CPO Chair),

Barbara Kemper (CRW Board, CR Watershed Council, Clackamas CPO, etc.),

Martha Waldamer (Sunnyside United Neighbors CPO Chair, County Design Review Committee, etc.),

Dolly Macken-Hambright (Linwood NDA)

and Susan & Eric Shawn (Friends of Creeks, No. Clackamas Park, etc.)

SUBJECT: Public Testimony for Planning Commission Consideration at its June 12th public hearing for consideration of a 4th LRT alignment option through downtown Milwaukie

Katie,

Today, the Kellogg-Mt. Scott Watershed is dead (when it comes to fish presence). The primary cluprit is present impediments to fish & wildlife passage in the vicinity of the Willamette River and HYW 99E.

Attached is my letter to the Planning Commission considering a 4th LRT PDX-Milwaukie Alignment Option (which I support) and significant issues surrounding the Kellogg Creek Corridor/habitat that need to be addressed in the SDEIS (scoping).

I have also attached a copy of the city's map of the Kronberg property (GIS) that shows the PRESENT creek alignment, parcel patterns, roads/r-w and present building placements. I attached this because it provides a pretty good overview of the current transportation corridors (r/w) and signficant extent of PUBLIC OWNERSHIP.

I am not that familiar with who owns what in the downtown area. It would be helpful, I feel, to share this map with the Planning Commissioners or some version of it that also highlights all the PUBLIC and utility (such r/r, etc.) ownerships in the area (including

schools, sewer plants, river frontage, streets, vacant parcels (and ones slated for acquisition), etc. However, its surprising how much is controlled by the public agencies and r/r, which presently impact and effect fish migration in an adverse manner.

In this case, perhaps government is the "problem" and it must be solved by government as a priority (not "when we can get to it and have funding"). The theme of my letter is to point out the cumulative impacts of just the public (and r/r, utilities) activities in the "study area" on the southerly edges of downtown Milwaukie and the fact that the present adversities to fish can only be resolved primarily through a prioritzed cooperative government effort. Its quite obvious that an LRT terminus (or extension southerly) and a Park N Ride structure would be significant enough of an impact that the Kellogg Creek habitat must be CPR'd as near to its original condition as possible, as A MITIGATION MEASURE. The Riverfront park and Kronberg park planning and CIP strategies also play an important part in design.

The present fish/wildlife problems created by alignment/improvements of McLouglin Blvd (and the r/r Tressle, Kellogg Waste Treatment Plant, Riverfront activities, etc.) cannot be ignored any longer. Clearly, the transportation agencies seem to dance around dealing with the present and planned creek crossings in this area. ODOT/Metro just finished downtown Milwaukie McLouglin short of the creek and now plan another improvment on the OTHER side of the creek.....avoiding dealing with the needs of the creek habitat to CPR salmon.

This planning practice must stop and part of that at issue is how we address Cumulative Impacts that will have to be addressed in the PDX-Milw LRT SDEIS (Supplemental Draft EIS). Coupling the riverfront planning and the MSTIP grant of $1 Million for studying the HWY 99E crossing of the creek with this upcoming SDEIS should provide an adequate basis for rectifying the fish and wildlife impediments. However, none of these CIP plans offer any money to actually construct the improvements to solve the problem, nor guarantee a properly situated and sized habitat adjacent the historic creek alignment (I have no idea where the creek was situated and location of its historic banks and flood setting, relative to today's urban setting) .

This message of CPR ing Kellogg NOW must be a strong and clear mandate, starting at the Planning Commission level--hence my letter.

Thank you.

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015

See separate document for additional June 5, 2007 submission by Pat Russell

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015

June 5, 2007

City of Milwaukie Planning Commission
City Hall
10722 SE Main Street
Milwaukie, OR 97222

RE: Testimony
Phase II: Milwaukie – Portland Light Rail Transit Alternatives (LRT), SDEIS,
4th Alternative (Through Downtown Milwaukie) and
Kellogg Creek Watershed Impacts

Dear Staff, Chair and Commission Members,

My thanks to Mayor Bernard and the city for extending the discussion on the need to include a fourth LTR option for consideration in the SDEIS (Supplemental Draft Impact Statement): an alignment that would enter downtown via Main Street or McLoughlin Boulevard as opposed to following the Tillamook Branch.

According to the city's website: "Mayor Bernard has asked the community to consider this alternative so he can see if there is community consensus for including it in the study." This letter encourages the Planning Commission to recommend to the Mayor and City Council the inclusion of such a 4th alternative. Further, the letter attempts to provide some background on the need for more detailed planning of a multi-modal transportation alignment, habitat setting and possible methods to CPR salmon and wildlife (Conserve, Protect, Rehabilitate), entering or inhabiting the watershed from the Willamette River to approximately the SE Oatfield Road bridge over the creek.

Purpose of Comments

Less than adequate attention has been paid to the critical habitat needs of fish and wildlife in the Kellogg Creek Watershed within the downtown area of Milwaukie, during the regional discussion of transportation options and Light Rail options over the last ten years. However, with the Metro/Tri-Met and City of Milwaukie movement to reenergize the Milwaukie-Portland LRT project, habitat issues must be an integral part of the consideration of options to be explored and studied in the 2007 SDEIS.

The absolute health and survival of the Kellogg Creek Watershed must be a high priority during the project scoping, research, analysis, preparation and implementation of mitigation measures associated not only with the Milwaukie-Portland LRT, but other

projects within the study area which will be noted in more detail below. Nature is not a partner in balancing acts prescribed by politicians-- such as EESE analysis (Goal 5), "best practices" or mitigation measures "where practicable" due to cost. Either the habitat will be functional or it won't; either fish will migrate or they won't. There is no middle ground.

The lower Kellogg watershed habitat is in dire straits, and we are in danger of losing migratory salmon and other important wildlife which historically have inhabited this watershed. Right now, the key obstacle to recovery is the dam, the non-functioning fish ladder, US Highway 99E crossing the habitat, the lake and numerous related human activities and planned projects in this area noted below, including the Milwaukie-Portland LRT.

The *cumulative impacts* of these activities must be considered and addressed in the SDEIS, along with the LRT alternatives. The primary planning priority should be avoidance of further impacts on the habitat and most importantly, LTR should be a major player in facilitating the recovery of the habitat. It will likely promote urban infill and revitalization and densification of the downtown area—placing additional pressure on the salmon & wildlife habitat needs in the Kellogg Creek corridor. LTR will impact the habitat either directly or indirectly, depending upon the alternatives.

By combining the energies and resources of the various public and private projects in the immediate area, there is an opportunity to fundamentally restore fish & wildlife access to the watershed—especially for salmon. The Planning Commission is encouraged to recognize and support a focus toward habitat CPR as part of this project SDEIS. Specific recommendations are outlined at the end of this letter.

Importance of ESA

The implementation of regional and local plans, including transportation components are subject to the federal Endangered Species Act (ESA). Under this act, a "4(d) Rule" was established in 2000 by the National Marine Fisheries Service (NMFS) to protect salmon and steelhead listed as "threatened" under the Act and is currently administered by the National Oceanic and Atmospheric Administration (NOAA). The June 2000 4(d) rule adopted by NMFS prohibits "take" of salmon and steelhead listed as threatened under the Endangered Species Act (ESA) except in cases where the take is associated with an approved program that comes under one of the limits in the 4(d) rule. Certain "Municipal, Residential, Commercial and Industrial" (MRCI) Development and Redevelopment Activities have a significant potential to degrade habitat and injure or kill salmon and steelhead in a variety of ways.

The rule specifically makes reference to Portland-area Metro's Urban Growth Management Functional Plan with **focus on 12 specific issues in our urban region, including:**

--storm water discharge;

--riparian buffers;
--stream crossings;
--stream banks;
--impacts to wetlands and surrounding vegetation;
--erosion and sediment runoff during and after construction;
--water supply demands;
--monitoring;
--funding; and
--enforcement.

Significantly, Metro has not yet submitted its Plan to NMFS for consideration as a limit to the take prohibition, nor has NMFS approved it for that purpose.

Further, Metro's "Nature in Neighborhood", to this writer's knowledge has yet to be recognized as satisfying the ESA standard. However, "Nature in Neighborhood" is a step in the right direction. Therefore each capital improvement project must be measured against the ESA on its own merits, which needs to be fleshed out in the SDEIS. The city should make sure it is.

According to the "Rule", NMFS will focus on the following issues when evaluating the adequacy of Metro guidelines or local ordinances:

a. Siting that avoids sensitive or constrained sites.
b. Avoiding storm water discharge impacts to water quality and quantity, and to the historic hydrograph characteristics of the watershed.
c. Protection of adequate vegetated riparian buffers along all streams.
d. Avoiding stream crossings by roads wherever possible, and minimizing their impacts.
e. Protecting historic stream meander patterns, flood plains and channel migration zones.
f. Protecting wetlands and surrounding vegetation to maintain wetland functions.
g. Preserving the hydrologic capacity of streams to pass peak flows.
h. Landscaping to reduce need for watering and chemical application.
i. Preventing erosion and sediment run-off during and after construction.
j. Assuring that water supply demands do not impact flows needed for salmonids.
k. Monitoring and maintaining detention basins and similar tools.
l. Providing needed enforcement, funding, monitoring, reporting, and implementation mechanisms.

(Source: Page I-11, "Final 4d Rules", Regulatory Impact Review/Final Regulatory Flexibility Analysis, NMFS, June 19, 200, pdf file, http://www.nwr.noaa.gov/ESA-Salmon-Regulations-Permits/4d-Rules/Final-4d-Rules.cfm)

LRT Alignment Issues from Southeast PDX to points south

Although this writer is not attempting to take sides on whether light rail should happen in Milwaukie, (there is considerable opposition being voiced), there are a number of alternative alignments/corridors that could be examined in this study, in addition to the alignment south of SR 224 (Expressway) following the P & W Railroad corridor diagonally through downtown:

A. ***Extending LRT south of downtown***
One alignment preferred by many is aligning the LRT with the US Hwy 99E corridor, especially south of the SR 224. This alignment would link the LRT with the roadway and both could be looked at together as they cross the Kellogg Watershed habitat. Federal, state and regional

guidelines encourage avoidance or limited crossings of a habitat. There would be an opportunity to significantly reduce the corridor width of existing crossings, should the LRT be extended south of downtown. That is because the railroad, LRT and highway will all be merging in the area and will need to be sorted out. Additional local crossings of utilities and service roads should be included in this corridor. This multi-purpose corridor crossing should be as narrow as possible and must be bridged over the habitat and floodplain, beginning as far north as Jefferson Street and as far south as the one-way couplet of River Road at McLoughlin.

It is likely that even though the railroad line will remain a stand-alone improvement, the LRT and roadway design could take advantage of multi-level engineering and be pulled closer to the railroad tracks to narrow the corridor of the two existing crossings existing. Currently Hwy 99E and the railroad take up a crossing area on the north bank of at least 500 feet or more. (The city has an excellent map that shows the existing creek environs, parcel & road patterns and building placements—see ATTACHED).

The existing transportation corridors cut a very wide swath of transportation impact because each facility approaches the creek at a different angle. The Hwy 99E roadway could be realigned easterly toward Main Street (and be elevated) to be in tandem with the r/r alignment. This could impact Dogwood Park and the Kronberg city-owned property (dedicated to the city for park use), but provide a significant habitat improvement and increase Riverfront usability. Further, an "S"-curve alignment would assure slower speeds through the downtown corridor, such as 25 mph ("downtown" comes and goes very quickly and it shouldn't).

As the downtown area is higher than the habitat/creek level, the bridging will not need to be significantly higher than the r/r trestle. The visual compatibility of the Highway, LRT, frontage drives and the r/r trestle should also be analyzed from an architectural perspective, along with minimal visual impact on the habitat. Wide expanses of concrete would NOT be compatible, blocking light, air and rainfall. Instead the crossing should be broken into smaller increments to lighten its massive structure. The historical impacts of the trestle, whose support structure was heavily treated with creosote, needs review and possible consideration for reconstruction.

The need for an independent service road crossing should be seriously questioned, especially if local access is available by other means. Because lands on either side of the creek/habitat are in public ownership as far upstream as at least the r/r trestle, local access is available from a public street without crossing the habitat. This goal has implications for the riverfront park and boat ramp access concepts and present configuration of improvements/access for the Kellogg Treatment facility.

As noted, there is considerable opposition in the Oak Grove/Milwaukie Heights neighborhood toward extending light rail south to Oregon City via Hwy 99E. Along with this concept alternative being considered (extension of LRT to Park Avenue/ Hwy 99E, including a Park N Ride Station), this writer suggests the alternative of following the P & W railroad corridor to downtown Lake Oswego. This alternative would provide an accessory link to the "Westside", taking commuting burdens off the I-205 corridor and Sellwood Bridge corridor. Metro did conduct a river crossing study a number of years ago.

> South Willamette River Crossing Study Findings and Recommendations Report (Metro, 1999) - The South Willamette River Crossing Study examined travel constraints and capacity demands across the Willamette River and identified multi-modal crossing improvements between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City.

Metro and the cities of Portland, Lake Oswego and West Linn are now discussing the Willamette Shore Trolley and undertaking an Draft Environmental Impact Statement. This corridor has many

constraints that could be resolved by combining its efforts with a new crossing of the Willamette River.

B. Extending the I-205 LRT instead to Oregon City

As noted, if there is strong opposition to extending the light rail to Oregon City via the McLoughlin corridor, then perhaps, the resources should be focused on a more acceptable corridor along I-205 extended from the existing terminus at the Clackamas Town Center. This I-205 alignment could access: a) the SR 213 to the Beaver Creek and Red Soils area (or as far as Molalla); and/or b) old town Oregon City.

Cumulative Impacts on the Kellogg Creek Watershed

The exacerbating impact of the Portland-Milwaukie LRT extending south of downtown Milwaukie across the Kellogg Creek Watershed has not been adequately scoped out in enough detail to determine the cumulative impacts of the existing and planned crossings and developments/activities/conditions that include or will include:

--flooding characteristics of the Kellogg Creek and Willamette River (tidal influence)
--sewerage treatment plant activities & discharge,
--motor vehicle crossings (service roads and Hwy 99E, etc.),
--dams, fish ladders, culverts, drainage discharge (& rip-rap/revetments), abutments,
--Willamette Riverfront park activities and boating ramps,
--development of the Dogwood park and Kronberg parcel,
--pedestrian and bike crossings,
--transient domestic pet activities,
--downtown redevelopment projects and intensity,
--Park N Ride structures and activities,
--LRT stations, staging and crossings,
--utility crossings and
--the existing P & W RR crossing (and future use, capacity).

The impacts of the cumulative crossings need to include the fish needs and impacts outlined in the 4(d) Rule of the ESA. The incremental impacts of each activity or project coupled with the other parts is what constitutes to a drastic cumulative condition that puts the habitat in jeopardy. All of the activities-projects must be studied and discussed within the context of the other. The most recent detailed analysis of the condition of the Kellogg Creek in the area was by a multi-disciplinary team composed of public agency staff, environmentalists and citizens in 2006.

Kellogg Lake Dam Removal Meeting, City of Milwaukie, Clackamas County Service District #1 (County Water Environment Services) METRO, ODOT, US Corps of Engineers, National Oceanic & Atmospheric Administration (NOAA), 10 August 2006 (Minutes available).

Additional discussion occurred during the planning of the city's riverfront park and Dogwood Park/Kronberg property and adjacent public holdings (along with the potential siting of a Park N Ride station as part of the LRT corridor—later abandoned in view of the Kronberg land dedication for park purposes). Both of these projects are on-going with the goal to complete capital improvements in the near future.

Also, Metro and JPACT recently awarded the City of Milwaukie MTIP Funds (2008–11 Metropolitan Transportation Improvement Program) to study:

> OR 99-E bridge at Kellogg Lake
> Project code GS5049
> Funding category Green streets
> Location Clackamas County
> Status Recommended
> Sponsor City of Milwaukie
> **Funds requested $1,054,873**
> Total project cost $8,725,590
>
> The Kellogg Lake Culvert Removal Project would remove the existing box-culvert dam and replace the current OR 99-E bridge with a structure that would allow the lake to drain and restore the natural hydraulic function of the creek. According to an Army Corp assessment, the dam restricts fish passage under typical flow conditions. The replacement bridge would also be designed to accommodate north- south bicycle and pedestrian traffic and a multi-use under-crossing trail. The requested funds would provide engineering, environmental and final design work in preparation for construction (information source: Metro Website).

According to this study description, the effort falls short of examining the total project area and activities affecting the habitat [***STUDY AREA description***] from the Willamette River, east to roughly SE Oatfield Road, and from downtown to roughly Hwy 99E, southerly/easterly of SE River Road (one way couplet, northbound).

Metro has adopted Title 3 and Goal 5 (Nature in Neighborhood) policies to guide local jurisdictions on water quality and habitat protection. However, as noted above these policies have yet to be recognized by NOAA as a specific 4(d) Rule program for Salmon CPR and are not designed with a high level of specificity that would assure protection of the Kellogg Creek habitat and fish needs in the study area.

Over the last few years, there has also been a series of studies and in-depth discussion concerning the current and future sewer needs of north Clackamas County, including its cities, Milwaukie, Happy Valley, Damascus, Gladstone, Johnson City, Oregon City, West Linn and Lake Oswego. As of this writing, the future of the Kellogg Treatment facility on the south banks of the creek and fronting the Willamette River is under study.

There are no capital fund commitments for the reconstruction of Hwy 99E, which must compete for funding priority with other highway projects in the region.

There are other important, on-going community studies and planning in the immediate area such as neighborhood planning, surface water management, transportation planning updates, downtown redevelopment and the like. However, there is less focus on the character and need of the Kellogg Watershed and specific SALMON CPR. The habitat is more than just the 100 year floodplain or water's edge.

Defining Habitat Need

In 1999, just prior to the publishing of the NMFS 4(d) Rule for Salmon CPR, Metro published a study on Salmon CPR that initially suggested a MINIMUM 200 foot setback from all fish bearing creeks. This created such a stir that the study was pulled and the Metro Council initiated a refocused program, formatted primarily on the state's Goal 5

(now referred to as "Nature in the Neighborhoods" program). Metro never did address SALMON CPR head-on to the extent envisioned by wildlife planners. It is interesting to note that although an aggressive/protective setback measure was never adopted, Metro recognized the importance of existing high quality habitat (especially riparian) and that it should be protected. Another NMFS notion of defining the streamside habitat dealt with tree heights.

> "In the urban growth limit, NMFS sought to underscore the importance of assessing the health of existing riparian zones. These zones provide critical life support functions for salmon such as food, shade and stream bank stability. The protection and restoration of riparian zones, especially in urban areas, is a common-sense starting point in any salmon recovery effort. Trees are a primary feature of most riparian zones. As a *general* guide, NMFS noted that a distance equal to the height of the tallest tree that can grow on that site (known as the site-potential tree height and often found to approximate 200 feet) is a good starting point for beginning a 4(d) assessment under the urban development limit. However, the agency noted that land ownership patterns would alter the actual extent of the riparian zone. Different jurisdictions will need to tailor their riparian and wetland management actions to match local needs and conditions." ["Common Myths About the 4(d) Rule", NMFS--http://www.nwr.noaa.gov/ESA-Salmon-Regulations-Permits/4d-Rules/Final-4d-Rules.cfm]

This principal should apply to our "study area" as a minimum starting point. With the high percentage of public ownership surrounding the habitat, there is an obligation under ESA that the local agencies make every effort they can to CPR the salmon and wildlife habitat. And, it gets more complicated as the Willamette River influence is factored into the study. Without looking at the "big" picture, the habitat planning will fail for any one project. The overarching guide is recovery planning and assuring that as salmon and wildlife enter the watershed, they will be fully protected and assured of opportunities migrate upstream or return to the river from a short stay (such as flood events).

According to information on the NMFS website (http://www.nwr.noaa.gov/Salmon-Recovery-Planning/):

> "Recovery is the process by which listed species and their ecosystems are restored and their future secured to the point that protection under the ESA is no longer needed ....recovery must be grounded in existing conservation efforts under way throughout the region....[NMFS] has established a recovery-planning process to maximize local involvement and capitalize on ongoing efforts. As a result, the Northwest Region is linking its recovery planning processes to on-going regional and local salmon conservation and planning efforts.
>
> NOAA Fisheries Service has developed a strategy for recovery planning in the four states of Washington, Idaho, Oregon and California that combines ESA-listed salmon and steelhead distinct population segments in geographic areas. The Northwest Region has identified its three recovery planning areas, or recovery domains, and has established technical recovery teams of scientists for each domain. Recovery plans in each domain will address all salmon species within that geographic area, and will involve stakeholders on a more local level. The agency is crafting recovery planning and implementation processes that are uniquely suited to each recovery domain to engender local buy-in. The Northwest Region has encouraged development of sub-basin...and watershed...plans that the agency expects will provide the building blocks for ESA recovery plans."
>
> While NOAA Fisheries Service is responsible for adopting recovery plans, the plans will have a greater likelihood of success if they are developed in partnership with entities that have the responsibility and authority to implement recovery actions. NOAA is using locally developed plans to complete ESA recovery plans. Where local forums are not preparing recovery plans, NOAA Fisheries Service is writing them.
>
> Smaller-scale sub-basin and watershed plans have been drafted for areas throughout Puget Sound and the Columbia Basin. These smaller-scale plans are designed and intended to be building blocks for locally developed recovery plans. NOAA

> Fisheries Service is very interested in working with state and local agencies and organizations to help such entities take the lead in the development of recovery plans.
>
> Coordination needs to occur across land ownership boundaries and programs....The Northwest Region is working in collaboration with each state to develop locally supported plans that fit within the states' respective policy frameworks, and to meet the need for full recovery plans that comply with the Endangered Species Act...."

The agency has a specific consultation process to be utilized by agencies when an EIS is written; the city is encouraged to fully utilize this resource by listing and describing ALL the projects and activities noted above within the "study area". The city should request and encourage NMFS to be proactive and pursue not only resolution of the LRT impacts, but the impacts and opportunities of all the projects/activities combined in the "study area". Only then will the watershed stakeholders have a good assessment of SALMON CPR needs and requirements.

Recommendation

The Planning Commission is encouraged to recommend to the City Council and LRT Steering Committee to:

1. consider the additional alternative of LRT alignment through downtown Milwaukie via McLoughlin or other north south street through downtown;

2. evaluate detailed LRT alignment options across Kellogg Creek habitat and floodplain to include cumulative activities and avoidance of new impacts by restricting crossings to one confined, multi-use corridor between the Willamette River and the current r/r trestle crossing. Assumption here is that r/r crossing alignment will take precedence due to pre-existing r/w entitlements and that auto and LRT alignments are more flexible. Therefore, the study should focus on moving all existing and planned motor vehicle movement across the habitat to one location and build one NEW bridge for peds/bike, motor vehicles, LRT and trains.

Thank you,

Pat Russell

Attachment: City's Map of the Kronberg Park area for illustrative purposes

Postscript:

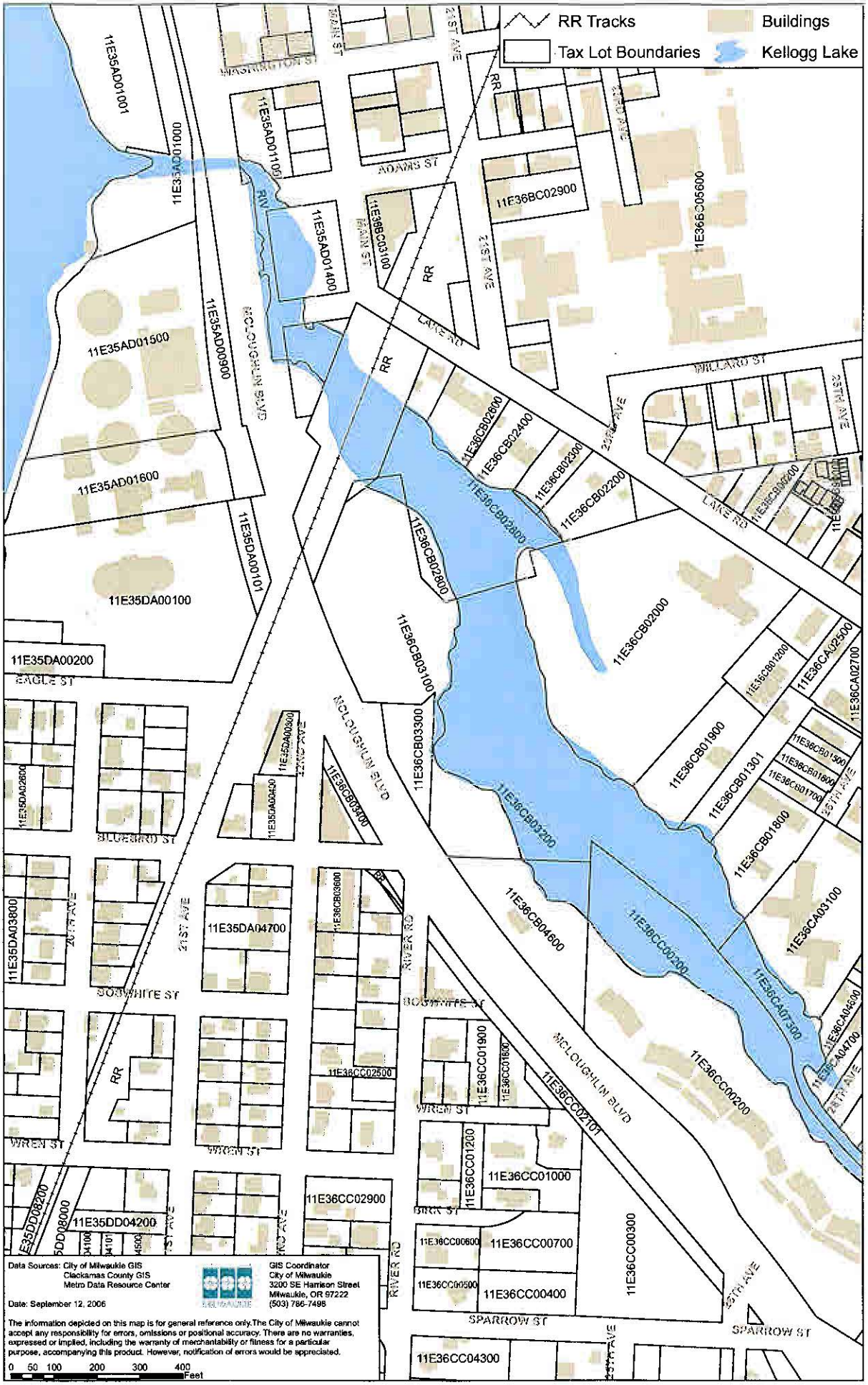
> Excerpt from the NMFS website:
> http://www.nwr.noaa.gov/Salmon-Habitat/index.cfm
>
> **Salmon Habitat**
>
> Habitat loss and modification are believed to be the major factors determining the current status of salmonid populations. Conservation and recovery of Pacific Northwest salmon and steelhead

depend on having diverse habitats with connections among those habitats. The salmonid lifecycle involves adults maturing in the ocean, migrating back to their home streams and spawning, embryos incubating, fry emerging, juveniles growing, and smolts migrating to the estuary to acclimate to saltwater and moving out into the ocean. Each phase may require use of and access to distinct habitats. Loss of habitat reduces the diversity in salmon and steelhead life histories, which influences the ability of these fish to adapt to natural and man-made change.

Salmon need freshwater habitat that includes:

--cool, clean water
--appropriate water depth, quantity and flow velocities
--upland and riparian (stream bank) vegetation to stabilize soil and provide shade
--clean gravel for spawning and egg-rearing
--large woody debris to provide resting and hiding places
--adequate food
--varied channel forms.

Please help CPR Salmon in the Kellogg-Mt. Scott Watershed. Let's make it happen!


RR Tracks
Buildings
Tax Lot Boundaries
Kellogg Lake
11E35AD01001
11E35AD01000
11E35AD01100
11E35AD01400
11E35AD01500
11E35AD00900
11E35AD01600
11E35DA00101
11E35DA00100
11E35DA00200
11E36BC02900
11E36BC03100
11E36BC05600
11E36CB02600
11E36CB02400
11E36CB02300
11E36CB02200
11E36CB02800
11E36CB02000
11E36CB03100
11E36CB03300
11E36CB01200
11E36CA02500
11E36CA02700
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11E36CB01700
11E36CB01800
11E36CB03200
11E36CB04600
11E36CC00200
11E36CA03100
11E36CA07300
11E36CA04500
11E36CA04700
11E36CC02101
11E36CC01900
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11E36CC04300
11E36CC02900
11E36CC02500
11E35DA00300
11E35DA00400
11E35DA02600
11E35DA03800
11E35DA04700
11E35DD08200
11E35DD08000
11E35DD04200
ADAMS ST
MAIN ST
MCLOUGHLIN BLVD
LAKE RD
WILLARD ST
EAGLE ST
BLUEBIRD ST
BOBWHITE ST
WREN ST
BIRCH ST
SPARROW ST
RIVER RD
21ST AVE
20TH AVE
19TH AVE
RR
Data Sources: City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center
Date: September 12, 2006
GIS Coordinator
City of Milwaukie
3200 SE Harrison Street
Milwaukie, OR 97222
(503) 786-7498
The information depicted on this map is for general reference only.The City of Milwaukie cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated.
0 50 100 200 300 400
Feet

From: Greg Chaimov
Sent: Sunday, June 10, 2007 10:23 AM
To: Mangle, Katie
Subject: Fwd: Light Rail Alignment

Ladies and Gentlemen:

Please support the inclusion of a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study.

Including this alternative alignment in the study will have the following benefits:

1. *Addressing the concerns of the persons whose lives will be most affected by the construction and operation of light rail.*

The people who will be most affected by a public project ought at the very least have their concerns given the consideration of study. This is a simple matter of fairness and good government: the more respect that government pays to persons that government affects, the more respect in which government is held.

- *2. Assuring that the best decision is made.*

The more alternatives that are studied, the more likely that the ultimate decision of an alignment will be a fully-considered decision.

- *3. Protecting the project from legal challenge.*

The purpose of the National Environmental Policy Act is to ensure that decisions take into account potential effects on the environment. A decision that is not based on a study of all reasonably-available alternatives will open the project to legal challenges that could delay or stop the project. It may be that a McLoughlin and/or Main Street alignment turns out, after study, not to be a reasonable alternative to an alignment closer to existing tracks. But to fail to study the McLoughlin and/or Main Street alignment presupposes the outcome of that study. And presupposing outcomes is exactly what the National Environmental Policy Act prohibits.

Thank you for your consideration.

Greg Chaimov

From: Lisa Lashbrook

Date: June 11, 2007 9:53:41 PM PDT

Subject: Light Rail

Chair Klein and members of the Planning Commission:

Thank you for considering this written testimony on a night when neither of us are able to attend your meeting in person.

We are writing to express our support for the extension of light rail through Milwaukie along the route that is most likely to receive state and federal funding the quickest, which we also believe to be the least disruptive to downtown Milwaukie businesses. That alignment will use the existing rail right-of-way near Milwaukie High School and the Waldorf School.

We understand that parents of Waldorf students have expressed concerns about the light rail line near their school. As parents ourselves, we appreciate the importance of child safety, but we do not see this proposed alignment as posing risks to school children.

Noting that the existing right-of-way is 100 feet wide, there is ample room to provide barriers to keep children off the light rail line. It occurs to us that children in more urban areas depend on subways and light rail systems to travel to and from school. Clearly, it is seen as a convenience (and perhaps a necessity) in many places to have schools near transit lines.

Milwaukie has previously lost opportunities for light rail funding by failing to move quickly to select a desired route and support the project. If we let that happen again, it could be many years before our community gets the same transportation options as much of the rest of the region.

Milwaukie has finally begun to move forward with new investments in the downtown, new parks and recreation facilities, and many infrastructure improvements. We now face the opportunity to advance our transportation system into the 21st century. Please support this effort and help bring light rail to Milwaukie.

Thank you.

Stephan & Lisa Lashbrook

4342 S.E. Rockwood Street

Milwaukie, OR 97222

Dolly Macken-Hambright
12258 SE Grove Lp.
Milwaukie, Oregon
97222-2981

June 12, 2007

City of Milwaukie Planning Commission &
City of Milwaukie Planning Dept.
Atten: Katie Mangle
6101 SE Johnson Creek Blvd.
Milwaukie, Oregon 97206

Dear Commission and Ms. Mangle;

After giving the matter of today's Planning Commission Hearing a great deal of thought, and having done some research regarding Planning Commission hearings in general, I must raise the following point.

In order for a Planning Commission to hold sway regarding a land use issue, or to influence or advise City Staff or City Council regarding any Commission matter, there must be a plan to review and discuss, at which time then, Commission recommendations may be made. There is no actual plan in this case!

Using this ad hoc Planning Commission hearing format as a public testimony venue and as a legal forum to influence decisions that may reflect further public opinion cannot be construed as legal, nor within the scope of work governed by the Milwaukie Planning Commission. The Planning Commission should be, and most likely will be, given every opportunity to review the completed SDEIS for the actual location of the light rail route and it is certainly appropriate to make certain public hearings are held when there is an actual plan to review.

This process is clearly not the appropriate use of the Milwaukie Planning Commission's time or efforts and any decisions garnered from this hearing can neither be binding nor considered legal.

Please consider this a formal, for-the-record, protest of these proceedings. Thank you.

Dolly Macken-Hambright
Milwaukie business owner and
Linwood Neighborhood District Association
Land-Use Committee member

Toward A New Excellence
North Clackamas Schools

NORTH CLACKAMAS SCHOOL DISTRICT

4444 SE Lake Road · Milwaukie, Oregon 97222
503-353-6001 Fax: 503-353-6007
naso@nclack.k12.or.us

Ron Naso
Superintendent

RECEIVED

JUN 12 2007

CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT

June 11, 2007

Kenny Asher
Director of Community Development & Public Works
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

Dear Kenny:

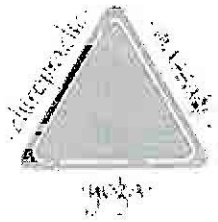
The City of Milwaukie is involved in deliberations about bringing the light rail system into the downtown area. While we recognize that this is a decision which ultimately must be made by the Milwaukie community, we would like to make clear the school district's position in this matter.

The North Clackamas School District supports the City of Milwaukie in its efforts to bring light rail to downtown Milwaukie. Strong communities and strong school districts have a synergistic impact on one another. As we look at projections for significant growth in the Metro region over the next twenty years, we believe strongly in the future of Milwaukie. This future will provide attractive neighborhood living with a viable and active "downtown" for young families. We believe light rail will help in the development of that future.

Representatives of our school district have been involved in discussions with both the city and Tri-Met officials about siting the light rail track and its requisite stations . We are comfortable that our concerns about student safety and mobility can be and will be addressed fully in the planning for this project.

Sincerely,

Ron Naso
Superintendent



Milwaukie Pain Relief
& Wellness Center

RECEIVED
JUN 12 2007
CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT
4:45pm

June 8, 2007

City of Milwaukie
Planning Commision
6101 SE Johnson Creek Blvd.
Ptld, OR 97206

RE: South Corridor Light Rail

To Whom It May Concern,

I'm writing to you regarding the upcoming and recent public discussions about the South Corridor Light Rail Project. Unfortunately I wasn't able to make the briefings at the Masonic Lodge but I did get some update at the Rotary meeting beforehand. I have been in Milwaukie since 1987 and downtown since 1990 and have some familiarity with the history of our attempts to have light rail from my tenure in the now defunct Downtown Business Association.

For what it's worth I think the best option on the table is the original Locally Preferred Alternative with the end of the line at Park Ave. The primary park and ride should be at the Southgate site with the stations at Harrison and another smaller park & rides at the Lake Rd. and Park Ave. From the economic, environmental and political perspectives this route makes the most sense. If the concerns of the industrial and business owners in the Southgate area can be mitigated then the Southgate site makes the most sense for the main park and ride.

The most recent suggestion of having routing the tracks down McLoughlin and up Main St. doesn't make any sense to me. Obviously we are a relatively small downtown area of two north/south avenues. We are limited by McLoughlin Blvd. and the river on the west and the Historic neighborhood on the east. Tying up Main St. with light rail is totally impractical. The existing right of way and corridor down the railroad avoids loss of the already limited parking and avoids chopping up our downtown. I get the sense that the proponents are comparing light rail to the street car in downtown Portland. It is my understanding that one way of light rail would require somewhere in the neighborhood of 25-30' of space. Where would that come from?

The recent rebuilding of McLoughlin is the right step towards making the waterfront and river more accessible. Putting light rail tracks on McLoughlin would be a mistake and be the wrong direction to take the downtown and riverfront in.

If Waldorf and St. Johns schools have concerns about light rail, I'd wonder what they think of the trains that come barreling through downtown on a frequent and faster basis. I'm sure any crossing and safety issues will be mitigated by Tri-Met planners and appropriate measures taken to eliminate any danger to the school children. Both schools might see the benefit of having the light rail close. When I was a parent of a Waldorf child and then other private schools having public transportation close by would have been helpful. The less streets and corners the kids have to cross when walking to and from public transportation the better.

Well that's my two cents worth. Thanks for your time and public service.

Sincerely,

David Mealey, DC

David Mealey, D.C.
11266 SE 21st Ave. Milwaukie, Oregon 97222 [ph] 503.659.0410 [fax] 503.659.0632 www.mealeydc.com

Lauren S. Johnson
4726 NE 14th Place
Portland, OR 97211

June 13, 2007

Milwaukie Planning Commission
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Katie Mangle, Director of Planning

VIA Email to manglek@ci.milwaukie.or.us

Dear Ms. Mangle,

I am writing to support the inclusion of a McLoughlin and/or Main Street Alignment in the South Corridor Phase 2 SDEIS.

I am a parent of two children at the Portland Waldorf School and over the past 6 years have worked here in Milwaukie as the Director of Development for Portland Waldorf School and as the Vice President for Development at Ecotrust, an economic development and environmental organization based in Portland. My husband (who works for the Department of Homeland Security) and I have lived overseas, started our family in San Francisco, and moved to this area in 2001 for its overall quality of life. I have long worked in the environmental sustainability arena and represented a national freight rail transport association in the regulatory arena in my former work in California.

We love the Portland and Milwaukie area because of its goals around environmental sustainability, quality of life for families, and creative and innovative business culture. We are avid supporters of public transportation, efficient goods movement, and light rail in the right place. We would love to see Milwaukie grow in a way that maintains the quality of life for all of its residents and creates a thriving downtown.

There should be an alternative alignment considered for downtown Milwaukie – one that 1) does not so severely impact schools and residences and 2) better serves the downtown core. The Tillamook alignment only hosts one or two freight trains per day and is not currently a real transportation corridor. Multiple deleterious impacts of the proposed Tillamook alignment particularly affect the Waldorf school site – impacts that are unprecedented in the wider light rail system. Another alignment -- one that is part of the smart-growth, transportation oriented development along McLoughlin and Main street -- is well worth taking the effort to study during the upcoming SDEIS process.

I sincerely hope that the Planning Commission takes this opportunity to recommend this to the wider decision-making body. The plans from TriMet have not been sufficiently studied and seem unduly rushed in light of this issue. I think this needs further study within the SDEIS process.

Thank you for your attention.

Sincerely,

Lauren Johnson

June 13, 2007

Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Katie Mangle
Director of Planning

Dear Ms. Katie Mangle:

I am writing to you because of Mayor James Bernard's letter in which he asks the following questions of the Milwaukie Community:

1) ***Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?***

2) ***Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?***

My name is Cathleen Hayes, I am a parent of two children at the Portland Waldorf School and a resident of Milwaukie .I spend lots of time in this community . I shop actively in downtown Milwaukie and want to support the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

The Plans from TriMet have not been sufficiently studied. Their June 7 Plans look very rushed and as a result become poor design solutions which no one thinks are working well. I think this needs further study within the SDEIS process in which better plans can be developed.

I believe that additional study of the McLouglin and/or Main Street Alignment area in the SDEIS study will likely result in a Transportation Solution which will be better for the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely, Cathleen Hayes

June 13, 2007

Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Katie Mangle
Director of Planning

Dear Ms. Katie Mangle:

Here are my answers to Mayor James Bernard's questions regarding light rail.

Re: <u>Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?</u>

I am a parent at Portland Waldorf School and I DO!
Re: 2) <u>Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?</u>
How can it not?

Sincerely,

Paul Fahlman, DVM
Milwaukie Animal Clinic
17048 SE McLoughlin Blvd.
Milwaukie, OR 97089

June 14, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I am a parent of two daughters at the Portland Waldorf School and an active member of Waldorf School Community. I currently live in Oregon City, but have been searching for a home in Milwaukie to be near the school. I do not expect to make a decision on such a move until I am sure that the process to determine a light rail route includes responsible alternatives. I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

I believe the alignment behind the Waldorf School threatens the safety and viability of the school. I also believe the negative impact on multiple schools, residents and traffic patterns along this "Tillamook Branch" behind the Waldorf School could actually threaten the project; whereas including a McLoughlin and/or Main Street alternatives in the SDEIS study could improve the chance of bringing light rail to Milwaukie. I am a supporter of light rail and believe light rail access to Milwaukie would improve and accelerate the revitalization of downtown Milwaukie.

Sincerely,

Bruce Evans

June 13, 2007

Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Katie Mangle
Director of Planning

Dear Ms. Katie Mangle:

Here are my answers to Mayor James Bernard's questions regarding light rail.

Re: <u>Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?</u>

I am a parent at Portland Waldorf School and I DO!
Re: 2) <u>Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?</u>
How can it not?

Sincerely,

Page Kalkowski

June 14, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I live in Milwaukie, am a member of the Waldorf School Community and shop in downtown Milwaukie. I support the light rail project as a way to help me get downtown quicker during rush hour, and as a way of revitalizing Milwaukie. I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. To date there has not been sufficient time to study this alignment area in detail and yet it is clear that a number of alternatives have strong potential. The TriMet solutions proposed in their June 7 Studies illustrate a rush to ineffective solutions which can only be avoided in a full and proper study within the SDEIS process.

I believe that inclusion of the McLouglin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a renewal to the downtown business area.

Sincerely,

Scott Lissit, PMP
6146 SE Kellogg Ct
Milwaukie, OR 97267

June 13, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

(edit this section in your own words)
I am an active member of the Milwaukie community and a member of the Waldorf School Community as well. I live in Southeast Portland and shop in downtown Milwaukie and support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. To date there has not been sufficient time to study this alignment area in detail and yet it is clear that a number of alternatives have strong potential. The TriMet solutions proposed in their June 7 Studies illustrate a rush to ineffective solutions which can only be avoided in a full and proper study within the SDEIS process.

I believe that inclusion of the McLouglin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely,

Anton Granger
5327 SE Morrison St.
Portland, OR 97215

June 13, 2007

Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Katie Mangle
Director of Planning

Dear Ms. Katie Mangle:

I am writing to you because of Mayor James Bernard's letter in which he asks the following questions of the Milwaukie Community:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

We are parents at the Portland Waldorf School (PWS) and have been actively involved in the downtown Milwaukie community over the last five years and want to support the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. The growth and vitality around the school has been exciting to see, in an area we would have never discovered or visited had it not been for PWS.

The Plans from TriMet have not been sufficiently studied. Their June 7 Plans look very rushed and as a result become poor design solutions which no one thinks are working well. I think this needs further study within the SDEIS process in which better plans can be developed.

I believe that additional study of the McLouglin and/or Main Street Alignment area in the SDEIS study will likely result in a Transportation Solution which will be better for the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely,
Rob & Gwen Conner

June 13, 2007

Milwaukie Planning Commissioners

Johnson Creek Building

6101 SE Johnson Creek Blvd

Milwaukie, OR 97222

Attention: Katie Mangle

Planning Director

Dear Ms. Mangle:

I am writing to you because of Mayor Jim Bernard's letter in which he asks the questions:

1. Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?
2. Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I am a parent and a member of the Waldorf School Community, and I want to support the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

The TriMet Plans I have seen have not sufficiently studied this alignment area. Their June 7 Studies appear to be rushed and the result is poor design solutions which no one thinks are working well. I think this needs further study within the SDEIS process.

I believe that further study of the McLouglin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely,

Melinda McLeod

To the Milwaukie Planning Commission:
From Mary King
A few thoughts on light rail that I sent to the Ardenwald NDA.

Subject: Re: letter about light rail alignment

I am so sorry to have had to miss last Wednesday's Ardenwald NDA meeting when support for the new light rail alignment study was discussed.
Being a survivor of many years of light rail negotiations and changes, I want to be very clear where I stand on this issue and why I feel the way I do.

1. Millions of dollars have already been spent and hundreds, perhaps thousands of hours spent by citizens and staff to study the issue of the Light Rail alignment here in Milwaukie.
The public has been invited to give input all along the way and their ideas have been incorporated whenever possible.
Now, just when it appeared that we were on our way to a final plan and forward progress, the process has been derailed again, for the same reasons we have heard for years: traffic, parking, drugs and my personal favorite, "those kinds of people" who will come to our city via MAX.

2. Since the route behind the Junior High was in the plan when The Portland Waldorf School bought the site, it is beyond me why it is no longer satisfactory to them. Moving the light rail alignment will not stop freight trains and the projected commuter rail from using the track behind the school or past the high school. as far as the Milwaukie Neighborhood is concerned, the alignment behind the school met the criteria of the "Fourteen Points Plan" which the NDAs of Milwaukie wrote together. Milwaukie Historical Neighborhood approved this plan.

3. Milwaukie City Council, NDA's and citizens, which the help of city staff spent YEARS working on a cohesive design plan for Downtown Milwaukie, the River Front and McLoughlin Boulevard. This began when I was on council and continues on a positive path to fulfillment.
Light Rail through downtown Milwaukie had been soundly rejected by the citizens before I came on council. (I was elected to council right after a recall of existing councilors due to the Light Rail > situation.)

4. No matter what, any Light Rail down McLoughlin will create a dangerous crossing and barrier to the river, take away precious space from our waterfront development, necessitate further widening of McLoughlin,(likely out of the Rver Front Park side, disruption and redesign of the just completed boulevard project , complicate access to the boat ramp, and be a visual blight on any view of the river from Milwaukie.

5. Where the line is located in the downtown area is not going to impact Ardenwald anyway. I'm more concerned about the proposed crossing at Roswell.

So, there's my 50 cents worth.
I support light rail wholeheartedly, but would recommend that unless the association is willing to spend the additional $$$ on the SDEIS the language supporting the change be eliminated from the letter sent to the planning commission.

Mary King

==========

City of Milwaukie,

This letter is in response to the light rail placement in the city if Milwaukie. It is my biggest worry that the location of the line will be located near any schools. Our highest priorities should be the children.

Please consider an alternative route for the line. The 99E is already a business filled area - not a place of education for our children.

Thank-you!

Julien Ramirez

June 13, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. I believe that the current preferred alternative needs to be revisited and additional options need to be put on the table.

Why?

1) People tend to visit, spend money, and buy homes in towns where there is beauty, nice shops, good restaurants, and a safe environment. What are some sites in Milwaukie which have some charm and feel safe? Places that you get the sense that someone is tending them.. that someone cares.. that the community is participating in them and connected to them? Well… places that immediately come to my mind are the Portland Waldorf School, the historical Milwaukie neighborhoods, and the Catholic Church and School.

   These areas are not just important to the families who attend them, but also to the greater community because they create a sense of safety and stability in the community that can be enjoyed even by people who are not members. This sense of stability and safety and beauty within the heart of Milwaukie make it a more appealing place to live, shop, and visit.

2) The families who attend these schools and live in these neighborhoods shop, buy gas, go to doctors, and support the business community within Milwaukie. They start businesses in Milwaukie. They buy homes in Milwaukie. They are key to the continued growth and success of Milwaukie. If you harm these schools and neighborhoods, you will undermine the success of the businesses within Milwaukie who are supported by them.

There is no doubt that the current light rail plans will undermine the success of these institutions and these neighborhoods and create a subsequent negative ripple effect within Milwaukie. Helping to protect these groups is key to supporting the "Renaissance" that Milwaukie seems to currently be experiencing.

In my mind only good can come from spending more time studying alternatives to the current "preferred" alignment. On the other hand, moving forward with current plans seems a risky decision. Why? Because you risk undermining the success and continued prosperity of Milwaukie. And because you risk alienating many important groups within Milwaukie who could be potential SUPPORTERS of light rail. Let's face it, light rail has been voted down by Milwaukie residents several times. There are many people who don't even want light rail in Milwaukie. But most of the people who want an alternative alignment studied DO want light rail in Milwaukie. They just want to look at alternatives. Think what a team we could all be if we were all moving forward in a unified manner toward a light rail solution that made sense to a greater portion of the Milwaukie community.

The alternative solutions that TriMet recently proposed shows that multiple alternative ARE possible. Look what they pulled out of their hat in only a short time. Think of what might be possible if a more thoughtful and balanced study was actually done using a structured and proper approach within the SDEIS process.

I believe that inclusion of the McLouglin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely,

Eloise Lissit

From: Catherine Brinkman

Subject: Milwaukie MAX - Comments

Hello Commissioners,

It appears that my voluntary and self-imposed exile from Milwaukie issues has expired. I know the deadline for distributing written comment has passed, so I hope you will not mind my direct intrusion into your personal email boxes.

I am very much in favor of MAX coming to Milwaukie, and I appreciate everything the City, Tri-Met and Metro have done to make it happen. However, the Waldorf School is not the only entity that is concerned about the proposed alignment. There are a lot of citizens - my husband, neighbors and myself included - who share the concern.

I'm concerned for several reasons. The first is, frankly, that the burden of the MAX line is resting almost entirely on schools (Waldorf and MHS), churches and a historic neighborhood. In my more cynical moments, I sometimes wonder if that is because we do not have the money the industrial district has to fight. But for now, I'll assume that's not the case. Our historic neighborhood has suffered a beating over the years, and I really think that the MAX line on its border will be its death knell. Some of the properties with Milwaukie's highest value and the highest cultural significance and charm are going to be negatively impacted.

I'm also equally (if not more) concerned that running the MAX down the existing rail line is not only aesthetically horrendous, but fails to truly capitalize on the burgeoning renaissance Milwaukie is experiencing, thanks in most part to our progressive leadership. Do we want the MAX line to run on rough and rocky train tracks on the outskirts of town, or do we want it to be incorporated into downtown, with its tracks in concrete rather than rock, with its finish punctuated by tasteful and community-oriented stops and shelters?

While ideally, MAX would run down 99E, I understand the economic implications. So, why not turn Milwaukie's Main and 21st into a one-way grid, and have MAX travel north on one and south on the other? Let's incorporate MAX into the downtown, rather than relegating it to old train tracks on the outskirts. Let's celebrate MAX and the great opportunities it offers, while at the same time showcasing our city. And moreover, let's prove the naysayers wrong, and show that our fantastic new high density developments (North Main, Texaco site) with their restricted parking really work - because those people will live right on and use a fantastic mass transit line. THINK ORENCO STATION. The exposure for businesses along those streets would be invaluable.

I have read that the Riverfront folks are strongly in opposition to moving the MAX closer. While I can certainly see their concerns about it being on 99E, I really see no legitimate harm called by pushing MAX a block or two west. And in any event, if the MAX and the Riverfront are public benefits, shouldn't the public shoulder the burden, rather than a select group of residents, churches and schools?

I also understand there is a concern about losing parking spaces. This concern misses the point - which is namely that MAX is intended to alleviate the automobile burden on downtown. And even if that were not the case, why do a historic neighborhood, churches and schools have to suffer to preserve some parking spaces?

Finally - and thank you for reading this far - while it is apparently true that a citizen group chose this alignment, I have to tell you that I have zero recollection of such a group existing or determination ever being made. And I try to pay attention to important issues like this. No one should be surprised that this has come as a surprise to many of us.

A lot has changed in Milwaukie in the last 6 years since that decision. When the "locally preferred alternative" - which is ironically enough largely NOT preferred by the locals - was chosen in 2001, many of us did not live here, there was no hope of a decent project at the "Old Safeway Site," Waldorf had not proven itself as an invaluable community asset, there was not so much as a whisper about a mixed use project at Texaco, and the Farmers Market was not necessarily a cornerstone of the community. That was before Spring Creek or the progress made by Ed Parecki or the other developers who have invested in this City when others would not. That's before other City leaders arose to balance out Ed and Dolly's dedicated leadership.

The City in 2001 is not the City we have 6 years later. Perhaps if Tri-Met had moved more quickly, this issue would not have arisen, but now that it has, the City owes it to everyone to consider an alternate alignment. I recognize that there will be an impact somewhere to someone, but I still think alignments down 21 and Main will not only help that impact be shared by the greater public who actually benefit from this project, but will benefit the redevelopment of the downtown core as a whole.

A town that flaunts the progress it has made cannot now turn a blind eye to that progress by reverting to antiquated decisions that are no longer relevant or beneficial to the community. Simply put, the Milwaukie that made this decision six years ago is not the Milwaukie we have today. And the Milwaukie we have today is the Milwaukie of the future... so let's reconsider old decisions.

There is a lot of opportunity that will go untapped and a lot of harm to be done, if we push MAX back on those rail lines. Let's bring it forward and celebrate the opportunities it and redevelopment have.

Thanks for your time.

Former Planning Commissioner,
Catherine Brinkman

PS - Much of what I wrote below I also wrote to Brian Newman and the City Council, so if you see it twice, my apologies.

rc'd 6/12

FRIENDS OF NORTH CLACKAMAS PARK

P.O. BOX 220263, MILWAUKIE, OREGON 97269
WWW.FONCP.ORG

June 12, 2007

Memo

To: City of Milwaukie Planning Commission

Re: McLoughlin Blvd alternative alignment request

Dear Commissioners:

The Friends of North Clackamas Park respectfully request that the City of Milwaukie include an alternative alignment along McLoughlin Blvd into the Environmental Study for light rail/transit in Milwaukie.

Our concern has to do with the potential negative impacts on Kronberg Park and Kellogg Creek by the current alignments being offered for study. Three rail lines over the creek would be excessive and detrimental to the park. It is unclear what the impacts might be on bringing salmon back up into Kellogg Creek. This would need to be carefully studied.

We have the following seven comments to make:

1. We oppose any alternative alignment that would require extensive retaining walls along the outflow of either Kellogg Creek or Johnson Creek into the Willamette River.

2. We oppose any alternative alignment that would cause significant negative impacts to the Waterfront Park.

3. We believe that it is possible, however, to include the McLoughlin Blvd. alignment in such a way as to avoid these problems. That would be the focus of such an inclusion into the study: how could we make this a win/win for the entire community?

4. We believe that by considering the possibility of making this transit option a street car option, in lieu of a light rail option, might solve these problems.

5. Street cars have a lighter footprint than light rail and are less expensive to build. People like them.

6. Street cars are actually fabricated here in Clackamas County, so that would meet the triple bottom line of the Natural Step, which is that it be beneficial to the economy, to the environment, and to the social structures.

7. The option to consider a one track line on McLoughlin, and a parallel line on Main Street could also be included in this study, either for light rail or for a streetcar option.

Thank you for your consideration.

Eric Shawn, D. Min.
President of the Friends of North Clackamas Park

rcd 6/12

PORTLAND WALDORF SCHOOL

Supplemental Statement on Public Transportation Systems in Downtown Milwaukie
June 12, 2007

The Board of Trustees at Portland Waldorf School would like to reiterate the school's strong support for appropriately scaled, fiscally and environmentally responsible transportation solutions, including light rail.

PWS recognizes that there would be some advantage to having light rail within walking distance of our campus. However, the prospect of a light rail line situated immediately adjacent to Portland Waldorf School raises serious concerns regarding the safety of the children, the quality of the school environment and the integrity and ecological health of our property. There are other schools in the Metro area that are near light rail, but no other school, as far as we have discovered, has such a close exposure to trains, stations *and* two safety crossings that is being proposed with this alignment.

We believe that at the present time there is a lack of adequate information available to enable those involved to either endorse or oppose a specific light rail solution for the Tillamook Branch of the South Corridor project. Moreover, the proposed SDEIS (environmental impact study) lacks integrity under federal guidelines due to the exclusion of studying an alternative alignment to the Tillamook Branch in the downtown Milwaukie segment. We are aware that such alternatives–multiple options in some cases–are being considered for other segments of this line.

For these reasons, we request that the South Corridor Steering Committee include in the SDEIS an alternative alignment in order to maintain the integrity of this study. The inclusion of an alternative alignment will also provide the adequate time, information and options needed to decide on the best solution.

The Portland Waldorf School Board appreciates the visits various elected officials and staff members have paid to our school to better understand our specific concerns. We invite and welcome anyone interested in touring our building and grounds to contact us to set up such a visit by calling the school office and asking for Robert Cseko or Diane Rowley.

Portland Waldorf School, 2300 SE Harrison St, Milwaukie, OR 97222 503-654-2200

Waldorf Education: creating an optimal learning environment

Waldorf schools offer a developmentally appropriate, balanced approach to education that integrates the arts and academics for children from preschool through twelfth grade. It encourages the development of each child's sense of truth, beauty, and goodness, and provides an antidote to violence, alienation, and cynicism. The aim of the education is to inspire, in each student, a lifelong love of learning, and to enable them to fully develop their unique capacities. Waldorf Education is the fastest growing educational movement in the world.

"The advent of the Waldorf schools was in my opinion the greatest contribution to world peace and understanding of the century." *–Willy Brandt, former Chancellor of West German, former Waldorf parent, 1971 Nobel Peace Prize Laureate*

adapted from Why Waldorf Works, a comprehensive website about Waldorf education, sponsored by the Association of Waldorf Schools of North America (AWSNA)

Waldorf Education . . .

Is based on a profound understanding of human development.
The teachers take into account not only the students' social, emotional, cognitive and physical readiness but also the stage of soul development, before introducing new concepts.

Provides a detailed, richly artistic curriculum.
The curriculum responds to and enhances the child's developmental phases, from early childhood through high school. The teachers foster, within the students, creative and divergent thinking along with linear thinking processes. Imaginative play in nature is crucial to this development.

Cultivates social and emotional intelligence.
PWS has adopted the Social Inclusion program developed by Kim Payne, a renowned child psychologist who has worked with the UN on conflict resolution as well as with many public and private educational institutions both in North America and overseas.

Creates a physical environment conducive to the particular developmental age of the students.
This ranges from the color of the walls and curtains to the light that enters the room and the sounds that fill the environment, indoors and out.

Provides a natural setting for learning in the classrooms.
The students use and play with natural materials: from wax crayons and colored pencils, silk and cotton textiles to the wooden toys for early childhood; from wool and cotton yarn for knitting to fountain pens for writing in the grades.

Connects children to nature.
PWS works to provide an outdoor environment free of distractions that could get in the way of direct experience of nature, particularly crucial for the ages from Kindergarten to Third Grade. Within its own work, the faculty and staff maintain the school grounds with biodynamic and organic processes and cultivate sustainable practices with regards to the maintenance of its building and its surrounding environment.

Extends this natural environment to the visual and aural educational experience.
Beginning in the grades, students create their own music, playing recorders and string instruments. In the early years they experience no electronic media, but rather recite and act out the stories that they learn at school. The teachers strive to cultivate and nourish the senses and avoid over-stimulation to better support the students' mental, physical, and emotional growth.

PORTLAND WALDORF SCHOOL

Position Statement on Public Transportation Systems in Downtown Milwaukie

The Portland Waldorf School (PWS) provides preschool through grade 12 education to 371 students from Milwaukie and surrounding communities. Of these students, 62 attend pre-kindergarten or kindergarten classes; 226 are enrolled in our grade school; 83 attend the PWS High School.

In the five years since we purchased our site, PWS has become an increasingly active participant in the life of the Milwaukie community. We rent space to community groups, open our playground and playing fields to neighborhood children and community athletic programs when school is not in session and interface with the greater community in numerous other ways on a regular basis. We have a positive relationship with the City and look forward to occupying this site for many years to come.

We have grown to value Milwaukie for its high quality of life, due in large part to the small scale and friendly environment of the town core and the historic neighborhoods that surround it. We recognize that such distinguishing characteristics are the result of many years of stewardship by a number of key members of this community, and we feel a responsibility both to our own constituents and to our neighbors to play our part as stewards—now and into the future.

Since 2002, PWS has made significant and ongoing investments to improve and maintain this historic middle school property in ways that reflect the City's efforts to renew the downtown core while preserving its unique character. Many PWS families have also invested in Milwaukie through home purchases and the establishment of new businesses in town. A number of them have moved here from out-of-state specifically to take advantage of our unique educational program.

That program depends in significant ways on the physical environment around our school. Foremost in our own planning considerations are always:

- the safety of our children
- the quality of their school environment
- the integrity and ecological health of our property.

All of these have a direct impact on enrollment and, by extension, the financial health and future of our school.

The prospect of a light rail line situated adjacent to our site raises serious concerns on all three of those fronts, particularly as it would impact the younger children who make up over half of our student population.

Portland Waldorf School cannot support any mass transit proposal that could compromise the safety of any of our children or the health of our programs. Those issues must come first, followed closely by our concern for maintaining the quality of life in the surrounding neighborhoods.

However, PWS is supportive of appropriately scaled, fiscally and environmentally responsible transportation solutions that reflect the size of historic Milwaukie. We feel such services would enable many more of our families and older students to utilize public transportation as a viable way of getting to and from school.

In summary, we hold that any expansion of the mass transit system in Milwaukie must preserve the unique aspects of small town life and not threaten the security of our students or our school. We look forward to joining with our neighbors and the governmental bodies involved to craft a solution that addresses these concerns.

Received at PC / CC
Public Hearing
Date: 6/14
By: KM

June 12, 2007

Good evening chair Klein and commission members. I am here this evening to ask for your help in recommending that Mayor Bernard suggest to the South Corridor Steering Committee, an additional SDEIS study be performed for an alternate alignment of the proposed light rail line along McLoughlin Blvd.

The reasons for this request are numerous:

St. John the Baptist Catholic Church and School management teams are extremely concerned about the location of the track and a potential light rail station being this close to the church and school. From the dimensions that we have seen it appears the distance from the track will be less than sixty (60) feet from the west property line of the church Following is a list of issues that we are particularly concerned about.

Crime: This would include fights, assaults, theft and breaking into cars and buildings.
St John's has pre-kindergarten kids attending classes on this campus, and God forbid any thing should happen to one of them.
According to national statistics released this week crime continues to drop in Portland. But submerged in that observation is a notable exception: Robberies especially what police call street robberies or pedestrian robberies.

Even as most crimes are trending downward, street robberies are up 25% this year through May 1, according to the Portland Police Bureau. The robberies are not broken down by age but teenagers are increasingly involved in crimes of opportunity.

Robbers seek easy marks:
The robberies are cases like the well publicized instance in January in which four girls aged 13 to 16 beat up and robbed a 16 year old girl near the light rail tracks at the Lloyd Center.

Or the case a year ago when several girls followed two Japanese exchange students carrying shopping bags from Macy's and robbed them after they got off a Max train.

Quite often the targets are spotted either departing or waiting for TriMet buses or light rail trains which is understandable since a lot of the perpetrators do not yet have driver's licenses.

Light rail can provide the means for these teenagers to travel from the city to the suburbs because they run frequently, and often times at no cost because the kids avoid paying fares due to the lack of security.

This crime information is provided by Tim Garling, who as director of operations, for TriMet oversees safety and security and works with the

agency's Wackenhut security guards as well as regular cops like the Portland Police Bureau's transit police. He said the transit police and Wackenhut are given photos of active criminals to keep an eye out for, not only that, but the agency has a person whose main job is to review closed-circuit TV tapes from TriMet vehicles to track down suspects in crimes. It is kind of a daily activity, he said.

Vandalism: This would include tagging of property, damage to walks and retaining walls, leaving obscene magazines and pictures lying around. St. John's is already experiencing these types of activities and having the track and a potential light rail station this close to the property will dramatically increase the potential for these actions.

Parking: If a station is located near Harrison, Monroe, or Washington streets there is no parking for the riders to park at. Because of this they will take advantage of the existing parking lots at Waldorf, St John's, and Milwaukie High schools. These lots are already full and at times due to overflow they will allow parking in one another's lots. St. John's has an agreement with Milwaukie high school to use part of St. John's lot during athletic and or special events. This works fairly well, but there are times when both schools have events at the same time resulting in a shortage of parking. You can imagine should a light rail station be placed any where near these schools the type of problems this could cause?

Traffic: Harrison, Monroe and Washington streets already back up during peak hours. Washington Street in particular is a problem since the new pedestrian protection law went into effect requiring a driver turning onto McLoughlin, to wait to make the turn until a pedestrian reaches the curb on the opposite side of the highway. This causes the stacking areas between McLoughlin and main street, and between 21st and 25th streets to fill up, thus causing back ups which result in delays. You can imagine with a train crossing these roads every 7 minutes how this would add to the problems.

In regards to the Mayors first question: **Does a large cross-section of the community support the inclusion of a Mcloughlin and/or Main Street alignment in the South Corridor phase 2 SDEIS study?**

During the masses at St John the Baptist Catholic Church that were held on the weekends of June 4th and June 11th we received approximately 367 signed petitions supporting the inclusion of an alternative alignment for the proposed light rail. We inserted the petition in the bulletins and as mentioned prior we received back approximately 367 signed petitions. This represents a huge return and also represents a large cross-section of the community, who are in favor of an addittional SDEIS study.

Question two: **Does a Mcloughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?**

I have been in Commercial Development and Construction, for 41+ years. During this time we specialized in retail development which involved major type anchors, (Home Depots, Sears, Albertson's Linen & Things,) to name a few, and also specialties which would include all kinds of restaurants (both sit-down and fast food types) and most of the in line shops like Title Company's, gift shops, clothing stores and sport's equipment to name a few. I believe that the preferred location (meaning the Tillamook Line) could not be in a worse location for the economic benefit of the downtown business community. This location puts the train at the backdoor of the businesses and in addition is to far from them. Transit needs to be convenient, close, and visible from the front doors of the retail it is meant to serve. Regardless of what people say without the mass of a large urban city, light rail becomes a commuter rail taking people out of the suburbs to their places of employment which at this time is not Milwaukie. The correct location for the train is along the water front from both an aesthetic point of view as well as assisting in the success of the retail entity existing now and in the future. This location would place it much closer to the downtown core and provides for improved locations for stations.

I will ask again that you support an SDEIS study for McLoughlin Blvd. and ask Mayor Bernard to insist that the steering committee also agrees with the people of Milwaukie, and include this study.

Sincerely:
Gerald M. Foy
Representing St. John the Baptist Catholic Church:

PLEASE PRINT LEGIBLY

Date: 6-12-07

I wish to address Planning Commission on agenda Item # 4.1

Name: Eloise Lissit Organization: Milwaukie Citizen

Address: 6146 SE Kellogg Ct, Milwaukie OR 97267

Phone: 503-344-6507 Email: Eloelizab@aol.com

Comments:

I would like the planning commission to remember that if the current proposed alignment is implemented it will negatively impact several hundred families who live in Milwaukie who send their children to the two schools which would be negatively affected.

I would like to have an alternative alignment considered since the current alignment seems to have so many negative impacts within Milwaukie and to so many families within Milwaukie.

PLEASE PRINT LEGIBLY

Date: 6-12-07

I wish to address Planning Commission on agenda Item # 4.1

Name: Teresa Farrell Organization: Portland Waldorf School

Address: 1555 SE Lambert St

Phone: 503-232-0147 Email:

Comments:

I would like to request an alternative alignment to the LPA - Especially double tracking main st. and or studying further the existing transportation corridor 99E. I would love to see a revitalization of Downtown Milwaukie that includes a pedestrian mall / public transportation type of design on main street. I believe that light rail on Main street would be a boon to business - It has helped Interstate where I work at Kaiser. The area has improved since light rail was installed down Interstate Ave! OR What about a bridge over 99E? I agree with the woman (Charmaine) about the need for additional creativity - There surly is some all win for light rail! Thanks

PLEASE PRINT LEGIBLY

Date: 6/12/07

I wish to address Planning Commission on agenda Item # 4.1

Name: Cecilia Speth Organization: PWS Parent
Address: 3542 SE 70th Ave Portland OR 97206
Phone: 503 231-3907 Email: Cecilia_Speth@yahoo.com

Comments:
As an individual with a background in environmental Studies, who has relied on public transit exclusively in both Boston and San Francisco, I am in support of Light Rail/Street Car/Public Transportation however I am very skeptical that the existing proposed alignment is the best option; until we consider several possibilities I will not know one way or the other. We all deserve a thorough investigation of varied options.

PLEASE PRINT LEGIBLY

Date: 6/12/07

I wish to address Planning Commission on agenda Item # 4.1

Name: Scott Lissit Organization: Citizen of Milwaukie
Address: 6146 SE Kellogg ct Milwaukie OR 97267
Phone: 503-344-6507 Email: Explore@Lissit.com

Comments:
I really think the street car idea which was proposed was a great idea. Please consider it!

PLEASE PRINT LEGIBLY

Date: June 12, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: Cheryl Fisher Organization:

Address: 13407 SE Nixon Ave

Phone: (503) 659-1986 Email: GraceElohim@June.com

Comments:

Please consider alternative alignments to the Tilamook alignment.

I believe that with creative and imaginative possibilities be

Studied that allows for all of Milwaukie to benefit.

Please consider street cars as a possibility too.

PLEASE PRINT LEGIBLY

Date: 6-12-06

I wish to address Planning Commission on agenda Item # 4.1

Name: Downtown District Organization: North Industrial Area Property Owners

Address: 8206 SE McLoughlin Blvd

Phone: 736-3738 Email:

Comments:

Received at PC CC
Public Hearing
Date: 6/14/07
By: KM



June 13, 2007

Milwaukie Planning Commission
City of Milwaukie
10722 SE Main St.
Milwaukie, OR 97222

Dear Planning Commission members,

Thank you for the opportunity to provide comment on Mayor Bernard's request for a recommendation on the community support for and the merit of adding a McLoughlin and/or Main Street alignment to the South Corridor Phase 2, SDEIS Light Rail Study.

Pendleton Woolen Mills has been doing business in Milwaukie for over 50 years. Current operations include a 68,000 sq. ft. facility at 8500 SE McLoughlin and a 80,000 sq. ft. distribution center at 2516 SE Mailwell Drive. These operations employee over 50 people.

Pendleton has been involved in light rail planning since the early 1990's through meetings with the City of Milwaukie, City of Portland, Metro, TriMet and ODOT. Pendleton has also participated with the North Industrial Working Group and currently with the Transportation System Plan Update. The various light rail options will have significant impact on our ability to continue existing operations, or expand them in Milwaukee.

To address the Mayor's request:

Does a large cross section of the community support the inclusion of a McLoughlin or Main St. alignment? NO!

- The additional options presented do nothing to address the current significant transportation issues in the North Industrial Neighborhood.
- The additional options only increase the impacts to the North Industrial Neighborhood.
- Not a single neighbor has expressed support for the inclusion of the additional options to the SDEIS.

Does the McLoughlin and/or Main Street alignments have merit with regard to downtown's future economic development, urban design and revitalization? NO!

- The additional alignments would have significant negative economic development impacts on the North Industrial Neighborhood and it's ability to provide employment and economic growth.
- The addition of a second rail corridor in downtown Milwaukie would compromise the potential for urban design.
- The McLoughlin and/or Main Street alignments would create severe negative transportation impacts to McLoughlin, Hwy 224, the North Industrial Neighborhood and Downtown and stifle the City's revitalization efforts. The purpose of building light rail to Milwaukie is to resolve those impacts, not create them. The proposed alignments would also impact the City's effort to re-connect to the Willamette River.

Light rail planning is a complex and arduous task. The concerns raised with the Tillamook alignment through downtown can and will be addressed through public involvement, education and design. TriMet has demonstrated the ability to successfully address these concerns in every community in the region. The City of Milwaukie, with its dedicated staff and involved citizens, will be no different.

I urge the Planning Commission to recommend the Mayor support the three alignments in the South Corridor Phase II refinement report and reject the request to study the McLoughlin and/or Main Street alignments.

Sincerely,



Charles B. Bishop
Vice President – Mill Division
Pendleton Woolen Mills
8500 SE McLoughlin Blvd.
Portland, OR 97222

Received at PC / CC
Public Hearing
Date: 6/14
By:

rec'd 6/14

Planning Commission Meeting – June 14, 2007

My Name is: Dave Green. I live in Milwaukie at 5431 SE Willow St.

I am currently the Chair of the Riverfront Board, which is charged with re-developing the Riverfront Park in Milwaukie and re-connecting that Park to Milwaukie's downtown.

Most of you are aware of our efforts over the last 10 years to reach consensus on the design of the riverfront park, addressing the Boat Ramp, parking and a host of other concerns, almost all of which are driven by the small size of the park and its inherent value for multiple uses on the riverfront. We have made remarkable progress over the last couple of years and we're now in the midst of design and permitting for our design.

HAND OUT DESIGN OF RIVERFRONT

Speaking first as the Board Chair, I want to let you know that the Board, by a vote of 6-1, voted ***NOT*** to add the Alternative McLoughlin and Main Street alignments to the SDEIS process. The Board was very clear, even the one dissenting vote was clear, that any alternative that impacts our hard-won compromise, and the resulting design was not acceptable to the Board.

Now, I want to speak as a Milwaukie citizen, and as someone that has spent the last 10 years actively working toward improvements in downtown, and along the Willamette Riverfront, actively working to reconnect Milwaukie with their riverfront.

I am adamantly opposed to considering a McLoughlin or Main Street alignment as part of the South Corridor SDEIS light rail study.

HAND OUT THE PHOTOS OF LIGHT RAIL

All the alternatives developed for the McLoughlin corridor impact the riverfront park in three major ways:

1. All the alternatives take green space from the park

Even the single lane alternatives take acreage from the park. We have fought and battled with ODOT and Metro and others for every square foot of park space along the riverfront, and we're already squeezed by the recent Mcloughlin widening project, bike lanes and frontage requirements. This is a very narrow strip of land, tucked between two very sensitive creeks. Light rail and further reductions in park land will impact our current design, park and boat ramp parking, quiet space in the park, and our ability to improve creek and river habitat while providing a significant space for Milwaukie's citizens to enjoy and connect with their riverfront.

All the McLoughlin alternatives also require the use of retaining walls, which will further impact the natural areas of the park. These, coupled with the concrete support columns in

the middle of Johnson Creek will greatly impact the natural areas of the park, limit habitat restoration efforts, and bring more concrete structures into the park.

2. All the alternatives separate the Riverfront park from downtown.

Rail lines themselves will create further distance, widening the distance between downtown and the riverfront. All the alternatives result in greater physical separation of the park from the people that it serves and the Downtown that we're trying to enhance.

Due to the traffic volumes and speed on McLoughlin, rail lines on McLoughlin will require fencing to protect the public, and will further limit connectivity to the park - both visual and physical connections. Narrow openings/corridors will be the only way to cross from downtown to the park, and the public will be herded through gaps in the fencing along with traffic coming in and out of downtown.

Light rail requires overhead electric lines. These, along with the greater roadway width, and the trains themselves, will greatly reduce the views that we have been working to open from downtown to the river. Busy rail lines and power lines, along with criss-crossing traffic will further reduce the public's ability to view and be drawn to the riverfront.

This connection between downtown and the riverfront is vital to the economic health of downtown and the mental health of our community. As humans we have a strong need to connect to nature and to connect with rivers and streams. It is part of what makes us whole and it's very important to this community. Whether you're a fisherman, a kayaker, or a bird watcher, this park provides a connection to a natural place that offsets the man made world of our cities and towns. We have spent a tremendous amount of time working to reconnect Milwaukie with their riverfront. Don't cut our community off from the river again.

Rivers make for great cities, and great cities make it easy to connect to their rivers.

3. An finally, all the alternatives result in a halt to progress on the park while a determination is made regarding how much land is taken out of the park for light rail.

Make no mistake that considering this alternative will halt the progress that we're making on the park design and permitting.

This EIS process will take a minimum of a year to determine how much land is removed from the park and the complete impact on the current design.

Alternative alignments could eliminate planned parking spaces, alter the location of the boat ramp, modify the trolley trail through the park, and have other significant impacts on the design. As we've seen happen with other projects in Milwaukie, this indecisiveness will lead to lost funding opportunities, a divided community, and lost consensus on some hard fought compromises over boat ramps, parking, and park space.

This indecision could mean the loss of support by agencies that look for clear community direction - State Parks, the Marine Board, the Governor's office, and others.

Summary

I believe that if light rail is to come through Milwaukie, it should remain on the Tillamook railroad right of way. Not in My Backyard is not a planning process.

If the issue is noise and impact, I don't understand why anyone would want to move that light rail line down to the riverfront and reduce the value of our park.

If the issue is security, I don't understand why people would think that it's OK to site a light rail project in the middle of a public park rather than a near a school.

If the issue is the environment, then I can not understand why anyone would sacrifice some of the very last riverfront and creek front habitat for an existing railroad right of way that can already accommodate the necessary track width.

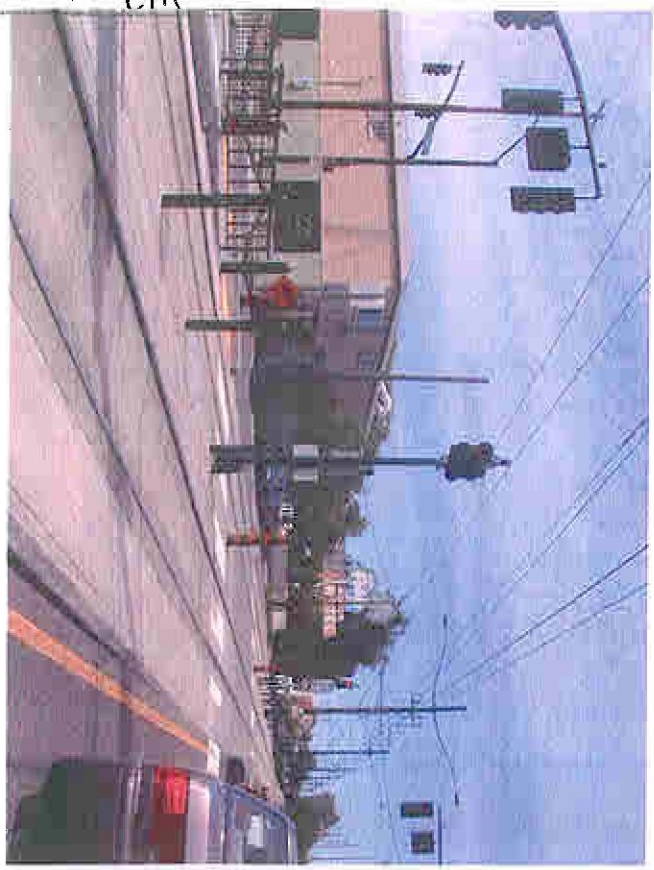
And if this issue is now before the Planning Commission, then I can only ask this Planning Commission to have some Vision, and to hold true to the decades of planning work that have gone into revitalizing the Riverfront and Downtown.

I urge you to recognize the progress that we've made and envision a Milwaukie downtown that is reconnected to its creeks and riverfront. Imagine a front yard for Milwaukie's downtown that stretches from a group of thriving businesses and mixed use housing units, across an accessible, slowed-down McLoughlin Blvd, directly to a green park that promotes boating, huge fish runs up the creeks, and space for adults and children to play.

The concerns expressed by the advocates of the McLoughlin alignments may be real, but they can be addressed – safety, security, and noise. Don't solve their NIMBY problems by opening the door to creating even larger ones along the riverfront. And don't stop the progress on our riverfront – it's the key to making Milwaukie back into the thriving River Town that it once was.

Received at PC / CC
Public Hearing
Date: 6/19/17
By: KM

rec'd 6/19





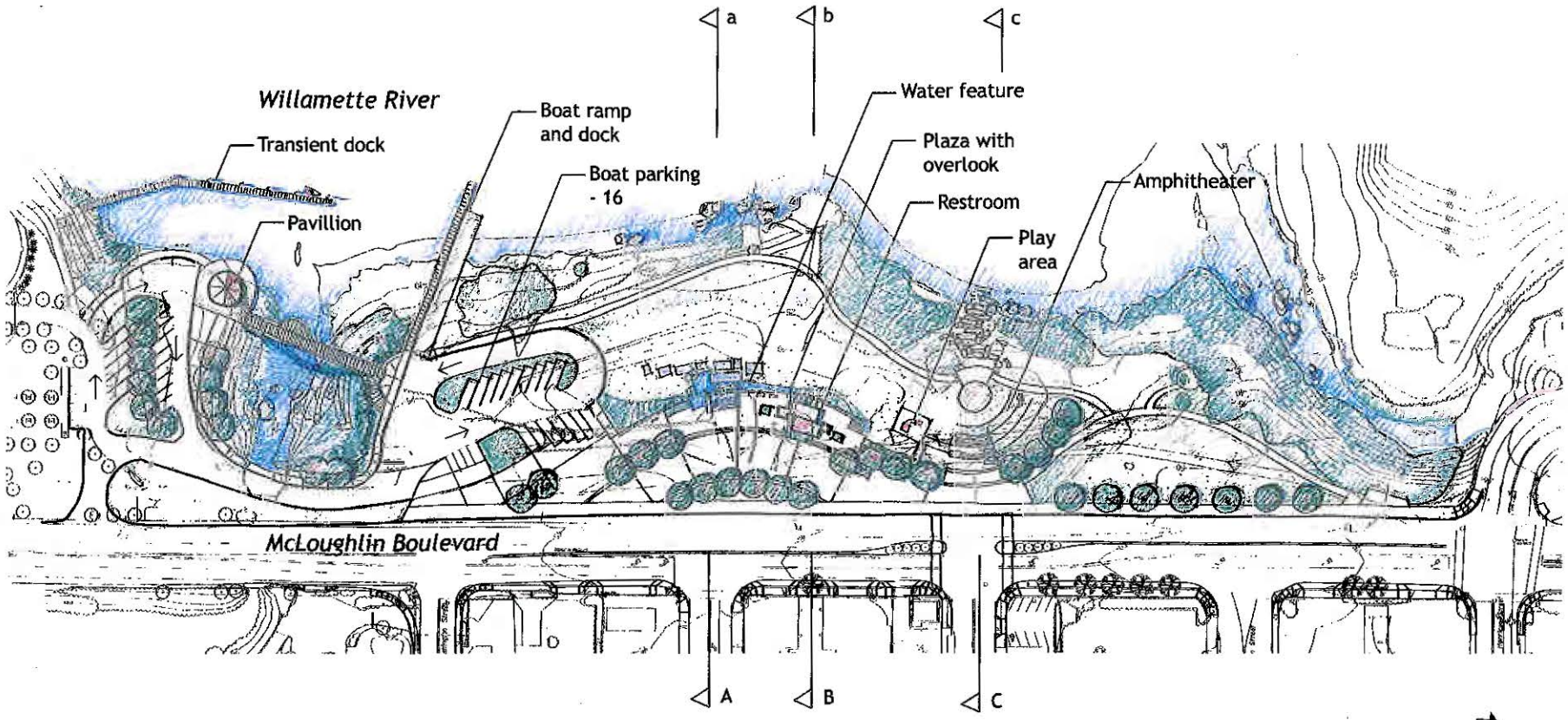






Received at PC / CC
Public Hearing
Date
By

Milwaukie Riverfront Park



CITY OF MILWAUKIE

DAVID EVANS AND ASSOCIATES INC.

Site Plan

January 2007

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4019
(503) 731-8200
FAX: (503) 731-8259

rec'd 6/14

June 14, 2007

Received at PC / CC
Public Hearing
Date: 6/19/07
By: KM

File Code:

Planning Commission
City of Milwaukie
City Hall
10722 SE Main Street
Milwaukie, OR 97222

RE: McLoughlin Boulevard Design Option for South Corridor Phase II

Dear Commission Members:

In a May 14th letter to the South Corridor Steering Committee Mayor Jim Bernard requested time to evaluate the possibility of adding a McLoughlin Boulevard and/or Main Street alignment to the SDEIS study for the proposed Milwaukie to Portland light rail project. In response to the Mayor's request, staffs of Metro and TriMet have asked ODOT to enumerate any observations and concerns we might have with such an alignment.

While ODOT remains open to looking at all possibilities, there are several concerns with such a proposal. McLoughlin Boulevard (Highway 99E) carries a heavy volume of traffic, and ODOT would have serious misgivings regarding vehicle and pedestrian safety issues, highway operations, and the resulting reduction in highway capacity, particularly during peak periods. We expect additional traffic control devices, such as signals, would be required, and turning movements would be made more complex due to the addition of light rail with its associated stations and pedestrian requirements. If widening of the highway is made necessary, we anticipate significant property impacts would be required, primarily to the east of the highway, due to constraints on the west.

TriMet, Metro, and City of Milwaukie staffs have produced three alternative conceptual alignments; two on McLoughlin Boulevard and one on Main Street. ODOT comments and concerns associated with each alignment option are as follows:

McLoughlin Boulevard – West

- The diagonal crossing of the Harrison Street intersection with both north- and southbound tracks will likely require four gates. ODOT's Rail Division may wish to exercise jurisdiction over this intersection. Delays of through traffic would be significant due to the time required to clear the intersection prior to lowering the gates and creating significant loss of capacity. Mitigation, if available, could include additional travel lanes.
- Driver expectations and pedestrian movements will need to be managed. Right turn on red would not be allowed and pedestrians would not be permitted to cross when cross traffic is stopped as light rail trains could be coming from either direction. Pedestrian safety, especially with additional congestion, would be a concern.

- ODOT would anticipate problems with pedestrian crossings at the Washington Street intersection – the combination of a new traffic signal, the light rail station, incoming and departing buses, and a Park & Ride facility, would undoubtedly result in numerous and complex pedestrian movements.
- Pedestrian safety at Lake Road crossing from the Park and Ride to the station is a concern.
- Steele Street intersection is problematic – this street might have to be closed.

McLoughlin Boulevard – Center

- Most of the same concerns as with the west alignment, plus:
- McLoughlin Boulevard would be reconstructed to place a 23 – 27 foot wide alignment in the highway median. Expansion of the right of way to the east would be expected.
- There is no precedent for center running light rail on a roadway of this classification and traffic volume – it may not be allowed by the State Traffic Engineer.
- An additional signal on McLoughlin Boulevard north of Harrison Street would require detailed study and possible mitigation if it adversely impacts capacity.
- Expect relatively severe pedestrian problems – pedestrians would have to cross at least two lanes of McLoughlin Boulevard in order to access each station.
- The current ODOT preservation project on McLoughlin Boulevard would be partially removed and rebuilt.
- New signals would be added to McLoughlin Boulevard increasing travel times, traffic delays and congestion.
- McLoughlin Boulevard currently carries approximately 56,000 vehicles per weekday – adding a light rail alignment in the center of the highway would severely impact traffic throughput.
- A new road about one block north of SE Scott Street providing access to McLoughlin would have insufficient queue space and would back up traffic on Main Street. Any such new street would likely need to be wider and provide longer queues in some configuration.
- There is concern about safety when driving on rail tracks at highway speeds where the light rail track would enter McLoughlin Boulevard.

Main Street Couplet

- The same diagonal crossing of the Harrison Street intersection as in the McLoughlin West alignment, although with only one track, will still likely require four gates. ODOT Rail Division may wish to exercise jurisdiction. Driver expectations and pedestrian movements will need to be managed.
- The intersection of Scott Street with McLoughlin Boulevard would also pose traffic difficulties.
- Probable Section 4F impacts would most likely force the alignment and Highway centerline to move east, creating additional reconstruction and property impacts.
- The Washington Street intersection would have a very tight turn and would require the addition of a traffic signal. This intersection would also pose difficult maintenance issues.

General:

- ODOT has significant concerns about all of the options presented relative to McLoughlin Boulevard operations. Approval of any of these options would be unlikely without substantial design mitigation, i.e., additional lanes, etc. Such mitigation may not be feasible nor available, and if available would increase impacts by requiring additional right of way, either from park land on the west side, or more likely from private property on the east side, or both.
- ODOT is also concerned about potential increases in maintenance requirements of the roadway wherever the light rail alignment would cross traffic lanes.

Respectfully submitted,

Jason Tell, Region 1 Manager
Oregon Department of Transportation

JT/rd

Received at PC / CC
Public Hearing
Date 6/14
By: KM

June 14, 2007

To: Milwaukie Planning Commission, Mayor Bernard

From: Kathy Buss

RE: Proposed McLoughlin Light Rail Alignment.

The proposed McLoughlin Light Rail Alignment is not a good fit for Milwaukie. As has been stated before, there are many more disadvantages than advantages to this particular route. Among the disadvantages are the direct costs of the rail crossing McLoughlin, the further limitations placed on McLoughlin - forever, the innumerable, ghastly repercussions to Riverfront Park and therefore to what we prefer to call the Heart of Milwaukie, the detriment to Farmers Market if and when it is moved to the Riverfront Park, and last but not least the liveability factor both for current residents and potential residents and consumers using McLoughlin.

While there are certainly some intense challenges to be faced with the current study plans I prefer to be optimistic that they can be overcome in at least a satisfactory way. It is true that I am pro-light rail, but it is more because there has been no alternative, much less a "perfect" solution brought forward. Doing nothing is not acceptable and light rail does work. Milwaukie can make it work to our advantage. The challenge of school childrens safety is legitimate and must be addressed. Just as important is the traffic flow East/West on Harrison, Monroe and Jefferson. I don't know a viable solution to stopping traffic completely about every seven minutes. Backup on the turn lanes on McLoughlin will be, well, backed up. But in spite of these extreme challenges to be faced, the current proposed plans are still supremely superior to a McLoughlin line which only has one advantage – it isn't so close to a school – which, who know, may not be there in 5 or 10 years.

Some of the people supporting this new proposal were/are so much up in arms about the Main Street Development due to moving the Farmers Market. Whatever do they think will happen to Farmers Market with so much of the Riverfront Park GONE! Some of the people supporting this new proposal were talking about wasting money on the study. In truth, more money will be wasted in adding this proposal, and if indeed it ever got as far as being the LPA, which I can't imagine happening in all reality, but if it did so much MORE money will be needed to buy property, build the overpass, etc, etc, etc.

I strongly encourage you to read the materials very carefully. I believe you will find the answer to what is better for Milwaukie within the current study perameters.

Thank you for your time. I do appreciate your willingness to listen to all points of view of residents.

Kathy Buss

June 14, 2007

Received at PC / CC
Public Hearing
Date: 6/14/07
By: KM

To: City of Milwaukie Planning Commission

From: Charlie Stephens

Subject: Public Forum on SDEIS Light Rail Alignments

As an attendee at the June 12th public meeting on this topic, I was impressed by the process, and by the amount of information available to those of us interested in participating in the discussion of this important set of issues. Given the short time line for the discussion, I think the Planning Commission is doing a great job of allowing input and in creating the climate for a reasoned dialogue.

I'll digress a moment to explain my background. I am a current member of the City's Transportation System Plan (TSP) Advisory Committee and its Freight Access subgroup, though the views expressed here are my own, and not those of the Committee or its subgroups. Until recently I was a senior policy analyst at the Oregon Department of Energy, where one of my task areas was sustainable development and its energy implications. I have a formal education as a civil engineer, with a focus on transportation and civil infrastructure. I have an extensive background in public policy, from the national to the local level.

As I reviewed the light rail alignments offered for consideration, my first impression was that they all were designed to create the maximum possible disruption to existing infrastructure and the maximum possible cost. While this is certainly not literally true, it is the overall impression created.

Some observations:

1) The McLoughlin alignments are uniformly ill-advised. Not only will the cost of adjusting existing infrastructure (overpasses, underpasses, streets, removal of businesses and buildings, etc.) be prohibitive, but when completed, the operation of the light rail system will have a seriously adverse effect on traffic flow on McLoughlin Boulevard and all of the side streets entering this main thoroughfare within the City. The construction will impact the Johnson Creek outflow area, and the presence of the light rail tracks will diminish the utility of the waterfront park and adversely impact access to it. All of this is true regardless of whether the light rail is in the center of McLoughlin Boulevard or to the west of it. There is little in the way of relative benefits to offset these unfortunate impacts.

2) The Main Street alignments, north of Milport Street in the north industrial area, are also uniformly ill-advised. There are already serious freight access problems for the businesses in the industrial area (an essential employment center), and all of the potential solutions to these problems are seriously and adversely affected

by the addition of light rail on the east side of this stretch of McLoughlin Boulevard.

3) The Locally Preferred Alternative alignment (LPA), which imposes the adverse impacts noted in 2) above, then goes on to impose serious costs as it crosses under the Tillamook Branch Railroad (existing freight tracks) and goes on to set itself up for a very expensive and controversial future crossing of the Kellogg Lake Basin and Kronberg Park. This is true of any alternative alignment that places the light rail tracks to the east of the existing freight rail tracks in Milwaukie.

4) The Milwaukie Working Group Alternative (WGA) very much limits adverse impacts to the north industrial area by bringing the light rail past this area next to the main line and Tillamook branch rail tracks. When it reaches 224, there are some options, not all of which have been considered.

5) Any Main Street alignment, south of 224, that involves putting both northbound and southbound light rail tracks on Main Street will adversely affect the function of the downtown business district, mostly its traffic circulation and parking (loss thereof).

Given the above, I can draw at least one conclusion in answer to the Commission's two questions:

Any alignment that involves putting the light rail on or directly next to McLoughlin Boulevard (including the McLoughlin/Main Street couplet) will adversely affect all of the other transportation functions of the City in its downtown and north industrial area, and will adversely affect the future development, urban design and revitalization. None of these alignments should be considered.

With regard to a Main Street alignment, I'm disappointed that at least one promising alignment has not been considered. It's an alignment that might very well resolve many of the most adverse impacts of the options presented.

This alignment might be called a Tillamook Branch/Main Street couplet. It would use the Milwaukie Working Group alignment down to the south end of the industrial area. There the light rail tracks would split, with one track running on the west side of the Tillamook Branch tracks to Adams Street. The other track would branch west to the Park & Ride facility/station at the south end of the industrial area, and then continue up the center of Main Street to the Milwaukie Park & Ride facility/station and rejoin the other track at Adams Street.

There are a number of advantages to this couplet alignment:

1) The north industrial area would be minimally impacted.

2) Both the Southgate and Milwaukie Park & Rides are preserved.

3) The only overpass/underpass work that might be required is where 224 passes over Main Street. This option might, therefore, have lower costs, by a lot, than any considered so far.

4) Main Street impacts would be minimized, with most parking preserved. In all parts of the couplet, the single-track impacts are notably less severe than the double track impacts, especially in terms of space required and displacement of existing infrastructure.

5) While there is no reason to presume that the light rail system must continue south of Milwaukie (perhaps a trolley system should take over from Milwaukie southward), this alignment does not preclude this possibility.

6) With this alignment, the train frequency impacts, limited as they are, are reduced by half along each branch of the couplet. This is a relative benefit to traffic flow and those living or working nearest the tracks.

7) The fewest businesses would be impacted with this alignment (by impacts, I mean removed to make way for the light rail system).

8) This option would have the lowest impacts on riparian areas (Johnson Creek, Kellogg Lake and the waterfront).

9) The waterfront, including access to it, would be entirely unaffected.

10) Traffic flow impacts, both on 99E and on downtown streets, would be minimized.

11) There is no interaction at all with the Tillamook Branch line tracks or its trains, except for some sharing of gated crossings.

So when it comes to the Commission's two questions, I draw two more conclusions:

1) No Main Street alignment should be considered to the extent that it includes a Main Street alignment north of Milport Street. Such alignments will have an adverse affect on Milwaukie's future development.

2) If the right alignment elements are combined, as for the couplet described above, then the use of Main Street, south of 224, as part of an alignment should be considered. I believe that properly done, the light rail system can have a very positive impact on Milwaukie's economic future and make a positive contribution to the City's social fabric.

There is one other issue of importance that has relevance regardless of which alignments through Milwaukie are ultimately studied. I note with some consternation that of the three alignments proposed for SDEIS study before the McLoughlin and Main Street alignments were added to the mix, only the LPA is being studied without an extension to Park Avenue. It's my belief that much of the adverse impact assigned to the Working Group Alignment option (see the Southern Terminus Summary Matrix on p.10 of Katie Mangle's June 3rd, 2007 memo to the Commission – Exhibit 4.1 Page 13) stem from the extension to Park Avenue. It would be highly appropriate to study the Working Group Alignment option without the extension to Park Avenue. To do otherwise will mask the relative merits of the WGA avoidance of the adverse impacts on the north industrial area. If the extension to Park Avenue is attached to the WGA because of the lack of a Park & Ride facility associated with this option in the absence of the extension, I respectfully refer the Commission to the Tillamook Branch/Main Street couplet option described above.

In answer to a few of the comments made on the evening of June 12th, I offer a bit of further input.

It has been my experience to spend a lot of time in meetings and working in the lower floors of buildings located directly on the light rail lines in Portland. I can say without reservation that the operation of the system has virtually no impact whatsoever on the people or the activities in those buildings. While on the first few occasions, the experience was a bit novel, I (and everyone else) soon got so used to the gentle noise of the passing of the trains that we literally didn't notice them most of the time. They simply become a fixture of the cityscape, and no small source of pride to many.

I heard quite a bit of testimony from representatives of the Waldorf School, and one from St. John's Catholic Church and school with regard to potential disruptive impacts from passing trains and the potential proposed station at Harrison Street, and attempting to attach a significant crime potential to the light rail system. All of the potential impacts cited by these people are highly overblown. Indeed, in the case of the schools, perhaps these people should visit and observe activities in the daycare facility located immediately adjacent to the Oak Street Station in downtown Portland. From my personal observations, neither the children nor their caregivers pay any attention whatsoever to the trains. The novelty has clearly long ago worn off, and based on the observations of a much amused light rail passenger waiting for a train, the children are not at all distracted by the presence of the trains. This would be much more likely in the case of the Waldorf School, which is located quite a distance from the tracks compared to the example at Oak Street. With an appropriate barrier, even the limited amount of visual distraction could be eliminated.

As for crime, it's true that crime has occurred near the light rail system. And those examples are readily cited by opponents of light rail. However, they never cite the statistics with regard to the much larger numbers of the same type of crimes that occur in places nowhere near the light rail system. What we have may be a growing teenage crime problem, but it is not a problem created by the light rail system, nor is it closely associated with the light rail system. Correlation is not causation.

That being said, I do not support the proposed station location at Harrison street. It's redundant to the station at the Park & Ride and a presumed station somewhere along Main Street, particularly if the couplet described above were to be considered. The removal of this proposed station should mitigate at least some of the concerns expressed by the representatives of the Waldorf School and St. John's.

In the long run, we will need an electrified transportation system. The light rail will become a critical part of that system, and the time to invest is now. But I urge the Commission members to do their very best to minimize the adverse impacts to the existing fabric and function of the City and to minimize the cost of providing this much needed service. And thanks very much for allowing me to provide this input to your process.

Respectfully submitted,

Charles M. Stephens
14115 SE Fairoaks Avenue
Oak Grove OR 97267
503 786-6138
cstephens@spiritone.com

Received at PC / CC
Public Hearing
Date: 6/14/07
By:

Advantis
credit union

P.O. Box 14220
Portland, Oregon 97293-0220
Phone 503-785-2528
www.advantiscu.org

To: City of Milwaukie Planning Commission

From: Tim Clouse, VP of IT/Facilities, Advantis Credit Union

Date: June 13, 2007

Subject: Public Comment on SDEIS Light Rail Alignments

In 2003, then Electra Credit Union completed the construction of our new Administration building at 10501 SE Main, Milwaukie Oregon. Since that time we, much like Milwaukie have undergone a number of transformations, most notably merging with PACE (Portland Area Community Employees) Credit Union and becoming Advantis Credit Union. We have always favored initiatives which have helped bring business and growth to downtown Milwaukie, the South Corridor Phase 2 Light Rail among them.

This is a very complicated issue. Overall, I believe the objective for bringing the light rail system into Milwaukie is to complement the City's plan for renewing downtown Milwaukie. While I strongly agree with many of the points raised by Milwaukie citizens living along the proposed Tillamook rail alignment and fully understand why they want other alternatives brought before the planning commission, I also believe that a "McLaughlin and or Main Street" alignment would have a serious detrimental impact on downtown and would in fact hamper Milwaukie's ability to bring in new businesses, while actively damaging businesses that already reside in Milwaukie.

Milwaukie is moving to a "high density" living format. Retail ground floors with town house/condominiums above, much as the Lloyd Center area has done, and it appears to be working fairly well. Lloyd Center has a nice combination of "destination" locations such as the Lloyd Center Mall, movie theatres, restaurants etc. There are a number of major streets, easy traffic access, pedestrian walkways, bike lanes, parking and public transportation, including light rail. But that does not describe Milwaukie.

Currently Milwaukie is not a "destination" for a large number of people. Basically, it's a destination for those people that live or work here. The limited parking is an ongoing issue further exacerbated by the high density new construction on the old Safeway lot. Traffic is often congested and businesses have at most a "limited" number of parking spaces convenient to their customers. We do have a busing "hub" in Milwaukie, but my understanding is that is considered less than desirable and the city, or its citizens, have been trying to move it out of the downtown area for a number of years. For the downtown revitalization project to succeed Milwaukie will need to find the appropriate mix of successful businesses, infrastructure and community. Ignoring any of these factors will doom the project to failure.

Most people will not be taking mass transit to Milwaukie; they will be driving to Milwaukie to then take the light rail further into Portland. The planned parking structures,

for both the Tillamook and McLaughlin alignments seem like they would be under-sized to handle the current parking needs plus the needs of "park and rides" for the light rail. Those cars will park somewhere, either in parking areas for our downtown businesses or in the outlying residential areas; areas that, in many cases, lack sidewalks or bike lanes, raising safety concerns for those who are then walking or biking to the light rail. For retail businesses, a lack of parking will drive their customers to go somewhere they can park. Sooner or later, the businesses will follow. Placing the Light Rail along the west side of McLaughlin would raise similar concerns in regards to traffic congestion due to train crossings and increased pedestrian traffic, and have the additional impact of reducing the available riverfront park space.

An alignment on the East side of McLaughlin would require a number of properties to be "displaced" including Advantis's Parking structure. A parking structure which we were required by the City of Milwaukie to include when we built the building, which was only 4 years ago. In addition, our emergency generator and main power transformers are located along the McLaughlin side of our parking lot, I do not see any way we could successfully re-locate those services within the footprint left to us as shown in the June 7, 2007 Downtown Light Rail Review documentation.

The City of Milwaukie's efforts to bring business to the downtown area has been successful and beneficial for all concerned. Investments by these businesses have produced jobs, provided residents with more shopping and dining options and have helped to increase property values; all very positive developments. Locating the light rail line and stations along the suggested McLaughlin/downtown route would have a significant negative impact, not only on those businesses that must relocate because of displacement but, for the previously cited reasons, also those located immediately adjacent to its path. It is reasonable to conclude that this adverse affect on businesses will ultimately also have a negative impact on area residents.

I realize that this is a project with no easy answers, and I do not envy you your task. No matter what decisions are made, some citizens and businesses in Milwaukie will suffer for it. However, it is incumbent on you to take the best long term interests of the citizens and businesses of Milwaukie to heart. We do not believe a McLaughlin or Main Light Rail alignment meets those needs best.

Thank you for your time and consideration in this matter.

Sincerely,

Timothy J. Clouse

Vice President of IT/Facilities
Advantis Credit Union
Milwaukie, Oregon

PLEASE PRINT LEGIBLY

Date: 6-14-2007

~~I wish to address Planning Commission on agenda Item # 4.1~~

Name: ORA A BAKER Organization: HISTORIC MILWAUKIE

Address: 3607 SE MONROE ST MILWAUKIE 97222

Phone: 503 659-4070 Email:

Comments: I do support the idea of light rail or streetcar

I support a McLaughlin/Main St alignment, however I do believe any crossing of McLaughlin Blvd at ground level would be a confusing mess at peak Rush-hour traffic. I would like to see a plan that would be elevated crossing Harrison and all streets on the East side of McLaughlin. making a turn at Washington or south of Washington, then coming N on Main St as already on one of the options Offered.

PLEASE PRINT LEGIBLY

Date: June 14, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: DAN HOYT Organization:

Address:

Phone: 646-8888 x 25 Email: [redacted] DAN@COSTAPACIFIC.COM

Comments:

SUGGESTION - STUDY THIS ALIGNMENT SOUTH ON MAIN (SUPPORTING EXISTING, PROPOSED, AND FUTURE TRANSIT ORIENTED DEVELOPMENT) TURN BACK ~~TO~~ (OR JOIN - GOING SOUTH) ON THE TILLAMOOK ALIGNMENT SOUTH OF ADAMS ST. -- TAKING ADVANTAGE OF THE GRADE SEPARATION

LRT ON MAIN WILL JUMP START REDEVELOPMENT FAR MORE THAN LRT NEXT TO A FREIGHT LINE

PLEASE PRINT LEGIBLY

Date: JUNE-14-07

I wish to address Planning Commission on agenda Item # 4.1

Name: RALPH RIGDON Organization: ST. JOHNS CHURCH
Address: 24175 S.E. SUGAR SPGS RD
Phone: 503-654-2335 Email: —

Comments:
I AGREE WITH THE MCLOUGHLIN BLVD OPTION AND MAIN ST OPTION
STOP LIGHT RAIL AT SOUTHGATE OR HARRISON ST.

I DISAGREE WITH TAKING LIGHT RAIL TO PARK AVE ALONG TROLLY TRAIL ~~SHOOF~~ SOUTH OF MILWAUKIE NOT SAFE FOR WALKERS OR BICYCLES. END SHOULD STOP IN MILWAUKIE.

PLEASE PRINT LEGIBLY

Date: June 14, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: JEFFREY LEVY Organization: PORTLAND WALDORF SCHOOL
Address: 7306 SE 28TH AVE.
Phone: 503-774-8998 Email: jeffrey.levy@portlandwaldorfschool.org

Comments:
I support light rail and would use it to commute to school. However, the alignment on the tracks behind the Waldorf school would disturb both classes and especially music and drama performances. I cannot fathom why alternative alignment would not even be studied as part of the process. More information and care are always useful in the planning stage and proceeding with misinformed options and poor procedure often leads to poor decision-making. Please approve additional alternative to the EIS.

PLEASE PRINT LEGIBLY

Date: June 14, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: Francine Adams Marguiss Organization: Portland Waldorf School
Address: 8635 SE 28th ave. Milwaukie resident
Phone: 503-806-5191 Email: FJADAMS@Comcast.Net

Comments:
as a resident living by the freight tracks leading north to the railroad yard in SE Portland, I live with the 24 hr. a day noise and dirt from the trains that move or often sit running by my home. The need for light rail in downtown Milwaukie will better serve the community with the re alignment proposal along McLoughlin Blvd. and avoiding residential neighborhoods. We can walk to catch a train and don't need that at our doors. We do, though, need people coming to area businesses and being able to connect with Portland and beyond in a convenient way.

PLEASE PRINT LEGIBLY

Date: June 14, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: Kathleen Taylor Organization:
Address: 11017 SE Home Ave Milwaukie, OR 97222
Phone: 503 653 1342 Email:

Comments:
I am urging the planning commission to consider another alignment for light rail. Next to 3 schools is not the right place.
Thank you

PLEASE PRINT LEGIBLY

Date: June 14, 2007

I wish to address Planning Commission on agenda Item # 4.1

Name: Anne Mavor Organization: Portland Waldorf School

Address: 2712 SW Hume Ct

Phone: 503-452-2488 Email:

Comments:

I am a staff member at PWS and commute to Milwaukie from SW Portland everyday. I have also been a parent at PWS. It would be a mistake to not include the alternate alignment in the SDEIS. Keeping light rail in an existing transportation corridor is worth considering rather than disrupting a residential neighborhood. Also having light rail in an already commercial area is more efficient.

PLEASE PRINT LEGIBLY

Date: 6-14-07

I wish to address Planning Commission on agenda Item # 4.1

Name: Anne-Marie Bley Organization: Portland Waldorf School

Address: 7419 SE 13th Ave. Portland, OR 97202

Phone: 503 234-1599 Email: btamino@aol.com

Comments:

Please support the inclusion of a McLoughlin and/or Main Street Alignment in the South Corridor Phase 2 SDEIS Study. Future development of downtown area could be improved by proximity of a light rail line.

PLEASE PRINT LEGIBLY

Date: June 8, 07

I wish to address Planning Commission on agenda Item # 4.1

Name: James Conlon Organization:

Address: 12145 SE Flavel ST, Portland

Phone: 503 7629276 Email: JConTP@Yahoo.com

Comments:

Greetings,

I Am a Parent of 4 Students at the Portland WALDORF School. I support the inclusion of a McLoughlin / Main St. Alignment in the SDESI Study.

I feel if further study is made, new opportunities will surface that will favorably impact the Down town section of Milwaukie and the River front.

PLEASE PRINT LEGIBLY

Date: 6/14/07

I wish to address Planning Commission on agenda Item # 4.1

Name: MICHAEL CROMIE Organization: PORTLAND WALDORF SCHOOL

Address: 7735 SW 53rd PORTLAND, OR - 97225

Phone: (503) 293.5357 Email: ~~jmc~~ jmcromie@hotmail.com

Comments:

1) I WOULD LIKE TO ADD SUPPORT TO THE INCLUSION OF A McLOUGHLIN / MAIN STREET ALIGNMENT IN THE CORRIDOR PHASE 2 SDESI STUDY

2) FUTURE STUDY COULD DEMONSTRATE POSSIBILITIES WITH MERIT FOR THE FUTURE ECONOMIC DEVELOPMENT.

PLEASE PRINT LEGIBLY

Date: 6/14/07

I wish to address Planning Commission on agenda Item # 4.1

Name: Beth Kelland Organization:

Address: 11769 SE Beetman

Phone: 503-652-8589 Email: LinwoodNA@msn.com

Comments:

I do not support adding a McLoughlin/Main St. alignment to the SDEIS Study. It is a waste of time & money to further investigate these options. All routes were considered in previous studies.

These options would cripple the downtown area of the city. The impact to traffic would make Milwaukie impassable. These would destroy many businesses unnecessarily both because of inaccessibility & literally because of demolition. There would be no downtown. I do not support these new options that destroy some businesses in order to reduce noise to others.

PLEASE PRINT LEGIBLY

Date: 6/14/07

I wish to address Planning Commission on agenda Item # 4.1

Name: REGINA LOOS Organization: Port Waldorf School

Address: 3736 SE 33rd Ave

Phone: 503-233-0303 Email: 503regina@gmail.com

Comments:

Things have changed a lot in the Portland area in the last few years. As a result, there are 4 options in the SW river crossing. We need more than one option in Milwaukie, otherwise the first obstacle we meet will stop everything.

The June 7 Alignment Review is an amazing document that was put together in the past month. I can only imagine if that same creativity, time & energy were extended 6 months that some real solutions could be produced.

(over)

At the June 12th meeting I heard a lot of concerns about how light rail will impede/affect traffic. I assume the purpose of light rail is to decrease the bumper-to-bumper, single-driver cars I meet every morning on my way to Milwaukie. I trust that by considering several options we can come to a conclusion that will be acceptable to our various concerns: ~~of~~ industrial, school, neighborhoods, church & environmental groups.

Thank You.

Received at PC / CC
Public Hearing
Date: KM
By: 6/14/07

Milwaukie Business for an Alternative Alignment

We, the undersigned **business and property owners**, respectfully request that an alternative alignment going directly through McLoughlin Blvd and/or Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing Transportation Corridor and service the higher density being proposed by METRO.

Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
NORTHWEST FRAMING, INC	TIM MORRIS	11548 SE 31ST	MILWAUKIE		NWFRAMER2C MSN.COM	503 784-6103
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Milwaukie Lumber	Rich Greenfield	10998 SE 21st Ave	Milwaukie		RichG@milwaukielumber.com	503-654-5417
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number

It is our intent to form a coalition of business and property owners to further our commitment to making the City of Milwaukie a great place to do business. Together we CAN make a difference! This coalition will meet monthly and bring important issues to the City Council.

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Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Light Chasers Inc	Chantelle Gamba	10600 SE McLoughlin ste 104	Milwaukie		chantelle@markgamba.com (503)	353-9111
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Mark Gamba Gallery	Mark Gamba	10600 SE McLoughlin	Milwaukie		mark@markgamba.com	(503) 353-9111
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
ELEVEN O'49 Studio · Gallery	John Walsh	11049 SE 21ST.	Milwaukie	John F. Walsh	jpa@hsi.net	503-788-0699
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
The Spark of Life	Randall Fish	2025 SE Jefferson st.	Milwaukie		thesparkoflife@aol.com	5036545433
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
IMAGES SPRING CREEK APTS	MARILYN DENHAM	2046 SE HIGH RIDGE CT	DAMASCUS		office@imagesproperties.com	503-558-1962
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
MONROE STREET ASSOCIATES	SCOTT CHANCHAM	2708 SE MONROE	MILWAUKIE		MONROESTREET ASSOCIATES @COMCAST.NET	503 929 9138
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
SPRING CREEK COFFEE HOUSE	ED PARECKI	10600 SE McLOUGHLIN BLVD STE 165	MILWAUKIE		ED@PARECKI.COM	(503)977-9988

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Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Kenton Vision	Philip J Kraft	2535 SE Harrison	Mil			503-654-0417
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Panky + Friends	Panky Hauwell	11220 SE 21st Milw, OR 97222		Panky S Hauwell		
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Jenco Int'l, Inc.	Mike Zak	11214 SE 21st Ave Milw., OR 97222		Mike Zak		503/654-9292
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Dr. Rick Way DMD	Roxann Wakp	2025 SE Washington St Mil. OR 97222	Mil			503-654-2101
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Kathy Lyle's place	Kathryn Lyle	~~8690 SE Cur~~ 2035 SE Wash	Mi. Waukie	Kathryn Lyle		503 652-2001
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
N W Beauty Salon	VAN VO	11073 SE 21st Ave Milwaukie OR. 97222		VAN		
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
DOUG NAEF INSURANCE AGENCY	DOUG NAEF	11085 SE 21st Ave Milwaukie OR 97222	Mil			

It is our intent to form a coalition of business and property owners to further our commitment to making the City of Milwaukie a great place to do business. Together we CAN make a difference! This coalition will meet monthly and bring important issues to the City Council.

Milwaukie Business for an Alternative Alignment

We, the undersigned **business and property owners**, respectfully request that an alternative alignment going directly through McLoughlin Blvd and/or Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing Transportation Corridor and service the higher density being proposed by METRO.

Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Ben Missler	Mass Tram America	10600 SE McLoughlin Milwaukie	"	[signature]	Mass Tram Am @ Yahoo	503 [illegible]-2961
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Jet Graphics	Connie Orrell	1928 SE Scott St Milwaukie	Milwaukie	C. Orrell		503 653-7879
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number

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Milwaukie Business for an Alternative ~~Alignment~~

We, the undersigned **business and property owners**, respectfully request that an alternative ~~alignment~~ going directly through McLoughlin Blvd and/or Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft ~~Environmental~~ Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing ~~Transportation~~ Corridor and service the higher density being proposed by METRO.

Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
JL HAIR DESIGN	JOANN HALLCK	10600 SE McLoughlen	Milwaukie	JoAnn Hallck		503-659-1545
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Main Street Mall	CAROLE ENGEN	10909 SE MAIN	MILWAUKIE			503 659-7632
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Milwaukie Popkorn & Candyland	Kim Keehner	10921 SE Main	Milwaukie			503 654-4846
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Wellspring Bodywork	Heather Harris	10600 SE McLoughlin #206 ~~Milwaukie, OR 97~~	Milwaukie		wsbodywork@comcast.net	503-888-2654 503-654-8870
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Seeking Hands	Annie French	10600 SE McLoughlin #107	Milwaukie		annie@spiretech.com	503-709-8050
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
ORGANON PROFESSIONAL SERVICES	CHARLES E. AARON	10600 SE McLOUGHLIN #207	MILWAUKIE		ED AARON@ORGANONWEB.COM	866-314-5040 x8438
Print Business Name	Print Name	Address	City	Signature	Email Address	Phone Number
Bremer Corp Bremner Electric	Brad W Carbaugh 16 out of 24 Employees Live in Area	10600 SE Mcloughlin	Milwaukie		Brad@Bremerl.Com	5036501191

It is our intent to form a coalition of business and property owners to further our commitment to making the City of Milwaukie a great place to do business. Together we CAN make a difference! This coalition will meet monthly and bring important issues to the City Council.

Friends of Kellogg & Mt. Scott Creeks Watershed

10824 SE Oak St., #311 Milwaukie, OR 97269-2373 email: forcreeks@earthlink.net

June 13, 2007

City of Milwaukie
Katie Mangle, Planning Director
MangleK@ci.milwaukie.or.us.

Dear Director Mangle and Planning Commission Members:

The Friends of Kellogg and Mt. Scott Creeks Watershed urge Milwaukie to reconsider with Metro, a light-rail alignment which would place the rail tracks close to McLoughlin, Hwy 99. We would like to see such an alternative alignment included in the environmental impact statements, EIS for this project.

The impacts to the stream/lake, native vegetation and water quality will be more severe for upstream alternatives for the following reasons:

1) any impacts will affect the remainder of stream reaches below the impact zone;
2) construction impacts on the natural resource are likely to be greater due to more difficult crossing and access conditions in upstream locations;
3) an additional platform (or wider platform if the current RR platform is shared with light rail), will create more shade, more erosion and reduced vegetation underneath it.
4) The reduced habitat suitable for native vegetation will encourage invasive plants to take hold and provide a seed source for spreading them.

We hope to see the days when Kellogg Lake will be removed and a natural functioning streambed takes its place. This will not only provide new and improved fish habitat to the Kellogg Creek Watershed, but will make an inviting place for trails in and near the new Park for people. Neither fish habitat, nor pedestrian habitat will be well-served by another transportation platform and its support structures/pilings, etc. far off of Hwy 99; and of course noise and safety impacts will move upstream right along with the alignment.

Sincerely,

Steve Berliner, Director

From: Phil Favorite
Sent: Thursday, June 14, 2007 4:45 PM
To: Mangle, Katie

Subject: tonight's light rail meeting

Katie,

Just a thought . . . I probably know the answer . . . but . . .

I'm participating in the Transit Working Group project, and one of our main dilemmas is getting good bus service to the underserved Hector Campbell Neighborhood. Thus far we haven't come up with any solutions that adaquately resolve this problem without significant changes to some of the streets, mainly Railroad Avenue.

I know the residents of the neighborhood have fought light rail in the past, but it seems to me the best way to serve that neighborhood and the community as a whole is to revisit the notion. With close proximity to Oregon 224 and a direct link to I-205, light rail would be much more connective on that route and help serve the members of our community who have the worst access to public transportation.

Thanks for letting me share.

Phil Favorite
12293 S.E. 40th Ave.
Lake Road Neighborhood
Milwaukie

From: Christopher and Ruth Burkett
Sent: Thursday, June 14, 2007 12:29 PM
To: Mangle, Katie
Subject: SDEIS study

June 14, 2007

Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Dear Ms. Mangle,

We are writing to you because of Mayor James Bernard's letter in which he asks the following questions of the Milwaukie Community:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

We own a business, West Wind Arts, at 2566 SE Harrison St., and also own our home on SE Ryan Ct. Being both business owners and residents of Milwaukie's community, we work every day and shop actively in downtown Milwaukie and we want to support the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

The Plans from TriMet have not been sufficiently studied. Their June 7 Plans look very rushed and as a result become poor design solutions which seem short sighted and only suited to those who look at, but do not intend to actually live and work in the neighborhood of the proposed line. This needs further study within the SDEIS process in which better plans can be developed, especially as relates to the many issues regarding the school's proximity.

We believe that additional study of the McLouglin and/or Main Street Alignment area in the SDEIS study will likely result in a Transportation Solution which will be better for the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

We fully agree with a need for the new public transportation into the heart of Milwaukie, but certainly not where TriMet has shown it in their June 7 Plans. Commercial and retail streets are for general public transit. Residential and school streets are for safe and much more private movement than a transit mall situation.

We look forward to the safe and sane inclusion of mass transit into and out of Milwaukie. Please help us all to live up to Milwaukie's potential as a wonderful place to work, shop and live.

Sincerely,

Christopher and Ruth Burkett
West Wind Arts owners and Milwaukie residents

From: Susan Holcroft
Sent: Thursday, June 14, 2007 12:19 PM
To: Mangle, Katie
Subject: Proposed light rail alignment in Milwaukie

Dear Ms. Mangle,

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLoughlin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

As a Milwaukie resident and a parent of two Portland Waldorf school students, I urge the consideration of the inclusion of a McLoughlin and/ Main Street alignment in the SDEIS study. It makes no sense to me that lightrail would veer off the main traffic corridor to run through a historic neighborhood and past three schools, when it would be much more accessible and effective to keep it on the main route.

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I believe that it would be a disservice to downtown development not to have the line run through the business district that is the focus of Milwaukie revitalization.

I support and use public transportation, and will ride light rail when it is completed. I think it is an exciting prospect to have light rail come through downtown Milwaukie, and will provide greater visibility and development for those businesses.

I urge you to give the McLoughlin and/or Main Street Alignment your very serious consideration.

Thank you,

Susan Holcroft
11304 SE 60th Ave
Milwaukie, OR 97222

From: Grace Evans

Sent: Thursday, June 14, 2007 11:21 AM
To: Mangle, Katie
Subject: Support for inclusion of McLoughlin and/or Main Street alignments in the South Corridor Light Rail Phase 2 SDESI study

June 14, 2007

City of Milwaukie Planning Commissioners

Johnson Creek Building

6101 SE Johnson Creek Blvd

Milwaukie, OR 97222

Attention: Ms. Katie Mangle

Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I am a high school senior at the Portland Waldorf School and an active member of the Waldorf school community. I currently live in unincorporated Oregon City, but spend a large portion of my time, both during and after school hours, in the downtown Milwaukie area. I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

I believe the alignment behind the Waldorf School threatens the safety and viability of the school. I also believe the negative impact on multiple schools, residents and traffic patterns along this "Tillamook Branch" behind the Waldorf School could actually threaten the project; whereas including a McLoughlin and/or Main Street alternatives in the SDEIS study could improve the chance of bringing light rail to Milwaukie. I am a supporter of light rail and believe light rail access to Milwaukie would improve and accelerate the revitalization of downtown Milwaukie.

Sincerely,

Grace Evans

From: Jeff and Sally Kohnstamm
Sent: Thursday, June 14, 2007 10:46 AM
To: Mangle, Katie
Subject: (no subject)

June 14, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

We are writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLoughlin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

(edit this section in your own words)
We am an active member of the Milwaukie community and a member of the Waldorf School Community as well. We live in Milwaukie, shop in downtown Milwaukie and support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. To date there has not been sufficient time to study this alignment area in detail and yet it is clear that a number of alternatives have strong potential. The TriMet solutions proposed in their June 7 Studies illustrate a rush to ineffective solutions which can only be avoided in a full and proper study within the SDEIS process.

We believe that inclusion of the McLoughlin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a revitalization to the downtown business area.

Sincerely,

Jeff and Sally Kohnstamm
PWS parents and Milwaukie residents

From: Ellen Malizia
Sent: Thursday, June 14, 2007 10:05 AM
To: Mangle, Katie
Subject: Support for inclusion of McLoughlin and/or Main Street alignments in the South Corridor Light Rail Phase 2 SDESI study

June 14, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I am the mother of two daughters at the Portland Waldorf School and an active member of the Waldorf School community. I regularly shop and dine in downtown Milwaukie. I currently live in unincorporated Oregon City, but have been searching for a home in Milwaukie to be closer to the school. I do not expect to make a decision on such a move until I am sure that the process to determine a light rail route includes responsible alternatives. I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study.

I believe the alignment behind the Waldorf School threatens the safety and viability of the school. I also believe the negative impact on multiple schools, residents and traffic patterns along this "Tillamook Branch" behind the Waldorf School could actually threaten the project; whereas including a McLoughlin and/or Main Street alternatives in the SDEIS study could improve the chance of bringing light rail to Milwaukie. I am a supporter of light rail and believe light rail access to Milwaukie would improve and accelerate the revitalization of downtown Milwaukie.

Sincerely,

Ellen Malizia

From: Dave Owen
Sent: Thursday, June 14, 2007 10:02 AM
To: Mangle, Katie
Subject: proposed lightrail

I am writing in objection to the proposed light rail through Milwaukie.

I have been a resident of Milwaukie for 27 years and I have a 5th grade student at Portland Waldorf School, so the current plan would effect me a great deal. The parent council has proposed an alternate route along the river which makes much more sense and wouldn't impact the school or church facilities as much.

Thank you for considering this alternate route and understanding the potential impact on the community.

Sincerely,

Dave Owen
concerned citizen and parent.

From: Scott Lissit

Sent: Thursday, June 14, 2007 9:52 AM
To: Mangle, Katie
Subject: Milwaukie Light Rail

June 14, 2007

City of Milwaukie Planning Commissioners
Johnson Creek Building
6101 SE Johnson Creek Blvd
Milwaukie, OR 97222

Attention: Ms. Katie Mangle
Director of Planning

Dear Ms. Mangle:

I am writing in response to Mayor Jim Bernard's letter in which he asks the following questions:

1) Does a large cross section of the community support the inclusion of a McLouglin and/or Main Street Alignment in the South Corridor Phase 2 SDESI study?

2) Does a McLoughlin and/or Main Street alignment have merit with regard to downtown's future economic development, urban design and revitalization?

I live in Milwaukie, am a member of the Waldorf School Community and shop in downtown Milwaukie. I support the light rail project as a way to help me get downtown quicker during rush hour, and as a way of revitalizing Milwaukie. I support the inclusion of the McLoughlin and/or Main Street Alternative Alignment into the SDEIS study. To date there has not been sufficient time to study this alignment area in detail and yet it is clear that a number of alternatives have strong potential. The TriMet solutions proposed in their June 7 Studies illustrate a rush to ineffective solutions which can only be avoided in a full and proper study within the SDEIS process.

I believe that inclusion of the McLouglin and/or Main Street Alignment area in the SDEIS study will result in a Transportation Solution which will support the downtown's economic development, support it's urban design and assist in bringing a renewal to the downtown business area.

Sincerely,

Scott Lissit, PMP
6146 SE Kellogg Ct
Milwaukie, OR 97267

Received at PC / CC
Public Hearing
Date: 6/14/07
By: Lizzie

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

We, the undersigned, respectfully request that an alternative alignment going directly through McLoughlin Boulevard and Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing Transportation Corridor and service the higher density being proposed by METRO.

Print Name	Signature	Address	City
Sin Bernard Look at all options		12255 SE 41st Ct	M.L
Tony Sin.		10965 SE 97th Dr	Happy Valley
CHARLES E. AARON		1875 SE EXETER DR PORTLAND, OR 97202	PORTLAND
HAL BUSEH		6640 PARK WAY GLADSTONE 97027	GLADSTONE
William Sedler		10620 S.W. 11th Dr 97219	Portland
Jacob AUSUP		10606 SE Main St #22 Milwaukie, OR 97222	Milwaukie
CRAIG BUSSEY		10600 SE McLOUGHLIN MILWAUKIE, OR 97222	MILWAUKEE
Colleen Mirray			Milwaukie
Elizabeth Ensl		7802 SE Morrison PDX	PDX
Linda Aulbury		10955 S.E. 25th Ave Milwaukie	Milwaukie
Elana Pareeli		7677 SW 51st Ave Portland OR. 97223	Portland
		P.O. Box 220/69 Milwaukie OR 97222	
Maureen Ray		1524 NE Juniors St 97211	Portland
KARL CHOLTIN		3260 SW Evergreen Ter	P.Mont
Patrick Barrett		2425 SE Lake Rd	Milwaukie
CATHERINE JONES		14320 SE Rupert Dr	Milwaukie
LES POOLE		15115 SE LEE	MILW.

17

(2)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
JOAN DOWNEY	Joan Downey	5120 SE Boardman ave	Milwaukie
Joanne Cody	Joanne Cody	10300 SW Wanley Ct #102	Milwaukie
JANICE KRELL	Janice Krell	13719 SE RIVERRD	MILW.
WILLIAM MARTHALER	William Marthaler	2685 SE Grand	Milw
ALICE STANGE	Alice M Stange	10625 SE 28th	Milw
BEN STANGE			
Ruth Dieringer	Ruth M Dieringer	7450 Little Crk Dr	Milw. 97267
Louis E Caple	Louis E. CAPLE	11021 SE OATFIELD	Milw 97267
Paul Fontana	Paul Fontana	[illegible]	Mil 97222
Eva Degrandpre	Eva M Degrandpre	11230 SE Kiowa #253	Milw. 97222
Lisa Hamaoka	Lisa Hamaoka	11208 SE Wood Ave	Milw. 97222
Terry Foy	Terry Foy	15242 SE Phillips	Milw. 97267
Wendy Gilligan	Wendy Gilligan	9771 SE Conrad Rd	Milwaukie OR 97267
Pat Brun	Pat Brun	5930 SE Ere	Mil
Pat Downey	Pat Downey	5120 SE Boardman	Milwaukie 97267
Mary E Dieringer	Mary E Dieringer	11135 SE 31st Av	Milwaukie 97222
Doris J. Shier	Doris J Shier	15207 SE La Bonita Way	Milwaukie 97267

17

(3)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

We, the undersigned, respectfully request that an alternative alignment going directly through McLoughlin Boulevard and Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing Transportation Corridor and service the higher density being proposed by METRO.

Print Name	Signature	Address	City
Magdalena Werts	Magdalena Werts	11155 SE 46th	Milw. OR
Margaret Dewey	Margaret Dewey	3028 SE Park Ave	Milw OR
Seungyeol Yoo		10808 SE Oak St	Mil. OR
Tay Kielich	Tay Kielich	15525 SE Ruby	Mil OR
Joseph J Dierong	Joseph J Dierong	7452 Pettygrove	Mil OR
Philip Lisiak	Philip Lisiak	4651 SE Pinehurst	Milw OR
Norma Lisiak	Norma Lisiak	4651 SE Pinehurst	Milw
Diane Alexander	Diane Alexander	5055 SE McNary	Milw
Ron Eaton		2734 SE Lake Rd	Milw.
Frances Cheese	Frances Cheese	4616 SE Fieldcrest	Milw
Marian Beckman	Marian Beckman	5111 SE Lake Rd	Milw
Leo Beckman	LEO J. BECKMAN	5111 SE LAKE RD	Milw
Rose Gilligan	Rose Gilligan	4771 SE Concord	Milw
Robert Wells	Robert Wells	4716 S.E. Mason	Lw 97222
Rose Wells	Rose Wells	" "	"
Margaret M. Gillem	Margaret M. Gillem	11133 S.E. 32nd Ave	97222
Robert Wolf		3316 SE Ochoco	97222

1

(4)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

We, the undersigned, respectfully request that an alternative alignment going directly through McLoughlin Boulevard and Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

This alignment will keep this important Transportation System along the existing Transportation Corridor and service the higher density being proposed by METRO.

Print Name	Signature	Address	City
MARY Lou McCain	Mary Lou McCann	13953 SE Estella	Milwaukie, OR 97267
Brian Cuillo	Ryan Cuillo	[illegible] SE [illegible]	Milwaukie Or
~~Karen Varner~~	~~Karen~~		
Karen Varner	Karen Varner	8730 S E 32	Milwaukie-Ore
Paul Quintana	Paul A Quintana	19575 S E River Rd.	Gladstone Ore.
Julie Kennedy	Julie Kennedy	17800 SE Cook St.	Milw, Ore
Mary Lou Fogh	[illegible]	17502 SE Roswell Loop	Milw. Ore.
Lourdes Hdz	[illegible]	11742 SE Fuller Rd	Milwaukie
[illegible]	[illegible]	339 Rielex Ln	Gladstone OR 97027
Luis Gutierrez	[illegible]	14119 SE Wilkinson	Milwaukie OR 97267
Bertha Becerra	[illegible]	8504 S. Beaver Creek. Oregon City	Oregon City
Hanne Tonn	Hanne Tonn	2500 S Beavercreek Rd	Oregon City 97045
Teresa Hernandez	Teresa Hernandez	11545 Fuller Rd	Milwaukie
ELISEO CHAVEZ	[illegible]	5711 SE FLAVEL ST	PORTLAND OR 97206
Maria Calvo	Maria Calvo	7615 evergreen Portland OR 97218	Portland
Hun Hunting?	[illegible]	10960 SE 49TH AVE Milwaukie OR 97222	Milwaukie
Brenda Rodas	[illegible]	1095 av. P. 6 O.	Gladstone

17

(5)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
Hermann T Oppercuth	Hermann T Oppercuth	13716 SE Courtney Rd	Milwaukie
Mariette Davis	Mariette Davis	13308 SE Bridges	Milwaukie
Michelle Edwards	Michelle Edwards	14014 SE Rupert Dr.	milw.
Mary Lane	Mary Lane	710 Ridgegate Gladstone, OR	Gladstone
Pat Carlson	Patricia Carlson	15737 SE Elcamino Milwaukie, OR	Milw
Bettie Newman	Bettie Newman	6789 SE Vernelda Milw	Milw
H. Paul Newman	H. Paul Newman	6789 SE Vernelda Milw 97267	Milw
Sarah Aguilera	Sarah E. Aguilera	2859 SE Donna Ct Milwaukie 97267	Milwaukie
Borge Stenberg	Borge Stenberg	16841 SE Azalea Ter Milwaukie 97267	
Theresa Stenberg	Theresa Stenberg	16841 SE Azalea Milw, OR 97267	Milw.
Julie Kempster	Julie Kempster	6010 SE Crown Ct	Milw
Mary Clare Kalanik		10607 SE Shaq Terr Portland OR	Portland
Sherrie Havens	Sherrie Havens	16911 S. Hattan Rd. Oregon City, OR 97045	Oregon city
Margaret Lewis	Margaret Lewis	14458 SE Creek-side Dr.	97267 Milw
Mary Vaeth	Mary Vaeth	5060 S.E. Lake Rd.	Milw. 97222
Brian Kempster	Brian S. Kempster	6010 SE Crown Court	Mil 97267
Leonard J Bingold (LEONARD J BINGOLD)	Leonard J Bingold	15620 SE FAIROAKS AVE - MILWK	97267

17

(6)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
RACHEL SIRI	Rachel Siri	16410 SE Hwy 212	DAMASCUS
ARLENE MARIE EBNER	Arlene Marie Ebner	2845 SE Monroe St 97222	MILWAUKIE
RAY TALARSKY	Ray Talarsky	6522 SE PINHEER	MILWAUKIE
Leroy Lundy	Leroy Lundy	2401 SE Swain Ave	Milwaukie 97267
Donna Lundy	Donna Lundy	2401 SE Swain	Milwaukie 97267
RALPH RIGDO	Ralph Rigdo	2417 SE SILVER	MILWAUKIE 97222
DONNA RIGDO	Donna C. Rigdo	2417 SE. SILVER	Mil. 97222
CAROL KISSEL-BARTH	Carol Kissel Barth	14845 SE GREENVIEW	MILW 97267
Ernest J. Bisio	Ernest J Bisio	3645 SE Lake Rd	Mil 97222
Leonard R Lippi	Leonard R Lippi	19180 Friars Lane	Oro. City 97045
Stephanie Royer	Stephanie A Royer	3231 SE Sellwood	Milw 97222
Janice Donehue	Janice D. Donehue	12712 SE 64th St	Clack 97222
SHARON K JELINEK	Sharon K Jelinek	12902 SE Donna	Milw 97267
DAVID JELINEK	David Jelinek	12902 SE DONNA	M.Iw. 97267
ALICE I SHELLEY	Alice I Shelley	5225 SE El Centro by	Milw 97267
JOE H SHELLEY	Joe H. Shelley	" "	" "
GAYLE M STREET	Gayle M Street	9811 SE 50	Milwaukie

(7)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

We, the undersigned, respectfully request that an alternative alignment going directly through McLoughlin Boulevard and Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

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Print Name	Signature	Address	City
Tom Wolf	T J Wolf	6324 SE Pleasant Dr.	Milw
Christine Lippi	Christine Lippi	7105 SE Rosaine	Milw
Sara E Aguilera	Sara E Aguilera	2839 SE Danna Milwaukie OR	Milwaukie
Mary Ann Kapp	Mary Ann Kapp	12143 SE 38th Milw. OR 97222	Milwaukie
Rob Kapp	Rob Kapp	12143 SE 38 Milw. OR. 97222	Milw.
Terrell Garrett		Box 4783 97208	Milw.
Arianna Perrault	A Perrault	3305 SE Sellwood Milwaukie, OR 97222	Mil.
Scott Edwards	Scott Edwards	14014 SE Rupert Milwaukie, OR 97267	Mil
Merrie Lobdell	Merrie A Lobdell	4892 SE Fieldcrest Dr 97222	Milw
Mike Hanneman	M Hanneman	2044 SE Harmon 97267	Mil
Scott Kreuter	Scott Kreuter	15721 SE Thorville	Milw.
Ken & Linda Duvall	Linda L Duvall	5758 SE Quiet Meadows Dr.	Milw, Ore.
Ron & Beverly Gerber	Ron Gerber	3586 SE Nase Ct	Mil OR
Keya Forsyth-Diener	Keya Forsyth-Diener	4620 SE Aldercrest Rd.	Milwaukie, OR
Lynne Hix	Lynne M J Hix	11726 SE 50th Ave	Milw. OR
Helen Ensley	Helen Ensley	2734 SE Malcolm	Milwaukee OR
GARY S Brink	Gary S Brink	5859 SE Quietmeadows	Milwaukie, OR

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(8)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
RUDY LISAC		13700 SE. RUEHN Rd	MILWAUKIE 97222
JAMIE STANCOL		3422 SE FLAT TRAIL	Milwaukie 97267
STEVEN R TIMM		5169 SE NAEF RD Milwaukie, Ore	97267
[illegible] Gieber	Dennis Gieber	5804 S.E. Willow La. Milwaukie	97267
Theresa Rivelli		6012 SE Parkway Milw OR 97	97222
Linda McSpirit		14267 SE Woodside Milw. Or	97267
John McSpirit		14761 SE [illegible]	Milw
Mike Cebula		11733 SE Bradford Clackamas	97015
ARLENE STUCKI		1328 SE ANSPACH MILW. OR.	97267
JON M EKERSON		16333 SE River Forest Pl. Mi	97267
Joe Rivelli		6008 SE Pinehaven Milwaukie Terr	97222
DENNIS GASS		4845 S.E. ROBERTA LANE MILWAUKIE, OR	97222
DICK CRAYTOR		3154 SE Wilmer Else	97222
Martha Talasky		6522 SE Pinecreek Milwaukie	97267
Jessie Rentie		13522 SE Dixon Milwaukie OR	Milwaukie 97222
MAURICE SALVE Maurice Salve		6175 SE Harrison Ct Milwaukie Ore	97267
MARY SALVE		6175 SE Harrison Ct Milwaukie Ore	97267

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City	
CORALD DELGADO	Gerald Delgado	14844 SE Carol Ave	Milwaukie	97267
Ricardo Garcia	Ricardo Garcia	11742 SE Fuller Rd	Milwaukie	97222
Jose Garcia	Jose G	11742 SE FULLER RD	MILWAUKIE	97222
Wendy Garcia	Wendy Garcia	11742 SE Fuller Rd	Milwaukie	97222
Mary Merrick	Mary Merrick	14966 SE 122	CLACKAMAS	97015
Silvia Pablo	Silvia Pablo	5245 SE OAKLAND MILWAUKIE OR 97267	Milwaukie	97267
Magdalena Rabadan	Magdalena	6936 SE 71 St Portland OR 97206	Portland	97206
Diana Rabadan	Diana Rabadan	10033 SE 65th MILWAUKIE OR 97222	Milwaukie	
Agustin Almanza		15538 S.E Powell Blvd	Milwaukie	
Lucero Perez		10260 SE 49TH AVE	Milwaukie	
Erika Sosa	Erika Sosa	9050 SE Valentine Dr	Portland	97086
Daniel Sosa	Daniel Sosa	9050 SE Valentine Dr	Portland	97086
Juan Duarte		19819 SE River Rd	Gladstone OR	97027
Jose Correa	Jose Correa	1414 SE Maple St Milwaukie	OR	97267
Maria Arango	Maria Arango	1414 SE Maple St Milwaukie	OR	97267
Mario Moreno		7705 SE Cesar Chavez Portland OR 97206	Portland	97206
Alejandra Chavez	Alejandra Chavez	19826 SE Cassie Ct.	Milwaukie,	OR 97267

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(10)

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
Delores Delgado	Delores Delgado	14844 SE Linden Ave	Milwaukie Ore
[illegible] M. Smith	[illegible] M Smith	4115 S.E Cardinal	97267
Henry J. Cedros	H. J. Cedros	2899 S.E Risley Ave	97267
PAT Kuck	[illegible]	15764 SE [illegible] Springs	97015
James E Geber	James E. Geber	5804 S.E Willow Ln Milwaukie	97267
Carol E Lee	[illegible]	15880 SE [illegible]	97267
Debra Landis	Debra J Landis	15480 SE Mentaigon Ct Milw	97267
Lillianna M Dollowitch	Lillianna M. Dollowitch	14012 S E Rupert Dr Mil, Or. 97267	97267
Elizabeth Barthuse	[illegible]	17644 SE [illegible]	97267 Love
William Shindler	William Shindler	14620 Loren Lane	97267
Fred Sivi	Fred Sivi	16416 S.E Hy 212	Damascus
Maxine Raisl	Maxine Raisl	5005 S.E Aldercrest	Milw.
Alvin Raisl	[illegible]	5005 S.E Aldercrest	Milw.
ART CHENEY	[illegible]	17194 Webster Rd	Gladstone
Robyn Fenili	[illegible]	10663 SE Riverway	Milwaukie
Mark A Hoffman	[illegible]	11160 SE Stanley	Mila.
Shirley Franz	Shirley Franz	3200 SE Silver Leaf Dr #29	Milwaukie

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
Terrie Fogaros	Terrie Fogaros	13335 SE Sequoia Ave.	Milwaukie
Chris Garrett	Chris Garrett	15264 SE River Forest Dr	Milwaukie
Whatley	Whatley	3695 SE HARLF	Milwaukie
HAGEN	Hagen	11400 S.E. 35	MILWAUKIE,
FREEMAN	Glen M. Freeman	5704 SE Glen Echo, Gladstone 97027	
Dominga R. Lopez	Dominga Lopez	665 SE Dunbar Dr	Gladstone
Karen J. Myers	Karen J. Myers	3840 SE Sunset Ct	Milwaukie 97267
HAROLD J. ECKMAN	Harold J. Eckman	12309 SE 41st Ct	MILWAUKIE 97222
Anna Sullivan	Anna Sullivan	2508 SE Linden Ave	Milw 97222
ALFRED G. WETZEL	Alfred G. Wetzel	10400 S.E. Cooper #88	Milw 97222
JOYCE WETZEL	Joyce Wetzel	10400 SE Cook Ct #88	MILWAUKIE 97222
Tom Cunningham	Thomas	5427 SE Corrush	Milwa 97267
JOHN T. LUNA	John T. Luna	16585 SE Cathlyn Wood Dr	MILWAUKIE 97267
Nellie Luna	Nellie Luna	16585 SE Cathlyn Wood Dr	Milwaukie 97267
Lorna Kosta	Lorna Kosta	5226 Wood Ct.	Milwaukie 97222
Julie Hamaoka	Hamaoka	11200 St Wood Ave	Milwaukie 97222
LINDA LIPPI	Linda Lippi	19180 Francis Ln	Lake Oswego 97045

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
JAMES IRWIN		10744 SE 29 Ave	Mil. OR 97222
Chris Brunelle		11295 S.E. 48th	M.T, OR 97222
Irene Moore		5030 SE Week Ct	Mil OR 97076
		5421 S.E. 12th	97267
Kelly Yoo		10806 SE Oak	97222
Stanley Keltz		12250 SE 31st Pl #80, Milwaukie	97222
KATHERINE KELTZ		12250 SE 31ST #80	97222
BERNARD Jacobs		12346 SE 38th Ave	97222
Vivian Brink		11188 SE 27th Ave.	97222
Mary Anderson		5115 SE Oak Grove	97267
Theresa Seiler		10500 SE 26th #A25	Milwaukie 97222
Walter Allen		52 Collins Crest	Gladstone 97027
HOWARD MANNING		12375 SE 40TH	Mil W 97222
		1445 SE Vista	97222
Ann Austin		5555 SE Alder Lane	Post 97222
ANN MARIE MANNING		12375 SE 40th Milwaukie OR	97222
THERESA KALOSENE		9791 SE 37th Ave Milwaukie OR	97222

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
JEANNETTE D. BRINK		10859 SE QUIET MEADOW DR.	MILWAUKIE OR 97267
DANIEL HAVENS		16911 S HATTAN RD	Oregon City, OR 97045
JOAN M ATKINSON		15046 SE MARIANNE Ct	OAK GROVE OR 97267
Ruth Bingold	RUTH BINGOLD	15620 SE Fairoaks	Milwaukie 97267
VELMA LEE BRUCE		16504 SE 135th	Clackamas 97015
LLOYD J. BRUCE		16504 SE 135th	CLACKAMAS 97015
CLIFF ATKINSON		15046 SE MARIANNE ST	OAK GROVE 97267
RAY SCHREINER		11744 SE WOOD AVE	97222
Denise Foy		15242 SE Tacoma	97267 Oak Grove
Joan Rebello		12471 SE Linwood	Milwaukie OR 97222
ROBERTO RUIZ		17262 SE Webster	Gladstone
Victoria		17262 SE WEBSTER	GLADSTONE
JOANNE GODFREY		5790 SE McNary Rd	Milwaukie
JACK F. Godfrey		5790 SE McNary Rd	Milwaukie
Eduardo Sandoval		8350 SE Oregon Trail Gladstone	Gladstone
Elena Navarro		2405 SE Lake Rd	Milwaukie

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Print Name	Signature	Address	City
GLENN PRENTICE		13522 SE NIXON AVE	MILWAUKIE
Susan Hays	Susan Hays	7202 SE 18th.	PDX
VIRGINIA WITTMORE	Virginia Wittmore	6953 SE Wilshire	M'Lw.
Gene Figoni	Gene Figoni	13637 SE Oatfield	M'lw
ANN SCHNUR	Ann Schnur	3506 S.E. OLSEN	M'lw.
Carla Holland	Carla Holland	17053 S.E Stanhelena Dr	Gladstone
Mary M. Bass	Mary M. Bass	3836 SE Monroe St	M'lw.
Betty L. Wolf	Betty L. Wolf	6326 SE Plum Dr	M'lw
Jean Hill-Rutter	Jean Hill-Rutter	5221 SE Hill Rd	M'lw
Ann M Teresi	Ann M Teresi	10300 SE Wanda Ct #105	M'lw.
Joyce Hamstreet	Joyce Hamstreet	15121 SE Thiessen	M'lw
Vicky Cullen	Vicky Cullen	14145 Center Way	OC
James Perrault	James Perrault	3305 SE Sellwood	M'lw.
Gertrude Opgenorth	Gertrude Opgenorth	13716 SE Oatfield	M'lw.
ROBERT LIPPI	Robert Lippi	7165 SE ROSANNE St	M'LW
RICHARD MCCANN	Richard McCann	13953 S.E. Estella	M'lw

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Print Name	Signature	Address	City
Pedro Guzman		83.66 SE Causey Ave Happy Valley	OR
Magdalena Valdez		Portland OR 8455 SE Fuste Rd	97266
Emilio Alvarez		15400 SE East Ave Milwaukie	97267
Rev. Todd McLaughlin		10155 SE 25th Pl Milwaukie, OR	97222
Lori Shamoun		13909 SE California Ave Milw.	97267
Robert McAnish		15570 SE Mallard Ct Milwaukie OR	97267
Mary A. Jenck		21530 S. Claudview DR Oregon City, OR	97045
Mario Brothers		8029 SE Stanley Milwaukie	97267
Mercedes Robayo		#30 W.L. OR 20930 Fawn Ct	97068
Reggie Vas		11232 SE 33rd Ave Milwaukie	97222
Rose Ashby		5566 SE Beckman Ter Milwaukie, OR	97222
Sharon Spurlock	Sharon Spurlock	2370 SE Chestnut Mil. OR	97267

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Print Name	Signature	Address	City
Kathy Mercer	Kathy Mercer	5121 SE Helchrum Ave #6	Milwaukie OR
Sandra Y. Ruiz	Sandra	10712 SE Bush	Portland OR
Victor Moreno		15475 SE 45th Ave.	Milwaukie
Alicia Pablo		2026 SE Harrison St.	Milwaukie
Daisy Prieto	Daisy Prieto	19753 River Rd Apt	Gladstone, OR 97027
Maribel Ruiz	Maribel Ruiz	19243 River Rd Apt	Gladstone, OR 97027
Jose Gutierrez	Jose Gutierrez	19753 River Rd Apt	Gladstone, OR 97027
Jennifer Pablo	Jennifer Pablo	5245 SE Oakland Ave	Milwaukie OR 97267
David Mercer	David Mercer	5121 SE Helchrum Ave. Apt. 6	Gladstone
Estela Lopez	Estela	7807 SE Boardmen Milwaukie 01972	
Jaqueline Cortez	Jaqueline Cortez	7807 SE Boardmen #8	Milwaukie OR
Maria L Angulo		18697 SE Blanton ST	Milwaukie OR

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Print Name	Signature	Address	City
Richard Gibler	Richard Gibler	5561 SE Hillwood Circle	Milwaukie
Joan Towner	Joan Towner	3236 SE Harvey Apt. 27 Milw.	Milwaukie
Diana Gibler	Diana M. Gibler	5561 SE Hillwood Cir.	Milwaukie
Janice A. Schneider	Janice A. Schneider	11744 SE Wood Ave	Milwaukie 97222
	Graciela Gines	4526 SE Roethe rd milwaukie or	97267
Rachel	Rachel Miller	513 Main St Oregon City	Oregon City
Maggie Marow	Maggie Marow	19372 S Dexter Terrace CR City	97045
Ejan Hejo	E Hejo	15057 SE eagle Mil. OR.	
Norman Alps			Gladstone OR 97027
Francisco Ortiz	Francisco Ortiz	5710 SE Concord St Apt F7 Milwaukie	Milwaukie OR
Rebecca Dawson	Dawson	16997 SE Linden Milwaukie	Milwaukie
Jose Luis Quintero	Jose Quintero	11593 SE 82nd Ave #33	Happy Valley
Antonio Sanchez		18443 S.E. Arnold Milwaukie OR	Clackamas
Mario Mata	Mario Mata	14557 Rivers Rd	Gladstone OR 97027
Selene Garcia	Selene Garcia	11742 SE Fuller RD	Milwaukie OR
Blanca Rosales	Blanca Rosales	19559 River RD. Apt. 43	Gladstone. OR.
Lucila Ambriz		5121 SE Heldrum Pl Milwaukie	OR

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

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Print Name	Signature	Address	City
CURTIS (DICK) SMITH	Curtis Smith	4811 SE Concord Oak Grove 97267	Oak Grove
GARY McClain	Gary McClain	12006 SE Redwood	Milwaukie
Cheryl McClain	Cheryl McClain	〃	〃
Erin Wunderlich	E. J. Wunderlich	715 Warren St Oregon City	Oregon City
Rhos C Yumang	Rhoelyn A. Yumang	10925 SE 55th	Mil.
Judy Groebner	Judy Groebner	3267 SE Cinderella Ct Milw 97222	Mil
Ray Groebner	Ray H. Groebner	〃	〃
Lois Emmel	Lois Emmel	10154 SE 45th Ave	Milwaukie
Yvonne McCartney	Yvonne McCartney	1515 SE Vineyard	Milwaukie

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Print Name	Signature	Address	City
Joan Mitchell	Joan Mitchell	10600 SE McLoughlin	Milwaukie
Brad W Carbaugh		10600 SE McLoughlin	Milwaukie
Trevor Kelly		10600 SE McLoughlin	Milwaukie
Cyndia Ashkar	Cyndia Ashkar	15790 S. Springwater Rd.	Oregon City
Valerie E Ashbacher	Valerie E. Ashbacher	15141 SE Hickory Ct. Milwaukie OR	Milwaukie
Regina Loos	REGINA LOOS	3736 SE 33rd Ave Portland, OR 97202	Portland
DABY DIALLO	Daby Diallo	3736 SE 33rd Ave. 97202	Portland
Lavie Scott	Lavie Scott	4256 country woods court Lake	Osuego
Juliane Goley-Wunn	Juliane Goley-Wunn	11736 SE Fuller Rd. Milwaukie, OR 97222	Milwaukie
Evelyn Waller	Evelyn Waller	3424 SE Floss Milwaukie, Oregon	Milwaukie
Chris Ortolano	Chris Ortolano	11088 SE 40th Ave Milwaukie OR 97222	Milwaukie
Shannon Foby	Shannon Foby	2427 N. Wygant Portld, Or. 97217	Portland
T.J. Lyman		10447 SE 23rd Ave Apt F Milwaukie, OR 97222	Milwaukie
Arthur Moore		15700 SE Oatfield Milwaukie 97267	Milwaukie
PAUL HAUCK		SE	OC
Jan Zumwalt		10505 SE Walnut St	Happy Valley
Gail LaMontagne		17114 SE Pagoda COURT	Milwaukie 97267

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Print Name	Signature	Address	City
Katy Breazeal	KBreazeal	1976 SE 21ST Ave	Portland 97214
Diane Bissonnette	Diane Bissonnette	7595 SW 84th	Portland 97223
William Granier	Will Gr	7660 CASON LANE	GLADSTONE 97027
Victoria Wheeler	V. Wheeler	3901 SE Licyntra Ln Milwaukie, OR 97222	Milwaukie
Melissa Edwards	Melissa Edwards	12437 SE ALCHAR MILWAUKIE, OR 97222	Milwaukie, OR 97222
Daniel Parecki		7677 SW 87th avenue Portland OR 97223	Portland OR
Metin Bosnace	Metin Bosnace	P.O Box 9164 PDX OR 97207	Portland
Debra Johnson	Debra M Johnson	3491 SE McCartney MWK 97267	Milwaukie
Kelly Reams	Kelly Reams.	2834 NE Shaver Portland OR 97211	Portland.
Kim Lapore	Kim Lapore	7677 SW 87th Ave	97223
Janet Partridge		4513 SE Mason Hill Dr	97222
Kathy Smith		8793 SE 67th Ave	Portland 97206
Wanda Packard	Wanda Packard	12222 SE 22nd Ave	Milwaukie 97222
Monica Curry		11466 SE 23RD ave	Milwaukie 97222
Malinda Rosacker	Malinda Rosacker	19484 Lang CT LN	OC 97045
Sara Genta	Sara Genta	7116 SE 34th Ave Portland, OR	97202
Marisol Rodriguez	Marisol Rodriguez	8640 SE CAUSEY APT #304 P.OR 97266	97206

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Print Name	Signature	Address	City
Lea Sherbourne	Lea Sherbourne	2451 13th St.	West Linn
CASEY DYER	Casey Dyer	1215 13th St.	West Linn
Doug Dyer	Doug Dyer	8300 NE Emmer	PORTLAND
DEB SLAGLE	Deb Slagle	1779 19TH ST.	WEST LINN
Tim Baldwin	Tim Baldwin	420 SW 6th	Canby
Nick Childs	Nick Childs	10120 SE Vaverka Ct	Milwaukie
Annie Hubbell	Annie Hubbell	12200 SE McLoughlin	Milwaukie
William Kayser	Wm Kayser	3447 SE Aldercrest ST	Oak Grove
Joan Hollquist	Joan Hollquist	11496 SE 59th Ave	Milw
Cj Peccia	Cj Peccia	11576 SE 54th AVE	Milw
Laura Erickson	Laura Erickson	~~1605 SE~~ 5914 SE Willow	Milw 97222
Mary Beaton	Mary E Beaton	1951 SE 32 Ave	Portland 97214
Tara Rockwell	Tara Rockwell	11772 SE 34th Ave	Milwaukie 97222
Jim Newcomer	Jim Newcomer	4261 Collins Way	Lake Oswego 9703
Carol Smith	Carol Smith	2509 Sunset	West Linn 97068
JOANN HAUCK	JoAnn Hauck	10600 SE McLoughlin	Milw

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Print Name	Signature	Address	City
NAHUM RUKAISH		724 SE Malden St	PDX
Heather Lucasse Bray		1515 12th Street Oregon City, OR	Oregon City
Dena Higgins		3773 SW Corbett Ave. PDX OR	PDX
Laura Brown	Laura Brown	4625 SE Madison St. Portland, OR 97215	PDX
Marilyn Wasson		7735 SW 53rd Portland OR 97219	PDX
B. A Short		5625 SE 16th	Pdx
Norma Wakefield		10120 SE Waverley CT #63	Milwaukie
Lance Kreitz	1095 SE MAIN MILWAUKIE OR		M. Iwaukie
Rich Powers		5841 SE SALMON PORTLAND	PDX
CATHY GARRISON		10180 SE Waverley Ct. #55	Milwaukie
TERRY KLINE		12401 SE 162nd	CLACK. OR
Sophia Robinson		3740 SE Olsen St.	Milwaukie
KRYSTAL HENNES		6787 SW FIRLOCK	PORTLAND OR
Nick McWhorter		5334 SE 34th	PDX
Amalia Paredes		7677 SW 87th Ave	PDX
SUSAN STAGERS		18732 SE Addie St.	Milwaukie
Kelly M Fitzgerald		4500 NE Valley View Lane	Vancouver WA

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Print Name	Signature	Address	City
Tim Breymeyer		101 Port	Portland
Carlyc Bryant		6627 SE Main St.	Portland
Emilie Jahna		9701 SE Malpa	Portland
Kyle Wilson		1227 NE Mason St	Portland
Corey Averill		15058 SE Marion	Milwaukie
Ann Teresi		10300 SE Waverly Ct #105	
Libby Wartemath		10705 NE Oregon PDXOR 97220	Portland
~~Sylvia Elaine Brown~~			
Sylvia Elaine Brown	Sylvia Elaine Brown	5509 SE 22nd	PDX
Shelley Seitz		13710 SE Malcolm Ln	Milwaukie
Holly Haggmatance	Holly Haggmatance	→ I work in Milw! 9401 SW 4th Ave	Portland
Dennis Doll		12216 SE 38th Ave Milwaukie, Or	Milwaukie
Susan Alexander	Susan Alexander	610 NE Paloma Rd	Portland
Nita Robertson	Nita Robertson	12344 SE 30th ave	Milwaukie
MARSHALL PILE	Marshall	8735 SE 30th Ave	MILWAUKIE
Mark Bernardi	Mark Bernardi	3220 SE 56th Ave	PDX 97206
NEERMAN SAGAR	~~724 SE Holgate~~	724 SE Malden	PDX

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

We, the undersigned, respectfully request that an alternative alignment going directly through McLoughlin Boulevard and Main Street (from Ochoco Street to River Road) be included in the Supplemental Draft Environmental Impact Study (SDEIS) for this year.

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Print Name	Signature	Address	City
Heidi Tate	Heidi Tate	3920 SE Washington	Milwaukie
James Conlon	James M. Conlon	12145 SE Flavel	Portland
Jean Breiling		4242 SE Northridge Ct	Milwaukie 97222
Amy Roddey		709 5th Pl.	Oregon City 97045
Mark Gamba		10414 SE 24th Ave	Milwaukie OR 97222
Erika Schutz	Erika Schutz	1103a Worthington Loop	Lake Oswego 97034
Chantelle Gamba		10414 SE 24th Ave Milwaukie 97222	Milwaukie
DANIEL McCARTHY		1010 SE Cambridge Milwaukie OR 97222	Milwaukie
Lisa Carney-Fenton		2537 SW Hume St. PDX, OR 97219	Portland
Gwen Conner		8177 N Willamette Blvd. PDX, OR 97217	PTLD.
Melinda Medard	Melinda Medard	1805 NE 65th Vancouver, WA	Vancouver
Anastasia Aaron		1875 SE Exeter Dr. Portland, OR 97202	Portland
Julie E Foster		10837 SE Happy Valley	Happy Valley 97086
John Turbeville		3620 SE Jennifer Portland, OR 97202	Portland
Laurence Compton		PO Box 106 Marylhurst OR	Marylhurst
Lisa Davis	Lisa M. Davis	4385 SE Westmanst #A	Milwaukie
Renee Favorite		12293 SE 40th Ave	Milwaukie

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Print Name	Signature	Address	City
Susan Lake	Susan Lake	3315 SE Milwaukie	Portland
Kendra Marvel-Jacobsen	Kendra Jacob	623 SE 69th Ave	Portland
Rob Conner	Rob Conner	3177 N. Willamette	Portland
Laura O'Keefe	Laura O'Keefe	1135 NE 38th	Portland
TERESA A Kidwell		831 SE 71ST AVE	Portland
Michael Vinston		2885 SE Francis	PDX
DENNIS WRIGHT	Dennis Wright	12960 SE 24TH POX	POX
Bob Spinola		7757 SE Harrison St. PDX	POX
Scott Ashcraft		2709 SE Monroe Milw	Milwaukie,
KABIL JANSEN		10916 SE [illegible]	Milwaukie.
BRENT SIMON		3640 SE 40th Ave 97202	Portland
ED ZELNICK		97202 10888 S.E. 29TH	HILL.
John Mennuti		505 Cleveland O.C 97045	O.C.
B. Keenon	B. Keenon		Portland
Bob Hanks		Milwaukie 15000 SE Linwood	Milwaukie, Or
ANN J. McCarren		45735 E Jennings Ave	Mil. OR
Robert Langman		4151 Cabrooga Circle	West Linn

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Print Name	Signature	Address	City
Sarah Miller		4234 SE Rural St Portland, OR 97206	Portland
Lindsay Simon		8613 SE 8th ave Portland, OR 97202	Portland
Steve McGrath		12847 SE 24TH AV Milwaukie OR	Milwaukie OR
NANCY WITTIG		10660 SE 21ST	MILWAUKIE
Elizabeth Green		8613 SE 8TH AVE 97202	Portland
BEN MISSLER		10600 SE McLoughlin	MILWAUKIE
Marta Chabecki		9555 SW Ardenwood Portland OR 97225	Portland
Noemi Gonzalez		18293 SE Trolleyen Milwaukie, OR 97267	Milwaukie
MITCH STANLEY		17802 S. NESTLE LN OREGON City OR	OREGON City
Annie French		2237 SE Park ave Milwaukie, OR	→
JACK Dudley		2237 SE PATRICK AVE.	MILWAUKIE
michael Hall		3405 SE Harrison	MILW
Gretchen Cothran		1734 SE Reedway PDX, OR 97202	Portland
CATHY OAKES		10043 N EXETER PDX 97220	PDX
Manijeh Caldwell		1426 SE Salmon Portland OR 97201	Portland
Michael Gambos		10455 SE CLAY 97222	Mil.
Tim Wiesch		2353 SE 47th Portland OR	PDX

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Print Name	Signature	Address	City
Teresa Ramirez	Teresa Ramirez	18581 S Maple Lane Rd	Oregon City
Kim Montagriff	K Montagriff	6705 SE 20th Ave	Portland
Rose Sabel-Dodge		2217 N.E 11th ave	Portland
Susan Holcroft	S Holcroft	11304 SE 60TH Ave	Milwaukie
ASHER BRILL	Asher S Brill	919 SE 48 AVE	Portland
Evelyn Cusson	Evelyn Cusson	7032 N Omaha Ave	Portland
Bethany Glenn	Bethany Glenn	P.O. Box 889	Woodland, WA
Tamara Fornell	Tamara Fornell	1355 Hadview Ln 97034	Lake Oswego
Pamela Guettler	Pamela Guettler	19265 SE Hemlock Damascus, 97089	Damascus
Amy K. Thomas	A Thomas	1345 SE Denny Ave Milwaukie OR 97	Milwaukie
Toni Freed	Toni Freed	1873 SE Oak Hill Way Milwaukie, OR	Milwaukie
Carla Baughen	Carla Baughen	11925 SE 64 AV	97222
JOSEPH C. LAWLER		315 SE HILLSDALE PORTLAND, OR 97202	PDX 97202
DAVID GARNEY-FENTON	David Garney-Fenton	2537 SW HUME ST	PORTLAND
Craig Jackson	Craig Jackson	623 SE 69th	Portland 97215
Adon Schmidt	Adon Schmidt	13566 SE Mitchell Dr	Milwaukie 97267
ERIC HALBAKKEN		5934 NE Elberta	PDX 97211

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Print Name	Signature	Address	City
Barbara C Smith	Barbara C Smith	4912 SE Franklin St	Portland, OR
C. Lynn Frey	C. Lynn Frey	1741 NE 57th	Portland OR
Jereme Sorenson	Jereme Sorenson	1538 SE 33rd	Portland OR
Therese Mulholland	[illegible]	2127 SW Elm St	Portland OR
Teresa Farrell	[illegible]	1555 SE Lambert	Portland OR
Rodney Gunther	Rodney K. Gunther	1555 SE LAMBERT ST.	PORTLAND, OR
Nanette Rurpear	Nanette Rurpear	23104 NE 134th CIR	B.P. WA
Alicia Lanier	Alicia L. Lanier	805 SE Malden	Portland, OR 97202
Eleonora Beck	Eleonora Beck	723 SE Malden	Portland, OR 97202
Elizabeth Jaffe	[illegible]	723 SE Malden	PDX OR 97202
LISA CAMEZ	[illegible]	4644 SE Windsor	PDX, OR 97206
VIPUL SAGAR	V. K. Sagar	724 SE Malden	PDX OR 97202

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Print Name	Signature	Address	City
Raewyn Ennis	Raewyn Ennis	4516 NE Alameda Portland OR 97213	PDX
Julia McCabe	Julia McCabe	2323 E. Burnside Gresham OR.	Gresham
Robin O'Brien	Robin O'Brien	14591 SE Creekside Dr. Milwaukie OR 97267	Milwaukie
Sonia Bourbeau	Sonia Bourbeau	9803 SE 38th Ave Milwaukie	Milwaukie
Alex Wilson	Alex Wilson	10180 SE Waverly Ct Apt 43 Milwaukie OR	PDX
SUSAN SHAWN	Susan Shawn	13655 SE Briarfield	Oak Grove

I'll deliver this to Metro Hearing Today
I'll leave at 1:30 - Lunch

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Print Name	Signature	Address	City
Alexandra Margitic		1504 SE Madison St, Apt. 14	PDX
JEFFREY LEVY		7306 SE 28TH AVE	"
PHILLIP POLESON		9406 SW Capitol Hwy	Portland
KATIE MCGILL	Katie McGill	12120 SE 38th Ave	Milwaukie
LINDA CEREGHINO	Linda Cereghino	12989 SE Where Else	Milwaukie
Brendan Eisworth		11009 SE 28th	"
Ken Wright	Ken Wright	18085 SE Portland #41	Milwaukie
[illegible]	JUDI MATTINGLY	2323 SE HARRISON	MILWAUKIE
[illegible]	Jeanne Hughes	3131 SE Courtland	Portland

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Print Name	Signature	Address	City
Cheryl Fisher	Cheryl Fisher	13407 SE Nixon Ave	Milwaukie
Ted Ashkar	Ted Ashkar	15790 S. Springwater Road	Oregon City
Maya Mair	Maya Mair	4504 SE Clay st	Portland
Carie Strader	Carie Strader	3926 SE King Rd.	Milwaukie
Lesley Cox	Lesley Cox	4546 NE ALAMEDA	MULT
Julia McCarl	Julia McCarl	2323 SE Barnard	Gresham
Dolores Julien	Dolores Julien	3725 SE Harvey	Milwaukie 97222
Kathleen Taylor	Kathleen Taylor	11017 SE Home Ave	Milwaukie 97222
Kelly Garbarino	K Garbarino	3036 SE Tibbetts St	Portland 97202
Sophie Kirscht		1801 12th St. Oregon City →	97045

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Print Name	Signature	Address	City
GLORIA NEWVILLE	Gloria Newville	16255 SE Clare Ct	Milwaukie
Darlene Rogers	Darlene Rogers	4705 S.E. Mason Lane	Milwaukie

(1)

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Print Name	Signature	Address	City
NORMA J. McLEOD	Norma J. McLeod	3130 SE CHESTNUT	MILW
MARGARET STEFFEN	Margaret Steffen	2705 SE COURTNEY RD	MILW
Dorothy Johnson	Dorothy Johnson	9114 SE 29th	"
HELEN ENZE	Helen Enze	3616 SE Harney	Mil
ED ENZE	Ed Enze		
Jame Price-Stangel	Jame Price Stangel	3422 SE Flat Tail Ln	Milwaukie
Richard Bass	Richard Bass	3836 SE Monroe	Milwaukie
Suzanne M Lisac	Suzanne M Lisac	13700 SE Kuehn Rd	" "
Karen J Timm	Karen J. Timm	5169 SE Naylor	Milw
Karen Harland	Karen Harland	18075 SE Ald Av	Milw
Jean is Heuser	M Heuser	4817 SE Lake Rd	Milw
Marjorie E Tipton	Marjorie E Tipton	9815 SE 42nd	"
Jim Bridge	James Bridge	3559 SE Monroe	Mil
Tony Forn	Tony Forn	10663 SE Riverglen	Mil
Kathleen Reed	Kathleen J Reed	4379 SE Jackson	Milw
JOAN E WISEMAN	Joan E Wiseman	14204 SE Elderberry Ln	Milw
Scott Winter	Scott Winter	15631 SE Rootlo Ln	Milwaukie

TOTAL BY 6/13/07 = 629

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Print Name	Signature	Address	City
BEN STANGEL	Ben Stangel	10625 SE 32E	97222 MILWAUKIE
JIM RUECK	Jim Rueck	5258 SE NAEF	9267 MILWAUKIE
ANITA WOLF	Anita Wolf	5295 S.E. El Centro Way	Milwaukie 97267
FRANK AMATO	Frank W. Amato	3611 SE Aldercrest	Milw. 97222
Derek Day		4311 SE Mark Kelly Ct.	M.Waukie OR 97267
Peggy Bergfeld	Peggy Bergfeld	10785 SE Forest Way	Portland OR 97266
DENNIS LAWRENCE	Dennis Lawrence	10920 SE 72	M.WAUKIE OR. 97222
Helene Lawrence	Helene Lawrence	10920 SE 72nd	Milwaukie or. 97222
			MILWAUKIE OR 97267
			Milwaukie
		14620 S.E. Lo	Milwaukie OR 97267
		4425 SE FIELDCREST CT.	MILWAUKIE OR 97222
		4644 S.E.	Milwaukie 97222
		7330 SE Mil	7222
		7234 SE WILSHIRE CIR	97267
		13907 SE CATFIELD	97267
Catherine Brinkman		2513 SE Lake	Milwaukie 97222

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Print Name	Signature	Address	City
Madonna ROLAND	Madonna E Roland	3710 SE Harold St #65	Milwaukie
Betty BRANDEN	Betty Brandon	10307 SE Roll	Mil
Marcella Hargis			
Matilda Isse		12304 SE 71st	Mil
Paul S. Martin		1651 SE Linn Dr	Mil
Delia Russell		8943 SE Highgate Dr. Portland 97086	Portland
Dr. MARY D'COSTA		2511 SE 19955 Milwaukie 97222	Milwaukie

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Print Name	Signature	Address	City
Barbara Anderson	Barbara Anderson	3720 SE Ochoco	Milwaukie
Tim Talbarge	Tim Talbarge	3975 SE 31ST	Milwaukie
Helmut CAMINOS	Helmut Caminos	15777 SE Orchard	Clackamas
Sue Benoit	Sue Benoit	11120 SE Linden	Milwaukie
[illegible]	[illegible]	4454 SE Willow	Milwaukie
Lynnette Tom Krummenacher	[illegible]	6450 Whitemarsh	Portland
Leon Kennamer	[illegible]	"	"
Brenda McAllister	Brenda McAllister	15590 SE McAllister Rd	Milwaukie

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Print Name	Signature	Address	City
Emily Liebler		2347 SE Lark St	Milwaukie
Rick Schreiter		6619 Partridge	Gladstone
Marie Schreiter		"	"
Lori Newman		1355-755 Hackamore	Milwaukie
Nancy Russell		3115 SE Harrison St	Milwaukie

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Print Name	Signature	Address	City
[illegible]	[illegible]	4223 SE Andregg Portland OR	work in Milwaukie
Pete Fishnet	[illegible]	11050 SE McLoughlin Milwaukie	Milwaukie
SANDY BEAN	Sandy Bean	11050 SE McLaughlin Milwaukie OR	Milwaukie
Theresa Swift	Theresa Swift	11050 SE McLoughlin Mil OR 97267	"

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

Supplemental Draft Environmental Impact Study (SDEIS) for this year. density being proposed by METRO.

Lake Rd. NDA - petitioners

Print Name	Signature	Address	City
Genevieve Hoelzer	Genevieve Hoelzer	11959 S.E. Kehrli Dr	Milwaukie
Tim Wishart	Tim Wishart	11881 SE Kehrli Dr	Milwaukie
Virginia Pai	Virginia Pai	12251 SE 42nd Ct	Milwaukie
Siew Yuk Wong	Siew Yuk Wong	✓	✓
Joseph Pai	Joseph Pai	12812 SE Maple Ct	✓

May 26, 2007

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

Supplemental Draft Environmental Impact Study (SDEIS) for this year. density being proposed by METRO.

petitioners: Lake Road NDA

Print Name	Signature	Address	City
Douglas J. Wasko Jr	Douglas J Wasko	12122 SE 39th Ave	Milwaukie
LORRAINE EATON	Lorraine Eaton	12335 SE 42nd Ct	MILW
Steve Eggiman	Steve Eggiman	12366 SE 42nd Ct	Milwaukie
Jolene Herstein	Jolene Herstein	12650 SE Freeman Way	Milwaukie
Elise Bisio	Elise Bisio	4266 SE Northridge Dr	Milwaukie
Dorwin Andreas	Dorwin Andreas	12392 SE 43rd	Milwaukie
Leland Roth	Leland Roth	12410 SE 43	Milwaukie
A Zaske	A Zaske	12423 S.E. 43	Milwaukee
NANCY WATT	Nancy Watt	12489 SE 43RD	MILWAUKIE
Jean Breiling	Jean Breiling	4242 SE Northridge Ct	Milwaukie
Robert Dearborn	Robert Dearborn	4284 SE N. Ridge Ct	Milwaukie
Carl Richey	Carl Richey	12596 SE 43rd	Milwaukie
Melodee Snook	Melodee Snook	12564 SE 43rd	Milwaukie
Brian Lee	Brian Lee	12600 SE 43rd	
Wil Morrison		12600 SE Freeman Way #69	Milwaukie
Nina Chastain	NINA CHASTAIN	12600 SE Freeman Way #66	Milwaukie Ore.
Keenan Wilson	Keenan Wilson	" " " #70	"

May 26, 2007 pg 2 of 2

PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

Supplemental Draft Environmental Impact Study (SDEIS) for this year. density being proposed by METRO.

petitioners: Lake Road NDA

#1

Print Name	Signature	Address	City
Nancy Midori Thomas	Midori Thomas	12600 SE Freeman Way #65	Milwaukie 97222
Karrie Ruby	Karrie Ruby	12600 SE Freeman Way #63	Milwaukie OR 97222
Betty Chandler	Betty Chandler	12600 SE Freeman Wy #38	Milw 97222
Andrea Smith	A Smith	12600 SE Freeman #42	Milw 97222
Jeanette Eckman	Jeanette D Eckman	12309 SE 41st Ct	Milw 97222

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PETITION TO INCLUDE ALTERNATIVE ALIGNMENT FOR PROPOSED LIGHT RAIL

Supplemental Draft Environmental Impact Study (SDEIS) for this year.
density being proposed by METRO.

petitioner: Lake Road NDA

Print Name	Signature	Address	City
Katie Young	Kathleen Young	12121 SE 39th	Milw. OR
Kathy Lyle	Kathryn Lyle	2035 SE Wash	Mil
JOYCE KIDD	Joyce Kidd	12222 S.E. 39th	Milw.
Ruth Reynolds	Ruth Reynolds	12105 SE 39th	Milw.
Brian Reynolds	Brian Reynolds	12105 SE 39th	Milw
Molly Marlette	Molly Marlette	12205 SE 39th	M.lw.
Shana Garvey	Shana Garvey	3837 SE Lake Rd	Milw.
Albert Garvey	Albert Garvey	3837 SE Lake Rd	Milw.
Ryan Garvey		3805 SE Lake	milw.
Juli Garvey		3805 SE Lake Rd	Milwaukie
Andy Davis		12236 SE 37th	Milwaukie
Melinda Tucker	Melinda Tucker	12132 SE 37th	Milwaukie
ISEN HORNER-JOHNSON		12074 SE 37th	MILWAUKIE
James O Cordell	James O Cordell	12058 SE 37th	milwaukie OR
ROB Scherzinger		11977 SE Kehrli	milwaukie
Roam Hoelzer	Roam Hoelzer	11959 SE Kehrli	MILW
Katie Hoelzer	Katie Hoelzer	1212 SE 39th Ave Apt A	Milw

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Print Name	Signature	Address	City
GERT STARK		1400 S.E. Jefferson	Milw
Julia Bandi		6175 SE Kiowa	MILW
Tim Rossitto		8580 SE Boulder Creek Ct.	Happy Valley
Barbara Silliman		11162 SE 40th Ave	Milwk
Joe Pisanoschi		2740 SE Rivervie	Milw
Tony Keaghe		6012 SE Parkview Ter	Milw
Julie Taylor		2224 NE 142nd Ave	Portland
JOSIE C BITEMO		8130 SE JENNINGS AVE	MILWAUKIE
TOME P. BITENG		8130 SE JENNINGS	MILWAUKIE
CYNTHIA HAGEN		11140 SE 35	"
Carolyn Treyaka		10803 SE Home Ave	"
Nick Fonnesbeck		12003 SE Pine Pl	Milwaukie

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Print Name	Signature	Address	City
ARLEY N WALL		3[illegible]	
CARLOS CATALA		10555 SE 96th Ave	Happy Valley
MARY DELZER		4685 Hull Rd Milw 97267	Milw.
[illegible]		1400 SE Spring St #19	Milw
J QUIZON		3901 SE Cornell Rd Ave	Milw
Andy Rivell		5606 S.E. Monroe	Milwaukie
L. El Youssef		5712 SE Monroe	Milwaukie
RANDY H. DAY		4311 SE MARK KELLY CT	MILW
DANA L. DAY		4311 SE Mark Kelly Ct	Milw
Annette Wilkinson		4797 SE Monroe St	Milw
Christine Zetterberg	Christine Zetterberg	15225 SE Meadowlark Land Milwaukie, OR 97267	
Scott Zetterberg		15225 SE Meadowlark Ln	Milwaukie
Jana Kreilich		15500 SE Wallace Rd	Milw

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Print Name	Signature	Address	City
JIN STANEK	Jin Stanek	9722 Jobes SE 28	Milwaukie
Sharon Voeller	Sharon Voeller	17004 SE Wiley Way	Milw 97267
Paul Voeller	Paul E. Voeller	same as above	same as above
Dorothy Hatton	Dorothy Hatton	11662 SE 27th	Milwaukie
Brian P Bergquist	Brian P Bergquist	11738 SE Fuller ~~Milwaukie~~ Rd	Milwaukie ~~OR~~
Pamela Beetz	Pam Beetz	2536 SE Myrtle St	Milwaukie
Pat Stindler	Pat Stindler	4344 SE 16	Milwaukie
Barbara Frances	Barbara Frances	11508 SE 48th	MILWAUKIE
Claire Foster	Claire D Foster	17311 SE Blanton	Oak Grove
William Blaufus	William Blaufus	4425 SE Fieldcrest St	Milwaukie
Bruce Fossati	Bruce Fossati	14370 SE Thelma Ct.	Milwaukie
Louise Schram	Louise Schram	4664 SE Beach	
Stephanie Gossett	Stephanie Gossett	10109 SE Premont Ct	Milwaukie
Antonette Nahler	Antonette Nahler	7350 26 Jack Rd	Milwaukie
Michele Murphy	Michele Murphy	7934 SE Wilshire Ct.	Milwaukie 97267

North Clackamas Parks and Recreation District
MILWAUKIE CENTER/COMMUNITY ADVISORY BOARD
Minutes of May 11, 2007

MEMBERS PRESENT: Joan Staley, Eleanor Johnson, Molly Hanthorn, Jane Hanno, Ben Horner-Johnson, Katie Rudfelt, Kathi Schroeder, Carolyn Mills, Chuck Petersen.

MEMBERS EXCUSED: Ben Tabler, Kim Buchholz.

STAFF PRESENT: Joan Young, Cheryl Nally.

GUESTS: None

CORRESPONDENCE
None

CALL TO ORDER
Joan Staley called the meeting to order at 9:35. Kathi Schroeder moved to adopt the minutes. Jane Hanno seconded and the motion passed unanimously.

DISCUSSION ITEMS
Future Planning Task Force Development:
Kathi reported that a meeting was held on May 8 to consider plans for forming a committee to vision for the future of the Milwaukie Center. This committee would focus on Center service and financial issues. The committee members may be sought from the Friend's Board, a user of the facility and a realtor who works with senior citizens.

BOARD/COMMITTEE REPORTS
North Clackamas District Advisory Board:
Molly reported that the meeting opened with a time of honoring Justin Steel. There will be a Washington Mutual account established in Justin's name and the funds will be donated to the Aquatic Center. There was a report by Jason Tuck from Happy Valley concerning preliminary changes in zoning. Light rail was discussed and there will be another twelve month study. The Parks District and Happy Valley will review park plans. The Aquatic Center is re-evaluating the food service.

North Clackamas Park Stewardship Committee:
A discussion was held concerning the dog park. A report was given on the ball field rain run-off issue. During heavy rains the water is running into a property owner's premises. The PACE students from the Skill Center have been using the park to study the foliage. Father Tate commented on the new sculpture.

Nutrition/Transportation:
No meeting.

Publicity Committee:
This committee is helping to support the center and generate publicity ideas. They are meeting monthly.

Nomination Ad Hoc Committee:
Joan Staley reported that the present officers of the C/CAB have agreed to serve another term. The vote for the slate of officers will be at the June meeting.

OTHER REPORTS
Friends of the Milwaukie Center:
Eleanor reported that the Mystery Dinner was a success and $3,100 was raised to support Center social services. A reception will be held on May 18 from 4-7pm for two photographers who are showing their work throughout the Center. A Housing Fair will be held on May 17.

Governors Commission:
Joan Staley said there was nothing to report.

CENTER REPORT
Joan Young reported that a kick-off for the walking program "Keep On Trekking" was held and fifty people signed up. AARP is contributing pedometers to those who are participating. The first Senior Prom will be held on June 20 and a dinner is included. North Clackamas Park north side planning including the services of ALTA will happen in the near future.

INFORMATION/ANNOUNCEMENTS
A plant sale will be held at the Pond House behind Ledding Library in Milwaukie on May 12.
Thank you to Katie Rudfelt for the decorations, goodies and birthday wishes to two board members.

AGENDA FOR THE NEXT MEETING
Toby Forsberg will speak about the advertising and sponsorship program for the NCPRD.

The meeting was adjourned at 10:55.

Carolyn Mills, Secretary

North Clackamas Parks and Recreation District

MILWAUKIE CENTER DIVISION

Monthly report for May, 2007

Programs & Services:

Healthy Changes for Living with Diabetes Support Group ended in May. This pilot study started in 2003 by the National Council on Aging and Providence Center on Aging and continued into future years with grants. The study was to determine how effective working together in an informal group with a goal oriented structure would be in improving self management of diabetes. During the four years, 70 people and families participated in the group learning ways to improve their diabetic health.

NCPRD staff organized and kicked off a new walking program, "Keep on Trekking," co-sponsored by American Association of Retired Persons. This is a self-paced, 10-week walking program where participants set goals and walk on a regular basis for 10 weeks.

Milwaukie Center Transportation Program annually provides over 2,400 weekly shopping trips to local stores for seniors and people with disabilities. The service includes pick up and drop off, as well as door-to-door help with groceries. Volunteers help bus drivers with the passenger's groceries. No one is denied service due to inability to pay the $2 per round trip fee.

The Milwaukie Center Nutrition Program has joined forces with Recreation Services to operate the North Clackamas Park ball field concession stand. Menu items are still being worked out, but so far reception from visiting adults and ball players has been great!

The Friends of the Milwaukie Center helped celebrate Older Americans Month promoting two photographers who are currently displaying their work at the Center. Bob Anmmerman and Ben Kouba started photography as new careers in the second half of their lives.

The Center Singers practices weekly at the Milwaukie Center. This lively group performed at McLoughlin Place and Miramonte Pointe this month. They have a spring repertoire of well known songs that are enjoyed by residents of these facilities.

The Travel Program had full busses for the Out-to-Lunch Bunch visit to Stone Cliff Inn on the Clackamas River and Timberline Lodge. The group has a full venue of local trips planned for the coming months.

Fund-raising:

The Famous May Sunday Dinner, a fund-raiser for the Milwaukie Center Nutrition Program, was enjoyed by nearly 120 people. Folks enjoyed a great home-cooked roast beef dinner and all the fixings for a great price.

The Friends of the Milwaukie Center hosted numerous events in May. The 6th Annual Wine & Roses Mystery Dinner was their largest fund-raising event ever! An oral auction was added to the silent auction for a very successful and fun event. The following week, the New Century Players again performed the mystery play "Fatal Passage" at an enjoyable Mothers' Day Brunch for over 90 people.

The annual Housing Fair was hosted by the Friends of the Milwaukie Center with more than 100 people attending. This very popular event brings retirement and assisted living facilities to the Milwaukie Center with brochures and information.